

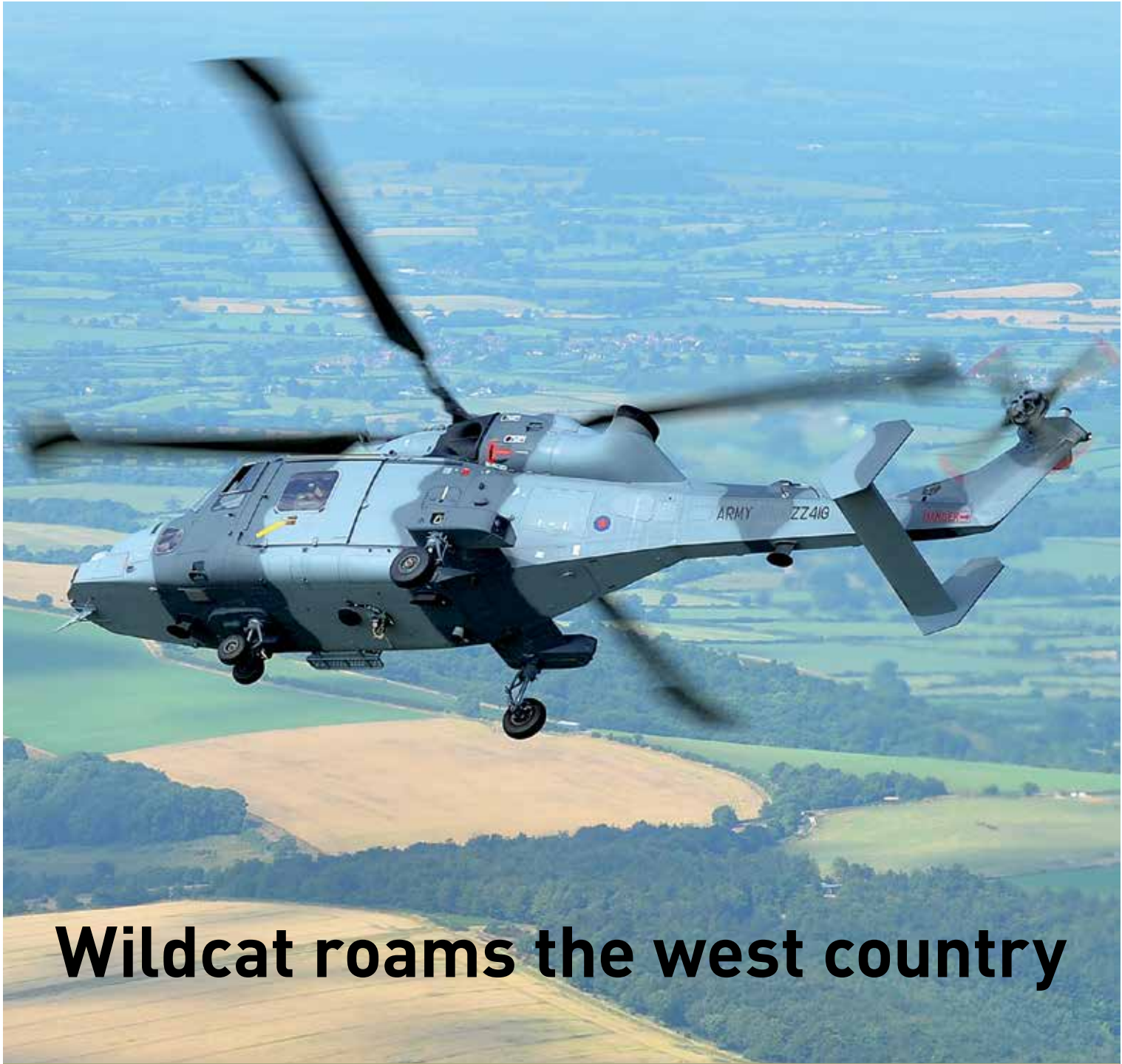
desider

Sep 2013 Issue 64

the magazine for defence equipment and support



Ministry of Defence



Wildcat roams the west country

Latest Materiel Strategy news [See inside](#)



Merlin lands at Culdrose



A400M latest lift-off



Life on the MARS project



Abbey Wood's days of smiles



Back on the road

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Picture: Cpl Steve Blake RLC

cover image

An Army Wildcat is pictured on a flight over the west of England. A third of the 62 helicopters to be delivered to the MOD for the Army and the Royal Navy have now been delivered as the programme continues on time

SEPTEMBER 2013

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Bernard Gray

Chief of Defence Materiel

‘Although a GOCO remains the Government’s preferred option, I want to see the strongest possible DE&S+ candidate solution put forward’



I hope that most of you will have enjoyed a break over the summer and have returned to work refreshed and prepared to deal with the many complex challenges that are the business of DE&S.

Before the break I was pleased to be able to take part in a briefing with Chief of Materiel (Fleet) Vice Admiral Sir Andrew Mathews to update several hundred of you at DE&S headquarters at Abbey Wood on the latest developments on the Materiel Strategy.

The aim was to inform you of the decision that the Chief of Materiel (Fleet) domain along with the Common Resource Platform had been selected to go into a potential Government Owned Contractor Operated (GOCO) organisation at the first stage of the two stage approach – should that be the decision of Ministers when they consider the Main Gate Business Case next year. Other briefings on these developments have also taken place and information has been published on the Intranet.

The majority of the Functional Directors’ areas which would form a Common Resource Platform would also pass into the GOCO at vesting day – but would continue to serve the needs of those parts of DE&S in the second stage.

The consortia interested in bidding for a potential GOCO have been issued with an Invitation to Negotiate and we have published these details in the Defence Contracts Bulletin. This marks the start of the negotiation phase of the commercial competition. Final bids in early 2014 will inform

the Main Gate Business Case.

As I have said many times, although a GOCO remains the Government’s preferred option, I want to see the strongest possible DE&S+ candidate solution put forward. A solution that is able to offer us the freedoms, flexibilities and skills we need to enable us to operate more effectively. This will ensure a robust comparison at Main Gate.

As part of the development of the DE&S+ proposal we have recently held several events. The first was a forum at which key concepts for how DE&S+ would work and how different it would be to the current organisation were discussed and evaluated by senior staff.

The second was a panel event at which these concepts were put to the test in front of a group of senior practitioners from the public and private sectors, who conducted a rigorous assessment of progress made so far.

All of this information and work is fed into the DE&S+ team’s continued development activities. I know that many of you would like to know more about DE&S+ and I invite you to take part in some of the communication activities that are available to you – the team welcomes your input.

On deliveries by DE&S to the Armed Forces I was pleased to see that the first batch of five updated Merlin Mark 2 anti-submarine helicopters had been delivered to the Royal Navy at RNAS Culdrose so that training with the aircraft could get under way.

THE MOD has, as planned, formally launched the next phase of the commercial competition for the potential provision of a Government Owned, Contractor Operated (GOCO) service for the management and operation of DE&S.

An Invitation to Negotiate (ITN) was issued on 24th July and two bid teams are now proceeding with the competition. The two teams are: a consortium comprising CH2M Hill, Atkins and Serco; and Bechtel with PwC and PA Consulting.

MOD Director Commercial, Les Mosco, said: “Starting this next phase of the commercial competition for the potential provision of a GOCO is a hugely important milestone. The work is well under way and over the next few months will seek detailed bids, which will then be compared with DE&S+, leading to a recommendation for the Materiel Strategy Main Gate Business Case. We expect a final decision on the future of DE&S to be made by the Government next summer.

“I know the issue of the ITN has involved a tremendous amount of hard work by the Materiel Strategy GOCO team, supported by many others in the MOD and elsewhere and I would like to pass on my thanks and congratulations to them. Now, more intense work begins.

“Finally, I would like to remind civilian and military staff of the need to ensure that this competition is as fair and equitable as possible and remind all that strict rules of engagement apply to any discussions between the GOCO bidders and all staff. Director Materiel Strategy Barry Burton and I are reissuing the updated rules, and



Intense work: Les Mosco

in essence these mean that any discussions about Materiel Strategy with potential bidders and industry contacts should be avoided and referred to the Materiel Strategy commercial team.”

As the solutions are developed it is essential that option-sensitive information produced by GOCO bidders and the DE&S+ team is appropriately protected to ensure a fair option evaluation process and to provide confidence to the market, DE&S and wider stakeholders.

Consequently, MOD has put in place physical and information management separation between the DE&S+ team and the GOCO team within Materiel Strategy, known as a firewall.

There are also conflict of interest

A pivotal few weeks for DE&S' future began at the end of July when the decision was announced that the Chief of Materiel (Fleet)'s domain would be among the first to move into a Government Owned, Contractor Operated organisation, should that be the decision of Ministers. Hundreds of staff attended a briefing by Vice Admiral Sir Andrew Mathews, Chief of Materiel (Fleet), in the sports hall at Abbey Wood. Full story page 8

Picture: David Tucker



The competition for DE&S – next phase gets under way

(COI) management plans agreed with the consortia participants, if they are providing other goods/services to DE&S. These may also require project teams to be careful when dealing with those COI firewalls.

The Materiel Strategy Contract Notice of 26th April 2013 launched the competition under which MOD is seeking proposals for a private sector contracting entity to “establish, manage and operate” a GOCO to “undertake the procurement and management of defence, support and logistics”.

This is described as a “substantial opportunity to operate in a vital, demanding and high-profile role on

behalf of Government”. The MOD’s overall objectives for Materiel Strategy are to drive best value for money and increase stakeholder confidence in the provision of defence materiel. The value for money objective is composed of three elements:

- improved efficiency in acquisition and a resulting reduction in costs;
- driving a better deal with suppliers to deliver more of the required outputs from the funds available;
- optimising the MOD’s decision-making on equipment and support through accurate, realistic and objectively-derived inputs.

Increased stakeholder confidence

would be manifested through more reliable delivery of outputs, increased stability for capability planning and an improved reputation in MOD and externally.

The Contract Notice stated that in March 2013 DE&S was composed of around 16,700 personnel with a split of 77 per cent civilian and 23 per cent military and had an annual expenditure of roughly half the defence budget.

This totalled approximately £15 billion in contracting with industry for new equipment and support of equipment, with additional expenditure on manpower costs, specialist external support and shared services.

Teams make their pitch for future defence services

BOTH BIDDING teams have issued public statements following the MOD’s release of details of the Invitation to Negotiate.

The Bechtel-led team said: “Bechtel is teaming with PwC and PA Consulting to deliver the best offer to the UK Government, British Armed Forces, DE&S’ workforce and UK taxpayers to provide future defence procurement services.

“We are pleased that our team of Bechtel, PwC and PA

Consulting has been asked to participate in the next stage of the Government’s assessment of creating a GOCO for defence procurement,” said Craig Weaver, Bechtel’s general manager for international defence and security.

“We are focused on providing the strongest possible proposal to ensure that the UK’s Armed Forces get the best value from defence expenditure.”

The consortium composed of CH2M Hill, Serco, and Atkins

said: “We are delighted that the MOD has invited the UK majority consortium of leading international companies CH2M Hill, Serco, and Atkins to negotiate to provide services to equip and supply the UK Armed Forces.

“The consortium brings together the best of UK and internationally proven experienced capabilities across programme management, defence engineering and business transformation to help the MOD

make the step changes it wants and deliver the best solution for the Armed Forces.

“We understand the importance of providing reliable, intelligent and accountable acquisition in partnership with the MOD, Armed Forces and the defence industry.”

The statement continued: “Our partnership brings a proven track record of delivering transformation, programme management and value for money for the UK Government.”

NEWSREEL

More Forces discounts

MORE than 1,750 companies have now offered generous discounts to Armed Forces families through the Defence Discount Service. The deals slash the prices of visiting major attractions. These include up to 60 per cent off National Express travel and up to 40 per cent off admission to Alton Towers, Thorpe Park and certain SeaLife Centres across the UK. Around 88,000 members of the Armed Forces community are currently members of the Defence Discount Service with access to heavily discounted offers and can check out the deals online, using a mobile phone app or in store using their unique privilege card. To view discounts, privileges and for more information on how to sign up visit www.defencediscountservice.co.uk.

Smart finish

VECTOR Aerospace UK in Gosport has just completed its 400th major aircraft refinish project. The facility, which has four large paint and strip bays, has carried out major surface refinish since 2008 when it acquired the site from the MOD. Aircraft such as the Chinook, Sea King, Lynx, Merlin, Puma and Gazelle have all benefited from Vector Aerospace's capability.

New air chief

AIR Chief Marshal Sir Andrew Pulford, a former Wessex and Chinook helicopter pilot, has taken up post as the new Chief of the Air Staff. He replaces Air Chief Marshal Sir Stephen Dalton who is retiring from the service.

Domain moves to a possible GOCO

STAFF IN the DE&S Chief of Materiel (Fleet) domain will be the first to join a new Government Owned Contractor Operated (GOCO) organisation if Ministers decide that is the best way forward for DE&S.

