

desider

Nov 11 Issue 42



MINISTRY OF DEFENCE

the magazine for defence equipment and support



Frigates fit for the fight

Materiel Strategy maps out a future for DEGS [See inside](#)



40 years of service



Down, deeper and down



A sideways view of kit



Terrier agility



The knives are out

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THE F-35 LIGHTNING II TEAM

NORTHROP GRUMMAN BAE SYSTEMS PRATT & WHITNEY

LOCKHEED MARTIN

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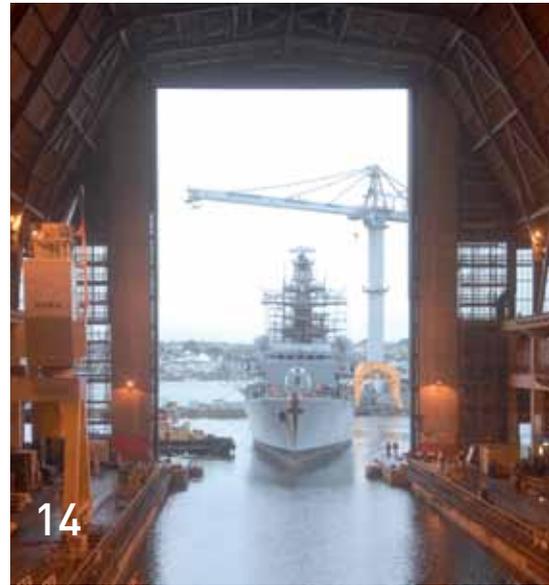
The Puma helicopter has celebrated 40 years of front line work as the backbone of the RAF's medium lift capability on operations, exercises and humanitarian relief efforts since its first operational flight in September 1971

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BBC chef Simon Rimmer puts his cooking skills to the test as he took on teams of Army chefs to create a number of dishes suitable for a meeting of Afghan community leaders during the annual DE&S-hosted culinary challenge



cover image

HMS Richmond heads for the sheds at Devonport, joining a growing number of Type 23 frigates to be fitted with the *Seawolf* mid-life upgrade and the new DNA(2) command system, making them among the most capable warships in the world

Picture: Babcock

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The RAF's next generation transport aircraft has passed a crucial aborted take-off test so successfully that a number of tyres burst!

Bernard Gray

Chief of Defence Materiel

'We must address the interface between DE&S and the MOD to get the right incentives and accountabilities and transform the way DE&S operates'



I hope those of you who were not able to come to my town hall sessions at Abbey Wood in October have had the opportunity to read my letter, setting out the latest position and developments on the Materiel Strategy. There is also more supporting information, available to you on the Defence Intranet and in this issue of *desider*.

Much has changed since the briefings I gave earlier this year. We are now nearing the point at which we will give formal advice to Ministers on a range of potential options for the future of DE&S. This is a very exciting time, as we have a real opportunity to address many of the constraints and frustrations that we currently face in delivering equipment and support to the Armed Forces.

Your continued engagement and support as we work through this process is hugely important and I have planned significant engagement with you and our other key stakeholders, the Front Line Commands, Main Building, industry and the trades unions to ensure we put advice to Ministers at the end of the year that allows them to make a decision in principle on the way forward.

The three desired outcomes of the Materiel Strategy are that MOD gets best value in defence materiel, has a balanced equipment and support programme and that DE&S has an engaged and motivated staff and the behaviours, accountabilities, skills, and processes required to do the job.

These outcomes are linked, because to be able to achieve best value the MOD needs to ensure its aspirations are affordable, and the outputs DE&S is asked to deliver are balanced with the right level of resource to do so. We then need to ensure that DE&S has the capability to deliver those aspirations in the most

effective way. Both these things are fundamental to improving the current situation where, on average, projects take 80 per cent longer to be delivered and cost 40 per cent more than MOD estimates at Initial Gate.

To achieve this, the Materiel Strategy is working on three fronts. The first is around the DE&S purpose, role and boundary. Your inputs helped develop the view that while DE&S executes several roles its core purpose is the delivery of equipment and its support. The Board then found there was no compelling case to change DE&S' boundaries.

We then turned to the question of DE&S' business capabilities. We have taken a range of views on DE&S' capability. Independent analysis shows a clear gap between where we are now and best in class. A key issue for the Materiel Strategy is therefore how to create an environment where we can make the investment we need in our capabilities to be able to operate effectively.

Our conclusion is that we must address the interface between DE&S and MOD to get the right incentives and accountabilities and transform the way DE&S operates, to improve its fundamental capabilities.

To do this, we are now focusing our efforts on understanding different potential operating models for DE&S and on three options, to identify the key issues and differences between them. These options are a Trading Fund, an Executive Non-Departmental Public Body and a Government Owned Contractor Operated (GOCO) organisation. Each of these options will have significant pluses and minuses attached, and it is important we understand these thoroughly. That is our objective and I will write about further developments in future issues of *desider*.

Have you

Awaiting disposal: former Royal Navy nuclear submarines moored up at Rosyth,

Public invited to

THE PUBLIC are being asked for their views on proposals for disposing of defuelled nuclear submarines that have left Royal Navy service.

The consultation is being held by DE&S' Submarine Dismantling Project to deliver a safe, secure and environmentally responsible disposal of 27 submarines from the former *HMS Dreadnought* (Britain's first nuclear powered submarine) through to the *Vanguard* class when they leave service.

Around 90 per cent of each submarine will be recycled. Before the submarine can be broken up by an environmentally licensed ship recycling facility though, radioactive materials from the nuclear reactor must be removed in a nuclear-licensed dockyard.

Consultation seeks the public's views on three key decisions – how radioactive material is removed, where this is done and which type of site is used to store the radioactive waste.



Philip Hammond, right, joins the Prime Minister, David Cameron, on 16 October

Our say on nuclear subs



contribute to important disposal debate

Minister for Defence Equipment, Support and Technology Peter Luff said: "We recognise there is keen interest in

this project from the public, especially in those communities that may be involved in submarine dismantling activities, and that the solution must inspire public confidence.

"That is why we are holding this public consultation – to explain to the public what submarine dismantling involves and to seek their views on our proposals."

Currently, decommissioned submarines are stored afloat and continually maintained, in a similar way to in-service submarines, to keep them in a safe condition. There are now 17 stored

at Rosyth and Devonport, the oldest of which has been there for 30 years.

But capacity to store them will be reached at the end of this decade and the cost of maintaining them is rising as they age and increase in number.

The Minister, who visited one of the submarines stored afloat at Rosyth, the former *HMS Resolution*, added: "I have seen for myself the excellent condition in which these submarines

are maintained, which is a testament to the commitment and engineering skills of the workers that maintain them.

"However this is not sustainable and it is not practical to maintain them indefinitely. We should not leave the problem of disposal for future generations."

'We should not leave the problem of disposal for future generations'

Good practice is key to disposal plans

PUBLIC CONSULTATION is not a frequent activity for MOD equipment projects, disposal project manager Mike Cushen has admitted.

"Our preparations, based on the Government's code of practice for consultation, have involved a great deal of co-operation with other parts of Government, such as the Department for Energy and Climate Change, the Nuclear Decommissioning Authority, as well as the Scottish Government," he said.

"These have ensured that our proposals are coherent with wider policies and plans and have helped us to learn lessons from their experience of consultation on nuclear decommissioning. We have also sought wider counsel through an independent advisory group – including members from industry, regulators, local authorities, academia and special interest groups – which has pointed us to good practice and challenged our thinking from almost every angle."

