

# desider

the magazine for defence equipment and support

Nov 10 Issue 30



MINISTRY OF DEFENCE

## SDSR – securing Britain in an age of uncertainty



Strategic Defence and Security Review explained [See inside](#)



Harriers going  
out of service



More Chinooks  
for front line



Goodbye to  
*HMS Ark Royal*



Challenger fleet  
to be reduced



A400M as future  
airlift mainstay



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# We now have clarity on the big programmes

I'M SURE that all of you will have seen the announcements on both the new National Security Strategy setting out the threats and risks facing the UK and the Strategic Defence and Security Review (SDSR). I would like to record my appreciation of the professionalism shown by DE&S staff who contributed to this work and to encourage you to read the White Paper and the supporting material which has been widely distributed. I hope you will also have taken advantage of the opportunity for face to face briefings in your business area and the 'town hall' sessions I and Board members have held.

As I have said previously, we need to be realistic about how much certainty the review gives us in terms of the size, shape and direction of DE&S and the impact on individuals. We do not yet know how the reduction of 20,000 in civilian numbers in the department (excluding the trading funds which will reduce by a further 5,000) by 2015 will be applied. But we must expect proportionate reductions in DE&S. Military staff numbers in DE&S will be similarly reduced. There will be a need for an early release scheme since natural wastage alone will not deliver this scale of reduction in manpower. Initial details of the schemes have been circulated and are available on the Defence Intranet.

While there has been considerable media focus on adjustments to the size and capabilities of the Armed Forces to meet the requirement of the SDSR I think it is very important that you are aware that the majority of our current major programmes have been confirmed.

For the Royal Navy, the *Queen Elizabeth* class aircraft carrier programme, Type 45 destroyers, Type 26 frigates and *Astute* class attack submarines are all to continue, alongside a reduction in numbers of frigates or destroyers and early withdrawal of *HMS Ark Royal*. The existing Trident submarine force will serve for longer and detailed design work on a successor class is due to start later this year.

For the Army, the Terrier armoured engineer vehicle, Scout and Utility Vehicle and Watchkeeper programmes are all confirmed, alongside reductions in tank and heavy artillery stocks.

The RAF's Typhoon combat aircraft programme is to continue, alongside the Future Strategic Tanker Aircraft programme, A400M and C-17 transport aircraft while further Chinook helicopters will be ordered and Puma helicopters upgraded. The joint RN and RAF Harrier force is to be withdrawn and the Nimrod MRA4 project is to be cancelled. We remain committed to the Joint Strike Fighter programme. The Army and RN-operated Wildcat helicopter programme is also to continue.

Given the scale of change facing the public sector as a whole, this represents a good result for defence and we must not lose sight of that. Furthermore, after a period of great uncertainty we now have some clarity on the big programmes and an honest funding position; these two factors provide a great opportunity to further improve our delivery to performance, time and cost. The NAO rightly recognised DE&S efforts in the latest Major Projects Report which stated that the vast majority of projects were performing well. We can now capitalise on that hard earned foundation and be confident in our ability to deliver these significant investments in the Armed Forces.

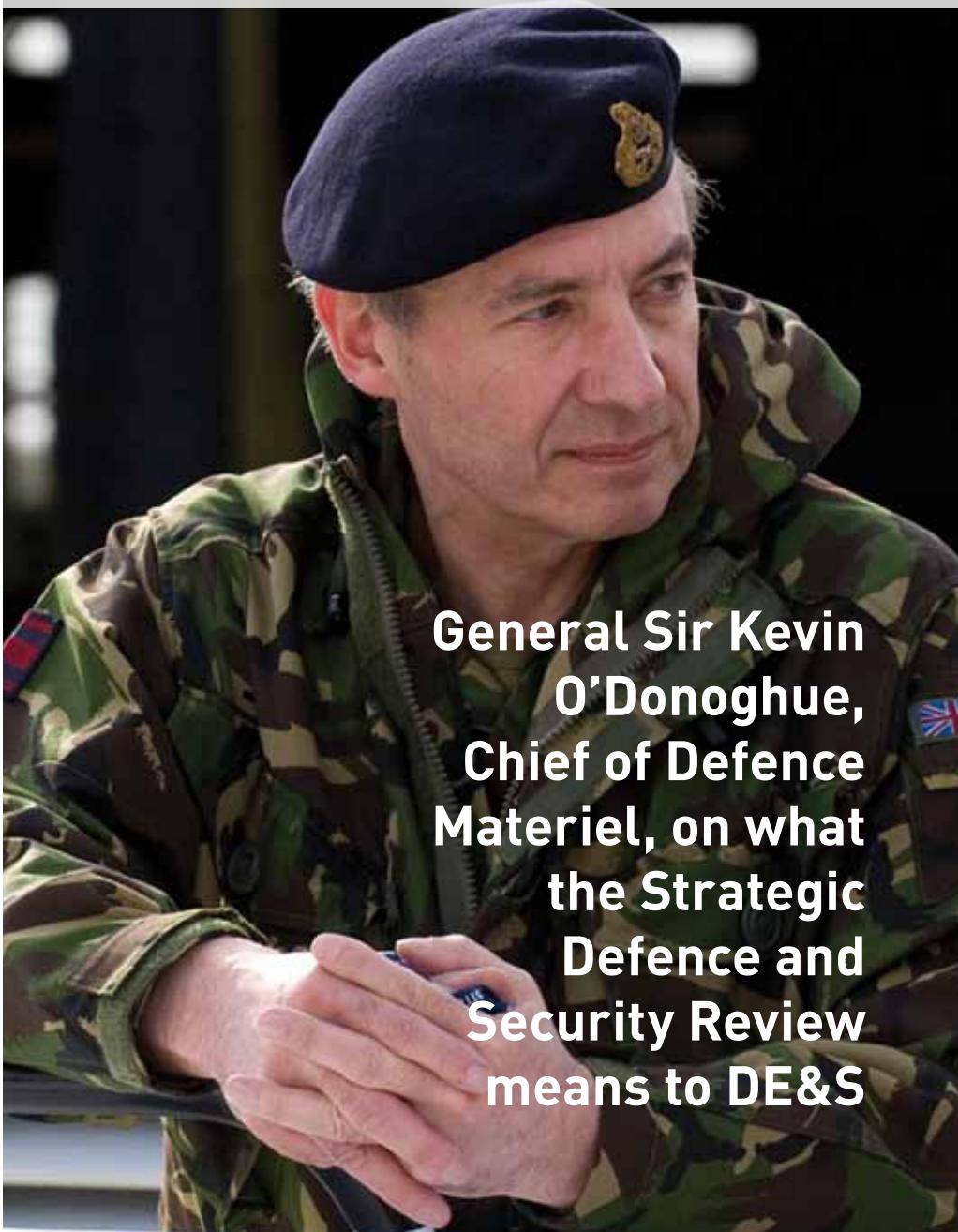
Changes to DE&S will be still needed as

a result of the SDSR and, in due course, the outcome of Lord Levene's Defence Reform Review; we will need to revisit our existing plans for change. PACE was designed as a four-year programme ending in 2012 and has already made a positive difference (see pages 30 and 31). It has established our business based on Operating Centres, introduced capability delivery as the bedrock of our programme management throughout life, and enabled us to work more efficiently and effectively by collocating large numbers of staff to Abbey Wood, introducing flexible resourcing and continuing the improvement in the skills of our people, matched by a clear improvement in our project management performance.

It is too early yet to say what the detail of this new programme will be. It will take several months to work through the overall impact of SDSR on the way our business needs to change, the full extent to which we must reduce our numbers and how it fits with the broader departmental approach to reductions. It will also need to take account of the Defence Reform Review, which is likely to have implications for the scope and organisation of DE&S as part of defence and from which decisions will only begin to

emerge next year. The views of my successor on how he or she wishes to manage business will also be highly influential. But we can expect the key strands of future change activity to include work on the design and organisation of DE&S, from April 2011 and its evolution over the following years. In the meantime, although the programme management mechanisms of PACE will wind up, the Main Board expects that all the milestones in Operating Centre Business Plans associated with PACE activity will continue to be delivered.

Finally, I do not underestimate the difficulty and challenge this sets us. We must operate in a challenging environment while remaining focussed on our most important priority, support to operations. We have shown previously, through the formation of DE&S and the pursuit of the PACE change programme, that we are able to deliver our outputs while working through change. We must get on now with our part in implementing the changes the Government has set out within the SDSR. I ask that you give our future change programme every support while ensuring the outstanding support we all give to the front line is sustained.



**General Sir Kevin O'Donoghue, Chief of Defence Materiel, on what the Strategic Defence and Security Review means to DE&S**

NOV 2010

6-7



## cover image

The Strategic Defence and Security Review, the first such review for 13 years, was unveiled by Prime Minister David Cameron in the House of Commons on 19 October. It is, he said, about taking the right decisions to protect UK national security in the years ahead.

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# desider

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# The SDSR issue – reshaping UK forces and their equipment for a fighting future



# What it means for the services, and DE&S – pages 6 to 16

## Adaptable posture

**Principal elements:**

1. to respond to the highest priority risks over the next five years, we will:
  - ensure that our key counter-terrorist capabilities are maintained;
  - develop a transformative programme for cyber security;
  - focus cross-government effort on natural hazards;
  - focus and integrate diplomatic, intelligence, defence and other capabilities on preventing international military crises.
2. to respond to low probability but high impact risk of a large-scale military attack by another state, we will maintain our capacity to deter, and the ability to regenerate capabilities given sufficient strategic notice.
3. to respond to growing uncertainty about longer-term risks and threats, we will pursue an over-arching approach which:
  - identifies and manages risks before they materialise in the UK;
  - maintains a broad spectrum of defence and other capabilities;
  - strengthens mutual dependence with key allies;
  - co-ordinates the approach across government.

## Afghanistan

Afghanistan remains the main effort of defence helping to deliver a stable country. The Government is fully committed to ensuring that the campaign is properly resourced, funded and equipped. We must also confront the legacy of overstretch. Between 2006 and 2009 UK forces were deployed at medium scale in both Iraq and Afghanistan. This exceeded the planning assumptions that had set the size of our forces and placed greater demands both on our people and on their equipment than had been planned for. We must therefore give priority over the next decade to recovering capabilities damaged or reduced as a result of this overstretch. This takes time and investment, but is needed to rebuild the strength and restore the capability of our Armed Forces to react effectively to new demands.

# How the UK projects

PRIME MINISTER David Cameron – announcing the Strategic Defence and Security Review – told the House of Commons it was not simply a cost-saving exercise but was about taking the right decisions to protect national security in the years ahead.

Over four years, the defence budget would rise in cash terms, and fall by only eight per cent in real terms. The Government had to deal with a £38 billion black hole in future defence plans – bigger than the entire annual defence budget of £33 billion.

Mr Cameron told MPs: "This review is about how we project power and influence in a rapidly changing world. Britain has traditionally punched above its weight in the world, and we should have no less ambition for our country in the decades to come. But we need to be more thoughtful, more strategic and more co-ordinated in the way we advance our interests and protect our national security."

He said: "There is no cut whatsoever in the support for our forces in Afghanistan. The funding for our operations in Afghanistan comes not from the budget of the MOD, but instead from the Treasury special reserve, so changes to the MOD that result from today's review will not affect this funding.

"Furthermore, every time the chiefs of staff have advised me that a particular change might have implications for our operations in Afghanistan, either now or in the years to come, I have heeded that advice. In fact, we have been and will be providing

more for our brave forces in Afghanistan: more equipment to counter the threat from improvised explosive devices; more protected vehicles, such as the Warthog heavy protection vehicle, which will be out there by the end of the year; more surveillance capability, including unmanned aircraft systems; and, crucially, at last, the right level of helicopter capability.

"We will move from an MOD that is too big, too inefficient and too over-spent to a department that is smaller, smarter, and more responsible in its spending; from a strategy that is over-reliant on military intervention to a higher priority for conflict prevention; from concentrating on conventional threats to having a new focus on unconventional threats; and from Forces that are overstretched and under-equipped and that have been deployed too often without appropriate planning to the most professional and most flexible modern forces in the world, fully equipped for the challenges of the future."

He said the MOD would cut its estate, dispose of unnecessary assets, renegotiate contracts with industry and cut its management overheads, including reducing civilian numbers in the MOD by 25,000 by 2015 and adjusting and simplifying civilian and military allowances. Taken together, all those changes would save £4.7 billion over the review period.

Mr Cameron said: "Getting to grips with procurement is vital. The Nimrod programme, for example, has cost the British taxpayer more than £3 billion; the number of aircraft to be procured has fallen from 21 to nine; the cost per aircraft has increased by more than 200 per cent; and it is more than eight years late. Today, we are announcing its cancellation.

"We need to focus more of our resources not on the conventional threats of the past but on the unconventional threats of the future. So, over the next four years we will invest more than £500 million of new money in a national cyber-security programme.

"Crucially, we need to move from Forces that are over-stretched and under-equipped to the most modern and professional flexible Forces in the world."

Mr Cameron said precise budgets beyond 2015 would be agreed in future spending reviews but his own strong view was that MOD required year-on-year real-terms growth in the defence budget beyond 2015.

The Army would number around 95,500 by 2015 – 7,000 fewer than today. The UK would continue to be one of very few countries able to deploy a self-sustaining, properly equipped, brigade-sized force anywhere around the world and

### 'Getting to grips with procurement is vital'



# power and influence



Left: David Cameron enjoys a cooked breakfast with soldiers from 12 Combat Logistic Support Regiment in the cookhouse in Camp Bastion earlier this year

to sustain it indefinitely if needs be. The UK would also be able to put 30,000 into the field for a major, one-off operation.

Tank and heavy artillery numbers would be reduced by about 40 per cent, but the introduction of 12 new Chinook helicopters, new protected mobility vehicles and enhanced communications would make the Army more mobile, more flexible and better able to face future threats than before.

The Royal Navy would get a fleet of the most capable nuclear powered hunter-killer *Astute* class submarines anywhere in the world and six Type 45 destroyers. A new programme would start to develop less expensive, more flexible, modern frigates.

Total naval manpower would reduce to around 30,000 by 2015 – a reduction of 5,000 – and by 2020 the total number of frigates and destroyers would reduce from 23 to 19.

Turning to the RAF, Mr Cameron said: "We have decided to retire the Harrier, which has served this country so well for 40 years. It is a remarkably flexible aircraft, but the military advice is clear: we should sustain the Tornado fleet as that aircraft is more capable and better able to sustain operations in Afghanistan. RAF manpower will also reduce to around 33,000 by 2015 again, that is a reduction of 5,000."

"By the 2020s, the RAF will be based around a fleet of two of the most capable fighter jets anywhere in the world – a modernised Typhoon fleet, fully capable of air-to-air and air-to-ground missions,

## 'We need to focus more of our resources on the unconventional threats of the future'

and the joint strike fighter, the world's most advanced multi-role combat jet. The fleet will be complemented by a growing number of unmanned aerial vehicles and the A400M transport aircraft together with the existing fleet of C-17 aircraft and the Future Strategic Tanker Aircraft."