They will be joined by staff in the Common Resource Platform (CRP), mainly formed from current DE&S functional areas – Commercial, Finance, Technical, Human Resources, Chief Information Officer and Chief of Staff areas.

Vesting Day 1 for the new organisation will probably be early in 2015 with Vesting Day 2 for other domains in DE&S taking place about two years later.

The decision was announced to DE&S staff on Thursday 25th July in a letter from Chief of Defence Materiel, Bernard Gray with more details revealed to

those in CoM(F) at Abbey Wood the day after. Chief of Materiel (Fleet) Vice Admiral Sir Andrew Mathews told hundreds of staff at a meeting in the sports hall that moving towards a GOCO, should that be the decision of Government, was a potential opportunity for all.

"GOCO will feel different," he said. "You will have better business systems and high quality information. You will be able to reach out to the GOCO consortium for help when you need some external input. You will have less constraints on your job, better delegation, less bureaucracy, more dynamic HR and fewer questions to answer from Government. No decision has been made on the future operating model but, if it is GOCO, then the staff in Maritime and the CRP will be



Centre of attention: Chief of Materiel (Fleet) Vice Admiral Sir Andrew Mathews

the first to reap the potential benefits."

Explaining why his domain was the first chosen for the phased transfer of business Vice Admiral Mathews said: "Forty-five per cent of DE&S business across the next 18 months will be done by CoM (Fleet). It contains a number of projects which raise difficult questions about how we work with our international partners and they will be questions which will benefit from early focus."

On the reaction in the United States to the Government's GOCO option, Vice Admiral Mathews said: "We have spent a lot of time in America because we needed to be sure that they understood what we are doing and that they were content with it. The Americans are in a good place about this. They are watching us with interest. There are plenty of GOCO organisations in the US so it is a model they understand."

Director Materiel Strategy Barry Burton added: "We are doing this in a far more robust way than ever and the Americans certainly recognise we are doing this in a different way."

The CRP would continue to service both the programme of work in CoM (Fleet) that had been transferred to the GOCO and the parts of the programme retained by the MOD (the CoM (Land), CoM (Joint Enablers) and CoM (Air) domains).

In Stage Two, the remaining DE&S programme of work would transfer to the GOCO, subject to the GOCO meeting pre-determined criteria and achieving the full operational scope set out in the contract.

"We will try to employ as much of the DE&S+ option as we can across the other three areas," said Mr Burton. "The two elements of the workforce won't be that different at the end of the day. We don't want to create a two-tier organisation."



Senior managers at the meeting, above, from left, DE&S Director Commercial Operations Stephen Morgan, Director Technical Air Vice-Marshal Julian Young, Director Commercial Les Mosco, Director Financial Plans David Johnson and Director HR Shirley Spencer

□ Answering a question at the meeting on how a GOCO could make a profit Chief of Defence Materiel Bernard Gray pointed to the £400 million spent on external technical support every year by DE&S on skills it did not have.

"We spend that money buying in technical services which we can't provide ourselves," he said. "Because we don't have the capacity to obtain these skills at the price the Civil Service is prepared to pay we have to buy the services in. I want to increase the skill levels and flexibility and GOCO can do that."

"We will incentivise them by giving them the flexibility to get the people at the right rate of pay. Therefore we don't have to spend £400 million on sticking plasters. As a workforce we become more highly skilled, better paid, more flexible, more marketable and we all work here because we want to. That's the potential saving to an external provider."

On cultures Mr Gray admitted that the consequences of change would take time to work through. "Those of you who remember the Defence Procurement Agency will know that we started to get change, a different way of working and some independence. One of the key questions that DE&S+ is answering is how can we make sure any change is enduring."

□ Progress on DE&S+ page 10

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NEWSREEL

High speed boat tests

ENGINEERING consultancy Frazer-Nash has been contracted to provide the Defence Science and Technology Laboratory (Dstl) with its specialist performance software, HydroDyna, for high speed craft assessment. Dstl is using the software to assess structural loading, whole body vibration exposure and manoeuvrability.

First Reserves graduate

THE first Army Reserve Officer Cadets have graduated from a new eight-week commissioning course at the Royal Military Academy Sandhurst. One month on from the Reserves White Paper the pilot course demonstrates the new focus on growing the Army Reserve. The young officers will be part of a new era for the Territorial Army as the new Army Reserve, with improved training, benefits and equipment.

Training deal

LANDMARC, a subsidiary of Interserve, will continue to support the Defence Infrastructure Organisation in a £110 million contract to manage training facilities across 160,000 hectares at 120 sites containing more than 8,000 buildings and 12,000 targetry items. The contract runs until next July with an option until February 2015 and will support around 7.5 million training days per year.



Engaging with the workforce: staff discuss the DE&S+ option during a workshop at Abbey Wood

Public sector design moves into top gear

WORK ON the DE&S+ option is being taken forward at pace, with the team busily putting together design proposals for the option where DE&S remains fully within the public sector.

The team is engaging the business internally and also seeking advice and support from a range of external experts.

Carefully structured, this engagement varies from collection of information and material, one-to-one discussions with experts, structured workshops and group sessions, and specific check points to test and develop elements of the design.

One of the areas looked at by the team is the core processes undertaken in DE&S, and a number of successful and productive workshops have been held with representatives from across the business to identify processes to streamline, standardise or replace.

Another key engagement

is with the DE&S+ 'Challenge Panel', the first of which was held on 31st July.

This brings experience and expertise from outside the DE&S+ team to bear on the emerging solutions, testing the DE&S+ team's ideas, challenging the team to be as ambitious as possible, and bringing examples from other sectors to help guide the team's thinking.

Panel members are senior practitioners bringing expertise from public and private sectors.

Liesl Neale, 1-star Head of the DE&S+ team, said: "The DE&S+ option will take the best of both private and public sector.

"These engagement sessions are vitally important to ensure that what we propose is the best that DE&S can be.

"The changes we will be proposing will be significant and will really push this organisation so that it will feel quite a different place to work in compared to today.

"The DE&S+ option will therefore be a real and challenging alternative to whatever the GOCO bidders propose.

"We understand the real thirst within the organisation to understand more of the detail surrounding the DE&S+ option – it is quite right that people are keen to see how a transformed DE&S would look and feel."

Dr Neale added: "We do however need to ensure confidentiality of the proposal to ensure that we maintain a fair option evaluation at the Main Gate Business Case stage.

"Just as the GOCO bids will be kept confidential to protect the 'option sensitive' information – ideas that make their proposals different – so will the DE&S+ proposal."

She added: "This may be frustrating but it will make sure there will be a fair competition, at the end of the assessment phase."

Pushing hard for freedoms to improve ways of working

CHIEF OF Materiel (Joint Enablers), Pete Worrall updated more than 100 staff from his domain at a Town Hall event at Abbey Wood following the launch CoM(Fleet) announcement.

"This was a very closely guarded and incredibly difficult decision. I'm personally disappointed that CoM JE is not in the launch domain but it gives me extra drive to get the most out of DE&S+," he said.

Mr Worrall said he would be pushing hard for the freedoms necessary under DE&S+ to improve ways of working in DE&S and would be supporting the GOCO proposition as a DE&S board member in parallel.

Mr Worrall took questions from his staff about the potential changes and was supported when answering by Director Materiel Strategy, Barry Burton and Director DE&S Commercial Operations, Steven Morgan.



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Capability Manager,
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Picture: Geoff Lee (www.planefocus.com)



Small companies get big boost from MOD spending

Department's 15 per cent target already exceeded

NEW FIGURES published by the Cabinet Office show the Government was on track to deliver its aspiration of awarding 25 per cent of central government business to small and medium-sized enterprises (SMEs) by 2015 – while the MOD has already exceeded its own target of 15 per cent.

In the financial year 2009-10, the proportion of central government's direct procurement spending that went to SMEs was 6.5 per cent.

Figures published in the 'Making government business more accessible to SMEs: 2 Years On' progress report show that direct SME spend increased from £3 billion in 2009-10 to £4.5 billion in 2012-13.

Major government suppliers indicated that SMEs had benefited from an additional £4 billion in indirect spend through the supply chain for 2012-13 bringing the Government direct and indirect spending to almost 20 per cent.

The MOD accounts for close to half of government's total procurement spend, so the achievement of its target is critical to achieving the Government's aspiration. MOD's



Determined: Philip Dunne

SME action plan has senior oversight from the Minister for Defence Equipment, Support and Technology, Philip Dunne as well as from MOD Commercial Director Les Mosco as departmental SME Champion.

Mr Dunne said: "Working closely with the defence industry, we are determined to encourage more SMEs into the supply chain."

The MOD was expected to place 15 per cent of its procurement spending with SMEs by 2015. But the latest figures show it had already exceeded this target, achieving 15.2 per cent or more than £3 billion, of which nearly two thirds was composed of indirect spend, with the rest direct.

Les Mosco said: "Since more than half of MOD's expenditure

is on complex major projects that SMEs are not able to address directly, and a significant amount of current-year spend was committed several years ago, the goal represented a significant challenge.

"To address this challenge the MOD has an extensive range of activities in place to ensure that SMEs have maximum opportunity to bid for MOD work, both direct to us, and as part of the supply chain to our Primes.

"This includes an MOD SME forum which provides SMEs with a direct route to raise issues to Ministers and senior officials, and a range of initiatives set out in the Better Defence Acquisition White Paper.

"Better identification of indirect SME expenditure at lower tiers of the defence supply chain will be a priority in the coming twelve months. I have written to 40 of our major Primes to encourage measurement of their SME spend, and MOD will require its large sole-source contractors to provide an annual report outlining their sub-contractor procurement processes and the steps they have taken to encourage greater involvement of SMEs in their supply chains.

"We expect these actions to give SMEs better access to work for Primes, on top of MOD's actions on its direct procurements."

Goodbye to 'last of the originals'

THE LAST of the original Vickers VC10s delivered to the RAF in the sixties has been retired.

Known affectionately as 'Bob' XR808, pictured, left, in the foreground, departed RAF Brize Norton on 29th July for Bruntingthorpe in Leicestershire where it will be preserved alongside other former RAF aircraft including the Lightning, Nimrod and Victor.

It is the latest stage of the planned drawdown of the ageing VC10 fleet and its phased replacement by Voyager, which is already in service with the RAF's 10 Squadron.

The VC10 first entered RAF service in 1966 with 10 Squadron. The classic airliner with its rear-facing seats became the backbone of the RAF air transport carrying passengers worldwide including the Royal Family, Prime Ministers, and even envoy Terry Waite to the UK after release from hostages in Lebanon.

Wg Cdr Kevin Brookes, commanding officer of 101 Squadron, said: "XR808 has always been one of the squadron's favourite aircraft and carries distinctive tail art.

"The aircraft has served the RAF for more than 47 years as a passenger, freighter, VIP and air-to-air refuelling platform and is an example of outstanding British design and engineering."

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F-35 heads back to sea



500 up: An F-35B makes the 500th vertical landing of the STOVL version of the aircraft

THE F-35 Lightning II has begun a second set of sea trials on a US aircraft carrier just days after the short take-off, vertical landing version completed its 500th vertical landing.

The 18-day trials, known as Developmental Test 2, saw the F-35B variant, the one to be operated by the RAF and Royal Navy, operating on *USS Wasp*.

It is the second of three planned tests on a carrier aimed at defining and expanding the F-35B's shipboard operating envelope. The first shipboard testing phase was completed in October 2011.

During the latest trials, two F-35Bs conducted a series of tests to determine the aircraft's suitability for sea-based operations.

Pilots were tasked with expanding the F-35Bs allowable wind envelope for launch and recovery, conducting first-ever

night operations at sea, initial mission systems evaluations at sea, evaluating the dynamic interface associated with aircraft operations on a moving flight deck, and further evaluating shipboard sustainment of the F-35 Joint Strike Fighter.

On 14th August the first night vertical landing was accomplished by F-35 Marine Corps test pilot, Lt Col Jimi Clift. Clift, a Harrier pilot by training was pleased to be part of the milestone event.

"It all went extremely well," he said. "Eight successful landings in one night, so we're tracking favorably along the learning curve."

USS Wasp underwent a series of shipyard modifications to accommodate the F-35B, to include application of a new composite deck coating that offers additional heat

protection, movement of some lights and sensors to better support F-35 landings, and installation of equipment to monitor environmental effects and collect data during F-35 operations.

Other action included an on-site engine removal, which was performed in record time to ensure the aircraft were ready to deploy.

Meanwhile, pictured above, the 500th vertical landing of the STOVL version was completed by BF-01, the aircraft which accomplished the variant's first vertical landing in March 2009.

"Lightning II continues to make good progress through flight test, and UK experience and knowledge is key to the next phase in realising the operational potential of this fifth generation fighter," said Gp Capt Willy Hackett, Joint Strike Fighter UK National Deputy.