Local events shape the way forward

THE 16-WEEK consultation exercise began on Friday, 28 October and events are being held in the Plymouth and Rosyth areas, where the candidate sites for dismantling are located.

These include public exhibitions and workshops, where the project team will discuss the proposals and answer the public's questions.

Defence Minister Peter Luff said: "We are keen to hear your views, so I would encourage you to take some time to read this document, to attend an event if you can, and to submit your comments. It is by getting the views of as wide a range of people as possible that we will reach the right decisions for communities, for defence and for the future."

After the consultation period, the team will consider the feedback as it makes its recommendations to the MOD on the options to take the project forward into its demonstration phase.

Public consultation is open to everyone and more information is available at www.mod.uk/submarinedismantling

Consultation closes on 17 February 2012.

Philip Hammond is the new Defence Secretary

PHILIP HAMMOND MP is the new Secretary of State for Defence. He was appointed on 14 October after the resignation of Dr Liam Fox.

Mr Hammond said: "I have always been a huge admirer of the professionalism and the dedication of our Armed Forces, so it is a real honour and privilege to be asked by the Prime Minister to take on this role and work with them in maintaining our nation's security.

"This is a particularly important time for defence. The priorities are the continuing operations overseas and the transformation of the way defence is organised.

"I am obviously saddened by the

circumstances in which this opportunity arises. I think Liam Fox did a brilliant job starting to build a sustainable future for our Forces.

"I look forward to picking up the baton from Liam and working closely with the Prime Minister, Foreign Secretary and International Development Secretary to ensure that our defences are robust and that the finances that lie behind them are equally robust.

"Finally, I pay tribute to our Armed Forces and the civilian personnel who support them. Their dedication, professionalism and heroism is

unquestionable and I look forward to working with them to help shape defence for the better."

Mr Hammond was raised in Essex, attending school in Brentwood before going on to read Politics, Philosophy and Economics at University College, Oxford. Before his election to the House in 1997, he followed a business career in small and medium-sized companies in manufacturing, consultancy, property and construction and oil and gas in the UK and abroad.

Mr Hammond moves to the MOD from his position as Secretary of State for Transport. He is married with three children.

NEWSREEL

Typhoon sales predicted

AN increase in interest from other nations in buying Typhoon has been predicted by Peter Luff, Minister for Defence Equipment, Support and Technology. Along with Saudi Arabia and Austria, where it is in service, Oman has announced its intention to buy the aircraft while India has chosen it for the final phase of its combat aircraft competition. Mr Luff told Parliament: "I confidently expect an increase in interest, following its highly successful air defence and ground attack roles over Libya. It has consistently demonstrated exceptional levels of reliability, performance, accuracy, and overall cost-effectiveness over and above our very high expectations."

Afghan future

THE UK will still have a military relationship with Afghanistan after the end of the combat role in 2014. "The UK will continue to train Afghan security forces and we will provide the lead at a new Afghan National Army Officer Academy from 2013," Armed Forces Minister Nick Harvey said. "At this stage it is too early to comment on the exact number of troops who will be deployed in these non-combat roles from 2015 and beyond."

Sentinel move

INTELLIGENCE gathering Sentinel aircraft, operating over Libya, are to relocate to Gioia del Colle air base in southern Italy from RAF Akrotiri in Cyprus.

'Yellow Book' reform will keep DE&S out of the red



Left: Lord Currie, holding his report, is joined by Susanna Mason, DE&S' Director Commercial Corporate Programmes, along with members of the review team

HUNDREDS OF millions of pounds could be saved by introducing new rules for industry.

Rules on single-source contracts, where there is only one defence supplier invited to tender, should be changed, Lord Currie of Marylebone recommends in an independent report.

Over the last five years, the MOD has done roughly 40 per cent of its procurement (averaging £8.7 billion per year) without using competition. Examples include *Queen Elizabeth* class carriers, *Astute* submarine production, the Defence Information Infrastructure (Future) and Tornado maintenance.

This is high, given MOD policy to use competition whenever possible.

"Current arrangements for single source procurement have been in place for over 40 years and it is clear they are no longer fit for purpose," said Peter Luff, Minister for Defence Equipment, Support and Technology.

"That is why I asked Lord

Report set to save millions on single source contracts

Currie to review them. I welcome his report and its recommendations to deliver value for money to our Armed Forces and the UK taxpayer.

"Through careful implementation, I would be disappointed if we couldn't deliver savings rising to £200 million per year – although I expect this will take a number of years to reach its full value."

Single-source contracts have been used when only one supplier is available. For maintenance contracts DE&S is often limited to the supplier who designed and built the equipment in the first place.

Some large long-term projects have been split over a number of individual contracts, but it would have been prohibitively expensive to switch

suppliers half way through the project. And when there is no competition suppliers can price contracts without fear of a competitor undercutting them. They can also feel confident of winning follow-on work even if their performance is poor.

Suppliers know their costs better than the MOD and often use high-powered commercial and financial resources to negotiate, resources which the MOD often ends up paying for through the overheads charged back under existing rules.

Current pricing arrangements are known as the Yellow Book, amended only slightly since 1968.

Recommendations from Lord Currie are focused on a better equipped front line, improved value for money for the taxpayer and a more efficient defence industry.

Consultation across Government and industry will run until 6 January next year. For copies of the report and a chance to contribute to the consultation go to www.defenceconsultations.org.uk

Vetting makes a switch in latest defence change

THE LATEST chapter of defence reform has seen the Defence Vetting Agency become part of Defence Business Services from the beginning of last month.

The move was announced by Under-Secretary for Defence Andrew Robathan.