On the *Queen Elizabeth* class aircraft carriers, the Prime Minister said: "We will build both carriers, but hold one in extended readiness. We will fit the "cats and traps" – the catapults and arrester gear – to the operational carrier. This will allow our allies to operate from our operational carrier, and it will allow us to buy the carrier version of the Joint Strike Fighter, which is more capable, less expensive, has a longer range and carries more weapons. We will also aim to bring the planes and the carriers in at the same time."

The independent nuclear deterrent would be retained and renewed, he said.

Following a value for money review, the life of the *Vanguard* class would be extended so that the first replacement submarine was not required until 2028; the number of operational launch tubes on the new submarines would be cut from 12 to eight, the number of warheads would fall, as would the stockpile of operational warheads.

"Finally we are significantly increasing our investment in our special forces to ensure they remain at the leading edge of operational capability, prepared to meet current and future threats, and maintaining their unique and specialist role."

■ For the full text of the Prime Minister's SDSR announcement in Parliament, consult Hansard at <http://www.publications.parliament.uk/pa/cm201011/cmhsrd/cm101019/debtext/101019-0001.htm#10101928001163>

## Force Restructure

SDSR will restructure the Forces to generate future military capabilities that will be:

- high-quality, in training and equipment, with logistics, communications and other enablers necessary;
- rigorously prioritised, based on what we need to maintain and at what readiness;
- balanced, with a broad spectrum of integrated and sophisticated capabilities;
- efficient, using minimum of different equipment fleets, providing quality and effectiveness;
- well-supported, both in a material and a moral sense;
- flexible and adaptable, to respond to unexpected threats;
- expeditionary, to be deployed at distance from the UK in order to tackle threats before they reach these shores;
- connected, able to operate with other parts of government, international partners etc.

## Future Force 2020

The Future Force has three broad elements:

- The Deployed Force consists of those forces engaged on operations. Today, this includes the forces deployed in Afghanistan from the High Readiness Force. It also includes those forces which conduct permanent operations essential to our security.
- The High Readiness Force allows us to react rapidly to crises. This could include the UK's contribution to a multinational operation. But the forces are held principally to allow us to respond to scenarios in which we act alone to protect our national security interests, for example to conduct hostage rescue or counter-terrorism operations.
- The Lower Readiness Force includes those recently returned from operations which are focussed on recovery and those preparing to enter a period of high readiness. These forces support enduring operations and can provide additional flexibility.

## Specialist capabilities

Further investment will be made in information systems, infrastructure and people to share intelligence within defence and government and with allies and partners. Development of wider information gathering capabilities will be made such as human and open-source intelligence.

Special Forces capability will be enhanced.

Cyber capabilities within defence will be transformed by establishing a UK Defence Cyber Operations Group as part of the transformative cross-government approach. The Cyber Operations Group will provide a cadre of experts to support UK and allied cyber operations to secure our vital networks and to guide the development of new cyber capabilities. It will bring together existing expertise from across defence.

It will ensure the UK plans, trains, exercises and operates in a way which integrates activities in both cyber and physical space; and be responsible for developing, testing and validating cyber capabilities as a complement to traditional military capabilities.

## Industry

Following consultation early next year, a White Paper will formalise Defence Industrial and Technology policy for the next five years. This will give industry clarity and confidence about future plans by updating the approach to the industrial sectors that support key military capabilities.

Open competition will be used on the global market for many major acquisitions, but other approaches will be taken where appropriate or necessary.

The Government will continue to ensure that private sector skills and technologies are protected where these are essential to maintaining sovereignty in the use of UK Forces.

Small and medium-sized enterprises that are a vital source of innovation and flexibility will be supported and defence exports promoted.

## What they say about SDSR . . .

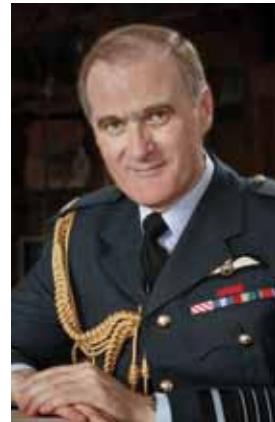
CHIEF OF the Defence Staff, Air Chief Marshal Sir Jock Stirrup, right, said: "The challenging financial environment has meant that we have confronted some difficult choices in this Review."

"Our first priority has been to maintain the focus on defence's main effort in Afghanistan, and to ensure that we continue to deliver the necessary resources to that campaign."

"Beyond this, we face an uncertain future, so we have sought to maximise the agility and adaptability of our Armed Forces."

"That is partly about equipment, where we have had to take some tough decisions; but it is mostly about our people, who have always given us our winning edge."

"Despite some uncomfortable times ahead, recruiting and retaining people of the right talent, commitment and courage will be key to our future success."



## Defence has to rebalance to remain relevant – Gen Wall

CHIEF OF the General Staff, General Sir Peter Wall, said: "Defence has to rebalance to remain relevant. The Army has two distinct roles in this: success in Afghanistan, and transformation for future conflict. We now need to get on with both. This will be challenging, but workable."



## Protecting the front line is top priority – Dr Fox

DEFENCE SECRETARY Dr Liam Fox, left, said the front line had been protected because Afghanistan is the Government's top priority.

He said: "Tough decisions are required to reconfigure our Armed Forces to confront future threats while we also tackle the £38 billion deficit that has accumulated in the 12 years since the last Defence Review."

"The Ministry of Defence must become as effective and as efficient as possible. Lord Levene will help me deliver radical reform to streamline the department."

## 'A tough challenge'

FIRST SEA Lord, Admiral Sir Mark Stanhope, said: "Reductions in personnel will have to be carefully and sensitively managed, and we face many challenges in the coming years to rebalance the force."

"The withdrawal of at least one of our *Invincible* class carriers, along with the Harriers which fly from them, means delivery of a national carrier strike capability around 2020 will be a tough challenge. However, with the introduction of the *Queen Elizabeth* carriers, it is neither insurmountable, nor a challenge for the Royal Navy alone."

"We will be working closely with the RAF and defence as a whole to ensure that this critical military capability is delivered."

## 'Capabilities vindicated'

CHIEF OF the Air Staff, Air Chief Marshal Sir Stephen Dalton, said: "In this SDSR, every element of our air power suite of capabilities has been tested rigorously and uncompromisingly and, with the exception of the maritime patrol capability and the Harrier and Airborne Stand Off Radar platforms, they have been vindicated as essential to our future needs."

"In the era of such national economic constraints, it is inevitable that we will have to scale back the size of our future deployable forces and this will lead to significant redundancies."

"While I will do everything that I can to ease the departure of those who will leave the service in the next four years, I will focus my efforts on ensuring that the vast majority, who will continue to serve in the Royal Air Force, deliver first class air power and that the service continues to offer challenging, exciting and ultimately rewarding careers."

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## Transition

There are systemic pressures on equipment and personnel. A legacy of unaffordability, and these systemic pressures, mean that a major focus has been to eliminate over-commitment by reducing running costs to allow resources to be focussed on the front line. Key areas are:

- reductions in the civilian workforce and non-front line service personnel;
- rationalisation of the defence estate including sale of surplus land and buildings;
- sales of assets such as the Defence Support Group and the Marchwood Sea Mounting Centre and the defence stake in the telecommunications spectrum;
- efficiencies and improvements in military training;
- significant savings from contract re-negotiations with industry;
- cutting more than £300 million per year by 2014/15 of service and civilian personnel allowances
- reductions in spend on commodities.

Overall, this represents a 25 per cent reduction in non-frontline organisations such as DE&S, saving at least £2 billion per year by 2014/15.

## Defence reform

In developing a new, more cost-effective model for the management of defence, the Defence Reform Review will examine closely all the major areas of defence: policy, strategy and finance; the Forces, with a particular focus on non front-line elements; and acquisition, commercial, estates and corporate services.

The Defence Reform Review will also look at a range of cross-cutting issues, such as whether the current senior rank structure across the services is appropriate. How the Forces undertake the tasks of force generation and sustainability will also be reformed. There is a need to challenge some of the fundamental assumptions which drive force generation, such as tour lengths and intervals to see if we can update our practices and produce greater efficiency.

Strike force: a computer generated image of how the carrier may appear at the end of the decade



# Future carrier strike capability

## Review confirms carrier will project military power anywhere in the world

THE SDSR confirmed the strategic requirement for a future carrier-strike capability and said a Queen Elizabeth-class carrier, operating the most modern combat jets, would give the UK the ability to project military power more than 700 nautical miles over land as well as sea, from anywhere in the world.

The document stated: "Both the US and France have used this freedom of manoeuvre to deliver combat airpower in Afghanistan from secure carrier bases in the Arabian Gulf and Indian Ocean. This capability will give the UK long term political flexibility to act without depending, at times of regional tension, on agreement from other countries to use of their bases for any mission we want to undertake."

"We will need to operate only one aircraft carrier. We cannot now foresee circumstances in which the UK would require the scale of strike capability previously planned. We are unlikely to face adversaries in large-scale air combat. We are far more likely to engage in precision operations, which may need to overcome sophisticated air defence capabilities."

"The single carrier will therefore routinely have 12 fast jets embarked for operations while retaining the capacity to deploy up to the 36 previously planned. It will be

able to carry a wide range of helicopters, including up to 12 Chinook or Merlin transports and eight Apache attack helicopters."

The SDSR states MOD would therefore install catapult and arrestor gear on the carrier allowing greater interoperability with US and French carriers and naval jets. This would reduce carrier protection requirements on the rest of the fleet, releasing ships for other naval tasks such as protection of key sea-lanes, or conducting counter-piracy and narcotics operations.

"Installing the catapult and arrestor will allow the UK to acquire the carrier-variant of Joint Strike Fighter to deploy on the converted carrier instead of the short take-off and vertical landing variant. This has a longer range and greater payload: this, not large numbers of aircraft, is the critical requirement for precision strike operations in the future."

"The UK plans to operate a single model of JSF, instead of different land and naval variants. Overall, the carrier-variant of the JSF will be

cheaper, reducing through-life costs by around 25 per cent," the SDSR stated.

Over the next five years combat air support to operations in Afghanistan must be the overriding priority: the Harrier fleet would not be able to provide this and sustain a carrier-strike role at the same time. Even after 2015, short-range Harriers – whether operating from *HMS Illustrious* or *HMS Queen Elizabeth* – would provide only a very limited coercive capability. We judge it unlikely that this would be sufficiently useful in the latter half of the decade to be a cost-effective use of defence resources.

"To provide further insurance our current plan is to hold one of the two new carriers at extended readiness. That leaves open options to rotate them, to ensure a continuous UK carrier-strike capability; or to re-generate more quickly a two-carrier strike capability. Alternatively, MOD might sell one of the carriers, relying on co-operation with a close ally to provide continuous carrier-strike capability."



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### SEA KING MK7 THEATRE MODIFICATIONS

The UK MoD/AgustaWestland Strategic Partnership Arrangement enabled the Sea King Mk7 to be upgraded to provide enhanced performance in the Afghanistan theatre of operations. This vital capability was deployed...

**...on time and on budget.**



# Make-up of a future fighting force

## Other capabilities would include:

- the Royal Marines, whose 3 Commando Brigade will provide one key element of high readiness Response Force. They will be able to land and sustain a commando group of up to 1,800 from the sea from a helicopter platform and protective vehicles, logistics and command and control support from specialist ships, including landing and command ship. It would allow operations such as Sierra Leone in 2000;
- a maritime helicopter force based around Wildcat and Merlin helicopters, with numbers aligned to the overall size of the future maritime force structure. These will be capable of locating and attacking enemy forces in both anti-submarine and anti-surface warfare;
- 14 mine countermeasures vessels, based on existing Hunt and Sandown class ships with a replacement programme which will also have the flexibility to be used for other roles such as hydrography or offshore patrol. This capability provides a significant level of security and protection of the UK's nuclear deterrent;
- a global oceanographic survey capability and an ice patrol ship;
- a fleet of resupply and refuelling vessels scaled to meet the Royal Navy's requirements;
- maritime strategic transport provided by six roll-on, roll-off ferries;
- maritime intelligence, surveillance, target acquisition and reconnaissance capabilities based on network enabled warships, submarines and aircraft.

Decommissioning? HMS Ocean alongside in Lagos during the summer

THE SDSR states that Future Force 2020 would provide a number of key maritime capabilities.

They include: nuclear continuous at sea deterrence; maritime defence of the UK and its South Atlantic Overseas Territories; an enduring presence within priority regions of the world to contribute to conventional deterrence and containment; powerful intervention capabilities from surface and submarine fleets; the ability to land forces from the sea by helicopter and over-the-beach with protective vehicles and supplies from specialist ships; and the ability to command UK and allied naval forces at up to Task Force level.

Key capabilities will include the Trident force, its supporting elements and seven new *Astute* class nuclear hunter-killer submarines, able to deploy rapidly from the UK to operational areas, fuelled for 25 years and limited in endurance only by the food they can carry.

Capable of operating in secret across the world's oceans, they would contribute to the protection of the nuclear deterrent and maritime task groups and provide global strategic intelligence and Tomahawk Land Attack Missile strike capability. They were designed to be adaptable throughout their operational lives, with modular systems to reduce the costs of future upgrades;

Future carrier-strike would be based on a single new operational

carrier with the second planned to be kept at extended readiness. The carrier would embark Joint Strike Fighters and helicopters.

The surface fleet would be composed of 19 frigates and destroyers, providing military flexibility across a variety of operations, from full-scale naval warfare, to providing maritime security and projecting UK influence.

These would be composed of six Type 45 destroyers, a highly capable air defence destroyer whose missile system can protect both naval forces and UK sovereign territory, and the current Type 23 frigates.

Both ship types operate the Merlin helicopter and the Type 45 could also operate the Chinook helicopter. As soon as possible after 2020 the Type 23 would be replaced by Type 26 frigates, designed to be easily adapted to change roles and capabilities depending on the strategic circumstances.

*HMS Ark Royal* would be decommissioned immediately, the number of frigates would be reduced by four and a landing and command ship would be placed at extended readiness.

Either *HMS Ocean* or *HMS Illustrious* would be decommissioned following a short study of which provided the most effective helicopter platform capability. A Bay-class amphibious support ship would also be decommissioned.

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## Close support for troops on the front line

Current defence commitments demand quality of support and in such a rapidly changing defence environment, flexibility is key.

Gone are the days when support services companies were expected to deliver only traditional services like cleaning, catering and estate management.

Interserve is now required to respond to Urgent Operational Requirements (UORs) by developing facilities that provide close support for troops on the front line.

From creating award-winning, ground-breaking military training facilities on the Defence Training Estate (managed by Interserve joint venture, Landmark Support Services Limited), to enhancing the Bloodhound Camp Decompression Facility in Cyprus, Interserve works with its defence customers to deliver a range of critical estate, equipment and support services to exactly where they are needed most.