NEWSREEL

Forces terms - have your say

CONSULTATION on the New Employment Model (NEM) – the biggest reform of terms and conditions in the UK Armed Forces for 40 years – is still open for input. Roadshows are taking place around the UK and abroad, including DE&S sites. The NEM will develop how the Armed Forces employs people, career structure, and how to make regular and reserve terms and conditions more consistent and flexible, as well as looking at accommodation, pay and allowances, and training and education. Visit www.gov.uk/new-employment-model.

SAR changes on the way

AGUSTAWESTLAND and Bristow Group have signed a contract for 11 AW189 search and rescue (SAR) helicopters to deliver SAR services around the UK. AgustaWestland will also provide training, maintenance and support. The aircraft will be built at Yeovil and operated by Bristow with a phased introduction to service between 2015 and 2017. Bristow Helicopters was awarded a contract by the Department for Transport in March to provide SAR for ten years.

Lift-off

ROLLS-ROYCE has won a \$195 million contract to produce and support lift systems for the Lightning II programme. The system enables the F-35B aircraft to perform short take-offs and vertical landings.

RAF hails Typhoon success in its first ten years

TWO OF the Royal Air Force's leading officers have hailed the performance of Typhoon during its first decade of flying and since deliveries were made to the RAF in 2003.

With the addition of new technology over the last ten years, the aircraft is now able to switch from air-to-air to air-to-surface attack capabilities in the same mission.

Air Vice-Marshal Edward Stringer, Assistant Chief of Air Staff, praised the performance of 'Team Typhoon' and said the aircraft had produced a "level of accuracy not seen anywhere before" on its deployment in Operation Ellamy, the conflict in

Libya. "The team and the technical staff behind it should justifiably be very proud," he said.

The praise has been backed up by colleague Wg Cdr Richard Wells, who said Typhoon had been acclaimed by leading US pilots for its performance at a major training exercise over the Nevada desert known as Red Flag.

Wg Cdr Wells, who led the mission for the RAF, said: "In capability terms, Typhoon has growth potential and is robust for the future.

"I have confidence when I look at it. It is a massive success story."

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Ocean back in the water



Left: *HMS Ocean* emerges from 10 Dock to a misty Plymouth morning

AN IMPORTANT milestone in the major upkeep and upgrade programme on *HMS Ocean* has seen the amphibious assault ship come out of dock in Devonport.

The event, achieved on-schedule after seven months in dock, comes half way through the vessel's 15-month overhaul which includes more than 60 upgrades, mechanical improvements and extensive maintenance.

This upkeep by Babcock is around three times that of a typical Type 23 docking period in terms of volume of work, employing 300 Babcock employees plus staff from more than 70 contractor companies.

Undocking marks completion of the dock-dependent elements, including overhaul of the ship's underwater valves, application of foul release paint coating, survey and represervation of tanks, repair of several sea tubes, and maintenance on the ship's main propulsion system.

Work will continue with the ship alongside. This will

Upgrade reaches half way stage

include improvements to the crew's and embarked military forces' living quarters and refurbishment of the main galley and laundry as well as work on the main propulsion and auxiliary systems, aircraft lifts and weapons equipment.

Ship's staff will move on board in early November, and *HMS Ocean* is expected to leave Devonport for sea trials early next year.

This upkeep is the first on an amphibious ship under the full implementation of the Surface Ship Support Alliance Class Output Management approach, under which Babcock leads the support of all amphibious vessels.

Kevin Barry, DE&S' Destroyers and Amphibious Platforms leader, said: "I am particularly encouraged by the

strong team ethos which has been vital to overcoming some significant challenges in getting to this project milestone.

"The fact that MOD, industry and Royal Navy teams are utilising the huge range of skills and experience they possess and working so effectively together is fundamental to delivery of such large and complex projects.

"We are now focussed on successful delivery of this hugely capable and versatile platform back to the Fleet."

Babcock Warship Support Managing Director Mike Whalley added: "This is a highly complex and challenging project technically and in terms of project management, and we are delighted to have met this significant undocking milestone on schedule."

Ocean left 10 Dock which has undergone a significant investment and refurbishment programme to provide a first class facility to service the UK's amphibious fleet.

Minister backs training

PHILIP DUNNE has visited RAF Valley in Anglesey to see how military fast-jet pilots of the future are being trained by the UK Military Flying Training System (UKMFTS).

RAF Valley provides advanced training, producing world-class combat pilots for the RAF, Royal Navy and international partner air forces.

Mr Dunne, the Minister for Defence Equipment, Support and Technology, saw how students capitalise on the benefits of synthetic training, from mission planning to the detailed debriefs drawing on the wealth of information assimilated during live flying.

The innovative UKMFTS brings together the Hawk T2 aircraft, qualified RAF flying instructors and flight and mission simulators to ensure pilots are fully prepared for transition to the front line:

"The extensive use of synthetic training means that every flying hour is more productive than before and makes this entire programme more cost effective for the UK," said Mr Dunne.

"It also reduces the time taken to familiarise pilots with flying a combat aircraft when they move to an operational role."

The training system combines military instructors and a primary civilian contractor, Ascent.

The advanced cockpit of the Hawk T2 closely resembles that of current and future combat aircraft such as the Typhoon, the Tornado GR4 and the Lightning II.

Finance, commercial, engineering – the hunt continues

MORE THAN 850 job vacancies have 'gone live' as DE&S' recruitment programme reaches phase two of its search for around 1,300 staff by next spring.

The programme began last March focused on the core functions of commercial, engineering, finance, logistics, information, project and programme management and quality.

By the close of phase one (May to July) 421 vacancies had gone live with another 432 in phase two which ends next month.

Response rates to the early campaigns have been positive with candidates successful at interview matched to vacant posts.

Each candidate will attend a newly-designed corporate induction event, the first of which was scheduled for Monday 2nd September. Further events will be held each Monday until the end of the programme.

The programme holds monthly stakeholder sessions to update the business on progress and plans for forthcoming campaigns.

Everyone is welcome to attend. Details can be provided by business units' resourcing teams.

Further information can also be found on the Recruitment Programme pages of the DE&S Intranet site.

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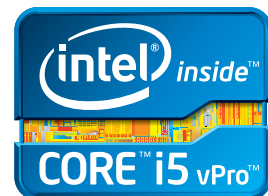
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Wildcat deliveries on track

An Army Wildcat is pictured over the west country

Now the aircraft reaches across the globe

WILDCAT HAS been chosen to meet the Republic of Korea's (South Korea) maritime operational helicopter requirement.

The aircraft formed part of discussions between Minister for Defence Equipment, Support and Technology Philip Dunne and South Korean ministers last month.

The country's contract will help sustain several hundred jobs at AgustaWestland and in the UK supply chain.

"This was a very timely,

valuable and interesting trip," said Mr Dunne. "Responsible defence exports and international collaborations are an excellent way of boosting co-operation between our respective Armed Forces, increasing cross-border investment and creating jobs."

Mr Dunne also visited Japan to sign a Letter of Arrangement for the first collaborative project to be undertaken under the Defence Equipment Co-operation Framework.

Helicopter project progressing well and on schedule

A THIRD of the Army and Royal Navy's next generation Wildcat helicopters have now been delivered with the project well on schedule.

Twenty-one aircraft have been delivered by AgustaWestland to the MOD out of a total of 62, with the Army to receive 34 and the Royal Navy to take on 28 of the maritime variant.

The Army Wildcat, due in service near year, will primarily be used in a reconnaissance role, providing protection to soldiers on the ground. The maritime version, in service a year later, will protect the Navy's fleet around the world.

Both variants will have more powerful engines than the Lynx, enabling Wildcat to be used on operations all year round in extreme conditions.

Wildcat will also have a more robust fuselage to give crews better protection.

So far the aircraft have accrued 1,427 hours of flying – as at 31st July this year – since delivery of the first aircraft in April last year.

More than 900 hours of trials have been completed with final icing trials and trials to test the aircraft's operating limits from Royal Navy ships due later this year and early next.

A Retrofit After Delivery programme has begun to introduce ballistic tolerant fuel tanks.

Meanwhile the first of the Maintainer Training Equipment (the Aircraft Systems Trainer) completed site acceptance testing last month and is ready for use.

And the Full Mission Simulator is on schedule for Factory and Site Acceptance Testing later this year.

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Above and beyond

Achieving best value from outsourced support contracts is a pre-requisite of many procurement processes, but how is this value measured in the diverse defence community?

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This project, expected to be the first of many, will see personnel from the UK's Defence Science and Technology Laboratory working alongside their Japanese counterparts in the Technical Research and Development Institute.

The two partners will assess chemical and biological protective suits with a view to developing the latest impermeable materials which can also be used for the battlefield.

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Safety performance improves across defence, says report

THE MOD has made improvements in safety performance over the last year along with reporting a decrease in the rate of major injuries.

These are the main conclusions of the MOD's Safety and Environmental Protection Assurance Report for the 15 months to March this year.

Rates of major injuries, the number suffered per 100,000 personnel, decreased by 4.3 per cent while major illnesses and injuries suffered fell by 13 per cent.

There were improvements in governance. The most significant change saw detailed plans for the introduction of duty holders at three levels – senior duty holder (top level budget), operating duty holder (2-star) and delivery duty holder (operational

commander/head of establishment).

"This represents a major change in the department's approach to safety, decisively shifting the primary responsibility away from those who supply equipment to those who use it, which is where the risk to life arises," says the report.

Progress has been made on addressing a lack of suitably qualified and experienced safety people while DE&S identified 1,420 posts as safety critical with a target of no more than 50 to be vacant at any one time.

The report says there is no evidence that the potential GOCO status for DE&S poses a safety risk.

The full report is available on the internet at www.gov.uk/government/publications

Team leads the quest for future IFF capability

A DE&S team is leading the way in moving the UK Armed Forces towards a more secure, better performing Military Identification Friend or Foe (IFF) system.

The system uses an interrogator to identify aircraft, ships, vehicles or forces as friendly.

The new mode – Mode 5 – is cryptographically secure with improved resistance to jamming and reduced interference.

DE&S' Air Platform Systems (APS) project team is running the competition to procure Mode 5 IFF interrogators and transponders to fit on more than 30 different ship, aircraft and vehicle types with an Initial Operating Capability in 2019.

The team took part in Exercise Bold Quest 13-1 off the coast of Virginia alongside teams from the US Army, Navy, Air Force and Marine Corps, as well as Germany, France, Italy and Norway.

The exercise generated realistic conditions for participants to test their combat identification systems, focusing on Mode 5, and the techniques and procedures they use to engage them.

Ten intensive days of flying by US Army and Marine Corps



Above: MSSR 2000 interrogator, fitted to three Royal Navy warships, operates with an Italian Tornado during Exercise Bold Quest

helicopters in addition to Italian and USAF fast jets provided data gathering from German, Italian and French ground-based interrogators as well as the US Patriot system and destroyers *USS Jason Dunham* and *USS San Jacinto*.

Early results showed successful interrogations and better performance over legacy modes.

"For the UK, this exercise offered an important opportunity to de-risk its Mode 5 procurement by observing the performance of a multitude of IFF systems in a Mode 5 environment," said requirements manager Lt Cdr Hannah West.

The UK contributed an

analysis team consisting of APS supported by Dstl analysts and sent an expert to work with the German contingent operating the MSSR 2000 interrogator currently fitted to three Royal Navy warships.

David Harverson, APS technical project officer, added: "Valuable lessons have been learned about Mode 5 performance, operator workload and displays and key distribution."

When the analysis is complete APS will formally debrief the Front Line Commands and stakeholders.

The next step is to have UK assets participate directly in the next multi-national Mode 5 IFF exercise anticipated for 2015.

Ready for action again

Handover:
Carl
Linthwaite is
pictured with
Brigadier
Peter
Rafferty at
the event in
Rochdale



FOUR ARMY transporters are being regenerated after serious damage by improvised explosive devices in Afghanistan.

Work on the Oshkosh transporters is being carried out by Commercial Contract Engineers (CCE) of Rochdale where the latest was handed back to the MOD on 19th August.

For the man driving the latest regenerated vehicle out of the workshop, the event had special meaning. Sponsored Reservist Carl Linthwaite was in the Heavy Equipment Tractor (HET), used to move armoured vehicles around, when the

Transporters repaired and handed back to DE&S after damage on the front line

vehicle was damaged by the IED.

The vehicles are part of a fleet owned by Fasttrax and operated by KBR FTX Logistics under an MOD capability contract.

The 20-year contract, which has been running since

December 2001, provides a heavy equipment transport service of 92 transporters, one third of which are operated by Fasttrax personnel at home and abroad.

Completion of the first phase of bringing the vehicles back into service in the UK was marked by the visit of Brigadier Peter Rafferty, DE&S' Head of Operational Support Programmes.