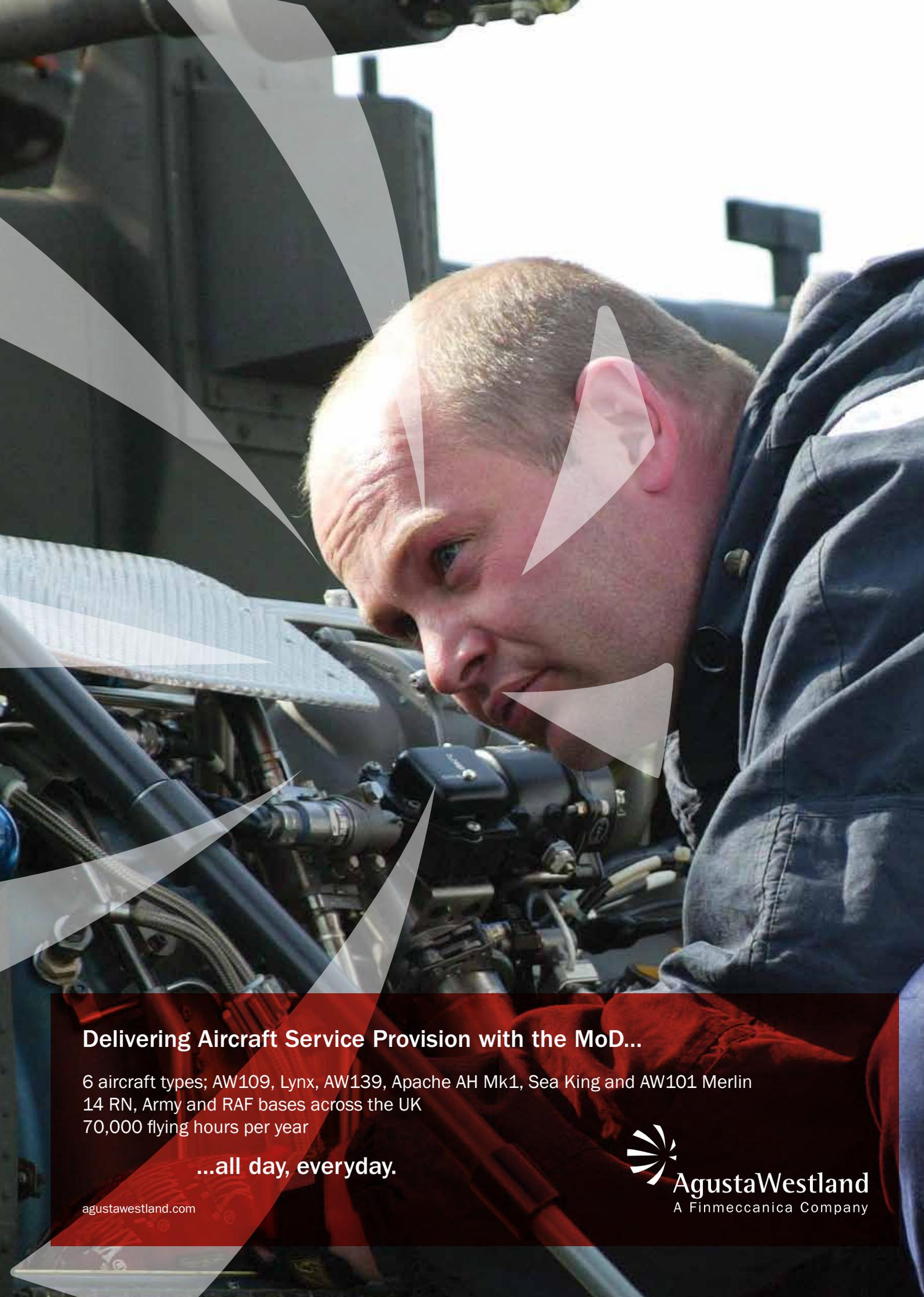
The DVA was formed in April 1997 bringing together the four National Service Vetting (NSV) organisations serving each of the armed services and the MOD. Since then DVA has successfully delivered NSV services to the MOD and industry contractors, and has also provided similar services to a wide range of other Government departments.

Defence Business Services was launched

last July bringing together a range of corporate services to support all areas of the MOD from one organisation. The NSV function undertaken by the DVA will be provided under a new business model renamed as DBS National Security Vetting.

"This change in operating status will have no impact on the DVA's customers, and will deliver efficiencies and wider savings to Government," said Mr Robathan.

"In particular, it will reinforce the DVA's ability to deliver planned business improvements from its new Cerberus IT system to drive up service to its internal and external customers."



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NEWSREEL

Stamp of approval

THE Royal British Legion collects UK and foreign stamps to turn into cash for its annual Poppy Appeal. DE&S staff are urged to cut or tear stamps from envelopes leaving approximately half a centimetre of paper around the stamp. Please collect within teams and, once an amount has been collected, send them to: Lt Dave Sweetman, Bldg 405 A3, MOD Corsham, Westwells Rd, Corsham SN13 9NR.

Libya costs revised

REVISED cost figures for Operation Ellamy, the UK's contribution to operations over Libya, from mid-March to mid-December, are around £160 million. The estimate of the cost of replenishing munitions used in Libya remains at £140 million. Additional costs incurred by the MOD on Operation Ellamy will be borne by the reserve, and will be in addition to the core defence budget, it has been announced in Parliament.

Closer links

GLOUCESTERSHIRE defence manufacturer L-3 TRL Technology is opening a new international office in Abu Dhabi to expand its presence in the Middle East and provide increased, localised support for its customers and partners in the United Arab Emirates (UAE) and surrounding countries.

Carrier hull assembly schedule is unveiled

THE ASSEMBLY schedule for the hull of the first of the *Queen Elizabeth* class carriers at Rosyth has been announced.

The first centre block section of *Queen Elizabeth* was lifted onto the lower mid block at the end of September.

Assembly of the rest of the carrier hull will take place in three cycles which will take the programme through to 2014.

Assembly of the first lower and centre blocks and associated sponsons, which provide a wider flight deck, makes up Assembly Cycle A, which will continue through to next summer.

Assembly Cycle B will see the huge Lower Block 02, which will arrive from BAE Systems in Portsmouth next year, join Lower Block 01.

Block 01 contains the forward sections from the keel up to the flight deck, including the bulbous bow, which was built by Babcock at its Appledore shipyard in Devon and shipped to Rosyth last year.

This will take place between next summer and spring 2013.

Remaining blocks, including the stern sections and island structures, will be assembled in Cycle C, with the hull fully assembled by 2014.

Progressive outfitting will see electrical cabling, mechanical pipe systems, ventilation, and fittings and equipment installed.

Babcock Project Director Sean Donaldson said: "After meticulous planning, seeing the first lift and the assembly of the first carrier actually beginning is very exciting – a key milestone



The first centre block is lifted into place at by the Goliath crane at Rosyth

and a major achievement in itself.

"Having the facility and infrastructure ready and able to support the assembly and integration process is also the result of a massive programme of work in itself that has taken over three years, including the work to the docks and main entrance and the installation of the crane, but also many more less visible elements.

"We're now focusing the team on delivering Assembly Cycle A successfully and on-schedule, in line with the programme plan set two years ago."

The carriers are being delivered by the Aircraft Carrier Alliance, made up of DE&S, Babcock, BAE Systems and Thales.

The Alliance's Programme Director Geoff Searle added: "After many years of engineering design, planning and block build, it is fantastic to see the assembly of *Queen Elizabeth* starting in Rosyth.

"This marks the start of the next important phase of the programme to deliver the nation's flagships and is a testament to all of the hard work across the Alliance to reach this point."

The two 65,000 tonne carriers, at 280 metres long, 74 metres wide and 56 metres high, will provide the Forces with a four-acre military operating base which can be deployed worldwide.

One of the versatile vessels will be a centrepiece of Britain's military capability.

Ballistic shorts hit the front line – six weeks early

RECENTLY-DEVELOPED ballistic knee length shorts have been fielded troops in Afghanistan six – weeks ahead of schedule.

The shorts, named Pelvic Protection Tier 3, have been issued to personnel whose roles demand a greater level of protection on patrol such as those operating hand-held metal detectors to search for IEDs – improvised explosive devices.

This fielding marks the culmination of a £10 million ground breaking project to provide troops with a three-tiered pelvic protection system to mitigate the affects of bomb blasts on the front line.

Colonel Peter Rafferty, DE&S Personal Combat Equipment (PCE) team leader, said: "Delivery of this third and final tier ahead of schedule is a real

testament to the hard work and dedication of the PCE team. Working with our partners at dstl and industry we have delivered a layered system of clothing and body armour that is making a real and proven difference to troops on the ground in Afghanistan, protecting our troops from the fallout of these attacks and providing a system designed with comfort and mobility in mind."

Bought under a £2.8 million contract with Northern Ireland-based Hawk Protection, the Tier 3 shorts are designed to be worn over the previously issued Tier 1 ballistic underwear and either over or under Tier 2, a detachable piece of pelvic body armour designed to be clipped to a belt and worn as a protective pouch or codpiece.