Challenged: around 40 per cent of the Army's Challenger 2 main battle tanks will be mothballed

# Review shapes the land forces of the future

FUTURE FORCE 2020 will be able to provide land forces composed of a number of different elements.

These elements will include: light, specialist forces for short-duration

interventions; multi-role forces to provide flexibility for larger or more complex intervention operations or to undertake enduring stabilisation operations; a contribution to standing commitments

including defending the South Atlantic Overseas Territories and UK tasks such as bomb disposal and the ability to command UK and coalition forces at up to theatre level.

The Army's five new multi-role brigades will each consist of around 6,500 personnel.

Key to the utility of these multi-role brigades is their building-block structure, allowing greater choice in the size and composition of the force that might be deployed, without having to draw on other elements from the rest of the Army.

Small groups from within these brigades, such as an infantry battalion with minimal vehicles and supporting elements, could be deployed quickly to evacuate British nationals such as in Lebanon in 2006.

At the other end of the scale and with suitable warning time, the brigades could be combined to generate a larger formation suitable for full scale war.

The MOD will also reduce by one the number of deployable brigades, reduce holdings of Challenger 2 main battle tanks by around 40 per cent and heavy artillery (AS90 armoured artillery vehicles) by around 35 per cent.

## Key land forces capabilities

SDSR sets out the key land forces capabilities including:

- five multi-role brigades each comprising reconnaissance forces, tanks, armoured, mechanised and light infantry with one at high readiness and four in support;
- 16 Air Assault Brigade, a high-readiness, light, short-duration intervention capability, trained for parachute and air assault operations, with its own supporting units;
- precision Guided Multiple Launch Rocket System (GMLRS) rockets, and Loitering Munitions to circle a battlefield for hours ready for fleeting or opportunity targets;
- heavily armoured vehicles, including Warrior infantry fighting vehicle, AS90 artillery, Titan and Trojan engineer vehicles and Challenger tanks, in smaller numbers;
- new medium weight armoured
- vehicles, including Terrier engineer vehicles, Scout reconnaissance vehicles and in due course the Future Rapid Effect System Utility Vehicle (FRES UV) which will be the core of the Army's armoured manoeuvre fleet;
- protected support vehicles, replacing unprotected versions;
- a range of Intelligence, Surveillance, Target Acquisition and Reconnaissance capabilities including Watchkeeper unmanned aerial vehicles;
- Army helicopters including Apache attack helicopters and Wildcat helicopters for reconnaissance, command and control, and escort duties;
- a fully deployable divisional headquarters, with a second headquarters which could deploy operationally;
- Headquarters Allied Rapid Reaction Corps (ARRC) to command multinational forces across a theatre of operations.

# Submarine design work is set to begin

THE SDSR document states that the Government will maintain a continuous submarine-based deterrent and begin the work of replacing its existing submarines.

The first investment decision (initial gate) will be approved, and the next phase of the project will begin by the end of this year.

A value for money review concluded the overall cost of the submarine and warhead replacement programmes and associated infrastructure remained within the £20 billion cost estimate foreseen in 2006 at 2006 prices. Adjustments to plans will include:

- defer decisions on a replacement to the current warhead
- reduce the cost of the replacement submarine missile compartment
- extend the life of the current *Vanguard* class submarines and re-profile the programme to build replacement submarines
- take the main investment decision around 2016
- work with British industry to improve efficiency and optimise capacity to build and support submarines.

As a result of a reassessment of the minimum necessary requirements for credible deterrence MOD will:

- reduce the number of warheads onboard each submarine from 48 to 40
- reduce operationally available warheads from fewer than 160 to no more than 120
- reduce overall nuclear weapon stockpile to no more than 180
- reduce the number of operational missiles on each submarine.

The overall impact of the changes identified by the value for money review will be to reduce costs by £3.2 billion.

MOD has also decided that, with sufficient investment, it can safely operate existing *Vanguard* class submarines into the late 2020s and early 2030s.

This means MOD can adjust the build programme of replacement submarines to deliver the first in 2028. Later this year detailed design work on the new class of submarines will begin.

They will have eight operational missile tubes, rather than the 16 on the current *Vanguard* class.

Trident:  
maintained  
with work on  
submarines  
to begin in  
due course



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#### Key capabilities will include:

- a fast jet fleet of Typhoon and Joint Strike Fighter aircraft with around one third at high readiness;
- a strategic and tactical airlift fleet based on seven C-17, 22 A400M transport aircraft and up to 14 specially converted Airbus A330 Future Strategic Tanker Aircraft able to support our forces and equipment anywhere in the world and provide airborne refuelling. It will replace the ageing TriStar and VC10 fleets; the first aircraft is due to be delivered next year;
- 12 new Chinook helicopters to increase battlefield mobility from land and sea, operating alongside Merlin medium lift helicopters;
- command and control capabilities to direct air operations in the UK and overseas;
- strategic surveillance and intelligence as part of a broader combat Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) capability. These include the E-3D Sentry to provide airborne command, control and surveillance; Rivet Joint signals intelligence aircraft and a range of unmanned air systems.

## Review identifies keys to future air power

KEY COMPONENTS of air power in Future Force 2020 will include air defence of the UK and its South Atlantic Overseas Territories, forces to contribute to conventional deterrence and containment, an expeditionary combat force for enduring land operations, strategic and tactical airlift and other capabilities, including helicopters.

Adjustments to be made include the retention of a reduced Tornado fleet and removal of Harrier from service next year as the fast jet force moves to Joint Strike Fighter (JSF) and Typhoon.

Planned numbers of JSF will be reduced and installing a catapult on the new aircraft carrier will allow a switch to the more capable carrier variant.

MOD will not bring into service the Nimrod MRA4 maritime patrol aircraft programme and will withdraw the C-130J Hercules by 2022, a decade earlier than planned, as the RAF moves to the more capable A400M.

Finally, the Sentinel airborne ground surveillance aircraft will be withdrawn once it is no longer required to support operations in Afghanistan.

### Fast jet fleet to be made up of highly capable aircraft

The UK's fast jet fleet will be made up of two modern and highly capable multi-role combat aircraft, Typhoon and Joint Strike Fighter.

This combination will provide the flexibility and strike power to deal with a variety of new and existing threats, while also radically improving cost-effectiveness and efficiency.

The UK will therefore continue to develop modern and extremely capable land-based Typhoon fighters, upgrading its ability to attack ground targets, and give it the additional advanced capabilities it needs to maintain its fighting edge over the next 20 years.

The UK will also buy the carrier variant of the Joint Strike Fighter, a state-of-the-art aircraft with an exceptionally broad range of capabilities, and an expected service life of several decades.



To be withdrawn: the Sentinel airborne ground surveillance aircraft will be withdrawn once it is no longer required for operations in Afghanistan

## System delivery on time

A FURTHER milestone has been reached with the on-time delivery of key components of the integrated waste management system for the Queen Elizabeth Class aircraft carriers.

This latest delivery includes the oily water sub-system and remaining hardware for the solid waste and final treatment subsystem, including the two pyrolysis plants supplied last month.

The system, designed by Babcock under contract to the Aircraft Carrier Alliance, will be the first fully integrated waste management system in a warship.

It incorporates a range of technologies and processes for collection, transfer, treatment, stowage and disembarkation of fluid and solid waste.



**Bulwark back  
in the water  
and ready for  
the next stage**



AMPHIBIOUS LANDING ship *HMS Bulwark* has been floated out of her dry dock after 127 days during her £30 million refit in Devonport. The ship will be more advanced for helicopter flying and have improved accommodation.

Babcock and the ship's staff achieved the important milestone of the refit which was delayed by a day due to near gale force winds that prevented the 20,000 tonne ship's safe passage through the narrow gap of the dock.

Commander Nick MacDonald-Robinson, *HMS Bulwark*'s commanding officer, said: "The undocking demonstrates the success of the significant work undertaken so far by my ship's company and the contractors here in Devonport. The close relationship we have with Babcock will allow us to achieve each milestone to schedule over the next months."

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**NEWSREEL****Carrier fans win the day**

THE MOD received 170 e-mails and letters specifically 'for or against' the Queen Elizabeth aircraft carriers in the six months up to the Strategic Defence and Security Review. Fifty-eight were 'against' with 112 'for', according to figures released by Peter Luff, Minister for Defence Equipment, Support and Technology.

**Forum time at Abbey Wood**

THE next Professional Engineers Forum will be in the Abbey Wood CFB function room/lecture theatre from 9am on Wednesday 15 December with presentations from the Bloodhound Project, the Royal Academy of Engineering, and DE&S' Personal Combat Equipment team. Networking opportunities will be available with training providers and professional institutions during the break. More information from Engineering and Science Director website - 'Professional Engineers Forum'. Seats booked through Event booking.

**MOD's top finance talk**

JON Thompson, the MOD's Director General Finance, will be guest speaker on Wednesday 10 November from 1-2pm in the CFB lecture theatre at Abbey Wood. All welcome but spaces are limited. Bookings - email [admin.cmtf@defenceacademy.mod.uk](mailto:admin.cmtf@defenceacademy.mod.uk)

## New battery facilities keep RAF fully charged

THE RAF is to use battery charging facilities supplied by a Cambridge company for its aircraft and ground support equipment.

Six systems of eight charges and one discharger analyser housed in a transportable shelter are being supplied by Marshall SV in a contract from DE&S' Deployable Test and Support Equipment (DS&TE) team.

The EFA 2000 systems have been designed to maintain all in-service aircraft and ground use batteries, such as 12 volt lead acid batteries for vehicle and ground support equipment and lead acid and alkaline 24 volt aircraft batteries.

The systems are used to maintain the Typhoon battery and are in service with the Austrian, Italian and Saudi Arabian air forces.



In charge: battery charging facilities for the RAF supplied by Marshall

## Dauntless shows cutting edge

Picture: MBDA



THE FIRST firing from a Type 45 destroyer of the Royal Navy's new air defence missile has been hailed as a 'fantastic achievement' by DE&S.

At the MOD's range in the Hebrides, *HMS Dauntless* successfully fired an Aster 30 missile and hit a moving target drone.

Sea Viper can engage multiple targets simultaneously, meaning it is capable of defending the new Type 45 fleet and ships in their company against multiple attacks from the most sophisticated aircraft or missiles approaching from any direction and at supersonic speeds.

Richard Smart, Head of Team Complex Weapons at DE&S, said: "Sea Viper is one of the most advanced weapons systems in the world. Its ability to engage multiple targets gives the Royal Navy unparalleled protection from air attack which, together with the ship's speed and agility, makes the Type 45 a truly formidable fighting force."

"The first firing from *HMS Dauntless* is a fantastic achievement that has successfully built on

the weapon system's extensive qualification programme."

Sea Viper also has state-of-the-art Sampson radar, allowing it to react to high-speed, very low-level, anti-ship missiles and can track targets to a range of up to 400 kilometres. The Aster missiles are capable of speeds in excess of mach four and are highly agile.

Captain Richard Powell, commander of *HMS Dauntless*, said: "This firing is the culmination of a series of trials of Sea Viper as the ship moves towards acceptance into the Royal Navy."

"My ship's company and the equipment manufacturers have done a sterling job in preparing for and conducting the test."

"We are delighted with the success of this firing which is particularly important for the UK as the Sea Viper system will also support land and air forces."

Sea Viper is the Royal Navy's version of the MBDA-designed PAAMS (Principal Anti Air Missile System) which is composed of the Sampson radar, a combat and control system, the Sylver missile launching system and Aster 15 and Aster 30 missiles.

## Diamond enjoys golden handover

DIAMOND HAS been formally handed over to the MOD, the latest stage in the third Type 45 destroyer's journey to be a fully-fledged Royal Navy air defence warship.

DE&S Head of Destroyers, Commodore Steve Brunton, pictured far right, accepted *Diamond* and said: "It is a huge privilege to accept this magnificent ship on behalf of the MOD, hot on the heels of *HMS Daring*'s acceptance into service with the Navy."

Angus Holt, also pictured right, UK Programmes Director at BAE Systems' Surface Ships, transferred responsibility for the ship to Commodore Brunton.

*Diamond*'s commanding officer, Commander Ian Clarke said: "It is an enormous responsibility to command a ship with *Diamond*'s cutting edge. The ship performed magnificently during its early sea trials."





# how

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# New director for Joint Support Chain

BRIGADIER Ian Copeland has spoken of his pride at taking over as Director Joint Support Chain early next month.

He replaces Air Vice-Marshal Matt Wiles, in the rank of Major-General.

"I am immensely proud to be appointed as Director of the Joint Support Chain, leading the organisation through significant transformation

and further collocation over the next three years," he said. "What we move towards will be different in size and shape and our relationship with industry will be even closer than it is now, but the effective delivery of operational support to the front line will remain paramount.

"From my time as Head of Defence Support Chain

Operations and Movements, I know everyone in the Joint Support Chain is focused on this imperative.

"I am also conscious that the SDSR and our transformation plans may create uncertainty in our staff, and, while alive to this sensitivity, we must embrace opportunities that will be offered by new support initiatives."



Above: SD Victoria, pride of the Serco fleet of vessels for Royal Navy bases  
Left: General Sir Kevin O'Donoghue and Serco's Ian Downie

## Victoria kicks off worldwide role

### LPPV figure set at 200

THE INITIAL tranche of vehicles to replace the Snatch Land Rovers has been set at 200.

Competition for the new vehicle known as the light protected patrol vehicle (LPPV) saw Force Protection Europe named as the preferred bidder.

The vehicle will replace Snatch and Weapons Mounted Installation Kit vehicles on operations in Afghanistan.

"This initial tranche will be procured through the urgent operational requirements process, and we expect the first vehicles to be delivered for training in 2011," said Peter Luff, Minister for Defence Equipment, Support and Technology, announcing the figure in Parliament on 11 October.

THE LARGEST ship in a fleet of 29 new vessels for UK naval dockyards over the last two years is now fully operational.

SD Victoria was commissioned in a ceremony at Portsmouth after being delivered by Damen Shipyards.

General Sir Kevin O'Donoghue, Chief of Defence Materiel, commissioned the ship alongside Serco strategy director Ian Downie.

SD Victoria is a the worldwide support ship which has been fully equipped with the latest navigation and communications equipment.

As part of the Future Provision of Marine Services contract signed with DE&S in 2007, Serco has worked with Damen in the Netherlands to design and build a range of vessels to support the Royal Navy in Portsmouth, Devonport and Clyde.

The new fleet ranges from barges and small pilot vessels, to high speed passenger transfer vessels and heavy duty tugs designed to manoeuvre aircraft carriers and the nuclear submarine fleet in and out of port.

The vessels are designed to the most modern standards with high automation and minimal crew.

Andrew White, chief executive for Serco Defence, Science and Nuclear, said: "This significant landmark is testament to the dedication and hard work of the Serco team working in partnership with the MOD and Damen."

"Our mission to support the delivery of affordable defence capability on time and on budget has never been demonstrated more visibly."