Accepting the keys to the regenerated HET, Brigadier Rafferty said: "A capability contract like this means the MOD gets highly-skilled drivers when and where it needs them, on operations overseas or here in the UK moving tanks to different locations when we have to have them transported.

"Sponsored reserves are highly skilled personnel who are trained to the highest standards to use the vehicles whether on public roads in the UK or when they are called up, put on military uniform and deploy to operations.

"That expertise is mirrored in the service that we have received from our supplier and its subcontractor during this regeneration.

"CCE have provided a highly specialised service and we are delighted to be supporting a Rochdale small enterprise in this way."

Driver praises vehicle after IED strike

FOR CARL Linthwaite the return to service of the HET he drove in Afghanistan completes a cycle which began with its damage in theatre.

"It's a great day being able to see this vehicle up and running again," said the sponsored Army Reservist.

"I was thankful no-one was injured when I was in the tractor as it went over the device and exploded. It is a testament to the robust construction of the vehicles and how well they are maintained."

Phil Ewbank, Chairman of CCE, added: "It is really exciting to see the HETs now returning to duty with the MOD, following the work from theatre spec to use on the UK's roads.

"CCE worked very closely with Fasttrax staff and I feel what we have achieved collectively demonstrates the benefits of public sector working in partnership with private sector contractors."

CCE has been involved in commercial vehicle repairs and servicing for more than 30 years.

The company also supports Recovery Career Services, a charity-funded organisation that helps injured soldiers find employment once they have left the Army. There is one serving soldier working on a placement with the company as an HGV paint technician.

This is allowing the soldier to gain valuable experience which may give him the chance to transfer to a paid position once he leaves the Forces.

Bloodhound to star at DSEI

ROCKET and jet-powered car Bloodhound will feature at Defence and Security Equipment International (DSEI) on 10th-13th of this month at ExCel in London.

The show car will be in the tri-service area where visitors will see the best in UK engineering and learn about the vehicle's record-breaking capabilities.

The exclusive Bloodhound showcase will also comprise demonstrations from the project's key partners.

Meanwhile a record number of ships have confirmed their presence to form a significant element of the strongest maritime proposition the event has ever offered.

DSEI organiser Clarion Events has secured a diverse flotilla within the Greenwich Docks complex. Vessels will attend from Germany, Holland, Sweden and the Republic of Korea while the Royal Navy plans to send a Type 23 frigate and a River class offshore patrol ship.

Conducted tours will offer government, military and industry representatives a view of the latest developments in naval ship design and equipment.

"The record number of ships and unprecedented strength of the Naval Zone at this year's event is indicative of the growth the show has undergone in the last two years," said DSEI Event Director Duncan Reid.

"There can be no doubt that the naval proposal has been significantly strengthened, building upon its success in 2011. It represents yet another progression in the structured development of the show, which will ensure that 2013 will be the most successful DSEI to date."

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Niteworks keeps DE&S up with industry views

MILITARY DECISION-makers will continue to benefit from rapid access to industry views and expertise from defence companies of all sizes.

A £17 million contract for the continuation of Niteworks, a partnership between the MOD, Dstl and industry, has been awarded for another three years with a possible further two option years.

Since 2003, Niteworks has provided expert advice to support operations and capability planning from delivering effective training through defending against cyber attack to setting better requirements for equipment.

Benefits assessed from work under the previous contract have totalled £580 million over five years.

Additional non-financial benefits have also been realised by front-line operations, including those currently in Afghanistan.

Niteworks Managing Director Simon Jewell said: "Our teams assess the operational context and apply relevant industrial experience to support the MOD on some of its most challenging issues.

"This has made a real difference to the Armed Forces and the operations they serve on, including those in Afghanistan today."

Niteworks involves industry early in understanding the problems facing defence. It brings together MOD and pan-industry teams, involving large organizations, specialist suppliers and subject matter experts.

Air Vice-Marshal Julian Young, Director Technical at DE&S, said: "For the last ten years Niteworks has successfully demonstrated the benefits of bringing together the MOD and industry early on in the decision-making process.

"It provides an impartial environment where decisions on military capability can be informed by the latest subject-matter expertise from across industry and academia.

"Niteworks provides a route to the MOD for organisations



How industry supported the urban warriors

NITWORKS CONTINUES to undertake a range of experimentation, allowing DE&S to test more effective ways of using existing military equipment and examine how new technologies could be introduced.

This includes the 'Urban Warrior 5' experiment held last January, which saw more than 200 soldiers from 2nd Battalion The Royal Welsh playing out battlefield scenarios in a virtual simulation environment, pictured above, at the Land Warfare Centre, Warminster.

The experiment was supported by more than ten companies, including a number of small and medium-sized enterprises. This included Bohemia Interactive Simulations, a Farnborough company that repurposes games technology to provide the Armed Forces with a highly realistic training environment, and in this case built the terrain database for the experiment.

Also involved were Camberley-based training, simulation and consultancy specialist NSC, which designed, developed and operated the system.

... and this is the real thing

Right: soldiers emerge from Warrior Infantry Fighting Vehicles during Exercise Urban Warrior in France last December



that have skills or knowledge that could benefit military operations, regardless of their size. I am most encouraged that its membership has grown steadily in recent years to include more than 100 small and

medium-sized enterprises and specialists, as well as around 20 major defence companies."

Over the last decade Niteworks has undertaken more than 250 projects on behalf of the MOD.

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INTERMODAL

Days of smiles!

Abbey Wood opens its doors to the wider DE&S family

Story and pictures pages 36 and 37



Vehicles, helicopters and military clothing proved the top attractions for youngsters on their visits to Abbey Wood last month. Top left: Olivia Tiley tries on some body armour while, top right, Cameron Mitchell prefers a cockpit seat in a Gazelle helicopter. Violet Boardman, above, five-year-old daughter of Policy Secretariat's Pauline, is pictured in a Pinzgauer vehicle while 'Spiderman' Flynn Wixey, right, aged three and son of Laurie of Puma2Gazelle team, prefers a quadbike.



Five-year-old Daisy Rogers, above, daughter of DE&S press officer Hannah Swingler, joins Samantha Paterson, far left, and Amelia O'Sullivan, below, with some impressive facepainting



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Radar upgrade will enhance electronic warfare training

TWO FORMER eastern European radar systems are to be modernised to continue effective electronic warfare training in Cumbria.

Babcock's £4 million four-year contract from DE&S' Air Defence and Air Traffic Systems (ADATS) team will see the company overhaul the SA-8 radars currently used at RAF Spadeadam.

The radars controlled an air defence missile system developed in eastern Europe and are now used to train aircrew who may encounter the threats when on operations. Much former Cold War equipment is still in service around the globe.

The contract follows work on two SA-6 systems carried out earlier by the company on time and in budget.

Overhaul of the SA-8 will include dismantling of all installations, undertaking repairs, refurbishment or replacement as required, and restoring the system including alignment and calibration, integration, acceptance testing and commissioning.

Modernisation will enhance operability and make it more reliable and easier to maintain.

This will include introducing LCD displays, modern digital electronics and options for enhancements to



Refurbishment: an SA-8 system at RAF Spadeadam, above. Left: two SA-6 systems previously overhauled by Babcock

the training system, such as onboard air conditioning and dehumidification and the integration of a new long-range thermal and visual imager.

Project officer Rob Mullen said: "Development of RAF Spadeadam's equipment is essential to support its aspiration to become a future centre for electronic warfare training for Nato forces which is a part of ADATS' raison d'être.

"Provision of ageing, yet highly representative equipment is the mainstay of Spadeadam's remit to test and develop the RAF's ability to defeat these systems both tactically and technologically.

"As part of continuing equipment development, and in order to mitigate the ever-

present issue of obsolescence, ADATS is delighted to engage with Babcock International."

RAF Spadeadam Station Commander Wg Cdr Matt Lawrence added: "These systems remain the most likely threats to be encountered in any future contingency operations.

"Having real threat radars to train against provides RAF pilots with the most valuable training opportunities and they also allow trials and tactical evaluation to take place in the UK, assisting the development of future tactics and countermeasures."

Babcock has engineers at RAF Spadeadam, including former RAF personnel with experience in operating, maintaining and training staff on such equipment and other threat systems used on the range.

Adele is back at Clyde from her Afghan tasks



A CLYDE naval base civil servant has been awarded medals to mark her service in Afghanistan.

Adele McGookin, left, 45, was given the Civilian Service Medal Afghanistan and the Accumulated Campaign Service Medal 2011 for completing more than two years in operational theatres.

Adele, in charge of the Secretariat at Clyde, has chalked up 849 days on operations. One of the first civilian

advisers in Afghanistan, she first served in theatre in November 2005.

She was back in Afghanistan in November 2012 working as a policy adviser for the UK's Commander Joint Forces Support (Afghanistan) at Camp Bastion in Helmand.

She was presented with her medals on 9th August by Commodore Mike Wareham, Commander of the naval base.

■ DE&S people news: pages 48-55

Culdrose welcomes the new Merlin

Merlin Mk2: appearances can be deceptive – See pages 28 and 29



Pictures: Andrew Linnett



Appearances can be dec

Outwardly the new anti-submarine helicopter looks like any other Merlin. Don't be fooled: the Mk2 – newly landed at Culdrose – is much improved

The first of the UK's fleet of next-generation anti-submarine maritime patrol Merlin Mk2 helicopters have been delivered to the Royal Navy.

While outwardly the new Merlins look very similar to the Mk1 variant that they replace, appearances can be deceptive. Fitted with state-of-the-art glass cockpits and improved aircrew consoles and avionics, the Merlin Mk2 has advanced touch-screen displays and an enhanced capability to detect and track targets as well as share data with other aircraft and ships while airborne.

The first five Mk2 helicopters have been handed over to the Fleet Air Arm following an upgrade, as part of a £750 million contract with Lockheed Martin and subcontractors AgustaWestland. To mark this milestone, the aircraft were unveiled to defence journalists at a delivery event at RNAS Culdrose which included a short flight in the aircraft to demonstrate the Mk2's capability.

Commodore Andy Lison, responsible for the Merlin, Lynx and Sea King teams at DE&S, said: "I am delighted that we are now firmly in the delivery phase of the project. The Merlin Mk2 is a truly exceptional aircraft and the programme to develop and build this aircraft has

brought together the very best elements of MOD and defence industry to future-proof this vital capability for defence."

At the delivery event, special recognition was also given to DE&S' Paul McDermott, Merlin Mk2 programme manager, who leads the Merlin Capability Sustainment Programme.

"It's not just what Paul has done, but also the way that he has done it," said Commodore Andy Lison as he presented Paul with a print of the Merlin Mk2 to enthusiastic applause.

Altogether, 30 Merlin Mk1 helicopters are being converted to Mk2 standard by Lockheed Martin. Once handed over to the Royal Navy, the airframes will undergo extensive trials and will be ready to deploy on operations by next summer.

Commander Ben Franklin, Commanding Officer of the Merlin Helicopter Force, said: "I am extremely proud to be leading the Merlin Force during this period. The delivery of the