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NEWSREEL

Safety system revised

A heavily revised version of ASEMS – the Acquisition Safety and Environmental Management System – was rolled out in September. ASEMS is now made up of three parts – Policy, comprising requirements previously published in SEI No3 supported by safety and environmental leaflets; POSMS and POEMS (project oriented safety management system, and project oriented environmental management system); Assurance and Audit Procedures comprising information previously published in POSMS and POEMS. It can now be found at <http://www.aof.dii.r.mil.uk/aofcontent/tactical/safety/index.htm>

Money talks

JON Thompson, the MOD's Director General Finance, will speak on 'The state of MOD's finances' on 24 November in the CFB Lecture Theatre at Abbey Wood from 1-2pm. Bob Barton, managing director of the Niteworks programme will speak on 6 December. Bookings to admin.hq@defenceacademy.mod.uk or tel: 96161 4828.

Hard work

RAF Tornados operating over Libya from Gioia del Colle in Italy have clocked up more than 7,000 flying hours, the equivalent of approximately two years' worth of training sorties in the UK.



Ambush heads for the depths



Pictures: BAE Systems



Second Astute submarine completes first dive

THE COMMANDING officer of *Ambush* has expressed his delight at the successful first dive of his submarine.

The second of the *Astute* class nuclear attack submarines is in the latter stages of being fitted out in Barrow.

And, in a specially dredged area in Devonshire Dock basin, she dived to periscope depth to check her trim and test systems.

Commander Peter Green said: "This is a major milestone for *Ambush* and shows she is firmly on track to exit Barrow early next year in order to commence her sea trials.

"Nuclear submarines are some of the most complex machines on earth and therefore

to see everything come together in order to dive the boat for the first time is very satisfying.

"It has been a superb team effort between BAE Systems Submarine Solutions, DE&S' Submarine project team and *Ambush's* company."

Weeks have been spent ensuring systems have been tested, commissioned and handed over to Royal Navy staff and *Ambush's* crew has spent months training in preparation for dived operations.

"Personnel have trained in their own watchkeeping positions but also in whole ship functions, such as first aid,

fire-fighting, damage control and submarine escape," added Commander Green.

Lieutenant Commander Richard Brooking, *Ambush* Weapons Engineering Officer, added: "We have seen from the Libyan operations how important submarines are in the modern defence arsenal.

"Everyone on board is keen to get the boat to sea and is delighted that things are progressing so well.

"This first dive marks the start of what is likely to be a 30-year career for *Ambush*."

Ambush will undergo final testing and commissioning of systems before departing Barrow next year.

■ *Anson* keel event: pages 24, 25

DE&S launches its fraud policy update

CHIEF OF Defence Materiel Bernard Gray has launched an updated DE&S policy on fraud awareness and prevention that sets out the responsibilities of the organisation's staff and promotes the highest standards of integrity.

Mr Gray said in a foreword to the policy: "I require all employees in DE&S to exercise due diligence and to observe the highest standards of personal honesty and integrity and to safeguard the public assets for which they are responsible.

"All of us have a responsibility for ensuring that the opportunities for fraud are minimised and to report any wrongdoing."

Mr Gray added that fraud was unacceptable and that senior management were expected to set an example with a personal and visible commitment to regularity and propriety in all they did. The policy is at http://defenceintranetds.diiweb.r.mil.uk/sites/polestar/cs/DocumentLibrary/20/2173_20110906_Tackling_Fraud_and_Corruption-U.pdf

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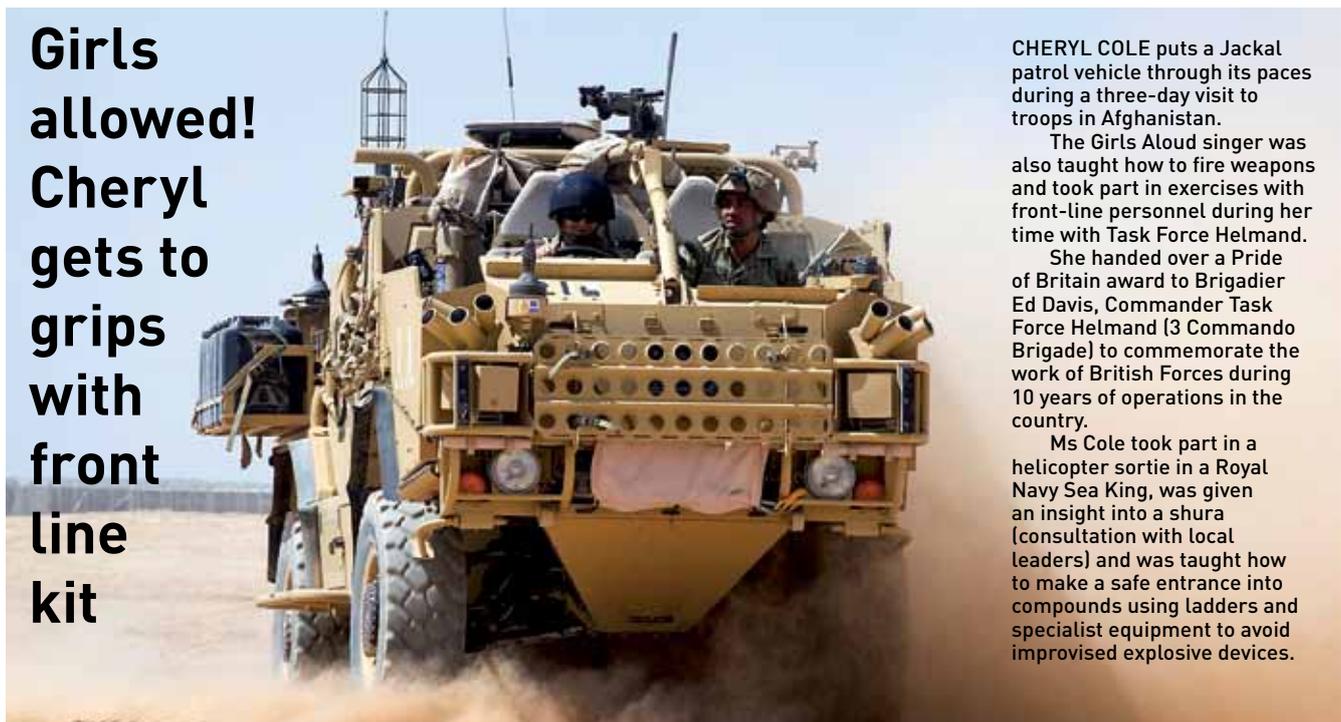
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Girls allowed! Cheryl gets to grips with front line kit



CHERYL COLE puts a Jackal patrol vehicle through its paces during a three-day visit to troops in Afghanistan.

The Girls Aloud singer was also taught how to fire weapons and took part in exercises with front-line personnel during her time with Task Force Helmand.

She handed over a Pride of Britain award to Brigadier Ed Davis, Commander Task Force Helmand (3 Commando Brigade) to commemorate the work of British Forces during 10 years of operations in the country.

Ms Cole took part in a helicopter sortie in a Royal Navy Sea King, was given an insight into a shura (consultation with local leaders) and was taught how to make a safe entrance into compounds using ladders and specialist equipment to avoid improvised explosive devices.



Cheryl Cole is pictured in the driving seat of a Jackal patrol vehicle, top, while, above, she is shown the capability of the Apache attack helicopter

Pictures: PO (Phot) Hamish Burke



Left: Ms Cole adjusts her ballistic glasses, protective eyewear issued to all personnel on operations. Above: a lesson in the capability of CVR(T) from 9/12 Royal Lancers

DEFENDER – TYPE 45 destroyer number five – has begun her first stage sea trials.

Her departure was due two years to the day after she first entered the water following her launch at BAE Systems' Govan yard on 21 October 2009.