### NEWSREEL

#### BMT signs radar deal

BMT Reliability Consultants have been awarded a four-year contract to support DE&S' Air Defence and Air Traffic Systems team. The contract will help assess in-service performance of T101 and T102 radars. From the Falklands to the Outer Hebrides ADATS is responsible for through-life management of current air defence and air traffic systems.

#### Thai vessel underway

CONSTRUCTION of the first BAE Systems-designed patrol vessel for the Royal Thai Navy is underway after keel-laying in Bangkok. The 90-metre ship is the same platform design as ships BAE Systems is building in the UK for Trinidad and is based on the design for the smaller River Class vessels used by the Royal Navy which makes them attractive to the export market.

#### New spending unveiled

THE Government has announced funding for defence for the next four years. The announcement comes from the spending review to allocate resources to Government departments, run alongside the Strategic Defence and Security Review. Funding of £33.8 billion has been agreed for defence in 2011-12, £34.4 billion in 2012-13, £34.1 billion in 2013-14 and £33.5 billion in 2014-15. This settlement represents an eight per cent reduction in real terms.



## Trafalgar's thrust is all ready to live on

THE GIANT propeller and an 18-metre tail shaft from *HMS Trafalgar* – the first of the decommissioned T Class submarines – have been taken to north London for recycling.

Steel from both is likely to be propelling a new generation of ships after it has finally been reprocessed.

Weighing 20 tonnes and measuring around six metres in diameter the propeller was placed on a low loader and taken from Devonport naval base to the MOD's contractors Metal and Waste Recycling premises at Edmonton where they will prepare the material for future use.

The steel from the propeller will be sold on for smelting before going to make new propellers or equipment for other vessels.

The propeller was followed towards the end of October by the tail shaft, taking the same route to Edmonton for similar recycling.

"Over the years we have done an enormous amount of work to get these arrangements in place and working properly. It's good to see it all come together," said Peter Stacey of Naval Base Commander Devonport.

## DE&S is praised by NAO

COSTS ON the majority of DE&S' major projects have been broadly stable, says the National Audit Office, commenting on the latest Major Projects Report.

The rate of timescale slippage has also reduced significantly since last year and 98 per cent of key performance indicators are expected to be met.

Defence Secretary Dr Liam Fox said "The MOD has been living beyond its means for too long and project costs have been allowed to get out of control. I am determined to start ensuring the department operates within its means."

"This report proves that DE&S was a symptom and not a cause of chronic procurement failure. It has made great efforts to stem the tide of equipment cost overruns and slippage in major projects that were the result of ministers' decisions."

The MOD will respond fully to the report in due course.

## Bristol set for overhaul

### Unique destroyer to earn another ten years of life

*HMS Bristol*, the only Type 82 destroyer, is to have her life extended for at least another ten years.

The unique ship which left operational service in 1992, serves in Portsmouth as the accommodation and training ship for the Royal Navy and service-recognised youth organisations.

The ship Life Extension Programme will upgrade facilities and improve safety on board to enable her to continue in her important role.

Lieutenant Commander John Haynes, Executive Officer of *HMS Bristol*, said: "I am very excited about the work package that will be carried out while the ship is away from Portsmouth.

"For more than 16 years, *HMS Bristol* has played a pivotal role as the RN's training ship and National Cadet Accommodation vessel. The planned maintenance programme is essential to update and improve the facilities onboard to take her forward into the next decade."



*HMS Bristol* is manoeuvred at Portsmouth. Inset: the ship in her heyday

The work will be done by A&P Group at their Tyneside facility in a contract worth around £4 million.

*HMS Bristol* is the only static ship in the Royal Navy with 483 berths which makes her the ideal vessel to host training and provide additional accommodation for Royal Navy personnel when required.

Hosting up to 17,000 visitors annually for 50 weeks a year, she is a well-used facility providing the closest thing to a sea-going experience without leaving port.

She is used for a range of

training roles including combat intruder training and teaching users to move around heavy machinery in the confines of her engine room.

Medical trainees and chaplains gain 'sea experience' on board and Royal Navy divers practice checking the hull of a ship in the waters around her.

Work is due to be complete in the spring ready for the ship to resume training.

*HMS Bristol* is the first and only Type 82 destroyer as plans for the remaining ships in the class were cancelled in the 1960s.

A400M, in the foreground, at RAF Brize Norton

Picture: Andrew Linnett



THE FIRST three A400M test aircraft have collectively flown for more than 600 hours as flight trials progress on target.

The RAF's new air transport aircraft will sit between the Hercules C-130 and C-17 to enhance the UK's strategic and tactical airlift capability.

First flight of the A400M prototype took place in Seville last December with the second making its maiden flight in April this year and the third in July.

RAF Brize Norton, its main operating base, is looking forward to receiving the first of 22 for the UK in 2014.

With the first complete single span carbon composite wing of its size, produced in the UK, and powered by four specially developed turboprop engines, each producing 11,000 horse power, the A400M represents the next generation of military airlift capability.

It has been a challenging programme due to technical complexity. Following difficulties in 2008, the UK and other launch nations Belgium, France, Germany, Spain and Turkey have worked hard with industry to get the programme back on a firm footing.

Following a year of intensive discussions a contract amendment is expected in due course.

A400M made its first UK landing at RAF Brize Norton in July, followed by appearances at the Royal International Air Tattoo and the Farnborough Air Show.

"I felt a real sense of 'history in the making' as I watched A400M land at RAF Brize Norton for the first time," said station commander Gp Capt Dom Stamp.

"I have often heard it said that if it looks right it probably is right; the A400M certainly looks right to me."

## A400M – 600 hours and counting

STATIC TESTS on A400M are set to continue in Madrid next year while full-scale fatigue tests will be conducted on another test specimen in Dresden beginning soon.

The advanced all-composite wing of the A400M passed the ultimate-load up-bend test in the summer – the critical static test required for certification.

During the test, performed in the presence of two representatives of the European Aviation Safety Agency, the wing was subjected to a load equal to 150 per cent of the maximum bending load predicted to be encountered in service.

The wingtips of the full-size A400M static test specimen moved upwards 1.41m (4.6ft) during the test at Airbus Military's Getafe, Madrid facility.

The A400M wing is assembled at the Airbus plant at Filton, Bristol.



A400M wings have passed their ultimate bend test.

Picture: Airbus Military

Overall length	45.1 m
Wingspan	42.4 m
Cargo hold volume	356 cubic metres
Cruise Speed	Mach 0.68 to 0.72
Max Operating Altitude	41,000 ft
Max Ferry Range	4,200 nm
Max Payload	32,000 kg

### A400M at a glance



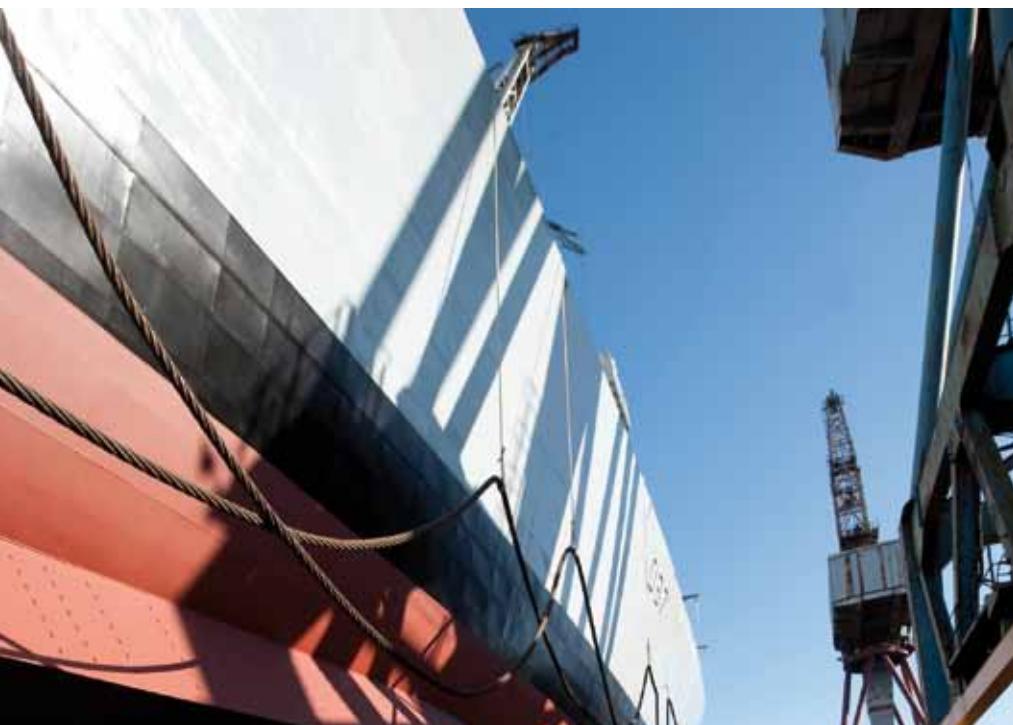
### Walney waves goodbye

MINEHUNTER HMS Walney (pictured left) decommissioned from service last month at her home port of Clyde.

A special cake was presented to the ship to mark the occasion and was cut by Able Rate Clark Middlehurst – the youngest crew member at 20 years old.

The ship then bid farewell before heading south on her final journey via a stop in Barrow to Portsmouth.

# Now all the Type 45s are in the water



## Type 45 Progress report

**Ship 1 - HMS Daring** was declared in service with the Royal Navy in July 2010.

**Ship 2 - HMS Dauntless** was Commissioned into the Royal Navy in June 2010. Sea Viper was fired from *HMS Dauntless* on 29 September in the first firing of the missile from a Type 45 platform.

**Ship 3 - Diamond** was accepted off contract at Portsmouth Naval Base in September.

**Ship 4 - Dragon** will shortly commence her first set of sea trials.

**Ship 5 - Defender** was launched on the Clyde in October 2009 and is currently being fitted out in Glasgow.

Duncan, the sixth and final Type 45 anti-air warfare destroyer built for the Royal Navy, was successfully launched from BAE Systems' shipyard at Govan last month.

Launched by Sponsor Mrs Marie Ibbotson, wife of Vice-Admiral Richard Ibbotson, Deputy Commander in Chief Fleet, *Duncan* slid down the slipway into the Clyde, marking a pivotal moment in British shipbuilding.

A crowd of more than 14,000 watched the iconic scene highlighting the enormous pride in shipbuilding on the Clyde that remains at the heart of the local community.

On his first visit to the Clyde as Minister for Defence Equipment, Support and Technology, Peter Luff, watched the launch and met members of the shipyard workforce. "The launch of *Duncan* is the result of a huge effort by workers here on the Clyde, across the country throughout the supply chain, and in the MOD, completing this class of potent warfighters of which everyone involved can be very proud," he said.

"Following on from *HMS Daring* being declared in service and the successful first firing of the Sea Viper missile system, this is another significant milestone in the delivery of a truly world-class air defence capability to the Royal Navy."

Named after Admiral Lord Viscount Adam Duncan who defeated the Dutch fleet in the Battle of Camperdown on 11 October 1797, it is fitting that *Duncan*, the sixth Royal Navy ship to carry the name, was launched exactly 213 years after this historic battle.

Among those gathered for the launch were DE&S staff, representatives from the ship's affiliated cities of Dundee and Belfast, local schoolchildren, community groups, industry partners and employees who have worked on the ship since her first steel was cut in February 2008.

At 60 per cent complete, *Duncan* is the heaviest and most advanced of the Type 45s at launch. She will now proceed to the company's Scotstoun yard to enter the next phase of outfit and commissioning.



# Duncan launch makes six

Pictures: Andrew Linnett,  
PO (Photos) Ian Arthur and  
Carl Osmond



Alan Johnston, Managing Director of BAE Systems' Surface Ships, said: "The warships built at our yards Clyde and in Portsmouth are among the best in the world. We continue to invest in our people and facilities to ensure we retain this enviable reputation of British shipbuilding expertise and remain competitive for the long-term success of our business."

Andrew Tyler, Chief Operating Officer at DE&S, added. "This is a very significant moment for the MOD. It's been a long journey and we've had our problems along the way but what's really satisfying is that the last three to four years in particular have gone so smoothly. We have delivered such a fantastic ship bang on the schedule we agreed just over three years ago and, in fact, for a reduction in the cost estimate we had at the time.

"In the *Daring* class the Royal Navy is getting the world's most advanced anti-air warfare destroyer. The mast with its Sampson radar on top gives unparalleled radar coverage – then with its Sea Viper missile system being able to take out multiple targets simultaneously, it really is the finest of air defence destroyers.

"This has been a superlative team effort with fantastic co-operation between

the DE&S team and BAE Systems and MBDA teams supported by a large number of UK key industry suppliers. The Royal Navy has participated deeply from the very beginning and, as time has gone on and the ships have been handed over to the Royal Navy, they've been central to the project's success."

*Duncan's* launch comes only weeks after the third ship in the class, *Diamond*, was accepted off contract, joining her sister ships *HMS Daring* and *HMS Dauntless* at their home port of Portsmouth. With the first three vessels in the class handed over, BAE Systems is more than half way through the programme to deliver all six ships to the Royal Navy by the end of 2013.

As Class Output Manager for the fleet, BAE Systems will transfer the expertise developed during the ships' build to provide effective support to the fleet in-service.

The company will co-ordinate all aspects of repair, maintenance and support to the Type 45s, improving ship availability and reducing through life support costs to enable the Royal Navy to meet its operational commitments around the world.



# Food, glorious food!

42 Commando Royal Marines' field cookery team get down to work in the Field Kitchen competition



MILITARY chefs from across the Armed Forces have once again proved that they have an appetite for success at this year's annual Culinary Challenge.

More than 400 chefs went head-to-head during Exercise Joint Caterer, held at Sandown Racecourse in Surrey.

And the event, which is in its tenth year at the racecourse, once again proved that the skill and talents of British military chefs are second to none.

Captain Jeremy Rigby, Head of DE&S' Defence Food Services, said: "The annual Exercise Joint Caterer, a Combined Services Culinary Challenge, is the flagship event for the hundreds of talented chefs that we in the Forces are so fortunate to have."

"This three-day event is the culmination of months of hard work and training, making hygiene and kitchen

## The best chefs – and the best of DE&S food – goes on show in the annual culinary challenge

Reports: Hannah Swingler

Pictures: Andrew Linnett and Sgt Nige Green

skills second nature while also testing their innovation and imagination with the provisions they can expect to serve up on operations. It offers the headmark of excellence to which all of our chefs aspire.

"It is a real privilege for them to be selected to compete at this event and

those who rise to the challenge win the prestige of demonstrating the very best of their skills to a wide audience, winning the admiration of their peers while sharing skills and learning tips and techniques that they will take back with them to the front line.

"This direct benefit to the front line is why Exercise Joint Caterer is a key part of the military catering training year."

Among the usual flurry of activity this year's event also played host to a very special competition – the Ultimate Food Fight – where three teams of Army Chefs were pitted against Michelin starred TV chef Richard Phillips in the battle of the dishes.