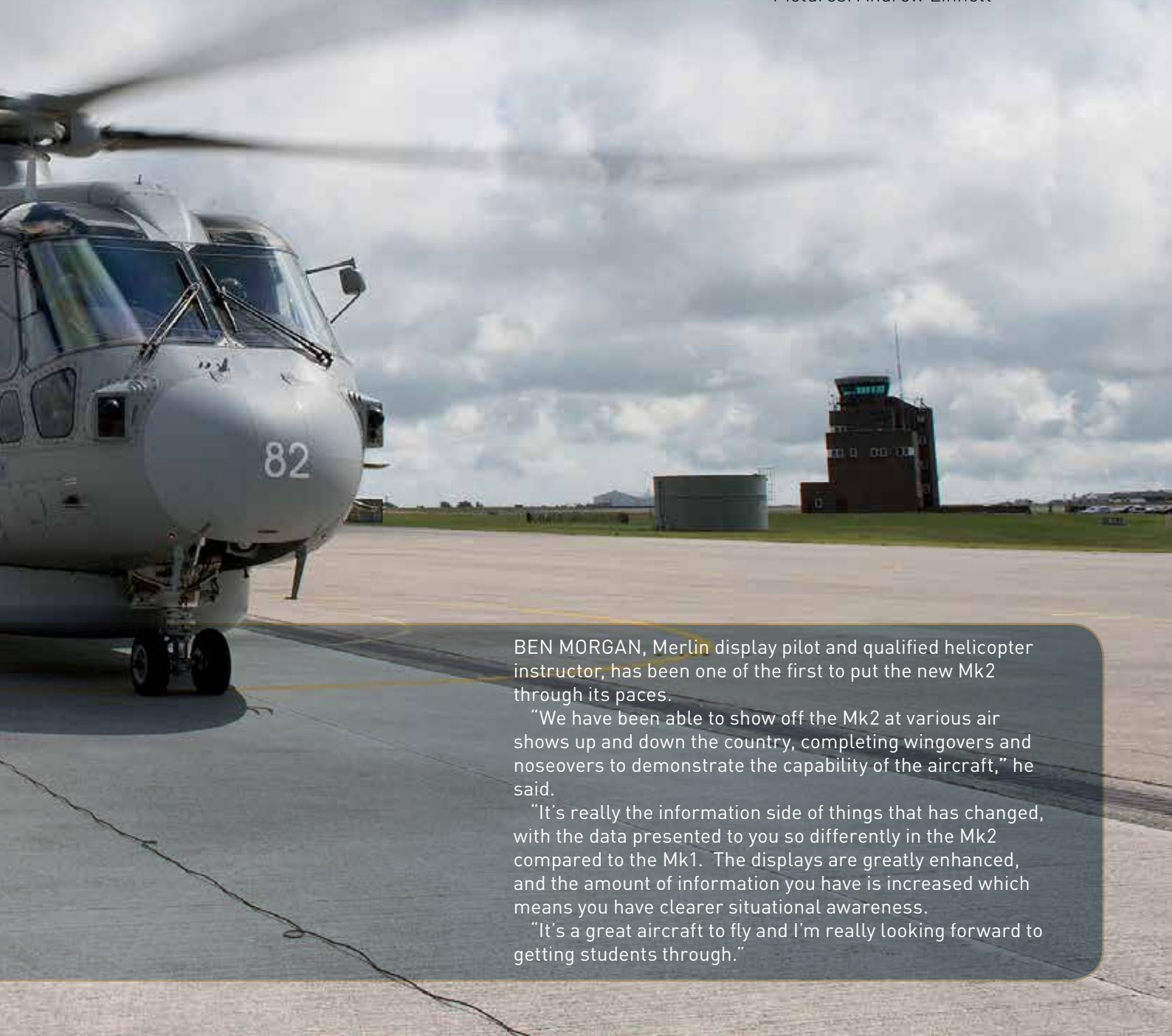
first five aircraft to the Royal Navy's Fleet Air Arm is a real milestone of this successful programme, which will provide vital support to the Navy as it fulfils its role in protecting UK interests across the globe."



eptive



Report: Clare Trenholm
Pictures: Andrew Linnett



BEN MORGAN, Merlin display pilot and qualified helicopter instructor, has been one of the first to put the new Mk2 through its paces.

"We have been able to show off the Mk2 at various air shows up and down the country, completing wingovers and noseovers to demonstrate the capability of the aircraft," he said.

"It's really the information side of things that has changed, with the data presented to you so differently in the Mk2 compared to the Mk1. The displays are greatly enhanced, and the amount of information you have is increased which means you have clearer situational awareness.

"It's a great aircraft to fly and I'm really looking forward to getting students through."

Life on MARS

Building work on the next generation of Fleet Tankers to support UK warships across the globe is due to start soon. The first vessel is due into service in 2016

The basic design of the four ships of the Military Afloat Reach and Sustainability (MARS) Tanker project – delivering support to the warships of the Royal Navy wherever they are in the world – has now been completed.

BMT Defence Services in Bath has provided hundreds of design drawings and plans while the MARS Tanker acquisition team, part of DE&S Ships, has been supported by the Royal Navy and the Royal Fleet Auxiliary in making sure DE&S gets exactly what it wants for its money.

The contract was signed last year with Daewoo Shipbuilding and Marine Engineering of South Korea with the first ship scheduled to be delivered to the UK in late 2015, followed by the other three in stages by mid-2017. The first tanker is due to enter service in 2016.

Commercial build and outfitting processes will be adopted for the *Tide* class, which are to be built in one of the premier special ship yards in the world, a yard experienced in military shipbuilding having built arguably the world's most heavily armed class of destroyers for the South Korean Navy.

The Okpo shipyard in Korea produces around 70 commercial and special ships per year, and this pace is reflected in the tempo of build for the tankers. Block assembly – the joining of pre-built and pre-outfitted pieces of ship – will take only around 50 days. From steel cut to launch will be around ten months, and the gap between each ship delivery is to be six months.


After sea trials in Korea to ensure the ships perform as required, each vessel will be delivered to the UK for extensive customisation. This will bring work to

a UK yard and keeps expertise on the complex and classified systems 'in-house'.

The ships are set to replace the single hull tankers of the *Leaf* and *Rover* classes (RFAs *Orangeleaf*, *Black Rover*, *Gold Rover*) and will be slightly larger than the current RFAs *Wave Knight* and *Wave Ruler* carrying more than 19,000 cubic metres of fuel and water.

Cargo tanks will be configured three abreast with the centreline tanks designated as issue tanks. Surrounding these will be ballast water tanks which provide the 'double hull' to meet international legislation. Fuel and water will be distributed and pumped via a centralised pump room.

The abeam Refuelling At Sea system selected by Daewoo for the *Tides* will be very similar to other RFA ships but all winches and drives will be below deck, protecting them from the elements,



RFA *Tidespring* replenishes fellow auxiliary vessel RFA *Argus* in this computer generated image

Picture: BMT Defence Services

To be replaced:
RFA *Gold Rover*



reducing maintenance problems and freeing up deck space. The system features a number of seven-inch and two-and-a-half inch hoses so the *Tides* can rapidly fill a thirsty *Queen Elizabeth* carrier with her own fuel, fuel for her aircraft and fresh water for her crew.

While the *Tides* will replenish ships by sailing alongside, they will also be able to replenish ships astern or with a line over the bow, which will increase the number and types of ship which can be replenished and will also help in high seas when abeam replenishment is too dangerous.

Designers have focused on the quality of accommodation for the core RFA crew of 63 with single cabins and generously-sized dining, social and galley areas. There will be an extra 45 berths to be used by those in training, or an embarked flight or force protection personnel.

The ships will be able to operate helicopters up to the size of a Chinook and aviation facilities will include a hangar for Merlin, a workshop, stores and magazine, and a dedicated aircrew briefing room.

Once in service integrated logistics support will make sure the tankers are supported through life at best value for money. Daewoo will identify all training needs and provide all the information needed to codify all spares, support and test equipment as well as supplying two years' worth of spares and full documentation.

DE&S' MARS leader Robin Boulby said: "There has been a real focus on reducing cost of ownership through the thorough application of whole life cost principles and integration of commercial approaches to deliver a bespoke military capability to the RFA and defence for the next 25 years."

TIDESPRING

The original *Tidespring* was awarded the Falkland Islands Battle Honour in 1982, operating in support of the re-capture of South Georgia and then sustaining the fleet off the Falklands. She left service in 1992.

- **TIDERACE** - After service in the Suez Crisis, *Tiderace* was renamed *Tideflow* to avoid confusion with another ship name. She left service in 1975.
- **TIDESURGE** - She was built as *Tiderange* in 1954, but was renamed in 1958 and served until 1976.
- **TIDEFORCE** - A new name in RFA service.





QinetiQ has considerable expertise in hydrodynamic consultancy – just ask GB's canoeists!

The Olympic team trained on the 270-metre towing tank at Haslar, just enough distance for Ed McKeevor to hone skills in time for his gold medal in the 200m kayak sprint.

The tank, and the nearby Ocean Basin – 120m x 60m x 5.5m deep – are world class testing facilities. The basin and its 40,000 tonnes of water specialises in ship and submarine model experimentation, vessel stability, propulsion and human factors. The basin is undergoing an upgrade, with money provided within the contract, while the towing tank is by far the biggest in the UK.

With encouragement through the contract QinetiQ leads the world in supporting and researching submarine escape and rescue for a range of navies and is ready to advise and help on any incidents wherever they happen worldwide.

New composite materials are tested in the dual-chamber hyperbaric unit while all equipment installed on vessels undergoes shock testing at Rosyth, where the future of the company's facilities have been given a new lease of life by the contract.

A reservoir of good value

A 15-year maritime services contract has reached its first review after a successful five years



Above: project director Ian Grant

Main picture: the towing tank at Gosport

Above left: QinetiQ's knowledge in the field of diving and life support is regarded as unrivalled

Left: the company's hyperbaric chambers and environmentally controlled facilities can replicate a range of environments and operational conditions

The MOD has reached the first five-yearly review stage of a 15-year maritime services contract which has delivered increased value for money for the taxpayer, investment in new facilities, with the fringe benefit of a helping hand in winning an Olympic gold medal for Britain at London 2012.

The Maritime Strategic Capability Agreement (MSCA) was signed with QinetiQ in 2008, to provide assurance, design, testing, evaluation and integration of ships and submarines for DE&S. The company guarantees the supply of qualified and experienced engineers and new facilities to help in designing and operating the Royal Navy's submarines. Work continues to support the current and future surface fleets too.

From testing new materials in the build of the UK's future submarines to advising on safety, testing life support systems to conducting hyperbaric trials, assessing designs of new ships to proving performance of vessels on the surface, the company uses the contract to provide the MOD with specialist skills in some of the most advanced facilities in the world.

Haslar at Gosport, where research reaches back more than 125 years, features the Ocean Basin, so large it is officially designated a reservoir. Scale models of ships and submarines – *Astute* boats, models of the *Queen Elizabeth* class aircraft carriers, and the next generation Fleet support tankers are among recent examples – are regularly tested in the basin. Close by is the 270m long towing tank, designed for hydrodynamic tests of ships, submarines and renewable energy devices.

For QinetiQ, the first five years have been a big success. "We have supported all the major maritime procurement programmes and successfully demonstrated value for money," said Ian Grant, the company's MSCA project director.

"It has allowed us to invest to ensure we are providing 21st century facilities and capabilities. And it has given us a long-term vision in partnership with the MOD that has allowed us to maintain the personnel and skills that are necessary to support the Fleet.

"The contract will continue to support major programmes such as Successor and Type 26 and other programmes in the longer term."

Maintaining suitably qualified and experienced people in UK engineering is a major plank of the contract.

"I think it was actually the MOD's vision to maintain the necessary skills in the UK defence industry," said Mr Grant. "The contract gave us the money to replace equipment but I found that, after two years or so, that was the easy bit. If your company loses good people, and then you realise they are the only people in the country with those skills, then you are snookered. We spend a lot of time making sure that people pass on their knowledge in this company. It is all about encouraging the youngsters and

continuing their development with the company. For me it is the big success of the first five years."

Rationalising the sites where work takes place – it is now split between Haslar near Gosport, Rosyth and a hyperbaric medical unit at St Richard's Hospital in Chichester – has helped save more than £7 million over the first five years of a contract which cost the MOD a fixed price of around £165 million at signing. With the MOD taking a 50 per cent share in profit from any commercial work QinetiQ does in its facilities the UK taxpayer is gaining good value for money. However, currently the MOD will remain the company's priority customer.

"Success from where we stand over the next five years would be Successor and Type 26 showing tangible benefits from the advice and services that we have provided through the MSCA, with this track record opening up new business in parallel markets like Canada and Australia," said Mr Grant, who is particularly proud of close links with the French, reflecting the push of UK Government towards greater international co-operation. The company has only recently won a contract with another overseas customer to provide the same services the MOD receives. It is, as

'We have supported all the major maritime procurement programmes and demonstrated value for money'

Mr Grant says, a win-win for QinetiQ and the MOD.

The contract is owned by DE&S' Trials, Evaluation Services and Targets team and managed by the Naval Authority Group on their behalf but it is the organisation's Ships and Submarines centres who benefit most from the work. Staff at DE&S are mandated to use the facilities offered by the contract wherever possible.

Rear Admiral Simon Lister, DE&S' outgoing Director Submarines, has said he is 'extremely satisfied' with the contract and the quality and experience of QinetiQ's staff and facilities. "The contract has been front and centre of my ability to do my job and the 80 or so people who deliver the contract and the skills they represent are critical to that.

"I have been impressed with the quality of the maritime management team too. I am looking at drawing lessons from the nature and structure of the contract to replicate the approach and certain aspects of it in creating contracts with other major defence contractors."

He added: "What I like about QinetiQ is that they have retained a service ethic while becoming more commercial."

Germany heads down the DE&S road

Abbey Wood hosts liaison staff from a range of military partners. Germany's team members are informing their country's restructure of procurement and support along DE&S lines

DE&S' urgent operational requirement process which speeds essential new equipment to theatre has seen some spectacular successes which have impressed the German liaison officer at Abbey Wood.

It is one of many messages being relayed back to Germany as the country reorganises its procurement and support on DE&S lines.

"In some cases the procurement here is more pragmatic than it is in Germany," said Lt Col Herbert Götte, head of a two-man team in DE&S. "You see a problem in Afghanistan, you go in and, one-two-three, you have the solution. You are not looking for the very best solution; you are looking for the solution that solves the problem right now.

"For example, it was really amazing watching how Foxhound worked. It started with the LPPV (light protected patrol vehicle) problem identified in Afghanistan. Some people said we needed a solution, so along comes a really fast solution. And so far it seems to be a success.