The ship, the penultimate of the six-strong class, will spend just over three weeks at sea off the west coast of Scotland, during which she will undergo platform trials to test her speed, manoeuvrability, power and propulsion.

Defender, with a crew of BAE Systems, Royal Navy and key supplier personnel, will also undertake weapons trials and demonstrate auxiliary and domestic services.

Now Defender heads to sea

DE&S Head of Destroyers Commodore Stephen Braham said: "As *Defender* sets sail on her first set of sea trials – the shortest yet of any of the ships in the Type 45 class – it

is important to recognise that this achievement is due to the lessons learned from the build and in-service support of the four other ships in her class.

"This contribution, this

knowledge, has been crucial to the overall progress we are making as we build the remainder of the class.

"Departure on sea trials is an important step in any vessel's programme and for *Defender* an exciting opportunity to demonstrate the impressive range of her capability for the first time."

The ship will go to sea for her second stage trials early next year, ahead of handover to the Royal Navy in the latter half of the year. Outfit continues on *Duncan*, the sixth vessel in the class, and it is planned for her to be at sea next year.



Flashback: *Defender* at Govan in October, 2009

Iron Duke gets ready to take on Artisan

TYPE 23 frigate *HMS Iron Duke* will be the first Royal Navy ship to receive the new Artisan radar.

Artisan – designated Type 997 by the Navy – has begun tracking trials on the Isle of Wight.

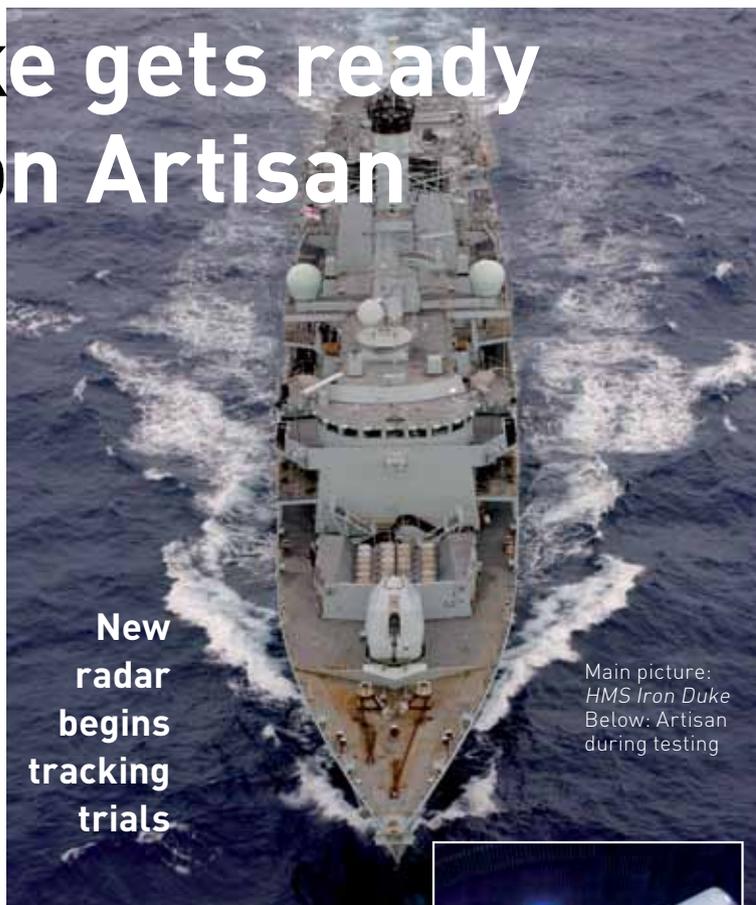
It will equip Type 23 frigates, amphibious ships and the *Queen Elizabeth* class aircraft carriers to set new standards in surveillance and tracking accuracy. It is also proposed for the Type 26 expected in service after 2020.

The new radar, while undergoing testing, will be tracking commercial flights, including those from regional airports, and passing shipping.

These trials follow successful testing of the antenna sub-system in the Cowes antenna test facility, a radar assessment and calibration chamber built to enable full-power testing of systems in a controlled environment.

A series of tests demonstrated to DE&S' satisfaction that the sub-system was processing data between the antenna that would be on the ship's mast and the radar system cabinets elsewhere on the ship.

HMS Iron Duke will receive its new radar during next year's refit. In preparation for that a complete Artisan system will be moved to the land-based test site in Portsmouth where the radar will be integrated and tested with the rest of the Type 23's combat systems.



New radar begins tracking trials

Main picture: *HMS Iron Duke*
Below: Artisan during testing



Meanwhile, training materials for operators and maintainers are under development for delivery through the Royal Navy's Maritime Composite Training System.

Group Captain Mike Quigley, leader of DE&S' Short Range Air Defence team, said: "This is an important milestone in an important programme for the Royal Navy. The pace at which the development is progressing is very encouraging."

Artisan's accuracy will provide air traffic management for the *Queen Elizabeth* carriers.

The contract was originally awarded in 2008 and includes

a ten-year availability support package to ensure the radar will meet the Royal Navy's demanding operational needs.

BAE Systems currently maintains the existing Type 996 radar – which Artisan will replace – under an innovative and flexible in-service support contract.

Minister pays tribute to DE&S staff

STAFF AT DE&S have again been praised for their work during a debate at Westminster Hall.

Peter Luff, Minister for Defence Equipment, Support and Technology, told MPs on 19 October of the 'remarkable' job done by 'skilled and talented people' as he answered criticism of how the MOD spends its budget.

"The scale of what we spend is huge and it is right that honourable members should be concerned about how we spend that money," he said.

"It is also right that we should say that much of that is spent

very well, very wisely and very effectively by skilled and talented people.

"It is inevitable that we concentrate on the problems, because that is the nature of Parliament and holding the Government to account is what we do.

"Nonetheless, I pay tribute to all those who do their jobs remarkably well, whether they are in the Armed Services, the Civil Service, the MOD at Abbey Wood or the (rest of) Defence Equipment and Support. They all do a great job serving our nation."

NEWSREEL

Fire over Libya

FROM the start of current operations in Libya to 6 October, UK forces employed around 1,470 precision guided munitions, 110 direct fire weapons, 4,100 rounds of direct fire 30mm cannon rounds and around 240 high explosive or illumination rounds from 4.5 inch naval guns, according to figures released by Armed Forces Minister Nick Harvey. Precision guided munitions used include Dual Mode Seeker Brimstone, Enhanced Paveway II, Paveway. IV, Storm Shadow missiles and Tomahawk Land Attack missiles. Direct fire munitions include Hellfire missiles and CRV-7 rockets.

Easier access

PRE-QUALIFICATION questionnaires, generally unnecessary for low risk procurement below £100,000, will still be used where specific risks make them necessary, for instance where there is a need to ensure a minimum capability to protect classified information, Minister for Defence Equipment, Support and Technology has said. An April 2011 change in policy making questionnaires unnecessary for low risk, low value procurement means smaller firms have easier access to Government contracts.

Bay handover

RFA Largs Bay, sold to Australia earlier this year, has been handed over at Falmouth. She will be renamed *HMAS Choules*.