Fellow TV chef Simon Rimmer, who regularly appears on ITV's *Something for the Weekend*, was also on hand to provide a demonstration to the chefs on how to make interesting and affordable dishes,

With thanks to DE&S – from left: Able Seaman Keon Quashie from HMS Cornwall, Private Luke Pettinger from the Defence Food School at Worthy Down and SAC Micheala Surtees from RAF Marham tuck into a dish. Right: SAC Simon Barton from RAF Marham collected a silver medal in the glazed plate competition



not only when on operations but also on home soil.

He said he had never failed to be impressed by the wealth of talent demonstrated by the military chefs during the course of the competition.

He added: "Events like these are so important in keeping the chefs up-to-date with their skills and passion for cooking which are especially vital tools for when they are feeding our boys and girls on the front line."

Other highlights of the competition included:

- The Display Salon which presented an impressive demonstration of decorative cakes, open platters and centrepieces throughout the event, with the prize for Open Team Buffet won by the RAF.

- Parade de Chefs where teams of chefs demonstrated the range of skills involved in creating and producing a starter, main and sweet for VIP diners each day. This was won by the Royal Navy.

- The Military Grand Prix which challenges teams of chefs to produce a three-course meal using a mystery box of ingredients provided on the day earned medals for all three services and a special commendation for the team entered by the event's chosen service Charity, Family Activity Breaks.

At the close of the competition each year, the Champions Trophy is awarded to the service with the highest number of points in Blue Riband events throughout the competition.

This year was a first in the history of the competition with a tie between the Army and the RAF.



Above: TV chef Richard Phillips joins military chefs in the field kitchen competition. The challenge was to cook a menu using ten-man rations and some fresh produce as used in Afghanistan. Richard enlisted the help of Cpl Charlie Brown from Worthy Down

## Top chefs are up for the ultimate food fight

MILITARY CHEFS from across UK Forces took part in the ultimate food fight by challenging a Michelin starred chef to a battle of the dishes.

Three teams of military chefs challenged TV chef Richard Phillips to create a number of dishes fit for Queen and Country using only ingredients found in ration packs used on the front line.

The challenge was part of the annual three-day culinary challenge, which helps showcase the work of DE&S' food experts. Chefs from across the Forces, battle it out in a series of competitions aimed at showcasing their talents and skills in the culinary field.

Using provisions from the ten-man rations, the teams produced a number of mouth-watering dishes including chilli con carne, rice in nacho bowls and

chicken pancake towers with onion rings.

Competitor Sgt Muir Philip, from 40 Regiment, Northern Ireland, said: "This competition is our bread and butter really – we use these provisions day-in, day-out, especially on operations, so it was interesting to see what a TV chef would come up with. I think he did a good job."

Richard Phillips, a regular on ITV's *Daybreak* as well as *Daily Cook's Challenge* and *Ready Steady Cook*, produced a gourmet menu of chicken pie, Boulanger potatoes with a side dish of rosemary bread and dessert of blackberry crumble with cream.

The Kent based chef said: "I have been so impressed by what I have seen today – not only the skills of the chefs but also their creativity in turning these rations into these fantastic dishes."

"Food plays such an important part in keeping our boys and girls fit and motivated on the front line and so it is essential to have these highly skilled chefs on hand to make sure that what they get is the best."

DE&S' Defence Food Services team leader Captain Jeremy Rigby added: "Once again I have been amazed by the performance of our chefs and the range of dishes that they have produced using the rations."

"Food is regarded as much more than just fuel for troops and often a warm and hearty meal at the end of a challenging day is the one thing that the troops look forward to on operations. It keeps them healthy in body and in mind too and this is why our military chefs are trained to be the best so that they can serve the best."

# Jackal, Husky, Wolfhound . . .



**A**rrival of new and upgraded Protected Mobility vehicles has provided a boost to troops in Afghanistan. Latest deliveries, which arrived in September, included the newly modified and upgraded Jackal 2a vehicle that will improve protection for troops on the ground.

The primary role of the Jackal 2 is to enable mobility, endurance and manoeuvrability over Afghanistan's harsh terrain. The vehicle can be used for rapid assault and fire support, but it has also been used in Afghanistan in a convoy protection role.

Jackal has proved to be one of the most popular protected patrol vehicles and is manufactured by Babcock Marine under an alliance with Supacat, the prime contractor and design authority.

The vehicle has undergone several upgrades from its predecessor, which although subtle, will give the driver and passengers more safety and an improved strategic advantage on the battlefield according to the vehicle's design engineers. Latest modifications also mean that the vehicle can now carry four soldiers instead of three.

The chassis has been upgraded allowing the vehicle to carry greater load and give it greater strength – vital if a vehicle is to survive the blast from an Improvised Explosive Device.

There are other changes that have been made as a result of feedback from troops in the field; the .50 calibre machine gun position has been moved forward to give the operator more flexibility and to ensure that the driver is affected less by the noise. The armoured door now locks back into the open position while the rear of the vehicle has also been redesigned, allowing additional fuel or water cans to be carried on the outside of the vehicle, allowing more storage for other equipment such as ammunition.

DE&S' Protected Mobility team, responsible for the delivery of vehicle-based Urgent Operational Requirements (UORs), provides an accelerated approach to delivery and sustainment of vehicles that are deployed on operations. The team works effectively to meet demanding time scales and has delivered more than 1,000 Protected Mobility vehicles through the UOR process since 2006.

Colonel Nick Wills, Protected Mobility leader, said: "The team continues to

## DE&S team just keeps on

refine the rapid acquisition process, learning from each new tranche of vehicles. The key is to focus on the important – and experience is what gives you that knowledge as to what actually is important at each stage. I remain constantly amazed at the dedication and delivery record of the small project teams within Protected Mobility who deliver all of these platforms."

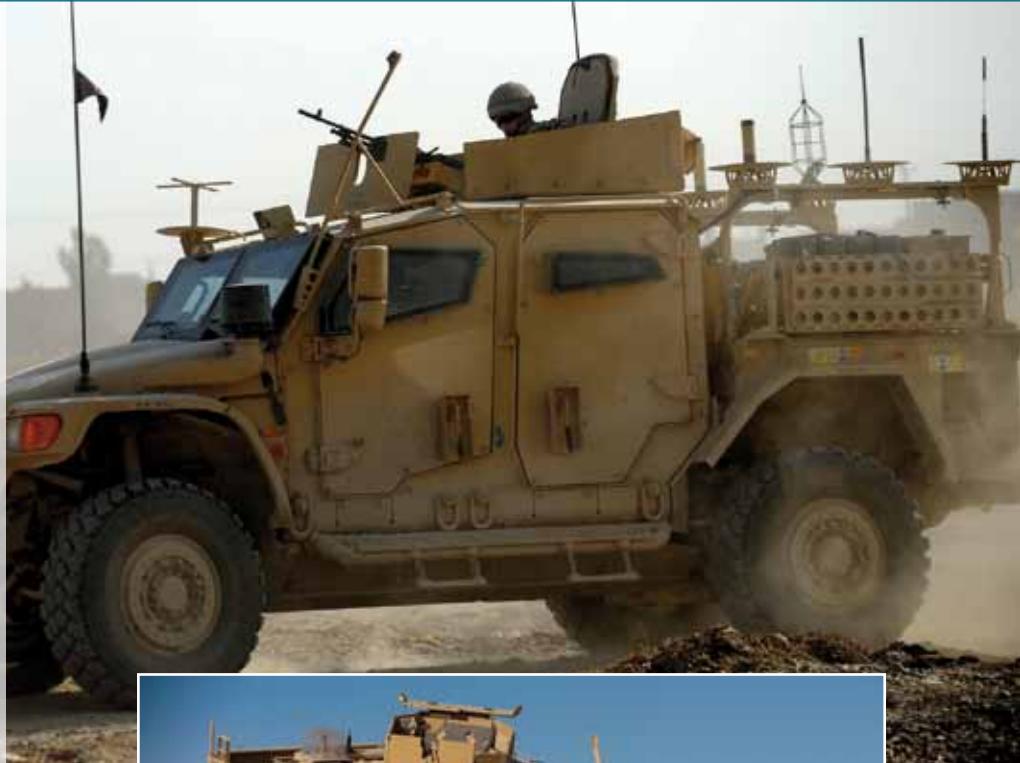
Peter Luff, Minister for Defence Equipment, Support and Technology, announced the Jackal 2a contract award at DVD in June, and the arrival of these vehicles signalled delivery of the contract on time and within budget.

Jackal project manager Alan Stephen said: "Continued delivery of vehicles to theatre is further testament to the dedication of the small but effective Jackal platform team at Abbey Wood. Despite engineering challenges and stringent time constraints, the primary focus remains on meeting the expectations and demands of the users ahead of schedule."

Staffed with all the skills and expertise across the procurement cycle, the Protected Mobility teams aim to provide a genuine accelerated approach to coherent delivery and sustainment of vehicles deployed on operations.

In addition to the Jackal 2a, the first deliveries of the Wolfhound Tactical Support Vehicle (Heavy) have also been deployed. Wolfhound is a six-wheeled load-carrying variant of the highly regarded Mastiff, which will give troops increased protection as they support missions in high-threat areas.

Jackal, left, Wolfhound, right, and Husky, above, are all proving popular with UK troops in Afghanistan



## Latest protected vehicles are out on the front line

DE&S' NEWEST heavyweight protected vehicle, Wolfhound, is now operational in Afghanistan.

The six-wheeled Wolfhound joins Coyote and Husky as the biggest of the Tactical Support Vehicle family, giving troops increased protection as they support missions in high-threat areas.

An initial order with Integrated Survivability Technologies (IST) for around 100 Wolfhound was boosted by a further order of around 30 additional vehicles last June. This brings the total value of the contract to £160 million. Delivery to theatre is planned to complete by next autumn.

Defence Secretary Dr Liam Fox said: "Wolfhound's deployment on the front line marks a significant milestone for the range of vehicles our troops have at their disposal. Carrying essential combat supplies such as food, water and ammunition, the Tactical

Support Vehicle fleet is providing vital support to troops on frontline patrols.

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

Wolfhound is fitted with a 7.62mm General Purpose Machine Gun, plus an array of electronic equipment including electronic countermeasures and tactical satellite navigation.

Chief of General Staff General Sir Peter Wall said: "I'm delighted that Wolfhound is now operational. This highly protected transport vehicle is a critical addition to the range of vehicles available to commanders in Afghanistan, and complements the Mastiff and Ridgback fleets very well. We continue to develop our vehicle fleets in light of experience and the evolving threat. This is another important step down that path."

Wolfhound's combination of Mastiff protection and firepower with a flatbed for cargo is already being appreciated by 2nd Royal Tank Regiment in Helmand. Sergeant

David Roberts said: "We can carry extra food, water and ammunition to stay out on the ground for longer. We can also transport more of the lads' kit between check points – all with the same fighting capability as Mastiff."

DE&S has confirmed the signature in July of a £36 million contract with Navistar Defense for around 90 extra utility variant Husky vehicles, taking the total number to around 340 and the overall contract value to almost £220 million.

Like Wolfhound, Husky comes equipped with a driver's night vision system. Husky's top-mounted machine gun and variable ride height provides troops with a flexible vehicle that is both highly protected and mobile.

Husky will be integrated with UK specific equipment by Malvern-based company Dytacna (as a sub-contractor to Navistar Defense) to ensure Husky meets the British Army's requirements. Deliveries of the new vehicles to the MOD started last month and should complete early next year.

More than 20 of the 90 Husky vehicles ordered under the July contract will be fitted with a heavy weapon mount to take 12.7mm heavy machine gun or 40mm grenade machine gun.

# delivering

# PACE – the final frontier

**The Strategic Defence and Security Review, along with defence reform, means plans DE&S had under the PACE programme will have to be rethought. Chief of Staff Steve McCarthy outlines the future**

**A**lthough we now know the headlines from the Strategic Defence and Security Review and the Comprehensive Spending Review it is much too early to say what they mean for DE&S in detailed terms.

But we do know that we are in a very different world from when PACE – Performance, Agility, Confidence, Efficiency – was launched in March 2008. The outcome of the SDSR has given us a whole new level of challenge and we will need to respond in kind with a more radical approach.

The PACE programme was conceived and set up to improve DE&S' support to the Armed Forces following the merger of the Defence Procurement Agency and the Defence Logistics Organisation. It was designed to turn DE&S into an agile and efficient organisation by operating in a different way and removing the inevitable duplication of two organisations joining together.

The DE&S Blueprint set out what the programme was expected to achieve and described what DE&S would look like in 2012. A great deal of progress has been made towards those aspirations – it is easy to forget how much – and the diagram

below gives a flavour of how DE&S has changed since PACE was launched.

The scale of the changes to DE&S that will be needed as a result of the SDSR, and the fact that they extend to 2015 and beyond, means that we need to re-think the plans we had under PACE. We need to address both the impact of the SDSR and take account of the defence reform exercise which has yet to complete.

It will take several months to work through how our business needs to change and the full extent to which we must reduce our numbers. The defence reform work is likely to have implications for the scope and organisation of DE&S and decisions on that will only begin to emerge next year.

Given this, the DE&S Board has decided to draw a line under PACE and the programme has now been formally closed. It will be replaced in due course with a new change programme to deliver the organisational implications of the SDSR and defence reform. Many of the reforms begun under PACE will be relevant to further improving the efficiency of DE&S and the effectiveness of acquisition and will be continued or taken further in the new programme, or on a continuous improvement basis.



## How has DE&S Changed under PACE?



- DE&S Operating Centres formed up
- Capability Programmes formed up
- Flexible Resourcing introduced to enable more flexible deployment of staff
- DE&S Staff moved out of Caversfield & site sold
- DE&S Staff moved out of London
- Andover Staff moved to ABW
- JSC Ops Centre established at ABW
- Maritime Operations Cell incorporated into Ops Centre
- ABW North opened
- Corsham New Build in progress
- Move of Yeovilton staff to ABW commenced
- Move of Wyton and Bath staff to ABW underway
- Majority of ABW floorplates converted to Flexible Working
- Leadership Portal introduced to help staff develop leadership skills
- 6+4 training introduced to encourage staff to develop their skills
- Industry sector strategies in place or in development
- DE&S Integrated Business Plan developed and published
- Acquisition Terms of Business Agreement published
- Internal Services being scaled to meet demand
- Pilots running to test new approach to funding delivery costs





**'The DE&S Board has decided to draw a line under PACE. It will be replaced with a new change programme to deliver the organisational implications of the SDSR and defence reform'**

**– Steve McCarthy,  
DE&S Chief of Staff**



## New plan for corporate change

These include:

- Collocation
- Skills and workforce planning
- Process improvement
- Information knowledge management
- Acquisition Terms of Business Agreement
- Programme delivery costs
- Partnering for skills
- Capability delivery

The Board's recent decision on Flexible Resourcing also stressed a continuing commitment to FR. With internal resources likely to remain severely constrained, a flexible approach to the deployment of staff will become more important than ever.