"A similar thing happened with the Nano UAV (unmanned air vehicle), this very small helicopter. Somebody recognized the need for this equipment,

and the procurement was very fast. These things are very positive for DE&S."

Lt Col Götte, born near Kassel in northern Hesse and educated in Hamburg, is an army officer who has led the German team in DE&S on a three-year posting since September 2011. It is a time of big change in his country's equipment and support functions which have recently combined into the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support, based in Koblenz.

"We had a division between procurement and in-service management," he said. "In-service management was divided into Navy, Air Force, Joint Forces and Army, with medical services making five. Alongside procurement there was also development and research. This meant a lot of interfaces which were difficult to handle.

"Of course Germany has watched the DPA and the DLO join together and we started the job of putting everything together similar to the model the UK uses with DE&S. It has 9,000 people working together so it's a bit smaller than DE&S, and talking to some civilian and military friends they say, so far, this will not be a good story. But we have to wait.



Right: Lt Col Herbert
Götte
Below left: WO Dieter
Honecker
Main pictures: Foxhound
and the Nano UAV

You cannot expect everything to work properly after a few months."

He added: "I am very interested in the development of DE&S and what happens with the Materiel Strategy, GOCO and DE&S+."

Lt Col Götte is supported by WO Dieter Honecker in representing the Headquarters of the German Joint Support Service, the German Army and other military areas dealing with logistics and medical services. They report on current British Army procurements, logistics matters and



Materiel Strategy progress as well as updating UK colleagues on the redeployment of German materiel from Afghanistan.

Around 200 colleagues are based around the country in places like Andover, Arborfield, Innsworth and Warminster with a large contingent in London. It means plenty of travel, and much exposure to the British weather along with driving on the left. "Last year we did not enjoy the weather as it was raining all summer," recalled Lt Col Götte. "And driving on the left for the first time was really exciting!"

The German team is at the Customer Support Team (Land) in Neighbourhood Two at Abbey Wood on 9679 32620 or 9679 30352



‘I thought it would be exciting to come and see what mummy does’ – Billy Redmond, 8, son of Land Equipment’s Sharon Redmond

Abbey Wood opened its doors for two families days last month where staff invited family members on site to view an array of exhibitions showcasing work undertaken by DE&S teams and the quality of kit provided to UK Armed Forces.

Director Technical’s Infrastructure and Security team, supported by Operating Centres and facilities managers Debut, put on days to remember. Kind weather made sure visitors could enjoy burgers and ice creams outside in the piazza, with the added bonus of music by a Royal Air Forces Association band on the first of the days.

Sally Wilkins of the Infrastructure and Security team, said: “Just seeing the children’s smiling faces when trying the ‘hands on’ exhibits made it all worth while. I think some will go home thinking that their mums and dads work at a very exciting place with lots of fun activities.”

The *HMS Astute* team brought along a submarine weapons compartment bunk to lie on, giving visitors an idea of the amount of space submariners have to sleep in.

Defence Clothing provided a dressing up opportunity where visitors could try on military clothing. A clear favourite was the Ceremonial Cap worn by the Guards and Household Cavalry. Protective body armour proved a little more challenging to try on and was not for the faint hearted.

Visitors queued at the popular International Guns Missiles and Rockets team’s Javelin indoor missile trainer which is used by the Armed Forces for their training on firing Javelin missiles.

The Soldier Systems Programme Lethality team’s weapons stand was another popular choice providing the opportunity to view a range of weapons including the Sharpshooter and SA80 rifles, Glock pistol and General Purpose Machine Gun.

Medical and General Supplies may have created a stir from a distance with a bleeding man on a trolley. On closer inspection it was a lifelike dummy whose breathing was being aided by the LTV 1000 ventilator. Also on display was the ‘Propack’ which monitors vital signs including heart rate, oxygen capacity, blood pressure and temperature.

The Special Projects SCM team put Dragon Runner on show, the remote control vehicle used for bomb disposal, where visitors could test their manoeuvring skills – the challenge this time was to retrieve a bottle of fruit juice.

Neighbourhood 4 hosted a weapons stand where visitors watched a video showing the Meteor Beyond Visual Air-to-Air Missile being successfully launched from a Typhoon for the first time. There was also a demonstration model of the Hellfire missile fired by Apache pilots including Prince Harry.

Helicopters OC brought along a Gazelle, the lightweight multi-role helicopter operated by the Army. Visitors took the opportunity to sit inside the cockpit to see what it was like.

Land Equipment had arranged vehicles to be on display including a Land Rover Defender, a Pinzgauer 6x6 gun towing vehicle, the Foxhound and Husky Light and Medium protected patrol vehicles. The Manoeuvre Support

Air Vice-Marshal Julian Young, pictured right, DE&S Director Technical, said: “The DE&S Board’s aim was to create an enjoyable experience for staff and their families and I think the days exceeded our expectations. I extend my thanks to those involved for all the hard work as it was clear that teams had put a great deal of thought into what would be of interest to their audience, as well as showcasing what we do, to family members. It was also clear that staff members were interested in the work of teams outside their daily role, therefore enhancing their own knowledge of DE&S.”



Open doors, open minds



Top left: Abraham Freeman of CSS team joins his family in the cockpit of a Gazelle helicopter

Above right: Jamie Arrowsmith goes hunting in remote style, watched by sister Grace and mum Sophie

Left: Emily and Mae Davies take a look though a thermal sight

Below left: Scout SV team member Nick Tiley joins his family of Nicola, Olivia and Isabelle at Abbey Wood

Below: Edward and James Gallen, whose mother Jeannette works for the UK Military Flying Training System, prove adept at the small screen

Report: Katrina McCabe
 Pictures: David Tucker

team created a makeshift minefield where visitors used Valon Metal detectors to track down hidden 'mines'.

A host of other teams and operating centres entered into the spirit of the days with excellent demonstrations, including Ships, Air Support, Sea Survival, Unmanned Air Systems, Defence Food Services, ISTAR, Combat Air, Force Protection, Log NEC, Puma2 Gazelle and many others.



New advice on core equipment

NEW ADVICE is available for DE&S teams bringing equipment procured urgently for operations into the core programme.

Some of the high profile kit which will be under consideration includes the Mastiff and Jackal vehicle fleets which have proved highly effective in Afghanistan.

The advice is contained in an addition to the Support Solutions Development Tool, produced by the Joint Support Chain's Support Solutions Improvement Team.

Major Emily Wardle said: "Many Urgent Operational Requirement equipments were brought into service at very short notice without the optimum support in place, or with very focused support arrangements aimed specifically at the operational theatre.

"To help project teams we are providing a list of development activities and considerations to guide teams as they go through the process of transitioning to core.

"The aim is to ensure support is properly planned, managed and funded for the extended life of the equipment – and achieves value for money."

She added: "Teams need to consider changes to requirement, use, owner, readiness, user and benefit from utilising historical data when developing the enduring support solution in the longer term."

Advice for teams is divided into four key areas: logistic sustainability and readiness; supportability engineering; supply chain management; and logistic information.

Teams with equipment identified for the core programme should contact their Support Solutions Officer for guidance in the first instance.

The primary point of contact is DESJSCSCM-TLS-SPD-S02@mod.uk

Marines move on Devonport



New home: a flotilla of Royal Marines' landing craft and smaller boats moves in on Devonport where their new home has been formally opened by Prince Harry

PRINCE HARRY has opened the Royal Navy's new £30 million amphibious centre in Plymouth.

Royal Marines Tamar will be the centre of operational and training units for crews of landing craft, hovercraft and fast boats at Devonport.

The Royal guest, in his role as Commodore-in-Chief Small Ships and Diving, attended a 2nd August parade and VIP reception at the centre which also trains assault Marines in coastal and river landings.

Prince Harry, an Apache pilot

in the Army Air Corps, unveiled a plaque on the new 'Tandy' building named after a D-Day Marine hero.

Colonel Garth Manger, Commanding Officer of 1 Assault Group Royal Marines, said: "For the first time the Royal Navy will have all the amphibious elements together in one place ensuring that we deliver real operational capability in a cost effective and professional manner.

"As a professional soldier himself Prince Harry understood and appreciated the importance

of the new centre. He has already shown a lot of interest in RM Tamar and what it means to the Royal Marines, the Royal Navy and defence as a whole."

RM Tamar will be the headquarters of two units which have co-located, 539 Assault Squadron Royal Marines and 10 (Landing Craft) Training Squadron Royal Marines (formerly of Poole).

The facility was delivered by the Defence Infrastructure Organisation in partnership with Debut Services (South West).

New amphibious base enjoys Royal opening



Prince Harry, above and left, conducts the formalities at RM Tamar, the Royal Marines' new amphibious centre at Devonport



More reliant on integrated software and potentially to cyber-related risk? An F-35, above, is pictured during strategic tanking testing over the eastern shore of Maryland in June and below, during testing earlier in the year

Cyber defence is the new frontier to be manned by those on the front line, in DE&S and industry. Defence Minister Philip Dunne argues for more cash, a new security partnership with industry, and asks . . .

Could it be time for a fourth armed force?

DEFENCE MINISTER Philip Dunne has told a conference the MOD was undergoing its own "gunpowder" moment on cyber defence, was establishing a new security partnership with industry and putting more money into the National Cyber Security Programme.

He said that it was not inconceivable that a fourth service, to complement the Royal Navy, Army and Royal Air Force might be required in future to use and protect cyberspace.

He told delegates at the event in July: "The discovery of gunpowder by Chinese alchemists had profound consequences for the conduct of battle ever since. Right now we are undergoing our own "gunpowder" moment.

"It is clear to me, as Minister for Defence Equipment, Support and Technology, that cyber, this new frontier, is having a major impact on the way we are now procuring defence equipment.

"We have increased spending on our intelligence agencies, protected our Armed Forces from any reduction in numbers, increased in real terms their equipment budget and the Chancellor committed to make a major investment in cyber, which he described as "the new frontier in defence".

"As part of this commitment we are extending our National Cyber Security Programme by a further year, and investing an additional £210 million on top of the £650 million provided in the

Strategic Defence and Security Review in 2010."

The Minister said for MOD, cyber was a domain of operations and one which was increasingly important to national security. It embraced telecommunication networks, computer systems, and the embedded processors and controllers which ran peoples' lives.

He said: "This is important to defence because we are concerned with the

MOD's partnership with industry. The entire process took place in the cyber domain, and had to be protected from cyber attack.

He was pleased to announce the Defence Cyber Protection Partnership, which brought together nine of the

MOD's largest contractors; BAE Systems, British Telecom, EADS, Hewlett Packard, Lockheed Martin, Logica (CGI), Rolls Royce, Selex ES and Thales.

He said next generation military equipment, such as the Joint Strike Fighter, was

becoming even more reliant on integrated software and so potentially more exposed to cyber-related risk.

Some new equipment MOD was procuring could be in service for 40 years.

Mr Dunne said: "Forty years ago, nobody knew what cyber was, the Internet comprised three computers in America,

and the World Wide Web was 18 years away. In another 40 years who can predict how cyber will develop? The rate of technological advance in this field is incredibly rapid. And defence must make sure we take this into account in our procurement decision making.

"So in conclusion, the development of cyber technology is the most important strategic factor affecting defence at the moment."



environments in which armed forces can operate and which they must defend. Traditionally these were the physical geographic domains, land and sea for thousands of years, from the 20th century air and space too.

"Now we see cyber as a new global domain, a medium in which we must learn to conduct our defence business."

The Armed Forces depended on computer networks and those systems in turn depended on the

Partner nations give A400M the green light

Historic milestone after 5,000 flight test hours

THE A400M Atlas transport aircraft has achieved its first military standard acceptance.

The milestone – a big step for all nations involved in the project, says DE&S' A440M team leader – is a historic milestone after ten years development and more than 5,000 flight test hours.

The aircraft has received its type acceptance at the contractual Initial Operating Clearance standard from OCCAR, the Organisation for Joint Armament Co-operation, on behalf of the launch nations (UK, Belgium, France, Germany, Luxembourg, Spain and Turkey).

It is the last step before acceptance of MSN7, the first serial aircraft, by the French defence procurement organisation (DGA) and its subsequent delivery to the French Air Force.

“Awarding of an initial

Type Acceptance is a very significant step for all nations involved in A400M Atlas as it is a key pre-requisite for the delivery of the first production A400M to the first customer, France,” said Huw

Cable, A400M leader at DE&S. “It signals that A400M Atlas is entering a new phase of the programme with the delivery rate set to accelerate over the next 24 months to around 28 aircraft per year.

“Even at an initial operating capability, A400M Atlas is an immensely capable aircraft, capable of carrying large loads over long distances in a fuel efficient manner and planned capability increments will augment this with improved self-defence systems and tactical capabilities.”

Mr Cable added: “The first UK delivery planned for September 2014 will be a type which builds upon the IOC Type Acceptance and will signal the start of the next phase as the UK begins a demanding delivery phase and transitions into service. The UK will take delivery of 21 aircraft by late 2018 with the final aircraft delivered in 2021.”