Advertisement



Collaboration, communication, innovation

Millbrook's Julian Bryan, head of special projects and vehicle group, comments on the ever-increasing need for innovation and even better communication, as budgets come under greater pressure:

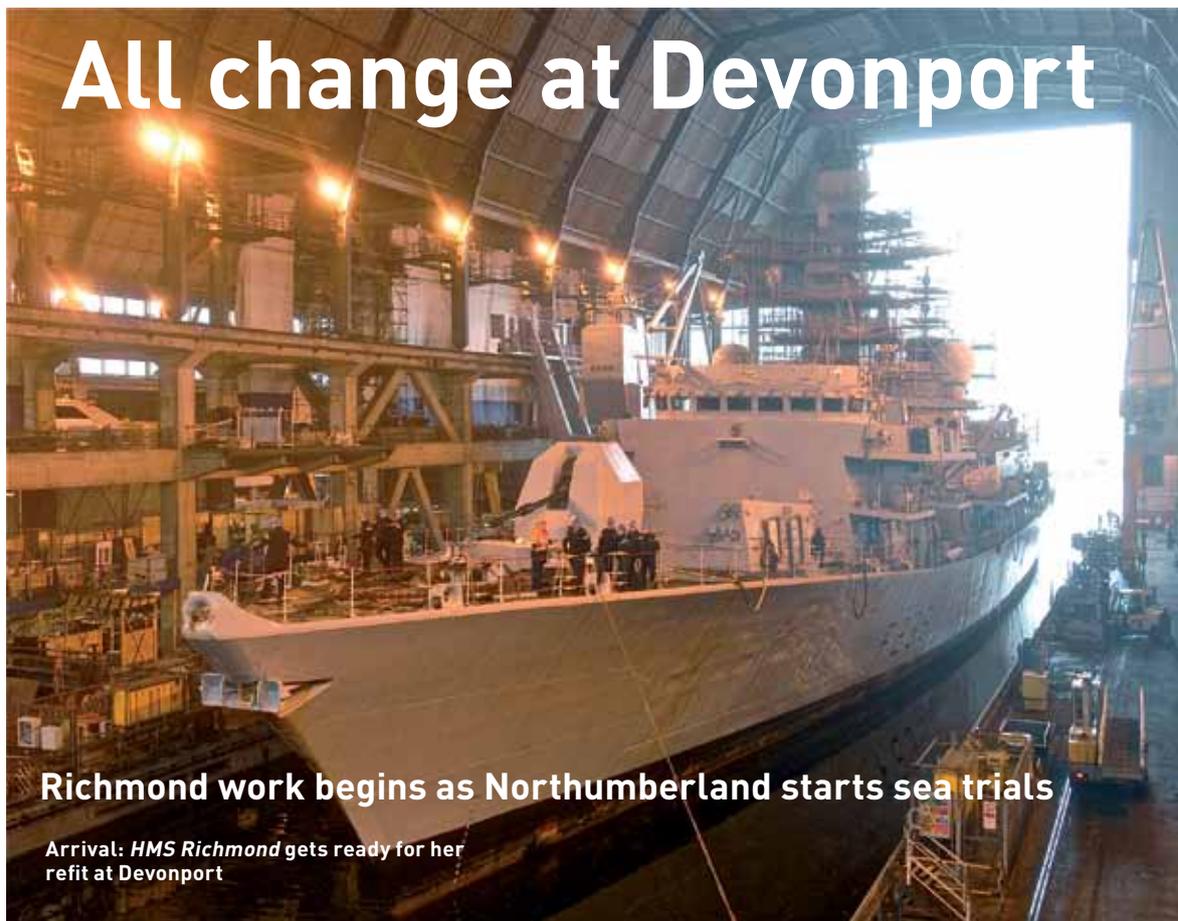
"Cuts in defence spending mean that important decisions have to be made in order to keep levels of service to the front line of a high quality. Two critical factors moving forward are the need for innovation and an ever-greater level of communication. Indeed, we have to understand and recognise where true innovation is coming from in the future.

"For that to happen, frank talking is important, as well as embracing the knowledge and expertise of people who understand their subject matter. Open questioning from both sides is also critical – people should tell it how it is either technically or philosophically and not worry about people's perceptions of their ideas and understandings.

"Such debates lead to better communication and more open collaboration, both inside and outside the services. This situation leads to a stronger supply chain and an improvement in both equipment and quality to the front line.

"From this, it is clear that true innovation lies in the process of developing good people and strong relationships within well-lead organisations."

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All change at Devonport

Richmond work begins as Northumberland starts sea trials

Arrival: HMS Richmond gets ready for her refit at Devonport

AN UPGRADE to her Seawolf missile and command systems will form the centrepiece of a refit for *HMS Richmond*.

And lessons learned on a support period for fellow Type 23 frigate *HMS Northumberland* – now on sea trials after leaving Babcock's facility at Devonport – will help on the extensive £20 million overhaul.

Installation of the Seawolf short range defence missile system on both ships is part of a £300 million upgrade programme being rolled out across the Type 23 fleet. It is designed to combat the increasing threat of faster, lower flying and more manoeuvrable missiles.

This system can track a

target the size of a cricket ball at twice the speed of sound from more than 20 miles away and launch two missiles to destroy it.

New installations for both ships include a new command system – known as DNA(2) – that will be more cost effective to maintain and is compatible with other new ships entering service.

Upgraded communications systems are also being installed to enhance operational capability and interoperability for the future.

DE&S signed the *Richmond* refit contract with Babcock in September. Work is expected to last until next spring, with the ship due to return to the Fleet in the summer following sea

trials.

DE&S' project contract manager Peter Mercier and Babcock's head of operations, warship support Mike Weeks have both pointed to previous work on Type 23s informing decisions on *HMS Richmond*.

"We look forward to continuing to build on the excellent working relationship with Babcock from the previous upkeeps," said Mr Mercier.

Mr Weeks added: "Our close relationship with DE&S' Surface Combatants team and extensive experience gained from similar successful projects on *HMS Westminster* and *HMS Northumberland* will be key to delivering this programme successfully, safely and at optimum value for money."



Heading out: *HMS Northumberland*

Ship on time and in budget

HMS NORTHUMBERLAND'S Standard Support Period (Docking) was completed on time and in budget.

Along with the DNA(2) Command System and the Seawolf mid-life update, the ship has also been fitted with the Defence Information Infrastructure (Future), a new automatic small calibre gun and Nato radial filters to protect fresh air supplies.

The 250,000 staff hours involved overhaul of 900 items of equipment, installation of 20km of cable, and application of 10,000 litres of paint.

DE&S programme manager Tim Geary said: "This has been a challenging project, but strong working relationships have enabled the partnership to deliver the ship ready on time and in budget. The project is on track to deliver the ship back into service in December after completion of sea trials."

Ammunition deal helps update another factory



Left: Peter Luff opens the new factory at Radway Green.

Below: 7.62mm ammunition made by BAES' Global Combat Systems in Cheshire



THE LATEST munitions factory in the UK has been opened in Cheshire as part of DE&S' partnering agreement with BAE Systems.

The handover of the new facility at the former World War Two site of Radway Green, near Crewe, marks the latest phase in the £2 billion MASS (Munitions Acquisition – the Supply Solution) deal for a sustainable and modern manufacturing base to meet MOD future requirements.

Costing £83 million, the new factory will produce high quality small arms ammunition for British Forces.

It will have a production capacity 50 per cent greater than previous factories and will be equipped with energy efficient equipment to improve the site's carbon footprint.

Peter Luff, Minister for Defence Equipment, Support and Technology, attended the handover from builders Shephards. "I am heartened the MOD and BAE Systems are investing in the local economy," he said.

"This site has a long-held reputation for producing the best quality small arms munitions and the rebuilt plant will ensure that record is maintained.

"BAE Systems' investment in three major munitions factories in partnership with the MOD will sustain a key manufacturing capability within the UK and

safeguard at least 1,000 jobs."