The new programme will launch in due course and be managed by a small Business Change team in the Chief of Staff area. Where we can sensibly start work early, we will – for example on the efficiency programme and SDSR impact on our numbers.

In fact an early saving has been a 2\* post – mine – as the Director Change and Chief of Staff posts have now been merged. But other work like organisation design will need to keep step with the broader departmental timescale on defence reform.

**The new corporate change programme will focus on a number of areas:**

- Work on the design and organisation of DE&S from April 2011 and its evolution over the following years;
- Work to reduce our numbers to reflect reductions in the equipment and support programme;
- Work to improve efficiency, ensuring we remain safe and professional;
- Work on our resourcing processes and the way we operate across the business;
- Work to ensure we have the right skills for our needs – through the right recruitment, training and, where appropriate release of personnel – supported by the right business behaviours and leadership.

# Alamein - a key change for everyone



## Foreword from Major General Tim Inshaw, D ISS and CIO for DE&S

My remit, as the Chief Information Officer (CIO) for DE&S, includes responsibility for facilitating successful adoption of new capabilities as they are provided on Defence Information Infrastructure (DII), so they deliver the anticipated benefits throughout the organisation, from the user level through the operating centres and across to our external stakeholders. These new capabilities have the capacity to transform the way we manage, and hence exploit information, across the TLB.

**'Everyone will be given new tools that allow you to share and communicate information with others more easily (known as collaborative working) through web-based areas called Team Sites using MOSS.'**

I look forward to the implementation of Alamein, although introduction of the Microsoft Office Sharepoint Server (MOSS) will be a radical step forward for many of our staff. The ability of this software to help transform the way we manage, share, present and exploit our information will help bring the necessary rigour we require to meet information management standards, and greater agility that will help us meet the challenges of organisational flux that will flow from the SDSR.

It's important to me that there is a clear commitment by my staff to lead the adoption of this new technology, therefore I have ensured that 75 staff within the D Information Systems and Services' (ISS) Service Ops team will be the Pioneer Business Unit on behalf of the MOD. They will begin training this month and adopt MOSS next month. This will be closely followed by the 2,400 DE&S Early Adopters from DII Group, D Ships and D Land Equipment between February and April next year.

The main rollout begins next May, and will be led by ISS, with a challenging DE&S adoption timescale completing in September 2011 after which the Blenheim release will begin. I urge you all to grasp the benefits that Alamein will bring. By doing so, you will not only realise the immediate benefits of Alamein itself but you will also ensure that you are ready to exploit Blenheim and Cambrai when they come on stream soon afterwards.



## DII

During the past three years, the DII programme has been delivering a single IT information infrastructure across defence, replacing around 300 independent information systems. This has provided a standard, consistent platform for defence applications and delivered a more effective, modern environment for the sharing of information and the transmission of messages.

As the first of three stages (the others being Blenheim and Cambrai) of technological uplifts, Alamein builds on DII Group's delivery of a single information infrastructure across defence. As such, it is not a new initiative; rather, it is the latest (user-enabling) element of a four-year programme that is delivering significant cost savings through the rationalisation of legacy systems and will deliver tremendous business benefit through simpler, more effective management of our information.

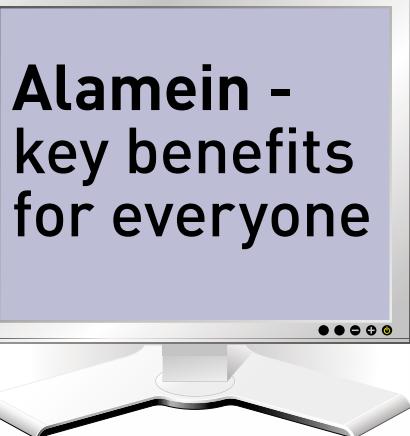


## A new way of working

ALAMEIN is a key change for everyone, a positive change which will provide plenty of opportunities for collaborative working and new capabilities, which will help Operating Centres adopt better IM practices.

Everyone will be given new tools that allow you to share and communicate information with others more easily (known as collaborative working) through web-based areas called Team Sites using MOSS. To use the Alamein tools to best effect we will all need to adapt to new ways of working and adopt better IM practices. By making it easier for users to share information we will build all-informed teams that are better able to deliver high quality outputs and effects because of better, faster decision making. Thus, we will improve our information culture and realise the benefits of MOSS that are already being enjoyed by many of our partners in industry.

Over the coming months you will hear more about Alamein, MOSS and the training that is available to you and the IM staff in your areas, so that you and your teams are prepared and ready to transfer to the new tools and ways of working. Within each of your Operating Centres, a point of contact has been nominated to help manage the Alamein adoption.



### 1. Fewer e-mails

We all receive e-mails that have been sent to a large group of people, whether it's minutes of a team brief or a note inviting everyone to birthday cakes. That's one message sent many times over. With MOSS you simply post that message onto the team site once for those same people to read, saving a huge amount of e-mail traffic on the network while helping to reduce the number of e-mails stored in in-boxes.

### 2. On line discussions/debates

Can be initiated so that staff (some in different geographical locations) can take part, look at shared documents, improve on one another's ideas, and so on. Again, communication that does not involve e-mails, but does retain a record of what has been said by whom.

### 3. Continuity for mobile workers

Staff with a laptop and office PC will have noticed that when they add links to their Favourites tab they have to repeat the process on their other device, as updating one does not affect the other. However your personal MOSS home page provides access to all the links that you set up no matter which device you log onto.

### 4. Continuity for job share staff or during handover of roles

The Journal facility provides the opportunity for leaving messages between job share staff who need to be kept up to date with progress on jobs that they might both be involved in, or instructions to new staff when changing roles.



# 'Small, simple, and it has everything we need'

NEW VENTILATORS to help treat injured troops in Afghanistan have been given the thumbs up by medical staff.

The Vela Comprehensive Ventilators – unveiled in September's *desider* – are being used in the intensive care units at the Armed Forces' hospital in Camp Bastion, providing additional hi-tech kit for doctors and nurses who work to save the lives of personnel injured on the front line.

Until now, medics have been using three different types of ventilator to help patients breathe.

New technology means this flexible piece of kit is able to do the job of all three – including giving medics the ability to use the same ventilator on patients even when they are being transported within the hospital.

DE&S has bought 29 Vela ventilators in a contract worth £500,000. Twenty-four are already in use in Camp Bastion while the remaining five will be used to train medical personnel in the UK.

Major Maggie Hodge, commanding officer of the intensive care unit, said:

## Medic's verdict on new ventilators for front line hospitals

"The ventilator is small, simple and has everything that we need."

"It allows us to see what is happening in even more detail, meaning we're able to base our decisions about treatment on better information."

"It can also be used for non-invasive treatment, which is more comfortable for the patient – especially out here where it is dry and dusty."

Her thoughts were echoed by Defence Specialist Nurse Advisor Major Clare Dutton. "These new ventilators are already playing a vital role in saving the lives of those injured in the fight against the insurgents," she said.

"Doctors are able to treat patients more



easily and quickly than before – and patients not requiring invasive ventilation are likely to be discharged more rapidly from the unit. All in all this represents a significant improvement in clinical capability."



Major Maggie Hodge demonstrates the Vela Ventilator in operation at Camp Bastion's hospital



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## Truck safety assured

ENGINEERING CONSULTANCY Frazer-Nash has been awarded a contract by Leyland Trucks to manage safety case reports for three military vehicle systems.

Ongoing updates to safety cases are needed for the Demountable Rack Offload and Pick-up System (DROPS), the Heavy Recovery Vehicle and Leyland DAF four-tonne truck.

Frazer-Nash will help Leyland and DE&S to update each vehicle system's safety documentation in line with the newest safety and environmental policies.

■ Members of *Dragon*'s crew have visited their affiliated port of Cardiff for the first time.

The Senior Naval Officer on board the fourth of the Type 45 destroyers, Commander Ian Jackson, said: "*Dragon* is absolutely delighted to be affiliated with Cardiff, an opportunity to make some personal links throughout the city."

WORK IS beginning on a new headquarters to house experts who maintain safety at Clyde naval base.

The 18-month project will replace the current Base Defence Headquarters and the Nuclear Accident Headquarters with a single building.

It will enable teams to improve the way they maintain safety on the base.

David Thorpe, Clyde's assistant head of project, said: "I am delighted to have secured approval for this extremely important project – the culmination of seven years' work by a large number of people across the base.

"We have great support from all our key stakeholders including the current facility operators, security, Babcock, Defence Estates and their supply chain who have developed an exciting and innovative facility."

Design for the new HQ includes innovative features such as using waste heat from the air conditioning system to heat the hot water. The first stage of the work begins with the demolition of the current Drill Shed.

John Thomson, Defence Estates' project manager, said: "Defence Estates' key priority is to support the UK's Forces. We look forward to delivering a modern headquarters that will improve incident command and control capabilities, while reducing operating costs.

"Delivering this building involves a number of challenges – not least managing the seamless integration of the new facility with the existing base systems, while ensuring that the safety teams can continue working without disruption."

In addition to the main construction site, the project will involve works being carried out across Clyde, requiring Defence Estates to work closely with a variety of partners including Defence Equipment and Support, Turner Estate Solutions, MOD Police and Guarding Agency, and Babcock Marine.

Construction is the first of a number of major projects scheduled for Clyde, as it moves towards becoming the MOD's submarine centre of specialisation.



## Work on Clyde's new safety HQ is all ready for the off



### Lyneham switch sees Brize take on DII kit



Top: Sgt Joyce Carter, manager of the iHub at Brize  
Above: the Brize team – back from left: John Adams, Dave Williams, FS Mick Roach, Flt Lt Kelvin Smith, Flt Lt James Waller. Front: John Quinn, Nigel Barber, Sgt Joyce Carter, Nick Matthews [DII (F) project manager], Warren Dukes.

THE LATEST increment of the Defence Information Infrastructure is being installed at RAF Brize Norton to cope with moves of personnel from RAF Lyneham.

More than 1,100 terminals have already been installed as part of a previous increment at Brize, which is to become the RAF's main transport hub after Lyneham closes. Once installation is complete, Brize is likely to have more than 5,000 DII users.

Increment 3 of the system saw 28 DII terminals installed earlier this year, which has increased to more than 230 in around 20 buildings at Brize.

Ten more were set to be planned by the end of last month when the first user data migration trials were due to begin.

Increment 3, as it is known, was originally to replace the network in operation at Lyneham. But the future closure of the base forced installation to begin at Brize.

Problems to be overcome included a lack of site capacity at Brize and the staged move of personnel from Lyneham over a two-year period.

There are around 60 buildings at Brize affected by increment 3. Work has been carried out by a joint team from DE&S and Atlas.

**TRAFAVGAR CLASS**  
submarine *HMS Talent* has begun 13 months of maintenance – involving a number of firsts.

The Revalidation and Assisted Maintenance Period (RAMP), by Babcock at Devonport is the first RAMP to be started since the contracting for availability approach to *Trafalgar* class submarine support was introduced earlier this year, geared to optimising submarine availability.

*Talent's* RAMP is the largest undertaken at Devonport. It will include a full gearbox strip-down and replacement of internal pinions for off-site machining. This will mean removal of some engine room systems to gain access. This is a first for a fleet time maintenance period.

A further first is the represervation of the emergency cooling hard tank with an enhanced coating, designed to give improved longevity.

Contracting for availability is geared to optimising submarine availability and taking a balanced programme approach into individual

# Talent work breaks new ground

project decisions.

Key areas of focus include planning, monitoring and control, cost performance, risk management and facility management interfaces, in addition to safety – all of which have been closely considered for this RAMP.

Supintendent

Submarines, Captain Mike Robinson, said: “*Talent's* RAMP is the largest and most complex to date. It is an opportunity to enhance her capability while completing the docking-dependant maintenance and revalidation that will enable *Talent* to operate safely in the future.”

Babcock, the MOD and the Royal Navy have been working jointly to ensure that the full suite of project management tools are brought to bear in order to maximise the certainty of delivery back to Fleet, to allow them to plan *Talent's* future operational deployments with confidence.”

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# The long and winding road

**Vast distances are involved as a DE&S team delivers and supports synthetic training equipment to help UK troops in Kenya prepare for front line operations**

**Main picture:**  
the gruelling trek from the team's HQ at Turaco Farm in Kenya.

**Below:** 'in action' with TTESIK.

**Below right:**  
project manager Vic White sports the new TTESIK kit.



BRITISH TROOPS in Kenya are training for operations using realistic simulation, the product of a novel Urgent Operational Requirement delivered by DE&S' Joint Battlefield Trainers, Simulation and Synthetic Environments team.

TTESIK (Temporary Tactical Engagement Simulation in Kenya) achieved full operational capability over the summer – only a year after contract award to Saab Training Systems – to

battlegroup-sized capability with three sets of equipment, logistics backup and operational support to the rifle companies in their individual platoon and company work-up training and can be brought together for a full-scale battlegroup exercise.

TTESIK brings new features to training. During debrief troops can see how they moved, used ground cover and reacted to situations, particularly in 'urban' areas and at vehicle checkpoints. Body language and interaction with other soldiers can also be recorded while synchronised recording of the Combat Net Radio and Personal Role Radio help trainers to examine and develop individual and collective skills.

Central to TTESIK are moveable exercise control centres and portable base stations used for all data communications. This enables a field team of Saab personnel to keep pace with exercises and to be at the correct place some time before to 'set the stage' with appropriate instrumentation, IED simulations etc.

The support team is embedded with the unit being trained and has to keep up with them at all times.

With seven exercises each year the workload is heavy for teams that rotate into Kenya to support each exercise.

Mark Chamberlain, the DE&S team's lead for live training, said: "There has been a single motivating goal – to enable more to be made of the training at BATUK to better prepare troops for operations. This has been shared across



support the first of the new Askari Thunder exercises run by the British Army Training Unit Kenya (BATUK).

The service will run for two more years but could well be extended.

Previous demonstrations saw Saab deliver a rifle company-sized capability to prove it could support training wherever troops went.

TTESIK has brought in a

- Each soldier wears a lightweight detector harness over body armour which doesn't interfere with operational equipment. The weapon is fitted with a laser transmitter so accuracy can be measured.

- When the wearer is engaged, a voice informs of a hit and the weapon stops functioning.

- Support weapons such as grenade machine guns, anti-tank missiles, artillery and close air support are also instrumented.

- The capability also includes features to enable excellent counter-IED training and will be compatible with other C-IED projects pursued by the DE&S team.

- The equipment can be used by both 'sides' and neutrals to ensure contemporary realism.

- Vehicles and increasingly helicopters are able to be fitted with instrumentation for tracking and detectors for vulnerability and their weapons simulated.

- Buildings and defensive structures can be instrumented enabling location of friendly and enemy forces to be recorded and displayed at exercise control and for use in debrief.

the stakeholder community and people have dug deep to deal with challenges and find answers to make things work.

"This has not been an easy or conventional project, if there is one. There have been immense frustrations at times and a bit of hardship. But it has been fulfilling and there has been fun and camaraderie in it too."