□ The aircraft is going through a renewed phase of trials examining performance on unpaved runways. The second development aircraft – MSN2 – takes off from the Ablitas test site near Zaragoza in Spain

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If required the TRADS can destroy ammunition up to and including 14.5mm. Destruction rates vary but if required, the system could destroy up to 45,000 rounds per hour dependent on the type of ammunition.

EOD Solutions Ltd and Caldo have also built and delivered a smaller system (TRADS20) that is a batch type furnace to Afghanistan for an American client. This system can also be vehicle mounted and destroys approximately 1500kgs of unpacked ammunition per day. Another TRADS40 is under construction again for use in Afghanistan by an American client.

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Old War Office up for sale

THE OLD War Office building in Whitehall is to be sold.

The Office was built in 1902 for the Imperial General Staff and was a focal point for military planning throughout the 20th century, housing numerous secretaries of state, including Sir Winston Churchill.

Next year MOD staff will move out and all operations will transfer to Main Building.

This will save around £8 million a year in running costs.

Disposal of the Old War Office follows the announcement of the sale of the military facility in Old Brompton Road, London.

The capital receipt from these sales will be invested in defence priorities.

DE&S takes the lead in rebuilding industry base



Below, presenters, from left: Daren Collis, CBRN deputy team leader; Ian Matthews, CBRN team leader; Air Commodore Nick Laird, Joint Forces Command head of special projects; Brigadier Rob Meinertzhagen, ISTAR head of programme delivery group 2; Dr Mark Fulop, Dstl head of CBR Science and Technology



Above: Shrivvenham hosts industry as DE&S looks to relaunch the CBRN industrial base




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MORE THAN 160 representatives from 90 suppliers were welcomed to Shrivvenham as DE&S looked to revitalise the industrial base in the Chemical Biological Radiological Nuclear (CBRN) domain.

The industry day also involved senior internal stakeholders from across the MOD and UK Armed Forces. It was hosted by DE&S' CBRN delivery team and also welcomed staff from the Defence Science and Technology Laboratory (Dstl), Joint Forces Command and academia.

Themes included outlining re-investment in CBRN military capability with the focus on new and existing projects involving industry and Dstl research.

Ian Matthews, DE&S CBRN leader, said: "I am pleased that our plans have been extremely well received

by the wealth of industry that attended. We have received a great deal of positive feedback, especially because DE&S project managers and Dstl technical leads were available to discuss the new projects.

"We also presented to industry a very 'unified customer' approach with attendees from many parts of the MOD. I think this demonstrates a huge commitment from defence to help re-launch the CBRN industrial base.

"We also had some large industry players present, notably Thales and Northrop Grumman, together with many medium and smaller companies; an excellent mix."

Mr Matthews added: "Industry has asked that we run this event next year and I think this is highly likely, given the interest in the world of CBRN."

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Portsmouth welcomes DE&S Board roadshow

Report: Simon Smith

STAFF AT Portsmouth naval base turned out in large numbers to question DE&S' management during the latest Talk to the Board 'Live' event.

Hosting the session were Chief of Materiel (Fleet) Vice Admiral Sir Andrew Mathews, Director Materiel Strategy Barry Burton and Sue Scott-Curtis, representing DE&S Human Resources.

Most of the questions centred on the transfer of DE&S Maritime staff to a new organisation – either a GOCO (Government Owned, Contractor Operated) or the in-house model DE&S+.

But Vice Admiral Mathews stressed that no decision had yet been made on which model would be adopted. "It is not just an MOD issue – this is a decision for Government and could go right up to the Cabinet," he said.

Attendees also raised concerns about job cuts across DE&S, asking if there were likely to be further reductions.

Sue Scott-Curtis said all existing reduction targets had been met and did not envisage further cuts in the short term. She said filling the skills gap was



Barry Burton, Vice Admiral Sir Andrew and Sue Scott-Curtis take questions

now the new priority within DE&S.

Barry Burton said: "The benefits of upskilling are not just for the individual. The customer (the Front Line Commands) will benefit too, with better equipment being the end result."

Among the 100-plus attendees was Contract Financial Liaison Accountant Jerry Gawthorpe who said: "It was good to have a live ask the board session here in Portsmouth and to be able to ask



questions on the future of DE&S face to face and receive candid responses from the participants. Too often as a member of a DE&S outstation you only get to see the published synopsis rather than the live on the spot reply."

Business Services Manager Janet Sugden added: "Admiral Mathews gave a concise, clear and informative overview of the Materiel Strategy.

"This was a good opportunity afforded to all DE&S personnel in Portsmouth naval base to ask the Board about any pressing issues.

"There were some very good questions asked; especially with regards to personnel issues, with some honest answers given by the Board."

Talk to the Board Live has been held twice at Abbey Wood as well as a successful session at Corsham.

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Quality awards 2013 take on a historical theme

THIS YEAR'S MOD Quality Awards have been launched, with a supporting theme of 'quality words and documents through history'.

The awards recognise the significant impact of the efforts of service and civilian personnel by adopting a 'quality approach' to their everyday work, regardless of their role.

The historical theme is helping to publicise the scheme.

At various times throughout history people's spoken and written words have had a big impact on others – some short-lived while others have stood the test of time.

Examples of such items are the Domesday book, Magna Carta, Oliver Cromwell's speech to the House of

Commons and Churchill's wartime speech about the 'Few'.

The MOD Quality Assurance Authority – Air Vice-Marshal Julian Young – has highlighted the varied work of previous award winners in a message

which can be viewed on the DE&S intranet pages.

The award scheme is now open to individuals or teams from the MOD's industrial partners.

The closing date for nominations is 30th November. The award panel will meet in December and awards will be presented by Air Vice-Marshal Young at Abbey Wood in February.

A copy of the nomination form and associated guidance can be found at <http://defenceintranet.diif.r.mil.uk/Organisations/Orgs/DES/Organisations/Orgs/FuncDir/Technical/Pages/QSEP-QCM-Pol-modqualityaward.aspx>

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A walk on the wild side

Play misty: it's sunny in the rest of the world: but Plymouth's breakwater is shrouded in mist

Few ever get to stand on the MOD-maintained Plymouth Breakwater which protects the city from the sea. Devonport's *Guy Boswell* took a wander in the eerie gloom

A WALK on the famous Plymouth Breakwater that creates a safe anchorage in the Sound and protects the city from the sea is an opportunity not to be missed.

So a team from Devonport naval base seized the chance to be landed by boat on the mile-long granite structure for an intriguing experience.

The only thing that spoiled the trip was the dense sea mist which blotted out the wonderful views of Plymouth we were expecting.

Everyone can see the breakwater only two miles out to sea – except on a misty day of course – yet it is inaccessible unless you have special permission from the Queen's Harbour Master. Inaccessibility only adds to the mystery of the place.

The MOD is responsible for upkeep of the officially protected structure which plays a key role in ensuring the Royal Navy and others working and playing on the water have a safe and calm haven for shipping.

Chief Petty Officer Peter France was our water taxi driver and expert guide. He captained us across the calm Sound and made sure Sarah Paz and Tania Milburn (Naval Base Learning and Development), myself and Debbie Carpenter (press office) and Julie Simpson (of the Queen's Harbour Master) safely climbed up a vertical ladder from the pontoon.

Sarah and Tania manage work experience for students in Devonport and wanted to see what the students' week might involve on a placement with the QHM.

Once on the breakwater we were fascinated by the carvings commemorating more important visitors than us in the huge heavy stones that make up the breakwater – such as the Duchess of Kent and Queen Victoria.



Guy Boswell and Tania Milburn join Chief Petty Officer Peter France on the way to the lighthouse

Because the tide was up, there was no sense of height and we were close to sea level. Luckily it was calm, because storm waves crash over the top, even at low tide.

The Breakwater, built in the early 1800s, is Plymouth's own ancient monument, the city's own Egyptian Pyramid, that took 70 years to build.

There has been little erosion, but

ten to 100-tonne blocks are regularly replaced on the flanks to protect from the worst waves.

There are few visitors, apart from the odd fishing competition. A request to stage a triathlon run on the breakwater was refused due to the dangers.

The breakwater is used as an outdoor laboratory by Plymouth University which also puts nets up to catch insects. There are also storage blocks, and an old round fort which is not part of the breakwater, despite appearances from land, which is used to house pilots.

Our ultimate destination was the far western lighthouse at the entrance. It is no longer staffed but remains an eerily abandoned residence for rare occupants such as the Fastnet yacht race officials.

Beds, fireplace and kitchen are curved to fit into the turret. Curved window frames are made of rust-free brass and the loo has no cistern or sewage system – it is a long drop to the sea for waste. Burned oil covers everything from when the light was a naked flame regularly fuelled by the keeper who was woken every four hours to keep the fire burning. Now the fire is replaced by several tiny bulbs.

After six floors of descent we walk the entire length to the eastern end of the breakwater to find a scary metal cage high up on a pillar. This is a refuge for shipwrecked sailors who clambered up treacherous footholds to perch precariously in dubious safety above the high waves waiting and hoping for rescue.

A sobering thought on the way back to the safety of our offices.

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A NEW energy-efficient data centre for the MOD will reduce power consumption and greenhouse gas emissions while saving the UK taxpayer money.

The MOD wanted a new centre to improve administrative efficiency and manage an increasing digital workload. It had to adhere to the objectives of the Defence Sustainable Development Strategy, delivering operational excellence, resilience and security at a value for money price.

Workspace Technology Ltd worked closely with the Defence Information Infrastructure and Defence Infrastructure Organisation throughout the 12-month project from the pre-design phase through the delivery and commissioning phases.

When compared to existing MOD data centre infrastructure the solution devised by DII, DIO and Workspace Technology in partnership with the main contractor Integral will reduce power consumption by more than 6.3 million kilowatts, and reduce CO₂ by 3,308 tonnes each year of its operation.

In comparison to existing legacy MOD data centres, this new energy efficient centre is expected to reduce the energy bill by £630,000 every year throughout the life time of the infrastructure.

Allowing for energy inflation at the current rate this new infrastructure is expected to save the UK Taxpayer around £10 million over the next ten years.

The Solution – Schneider IT APC InfraStruXure™

It became clear that installation of APC's modular range of InfraStruXure™ technology would best support energy efficiency and the technical demands of the new data centre.

APC InfraStruXure™ flexible architecture is based on efficient and reliable components designed to deliver exceptional performance for data centre installations.

Complete Infrastructure

Workspace Technology Ltd delivered a complete turnkey solution in compliance with Defence Standards and Joint Service Publications, including computer grade raised access floor and associated sub structures required to support military standard installation. Installation including energy-efficient chillers combined with free cooling units, chilled water distribution pipework and associated mechanical services, and dynamic control systems enabling maximum freecooling.

All technical build out including rack enclosures, aisle enclosures, localised power and structured cabling were delivered with Workspace Technology's own in-house expert data centre operatives.

Managed Services

Workspace Technology Ltd will be providing a full range of engineering support services to ensure the ongoing optimisation, energy efficient performance and resilience of the data centre infrastructure including planned preventative maintenance and 24-hours-a-day call out via a three-year contract.

Managing Director Roy Griffiths said:

"This project consolidates our position as the UK's leading APC Elite data centre partner. Our team have set an exceptionally high benchmark for quality and professionalism exceeding all industry expectations.

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Loneliness of the open road



GRADUATE TRAINEE Max Malpass is pictured battling towards the summit of the Great St Bernard pass in the Alps on his way to Rome and a personal target of £1,000 for charity.

Max, away from Abbey Wood as he prepares for a placement at GKN Aerospace following one at MIRA, has been with the Defence Engineering and Science Group for a year.

But he found time to complete the 1,300 miles with friend James Hillary on his ride which took him from London, past Dover, Calais, Montreux, over the Alps and through Turin, Genoa, Pisa and Florence.

"On the day we cycled over the Great St Bernard pass we spent about seven hours just cycling uphill," Max recalled. "Towards the top it started getting very difficult and we'd be stopping every five minutes or so to catch our breath. It then only took us about 45 minutes to freewheel down the other side into Italy which was good fun."

The pair hope to raise around £1,500 for the Willow Foundation's Sparkle appeal.



Marathon effort is under way

DE&S STAFF will join military training personnel on the streets of Bristol this month to raise cash for Cancer Research UK.

Aircrew and civilians join forces with Ascent Flight Training in the Bristol Half Marathon on Sunday 15th September.

The group work together on the UK Military Flying Training System (UKMFTS), the new programme of flying training for the RAF, Royal Navy and Army Air Corps.

Last year, thirteen runners from the programme took part with the fastest, Steve Card, completing it in one hour 28 minutes.

More than £2,000 was collected for Cancer Research UK and this year's target for the 30 runners is at least £5,000.