Radway Green has more than doubled ammunition production since 2005 and has met every major milestone in the drive to transform the factory. The story at Washington in the north east and Glascoed in south Wales is a similar tale of raised output on old equipment while undergoing major change.

MASS guarantees ceiling prices for ten years and includes incentives to make savings, shared between the MOD and BAE Systems. It also provides for the development of new, better-performing and safer munitions.

Brothers in arms – it's MASS in motion



SOLDIERS FROM the Royal Logistic Corps and the Royal Artillery have visited BAE Systems' Munitions sites to talk about life on operations in Afghanistan and the importance of the range of ammunition provided to DE&S under MASS.

The tour was organised by Lt Col Chris Sanderson of DE&S' Defence General Munitions team.

He told workers: "There are soldiers returning from Afghanistan who would not be alive if it wasn't for the quality of the ammunition you produce. The British Army is 100,000 strong, but we must add another 1,500 people in munitions to that total."

Left: Lt Col Chris Sanderson (DE&S), Gunner Shaun Grimes and Bombardier Mick Braybrook (both 29 Commando Regiment Royal Artillery) inspecting Afghanistan-bound 105mm Light Gun ammunition packed by Ross Berryman at Glascoed

NEWSREEL

Rees to lead trade body

REES Ward is the new Chief Executive of the UK's Aerospace, Defence and Security (ADS) trade organisation, succeeding Ian Godden who has retired. "ADS has emerged as a strong organisation, delivering quality services to a growing membership," said Mr Ward. "It is ready to take the next step in its development and I feel privileged to be invited to lead the organisation at a time when our members look to us for effective interaction with Government and supporting them as they sustain and grow their businesses."

Still among best payers

THE MOD continues to pay the vast majority of its UK suppliers within 10 working days, and most within five, the latest figures reveal. In July 98.9 per cent were paid within 10 days while the figure for August was 98.7 per cent. The MOD can report on invoices paid inside five working days, where the figure for July 2010 was 95.7 per cent and for August was 96.8 per cent.

Tanker bids

FINAL bids have been requested in the ongoing international competition for the Military Afloat Reach and Sustainability (MARS) Tanker contract, Minister for Defence Equipment, Support and Technology Peter Luff has said. The winning bidder is anticipated next year.

Torbay checks in for latest maintenance

WORK HAS begun on maintenance to help take *HMS Torbay* through to the end of her working life.

The nuclear powered attack submarine will undergo around 300,000 hours of work by Babcock staff on its Revalidation and Assisted Maintenance Period (RAMP) in Devonport.

Project manager Cdr Martin Gill of DE&S' In-service Submarines said: "*Torbay's* RAMP is the largest package to date but I have every confidence that by utilising the improved planning, communication and execution processes the joint project team will complete the RAMP on time.

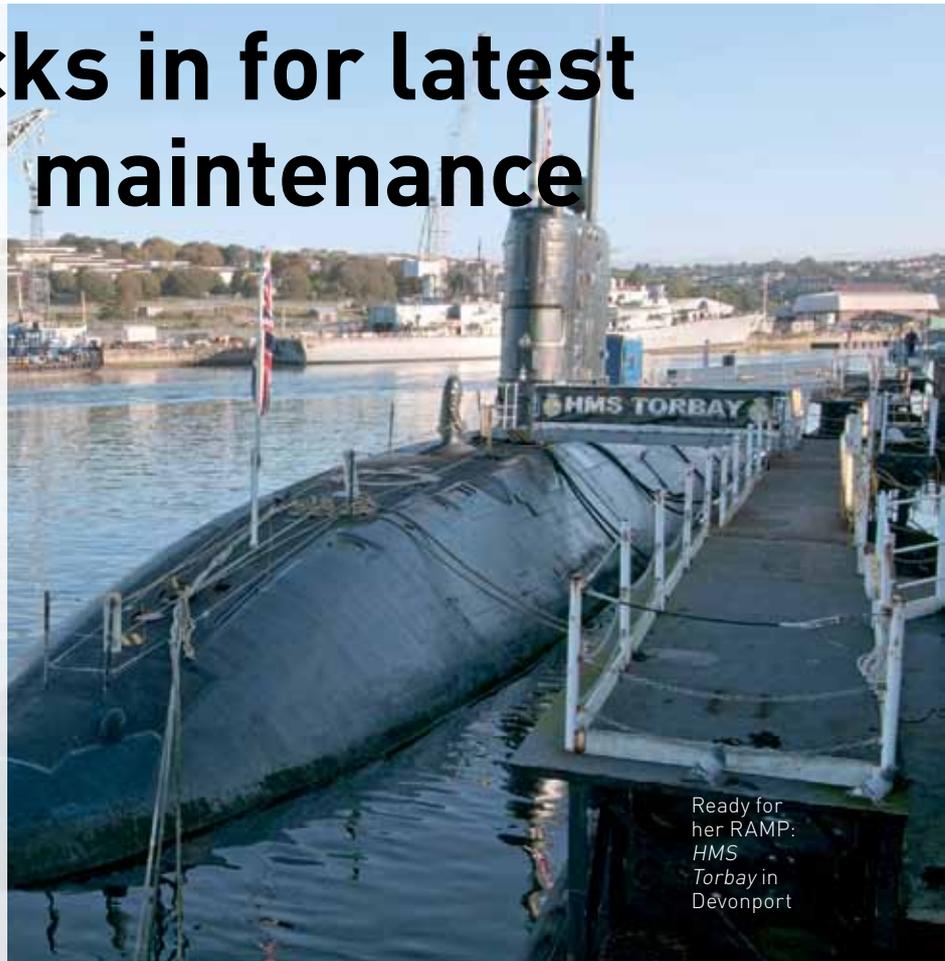
"A more capable and safe *Torbay* will return to the Fleet ready to operate for the rest of her commission."

Communications upgrades will include improvements to internal communications, especially through bulkheads, with the installation of the Cromwell radio antenna upgrade, and final installation of the Ship Alongside upgrade which is used in harbour to provide connectivity, television and telephone services on board.

The RAMP will also mark a 'first' with an extensive painting package to better camouflage the submarine when operating in shallow waters.

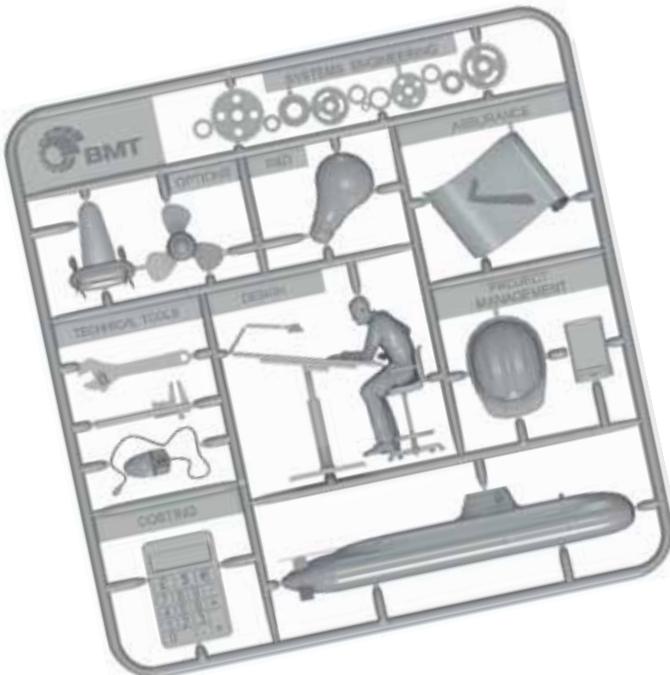
It is likely the tailshaft will be replaced which will require 33 weeks in dry dock.