The Prime Minister announced on 14 May that this would be the 'greenest Government ever' and that central government departments would achieve a ten per cent cut in emissions within a year.

An important part of this task is a pledge to reduce carbon emissions from the MOD office estate by ten per cent. A commitment was also made to publish real time energy efficiency data from government HQ buildings. It is expected that this requirement will be extended next year to other TLB HQ buildings, including Abbey Wood.

This is a big challenge and with only a year to achieve the target, there is a need to put the environment to the fore and come up with ways to make energy savings.

The initiative builds on the work that energy managers across the MOD have already developed



# The greenest Government

and offers the prospect of some attractive cost savings by spending less on gas and electricity.

All MOD sites should be looking for ways to reduce their energy consumption.

Energy saving behaviour by individual employees also makes a significant difference. These are often simple, low or no cost changes and cross over from the way people conserve energy in their own homes.

... and DE  
play its part t  
carbon e

## ENERGY FACT

Approximately 70 per cent of computers and related equipment are permanently energised. Electricity costs can be reduced by 20 per cent by simply turning off when not required

## Top tips to reduce consumption

There are many small practical steps that can be taken to lower emissions and every employee has a role to play.

- If you are away from your computer for longer than two hours, turn it off. Leaving it on stand-by mode only wastes electricity.
- Turn off printers and photocopiers overnight and at weekends and make sure they switch to sleep mode when not in use during the working day.
- Unplug mobile phone chargers after use, this applies to all other appliances as well.
- Keep the heat in. Opening doors and windows allows warm air to escape and cold air to enter. The thermostat then senses a decrease in temperature and switches the heating on needlessly.
- Turn down heating or air conditioning if you can do so (if you cannot then ask your local facilities teams to do so).

If you, or your team been involved in projects that have led to reduced carbon emissions or saved energy, you may want to consider a special environmental category under the GEMs scheme called benefiting the environment (this includes sustainable procurement). For ideas that are implemented, the awards available range from £50 to £10,000.

# t ever &S must o reduce missions



## ENERGY FACT

A typical window left open overnight in winter will waste enough energy to drive a small car more than 35 miles

TREVOR WOOLLEY, pictured right, is driving forward plans within DE&S to set an example by cutting energy consumption and implementing measures to encourage a culture of energy efficiency.

The initiative is part of a wider MOD energy efficiency programme that follows the pledge made by the Prime Minister when he took office to reduce carbon emissions from government buildings in 12 months by ten per cent before next May. The fact that after forming the Government, it was the second announcement he made, highlights his commitment to become the greenest Government ever.

As one of the major energy consumers across government, the changes that are put into practice within the MOD will make a big difference to meeting the overall target. It is essential that DE&S takes radical steps to increase efficiency and reduce energy use.

Although the current focus of this challenge is on the office estate, it is clear that all DE&S sites should be looking for ways to reduce their energy consumption.

Significant inroads have already been made. Targets for 2010 were met at the back end of last year and DE&S has already reduced its carbon footprint from 295,000 tonnes to 277,000 tonnes over the last three years.

The Prime Minister's pledge presents DE&S with a major challenge, since many of the low cost saving measures have already been implemented and DE&S will not meet the target unless investment is made. The organisation's previous performance will not be taken into account.

Working closely with partners including Defence Estates and contractors, DE&S plans also include some simpler ways to reduce emissions including time switches and daylight sensors.

It is important too, for all to take responsibility for their own carbon impact by realising how much energy can be saved just by making small adjustments to the daily work routine. Simple actions such as turning off computers and printers can have a hugely cumulative effect.

DE&S' commitment to this energy



## ENERGY FACT

On average heating and hot water account for around 60 per cent of the average fuel bill

efficiency campaign and long-term sustainable development targets shows that DE&S recognises the importance of carbon impact. In addition, the reduction in the use of electricity, gas and oil also offers significant cost savings, improved efficiency and frees up resources which can be put back into front line operations.

... and it will  
work in the  
home too

**CHANGING BEHAVIOUR** in the workplace can also have a positive effect on energy use at home

Energy consumption is an increasingly pressing issue at home and work. Applying the same good practice inside and outside work can yield significant savings benefitting our front line delivery and reducing your bills. If you are interested in making energy savings at home the Energy Savings Trust offer a free Home Energy Report which will give you a list of simple measures tailored to your home to improve efficiency. The Energy Saving Trust is a government-funded organisation which provides free impartial advice and information to help residents stop wasting energy. Get your Home Energy Check form online at [www.energysavingtrust.org.uk/check](http://www.energysavingtrust.org.uk/check).



From left: Sir Moir Lockhead of CILT, The Princess Royal, Pauline Blaylock of Op Anvil, Col John Lewis, deputy head of JSCS operations

## Anvil keeps stacking up the awards

JOINT SUPPORT Chain Services (JS CS) has raced off with another major award for developing its staff.

A month after clinching an award from the Chartered Institute of Purchasing and Supply, JS CS has now won the category of 'Development of People' for their Operation Anvil submission at the Chartered Institute of Logistics and Transport (CILT) awards on 7 October.

The Princess Royal presented the CILT

annual awards in London to celebrate the achievements of companies and individuals in the supply chain, passenger transport and planning industry from across the UK.

JS CS beat two companies, Gist Ltd and Hermes, to the top award.

Operation Anvil is the only initiative of its kind within defence deploying fully trained civil servants to operational theatres to assist in specific tasks to improve the reverse supply chain efficiencies.

# Bicester team keeps a lid on carbon emissions

THE GENERAL Management Support Team from JS CS Bicester has been named runner up in the team category at the 2010 MOD Energy Awards.

The award recognises the team's programme of activities reducing energy consumption levels and carbon emissions.

Throughout the last year, the team has worked for energy efficiency. Environmental measures have included improving efficiency of boilers and monitoring heating controls.



real commitment to saving energy."

As a result of the team's ambitious programme, energy consumption has decreased by 24 per cent, as well as achieving significant cost savings.

In the individual energy manager category, Lindsay Fitzpatrick was highly commended in her role as energy manager for the Joint Support Chain Services head office for her work in helping to improve energy efficiency across its operations.

Appointment of energy wardens has supported a 'switch off policy' to make sure that non-essential electrical equipment is turned off and unplugged while not in use and only essential lighting is turned on.

The judges said: "We have been impressed with the way the team set about monitoring and controlling energy consumption. It demonstrates a



## Sundown over Corsham

ONE OF the last formal functions to be held in Pockridge House, Corsham, took place when the Joint Service Unit Corsham officers' mess held a Sunset Ceremony and Dinner to commemorate the 70th anniversary of the Battle of Britain.

The 9 September event was attended by 124 members of all three Services, civil servants and delivery partners across all elements of Information Systems and Services (ISS) and other collocated organisations.

The flypast was conducted by a Spitfire of the Battle of Britain Memorial Flight with the salute taken by Air Commodore Peter Beange, Head of Programmes within ISS; the Ensign Party continued the tri-service theme consisting of an SNCO from each service.

Guest of honour at the dinner was Flt Lt Bill Green (rtd), a Hurricane pilot who served on 501 (County of Gloucester) Squadron, RAuxAF, who gave an entertaining and informative personal account, providing a local link to the battle.

A new purpose-built combined mess will be occupied later in the year.

# A drop in the ocean!

DE&S team leader Colonel Alan Blackwell is back at Abbey Wood having braved a swim across one of the world's busiest shipping channels.

Alan followed the path of Leander in mythology and Lord Byron in 1810 to swim the four-and-a-half kilometres of the treacherous Hellespont, between Europe and Asia.

The Joint Electronic Surveillance team leader raised cash for Help for Heroes from his swim, on the only day in the year when the Turkish authorities close the lane to shipping for 90 minutes

"When I applied to do the swim a year ago it appeared an excellent idea. Articles about the crossing wrote of an iconic swim, across a relatively calm sea in warm conditions, attended by open water swimmers from around the world," he said.

But the day of the big swim dawned windy, with a Force 7 blowing by the start near Gallipoli.

"The sea was extremely choppy and most of the time was spent in effective isolation," he said. "There may have been other swimmers or even a safety boat nearby, but the chances of being at the crest of waves at the same moment meant that very rarely did I see anything."

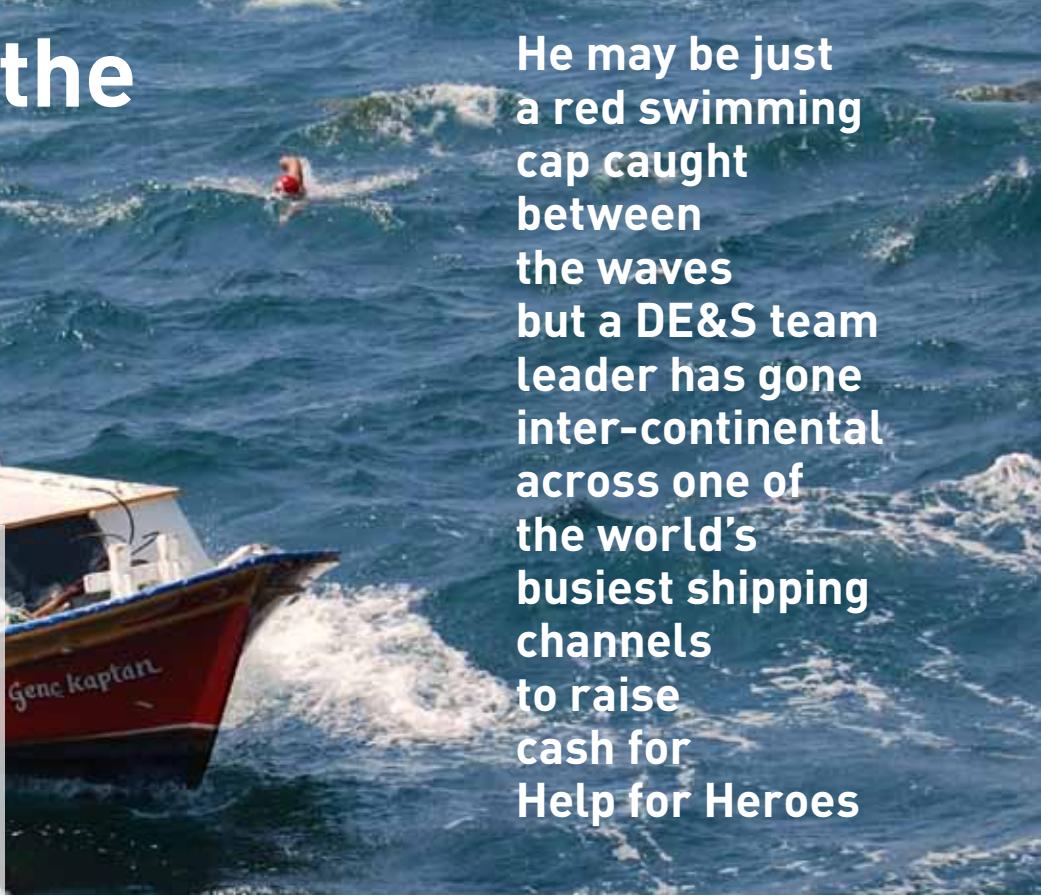
An hour's swimming saw Alan close to the finish line, before he was swept south by the tide towards Cyprus and the Mediterranean. The next half an hour saw him battling against the current to cross the finishing line just under the allocated 90 minutes.

"Over half the swimmers were brought in by various coastguard and rescue boats, in almost all cases as a result of being swept out by the strong current," he said.

"So it was very satisfying to have completed the swim, even if it was considerably longer than I had expected. The achievement started to register a few days later, just as the jellyfish stings and persistent taste of salt started to recede."

Alan has raised around £1,000 so far.

**He may be just a red swimming cap caught between the waves but a DE&S team leader has gone inter-continental across one of the world's busiest shipping channels to raise cash for Help for Heroes**



## Staff's reporting year reminder

DE&S STAFF are reminded it is half way through the reporting year and time to carry out development reviews.

Everyone should agree development activities with their line manager. These should meet the needs of the business and personal aspirations. Activities should be undertaken in time to meet the 6+4 training targets by 31 March 2011. Once undertaken, development should be recorded and evaluated on HRMS.

Skills development isn't just about attending a course, there are many

other ways you can develop your skills

- development opportunities: formal mentoring and coaching; e-learning; seminars e.g. DA-CMT lunchtime seminars; shadowing someone in a different job; shadowing a 2\* and/or Main Board member or swapping jobs with another member of staff.

On the job learning: taking on a special project or leading a task; giving or observing a presentation; attending or observing a meeting; team learning/brainstorming/planning; working on a project with someone else.

## Jam today at team fundraiser



A SALE of home-made jams, chutneys and relishes - most from local gardens or hedgerows - was the main event for Defence Food Services' annual fundraiser.

This was supported by a bric-a-bac stall, raffle and food stall offering hot dogs, cakes and drinks to staff and colleagues.

This year DFS raised more than £250 each for FAB (Families' Activity Breaks) and Macmillan (Cancer Support).

Pre-sale jam is pictured, left.



Pictures:  
Andrew  
Linnett



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# Apache drops in to see Yeovilton staff

AN APACHE crew from 3 Regiment Army Air Corps – recently back from Afghanistan – gave a post operational briefing to Helicopter Operating Centre staff at Yeovilton.

While the Army Air Corps is one of the smallest of three combat arms in the Army, its fleet of helicopters makes it one of the most potent. Providing firepower from the skies, it has a unique role to play on the modern battlefield by delivering

hard-hitting support to ground forces during the key stages of a battle.

Captain Alexander Harris and Captain Simon Beattie from Wattisham gave staff an excellent overview of Apache's capability. Captain Harris said: "The Apache AH1 was designed and introduced during the Cold War as a true battlefield attack helicopter. While this type of aircraft retains utility across a spectrum of operations the contemporary fight in Afghanistan poses some challenges that weren't a consideration during its inception."

He added: "However, through the application of technology, the UOR process and adaptation of our tactics, techniques and procedures we have developed a battle-winning capability. The effect that Apache delivers on current operations is recognised by all who are supported by it and this is testament to the hard work that is carried out behind the scenes in developing the existing capability and refocusing it for today."

Head of Helicopters' business team, Roger Mansell said: "It was an excellent opportunity for those of us in the enabling layer to meet a front line crew and hear experience firsthand as well as getting close up to the helicopter itself."

Presentation organiser Mark Lambert, DE&S' internal comms manager, said: "Alex and Simon delivered a superb presentation, which was well received by the Helicopter team; they were both a credit to the Army Air Corps."

## ... and on Ark Royal too



A DETACHMENT of Apache helicopters landed on board *HMS Ark Royal* for October's Exercise Joint Warrior.

Apaches are used extensively by the Army Air Corps in land operations but joined the ship to broaden crews' sea experience and capability with the Royal Navy.

As well as a relatively new experience for the three aircraft and ten pilots, there is also a support crew of 120 engineers and maintainers from 4 Regiment Army Air Corps.