A fun day has been held to generate donations and kick off fundraising. Activities included serving up bacon butties, a grand cake sale and a lunchtime quiz.

More than £700 was donated by staff and the team sported their UKMFTS vests which will be worn on the day.

Director of Flying Training, Air Commodore Terry Jones, said: "Cancer Research UK is an excellent cause and the money raised will make all the tough training and challenge of race day worthwhile.



Joining Forces: staff from DE&S, 22 Flying Training Group and Ascent Flight Training line up as fundraising gets underway

"This is a great effort by the team of UKMFTS partners."

Melanie Skinner, Cancer Research UK's fundraising manager for Bristol, Bath and South Gloucestershire, said: "I would like to thank Ascent Flight Training and the MOD for their fantastic efforts

in putting together the fun day and for taking part in the Bristol Half.

"It takes a lot of energy and determination and we really appreciate their commitment."

The team has a Just Giving website at <http://www.justgiving.com/UK-MFTS1>



Alun cooks up the top award – as DE&S team lends support

CORPORAL ALUN Davies of the RAF has been named Armed Forces chef of the year by the Craft Guild of Chefs.

Corporal Davies, described as a 'brilliant tradesman', is the epitome of the Royal Navy, Army and RAF chefs that DE&S' Defence Fuels and Food Services support.

Corporal Davies was presented with the award at London's Grosvenor House Hotel by The Countess of Wessex who is Royal Patron of the Craft Guild of Chefs.

The Armed Forces Chef of the Year 2013 award was sponsored by Purple Foodservice Solutions, worldwide food supply contractors to the MOD.

Pictured, from left: Paul Dickinson, managing director of Purple Foodservice Solutions, Cpl Alun Davies, the Countess of Wessex and Christopher Basten, national chairman of the Craft Guild of Chefs.

Field gun makers get rum reward

A BOTTLE of Royal Naval rum has been presented to the makers of field gun replica sets for schools.

Devonport Command Field Gun Association creates lighter versions of the famous field guns used by the Armed Forces to race each other.

To keep the tradition and memory alive the former gun crews now make the gun sets for local school children to use for their own races – known as Junior Field Gun.

Charity fundraiser Malcolm Pollock presented the association with a bottle of Pusser's Rum from a charity draw. Two more Plymouth schools will shortly receive field gun sets.

□ Staff at Defence Munitions Gosport will hold a Macmillan coffee morning at the medical centre on Friday, 20th September. A raffle is planned, and donations of spirits, wine and beer along with biscuits, chocolates and other suitable items are welcome. More information from DES WpnsDM-Gos-site manager

Devonport to remember Simon the cat

CHILDREN OF Royal Naval families have presented Devonport with a model of a 'heroic' ship's cat.

Members of HMS Heroes, a support network of Plymouth school pupils from Armed Forces families, presented the paper mache model of Simon the cat to the heritage section of the naval base.

The cat's designers Faith Bishop and Spike Davis presented the model to WO Adrian Boswell, who runs the heritage area, so it can be included in the historical collection.

WO Boswell said: "The naval base has strong links with HMS Heroes through Plymouth City Council and works with many schools. This is part of the community engagement outreach programme of the naval base and shows how the Navy's heritage is relevant to the present day and the young of the city."

Simon the stray cat was adopted in 1949 by the crew of *HMS Amethyst* in China. When the ship was attacked and went aground in the Yangtze River the cat helped the crew survive. Despite being injured by gunshot the cat continued to catch rats on board, vital as the stranded crew were short of food and drink and vulnerable to being attacked by rats.

Simon was posthumously awarded the Dickin Medal – the animal equivalent of the Victoria Cross – for gallantry under fire while injured.



WO Boswell meets the Plymouth schoolchildren as part of the naval base's community programme. Simon the cat will be going to the base's heritage area.

Network races for life



The Network team back from left: Charleigh Jolliffe, Gillian Jolliffe, Deborah Tobin, Lisa Young, Helen Tyler. Front: Janet Young, Lynn Tyler, Page Ball

DE&S STAFF, part of the Bath and Bristol Women's Network, were in the 6,000-strong crowd who ran this year's Race for Life in July.

The team added £400 to the huge total which goes to Cancer Research UK.

The Network helps women in the MOD make a difference to the offices they work in, building a support base where women can seek advice, gain encouragement and mentoring with their careers.

More information about the network is available at DES HRPlans-BBWN(multiuser).

Jura is top dog . . . and there's an award for handler Simon too

JURA, AN MOD Police dog dedicated to keeping people safe at Devonport naval base, has joined his handler in scooping a top award at their first attempt.

The three-year-old Belgian Shepherd and MOD Police Constable Simon Hill competed at the British Police and Services Canine Association trials in Rugby. Jura won the title of Service Dog of the Year and came third in the criminal work section.

The trials cover disciplines required by dogs from many of the civilian police forces, the Prison Service, Army and RAF as well as the MOD Police.

Simon said: "This was the first year that either of us had competed and we weren't sure what to expect. I had originally thought it would be a good training exercise for both of us. I'm really pleased that Jura came away with the title of Service Dog of the Year; he's a great dog and loves to work and play."

PC Hill has been Jura's handler since an eight-week-old puppy. "Jura is a confident and exuberant dog who is as happy playing ball as when he is working. He is a general purpose police dog who excels in the criminal

work and as a dog team we have achieved the advanced level of licensing for the past two years."

Aspects of the trials included a dog's ability to chase and detain a 'criminal' along with obedience, general control, agility and property searches.

Simon trained Jura alongside his previous police dog Chaser and taught him the fundamentals before his initial police dog course. Training is continuous and evolving.

The champion pair carry out many duties, from general naval base patrols to detached duties guarding various venues and helping the force in Devon and



Top team:
PC Simon
Hill and
Jura

Cornwall on criminal policing work.

The MOD Police has a responsibility for the policing of the MOD estate. Its main roles are the protection of sites, people and equipment from terrorist attack, criminal activities and illegal trespass.

Geoff turns tables on his mates

GEOFF ELLIS, who joined the MOD Civil Service as a member of the DE&S Falcon team in May, shattered the orienteering dominance of his former RAF colleagues in the annual competition between the RAF and Police which included the MOD Civil Service for the first time.

On a hot Sunday in Sutton Park Geoff tackled the 7.8km course in a blistering time of 51:29, more than 14 minutes ahead of the next competitor.

He was supported in this first attendance by the MOD Civil Service at the competition by Simon Kippin who ran solidly to finish second on the veterans' course.

The RAF eventually finished behind the Police overall.

DINs - released this month

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

2013DIN04-118: This DIN informs units of new, revised and cancelled Equipment Tables, Scales, Schedules and Special Tools and Test Equipment (STTE) scales which have been printed and distributed to the relevant sponsors. A major change to the format of the Equipment Table has been included. Full details are on the defence intranet.

2013DIN04-119: DE&S' Logistic Network Enabled Programme is rationalising the logistic information system landscape, working with industrial partners to reduce the range of applications and services to a more manageable, coherent and cost effective number. This DIN outlines the replacement by the Joint Asset Management and Engineering Solution (JAMES) of a number of applications and services.

2013DIN04-124: This provides details required for the tri-service community to be able to purchase physical training equipment through the newly-issued enabling agreement contract and provides a reminder of the availability and procedures for general sports equipment.

2013DIN04-126: The universal cleaning kit has been procured to replace the existing in-service kit for various weapons. Units will continue to use legacy cleaning kits until components become unavailable from depot.

Further information and more details on the latest DINs see:

<http://defenceintranet.diif.r.mil.uk/Reference/DINsJSPs/Pages/DINsindex2013.aspx>

Alan is Goodwood's speed king



LAND EQUIPMENT'S Alan Paramore has added the prestigious Driver of the Day award at the Goodwood Festival of Speed to his growing level of rally achievements.

Major Paramore led the Armed Forces Rally team's line up of Land Rovers to the 20th anniversary of the festival at the Sussex venue.

But a summons to the stewards' office after the second day of the three-day event over a two-mile stage didn't turn out as planned.

"I must confess I feared that I or someone in the team had done something wrong and must have looked nervous," he said.

"But it was to be told that the committee of marshals and the stage officials had recommended to Lord March that I be awarded the massively prestigious Goodwood Driver of the Day award for my efforts.

"Even now I cannot remember what I said or how I thanked them and his Lordship as I was numb and totally speechless. What a result for the team!

"We parked in the winners' paddock alongside some truly incredible and priceless machinery and tried as a team to look nonchalant and cool while awaiting Lord March and his festival committee.

"The prizegiving in front of a huge crowd was incredible and Lord March was extremely generous in his speech about R6's crowd-pleasing antics on the stage and how the team represented all that is good about the British Armed Forces. At this point I thought that my race suit was going to burst with pride at what the team had achieved."

Army rally driver takes on the best to earn his prestigious title



Winners: Alan Paramore, centre, with team members and, top, alongside some serious racing competitors at Goodwood

... and he's pretty hot in Scotland too



Above: Alan Paramore and Carew Wilks celebrate a triumph for the Army with victory in the Scottish Rally while, the Land Rover performs well in the tough and variable terrain in the forests around Dumfries

THE DUO of Alan Paramore and Carew Wilks celebrated in style 50 years of Army Land Rovers taking part in the Scottish Rally.

In the forests around Dumfries Major Paramore and Director Land Equipment Major-General Wilks were together again at the head of the five-vehicle Armed Forces Rally team entry in the 81st annual Scottish event.

The DE&S duo actually finished the event ahead of many of the cars in the main British Rally Championship round where to be competitive speeds were often in excess of 100mph on the

narrow and slippery forest gravel tracks.

Major Paramore, director of the Armed Forces team, who competed in his first Scottish Rally back in 1987, said: "The Scottish Rally is where it all started for the British Army Motoring Association, and the Armed Forces have never lost sight of the link and the loyalty we all feel for the event and the Scottish Rally community.

"The combination of superb stages, lovely scenery and a very warm Scottish welcome has always made the rally a firm favourite with the Armed Forces crews."



Navy supply chain does battle on the water

A COMBINED MOD/industry team has sailed away as the winning team in the annual Reginald Fessenden Challenge.

Staff from west country-based specialist engineering firm SEA and its parent company, Cohort, joined colleagues from the MOD and BAE Systems to triumph against 13 other yachts, crewed by personnel from across the Royal Navy supply chain, including Thales, Atlas Elektronik UK and QinetiQ.

The challenge is an opportunity for companies involved in the Royal Navy supply chain to get together with the MOD to develop relationships, while raising money for the Not Forgotten Association, a charity that provides long-term care and support for disabled ex-servicemen and women.

This year, the event raised more than £6,000 for the charity. Left: the SEA-led team enjoys its triumph

Leaders glimpse base future

LEADING OFFICIALS from businesses and organisations in Portsmouth visited the city's naval base to see how it is preparing for the arrival of the Royal Navy's new aircraft carriers.

They were told about how the base is shaping up to accommodate the two *Queen Elizabeth* class carriers – at 65,000 tonnes the biggest ships ever built for the Navy – and were given a tour of helicopter carrier *HMS Illustrious*.

The guests included the Lord Mayor, Councillor Lynne Stagg, plus representatives from the National Health Service, schools, emergency services and the university, pictured right.

Naval Base Commander, Commodore Jeremy Rigby, said: "It was an invaluable opportunity to engage with some of the members of the local community.

"I was able to describe the really exciting plans for the future of the naval base as well as highlight where Portsmouth ships are on operations around the world. We also shared ideas as to how we can work more closely together for the benefit of Portsmouth."

HMS Queen Elizabeth is expected to arrive in Portsmouth in 2016.



Hard work earns its reward

WORK ON the VC-10 fleet of air transport and refuelling aircraft has earned an RAF officer a Deputy Commander's Commendation.

Wg Cdr Mark Lane, above, left, Senior Engineering Officer with 101 Squadron, managed to maintain aircraft availability to support operations during significant transition and a reduction in the aircraft fleet.

He was presented with his commendation by DE&S' Chief of Materiel (Air) Air Marshal Simon Bollom, above right, at Abbey Wood.

Clyde hands hero Tom his Arctic Star medal

CLYDE'S NAVAL base commander has presented a veteran of World War Two Arctic convoys with the Arctic Star medal nearly 70 years after he undertook the dangerous mission.

Tom Burke, now 92, was just 24 when he served with merchant tanker *San Venancio* on its hazardous journey to deliver supplies to the Soviet Union.

On 7th August, Tom was presented with his Arctic Star medal by Commodore Mike Wareham at his Helensburgh nursing home.

"Tom and the brave men he served with during the Arctic Convoys are genuine heroes," said Commodore Wareham.

"It was their outstanding bravery and sacrifice which ensured that the Soviet Union could fight on and which cemented the links which held the Allies together, leading to eventual victory.

"It is an honour and a privilege to be able to present Tom with his medal."



Tom is presented with his medal (right) by Commodore Wareham





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