## Team steps up to a life on the ocean wave

MEMBERS OF DE&S' Defence Clothing workwear and personal protective equipment team took to the seas to see how some of their kit stands up to the rigours of nature.

Among the team's tasks is providing sailing kit, so team members joined staff at the Joint Services Adventurous Training Centre (JSATC) on board *Endeavour*, one of JSATC's Challenge 67 round-the-world yachts.

Members aimed to understand the environment where the kit is used and to consider improvement suggestions from customers in time for contract renewal.

The kit is provided via Musto Ltd through a contract worth about £100,000 a year. The contract is due for renewal next spring.

Members were issued with standard wet weather clothing and boots and headed off into the high winds and torrential rain of the Solent to the Isle of Wight.

As the weather worsened on the return journey there was widespread recognition of the need to ensure that kit copes with the worst of the elements and that enhanced level of protection enjoyed by training staff is necessary for all crew members.

Cost is a key consideration and it will be a challenge for commercial staff to deliver a replacement contract that can provide such enhancements within budgetary constraints.

The team's experience will live long in the memory and was invaluable in moving the project forward.

**Left:** Defence Clothing team members get to grips with a soggy day on the Solent.

# DINs - released this month

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

**2010DIN04-149:** *Diamond* acceptance off contract to in-service date trials and support. This details the support arrangements, admin and operational responsibilities which apply to *Diamond* during post acceptance and pre in-service trials.

**2010DIN04-151:** Declaration of obsolescence of Manportable Surveillance and Target Acquisition Radar (MSTAR). The obsolescence declaration indicates the management process of the transition from availability from original manufacturer to unavailability and eventual out-of-service date.

**2010DIN04-153:** Guidance on conducting Fleet Trials. This provides guidance on all types of maritime trials, the prioritisation process and how to sponsor and arrange a trial.

**2010DIN04-154:** Obsolete/out of service date for Hasselblad camera equipment. Units holding any equipment contained in the DIN details should return them to Donnington for disposal.

Further information and more details on the latest DINs see:

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



## Industry honours DE&S group

STAFF AT DE&S Combat Tracks Group have received several sought-after industry awards for support to front-line armoured vehicles from Chief Operating Officer Dr Andrew Tyler.

Dr Tyler is pictured presenting a BAE Systems bronze Chairman's Award for Viking Mk2 mine protection enhancements to commercial manager Phil Baines.

DE&S people also won bronze

awards for upgrades to CVR(T) suspension and Titan bridging.

The rapid modification and deployment of Trojan on Operation Moshtarak went on to win a coveted silver award.

DE&S people work closely with their BAE Systems counterparts to support and upgrade these vehicles and others such as Warrior, Bulldog and Panther, often at short notice.

# In London? You can still carry out your training

## Defence Academy continues to spread its wings

DE&S STAFF can now access training in MOD Main Building after the opening of the Defence Academy's training suite.

The suit was opened by Ursula Brennan, 2nd PUS, in front of MOD customers, sponsors of training and Defence Academy staff.

"Learning and development are tremendously important to the MOD," said Mrs Brennan as she toured the facilities, meeting trainers and staff and presented certificates to course delegates Ruth Huxley and Jonathan Ziegel.

Carl Mantell, Director College of Management and Technology, said: "Our presence is an important move in bringing training direct to Head Office."

DE&S staff can now join other service and civilian personnel across the MOD undertaking face-to-face training in the heart of Head Office.

Courses offered include the Training Highway for Managers, a new initiative which went live on 30 September, as well as mandatory training courses such as military appraisal writing for civilian reporting officers.

In addition to delivering training throughout the UK, Business Learning delivers training in overseas theatres and Afghanistan, Sierra Leone and Nepal. Further information at [www.da.mod.uk/cmt](http://www.da.mod.uk/cmt).

## Scouts go scouting for a scout supporter

SCOUTS IN Bristol are hunting for a new district commissioner, and they believe it will suit a volunteer from DE&S.

The post is a manager/admin position for Brunel District of Avon Scouts, which includes the Abbey Wood area.

District commissioners manage and support scout groups around the district.

"Volunteering can be of benefit to employee and employer," said John Turner of Brunel scouts.

"The employee can gain experience that they may not be able to attain in their current role as well as enhancing their current skill set."

"The employer can be rewarded by motivated staff whose volunteer experience complements their existing employed role, increasing efficiency and effectiveness."

Further information from John on 01454 775047 and <http://www.avonscouts.org.uk/brunel/>



## Alan makes triathlon appeal

THE SECOND Nearwater Triathlon has been arranged for next September after the success of the inaugural event in St Mawes, Cornwall.

Major General Alan Macklin, Director of DE&S' Programmes and Technology Group, took part in the first event which raised cash for Help for Heroes.

"The support I have been given in terms of sponsorship has been fantastic," he said.

"Despite a puncture, I completed the event and clocked up more than £4,000 for H4H. I encourage more teams from DE&S next year: a great event in a great part of the world, for a great cause."

More details at [www.nearwaterstmares.co.uk/triathlon](http://www.nearwaterstmares.co.uk/triathlon) - next year's date is Sunday 25 September.

# Bob and Jean enlist as extra carrier crew!

THE FIRST of the new aircraft carriers will take to the sea with two extra 'crew' on board.

Rear Admiral Bob Love and his wife Jean were guests of honour at a ceremony at Rolls-Royce, Filton to name the two MT30 gas turbines that will form part of *HMS Queen Elizabeth's* propulsion system.

To recognise Bob's contribution and support to the programme – he joined DE&S' CVF IPT as it was then known as deputy team leader in 2004 and left as team leader in 2008 before taking up his current post of Director Ships – the MT30s have been named 'Bob' and 'Jean', ensuring that 'Bob' will remain on the high-seas for decades to come.

'Bob' and 'Jean' have recently completed their test programme ready to be installed within lower blocks 02 and 04 of *HMS Queen Elizabeth*, under construction at Portsmouth.

While at the factory, Bob was able to witness the testing of the 1st MT30 destined for *HMS Prince of Wales*.

"We were absolutely thrilled to have these engines named after Jean and I," said the Rear Admiral.

"I am particularly pleased that Jean's long-standing support through some very challenging times for this iconic programme has also been recognised.

"I'm certain that these engines will give long and economical



**Signing up:** Jean and Bob Love at Rolls-Royce with one of the gas turbines which will be part of the first carrier's propulsion system.

Picture: Rolls-Royce

service to the *Queen Elizabeth*, the Royal Navy and the country."

Rolls-Royce, along with Thales, L3, Converteam and the MOD, form the Power and Propulsion Sub-Alliance, responsible for design, procurement, manufacture, integration, test and delivery of the integrated electric propulsion system.

Each ship will house two

MT30 gas turbines, along with four diesel generators which will generate the electrical power needed for the propulsion system.

The MT30 (Marine Trent) is one of the most powerful gas turbines in the world and is based on Rolls-Royce's highly successful Trent engine. The technology and capabilities of the MT30 has also stimulated interest in the export markets.

## New rules on how to do your job

NEW procurement regulations are on their way.

Last February's edition of *desider* highlighted a new European Directive, which comes into force on 21 August 2011.

The directive's aim is to create a level playing field in the defence and security markets by mandating EU-wide competition, subject to specific exclusions.

Use of the Article 346 TFEU exemption (formerly Article 296 EC), will be limited to truly exceptional cases.

Implementing the directive is mandatory and there are significant implications for DE&S, central and local government and UK defence, security and utilities industries.

To understand more about the directive, its implications, the potential for legal challenge and how it might affect future plans and established relationships with Industry, call Sandra Eaton, Deputy Head Commercial Systems, on 0117 9130269 who will arrange a face-to-face briefing for teams.



Wg Cdr Hands, left, is handed his honour by Air Commodore Graham Farnell, head of DE&S' Joint Combat Aircraft team

## Leadership earns reward

AN RAF officer has been honoured by the US for his work on the Joint Strike Fighter.

Wing Commander Steve Hands has been awarded the US Meritorious Service medal for his role as part of the Sustainment Operations team in the aircraft's project office in Washington DC.

His leadership and managerial abilities were crucial in development and execution of a leading edge sustainment concept for the F-35 Lightning II that spans support, training and information systems teams.

The Joint Strike Fighter program will develop and field a family of affordable, lethal, supportable, survivable, and highly common family of multi-role strike fighter aircraft for the US Air Force and Marine Corps, the UK and seven partner countries.

## Safety lessons spread across DE&S

**DE&S COLLECTS** accident and incident data to enable the Safety and Environmental Policy (S&EP) teams to put together campaigns to reduce accidents.

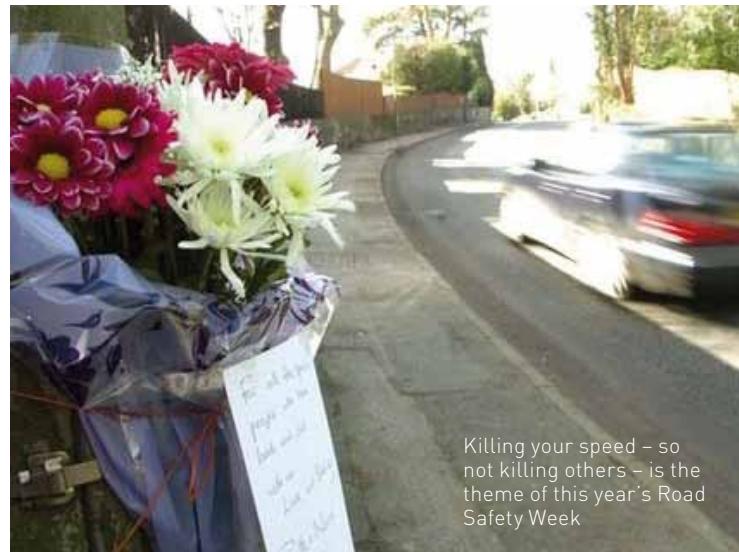
S&EP teams are spreading lessons learned across DE&S by holding regular Learning from Experience forums attended by main safety and environmental stakeholders.

Two learning points for consideration across DE&S are –

- Mechanical handling equipment (eg forklifts)
- periodic refresher training is required, as well as regular supervision and spot checks to ensure all safety instructions are followed.

- Manual handling – a large number of incidents are reported from the non-industrial areas ie offices. If an item being moved is large, bulky or heavy then two people should be used for the lift or some form of manual handling equipment is required (eg sack truck).

# DE&S team backs calls to drive down speed



THE MOD'S road safety theme for this year – road safety week is 22-28 November – is 'slowing down'.

Speed is still one of the biggest contributory factors in fatal road accidents. In 2008, 4,685 people were killed or seriously injured in crashes where speed was a contributory factor; 586 of these were fatalities.

To complement road safety activities at site or unit level, the DE&S Health & Safety Policy (HS Pol) team is issuing the network of primary focal points with an information sheet on transport safety resources available via the MOD and on line.

Road safety week is not confined to work-related activities and the campaign is aimed at all those who use roads, not just drivers.

HS Pol is preparing packs to give away containing posters and leaflets that apply to driving issues. Packs can be used or distributed in the workplace or outside, for example a social club, meeting place or gathering.

HS Pol is also acquiring promotional material for DE&S teams to borrow for their own in-house awareness sessions; these will be available all year round, not just for Road Safety Week.

Further information from your site safety team. For information on each area, speak to your primary focal point. General road safety information can be obtained by contacting HS Pol (DES SE CESO-OHSE-HS-Office) (Multiuser) email account.

## Market at ABW

DE&S' Director Helicopter project teams – Puma Gazelle, Chinook and Special Projects Multi Air Platforms (SP MAP) – held a 'market stall' event in Abbey Wood last month to raise awareness of their collocation to Bristol next February. The event generated wide interest and increased awareness

of the importance of the Helicopters operating centre in supporting the front line. Good feedback was received from individuals on the diversity of roles and development opportunities available within D Helicopters. For more information on D Hels contact HRBP team via ABW 030679 30757.

## HR Information Notes are for

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

# YOU

34/2010 – Management of memorable fata (ID Verification) for users of Joint Personnel Administration (JPA)

35/2010 – Payment of professional body fees for military personnel in DE&S



**Q: how do DE&S team members get from this ...**

**to this ...**



**and finally to this ... ?**



**A: make them 'Royal Marines' for a day!**

STAFF FROM DE&S' Light Weapons and Dismounted Soldier Systems teams ploughed through the mud and water of a Commando Challenge to raise cash for charity.

The 14-strong line-up took on the 10km challenge on 10 October – a 3km on and off-road run, a 4km military assault course, topped off with another 3km run.

The team consisted of Sarah Jones (captain, and Light Weapons commercial manager), WO1

Mark Anderson, Major Iain Hendry-Adams, Natalie Thomas, Edward Minchinton, George Uppington, Arron Rahaman, Jack Davies, Peter Cross, Ian Wright, Jamie Cross, Carl Stanley, Wendy Eburne and Martin Whitehouse.

The final tally raised was just under £3,000 for the Devon Air Ambulance Trust and the C Group charity for Royal Marines. Law Enforcement International sponsored the team with £2,000 towards the charities.

## Passport to improving information management

DE&S HAS signed up to the MOD's 2012 NEC milestone for Information Management improvement.

This will be achieved by all staff gaining an Information Management Passport.

To gain a passport, staff must complete the 'Information Matters' e-learning package, pass a knowledge test based on the learning package, and, four weeks later, complete the DIMSMM (Defence Information Management Skills Maturity Model) assessment to level two.

The IM Passport was released on 27 September. It is accessed via the Defence Learning Portal (DLP) under the heading 'Information Matters'.

- E-learning consists of five modules which each take 30 minutes to complete, followed by a test.

- Test questions will be randomly selected from a large bank and will be different each time the test is attempted.

- Each person answers 52 questions for a minimum pass mark of 50 per cent in each module and 70 per cent overall.

- Military staff enter details of the training on JPA, civilians can record the course on HRMS.

- Four weeks after passing the test users will be prompted to take the e-assessment. This is also available through the DLP.

Attainment of the IM Passport is achieved by obtaining both the e-learning and level 2 survey certificates.

More information: Ruth Evans DESCIO-InfoSkillsCo-ord@mod.uk on 94382 4250.

## Awards see Weapons staff hit the mark

ALAN NICHOLL, Director Weapons, rewarded staff for hard work and achievement in the Weapons Commendations Ceremony on 5 October.

Individual awards included Chief Technician Kevin Darling (Surface Attack Heavy), Mrs Kim Wright (Defence General Munitions) and Mr Colin Pontin (DGM). Team awards included DGM Finance Team (Mr Kevin Jennings, Mr Tony Rushton and Mrs Claire Randall-Cooke) and the Safety of Life at Sea Team (Mr Dave Gibb, Mr David Gill, Mr Adrian Good, Mr David Holmes and Mr Nigel Hughes). Two Long Service and Good Conduct Medals were also presented to Chief Technician Clive Vallance and to Chief Petty Officer Michael Hammond. "Contribution at all levels should never go unrecognised and exceptional performance should always be rewarded," said Mr Nicholl.



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