Babcock boat manager Jon Lewis said the sheer volume of work within the RAMP will create an enormous challenge to balance resources. There will be challenges around the painting package which impacts on other work on the pressure hull such as upgrades to the submarine's sonar system.



Ready for her RAMP: *HMS Torbay* in Devonport

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Albion hands over to Bulwark

HMS ALBION, pictured left, is back in Devonport after six months in the Mediterranean and Middle East.

She is now to move into extended readiness under the terms of the Strategic Defence and Security Review.

Commanding officer, Captain James Morley Royal Navy, said: "Everyone on board is tremendously proud to have served in such a capable and versatile ship which is the vanguard of the UK's contingent capability.

"Although it is a sad day for us to see such a modern ship placed alongside for such a long time, we all look forward to welcoming her back into the Fleet in 2016."

HMS Albion has handed over its duties as the Royal Navy's very high readiness command ship to her sister ship HMS Bulwark.

HMS Albion will spend the next five months in Devonport unloading stores and preparing for her extended readiness. The ship is then due for a refit before regenerating and taking over from HMS Bulwark in 2016.

Reacher is a highlight of Paradigm factfinder

THE 44th and final Reacher terminal – delivering operational communications to UK Forces – has been accepted into service.

Reacher, in service since 2007, is used on current operations and has also supported overseas and UK-based exercises.

It delivers reliable and flexible communications and work is underway to increase throughput, building on lessons learned from operations.

The last terminal was accepted by Major-General Tim Inshaw, DE&S' Director Information Systems and Services (ISS), during a visit to Paradigm Services' Hawthorn site at Corsham for an update on satellite communications support to operations and technology development plans.

Through the Skynet 5 Private Finance Initiative (PFI), Paradigm owns and operates in partnership with ISS the Skynet military communications satellite constellation which delivers secure strategic communications to overseas bases and operational deployments.

The constellation consists of seven military grade satellites; three new Skynet 5 and four legacy Skynet 4 satellites. Commercial satellite communications, focused on welfare services for deployed personnel, are part of the PFI.

Hawthorn is Paradigm's main operations centre of



Major General Tim Inshaw accepts the final Reacher into service from Mr Peter Bruton (Paradigm), flanked from left by Col Neil Fraser, Wg Cdr Damian Orton, Mr Ken Hadfield (Paradigm), Cdr Andy Titcomb and Mr Pete Lymn

Picture courtesy of Paradigm

230 people with 41 MOD staff from the Networks Beyond Line of Sight (BLOS) team. Major General Inshaw was shown the High Integrity Telecommunications System, developed for UK national emergencies by Paradigm and the MOD.

This exploits Skynet 5, but also provides IT and telephony, plus a transportable rapid response capability which has already been deployed for the recent visit of the Pope and golf's Ryder Cup to the UK.

It ensures that the Cabinet Office can operate independently of the UK telephone network with transportable systems – crew,

satellite terminal, generators and fuel – on call 24/7.

Maj-Gen Inshaw saw a FAST (flexible, agile, scalable and transportable) welfare cabin, part of Paradigm's Welfare Communications Everywhere programme. Cabins are based on ISO shipping containers, and fitted with a generator, air conditioning, telephones, internet workstations, video messaging, Wi-Fi hot-spot and a satcom terminal.

Finally Maj-Gen Inshaw was briefed by Dr Phil Wadey, Head of the Space Directorate, on the refurbished Spacecraft Operations Centre, which he then formally opened.

Terrier – digging a big reputation

PROGRESS ON the Terrier Armoured Engineer Tractor project has continued with completion of user evaluation trials.

Royal Engineers used three demonstration vehicles on tasks that Terrier will be expected to perform in service, which is scheduled for 2013.

Trials were to prove that Terrier is capable of extended use in arduous battlefield conditions and to obtain user feedback so the final vehicle design could be fine tuned.

Terrier project manager Heath Wardle of DE&S' Manoeuvre Support team said: "During demonstration we have been undertaking intensive reliability growth and system acceptance trials to a battlefield mission profile. However there is no substitute for user feedback directly in a less controlled trial environment."

The two-month trial began on 18 July with amphibious operations qualification by 1 Assault Group Royal Marines, 11 Amphibious Trials and Training Squadron at Instow in Devon.

Controlled freshwater dip-tank trials were followed by the vehicle driving onto and off a landing craft anchored off the beach at 1.5m deep.

The vehicle was fitted with a fording kit including a snorkel to protect the engine cooling vent designed by 11(ATT) Squadron. The vehicle successfully completed the trial.

Representative battlefield missions, including a five-day exercise, were then undertaken at the Armoured Fighting Vehicle Training Group, Bovington. The vehicles dug more than 100 pits for Warrior vehicles and AS90 self-propelled guns, 142 fire trenches and more than a kilometre of anti-tank ditches.

In addition, the vehicle undertook lengthy road and cross-country manoeuvres while towing the AVRE Trailer laden with two fascines as well as 'special to role' activities that included obstacle and surface clearance and route denial.

Mr Wardle added: "In addition to confirming Terrier is meeting those requirements tested on the trial, we have identified some potential improvements to the final vehicle design settings that we are exploring with the users and vehicle manufacturer BAE Systems."



Royal Engineers put new armoured tractor through its paces in demanding trials



Above: Terrier passed its sea trials, driving onto and off a landing craft off the Devon coast



'There is no substitute for user feedback in a less controlled trial environment' – Heath Wardle, DE&S



Above: Terrier shows off its ability to clear surfaces while, right, obstacle clearance proves no problem



Mk4s wave goodbye to Bastion

A SEA King Mk4 soars above Camp Bastion as the Royal Navy's Commando helicopters complete their final mission in support of Joint Helicopter Force (Afghanistan) and return to the UK. Crews will prepare for further contingency operations and convert to the newer Merlin helicopter. The Mk4 is due to be withdrawn from military service in 2016. In four years supporting Operation Herrick, Commando Sea Kings flew more than 3,800 missions totalling approximately 12,500 flying hours.

■ Navy Merlin milestone: page 27

Landing sees JSF take a great leap forward

THE UK'S version of the Joint Strike Fighter has moved a step forward as the short take-off and vertical landing (STOVL) variant has completed its first vertical landing at sea on the flight deck of *USS Wasp*.

The F-35B test aircraft BF-2 landed safely, part of initial ship trials which lasted two weeks.

The UK has chosen the Carrier Variant of the F-35 but still has two STOVL aircraft to undertake initial training of pilots and maintainers. UK STOVL test aircraft will be used to conduct joint initial operational test and evaluation with US services.

Mike Bullock, deputy leader of DE&S' Joint Combat Aircraft team, said: "This is in an important milestone in the JSF programme and demonstrates continuing maturity in the STOVL variant.

"Maturity of STOVL is important to us and the landing on *USS Wasp* clearly demonstrates technical maturity in this aircraft.

"The mission systems on the Joint Strike Fighter are common across all three variants so we get huge learning from our STOVL jets."

The landing tests also collected data on how the aircraft integrates with the ship's landing systems, and deck and hangar operations.

Vice-Admiral David Venlet, the F-35 programme's executive officer, added: "Signs of dependable performance are emerging across broad aspects of the development programme. The US Navy, Marine Corps and industry team of Lockheed Martin, Northrop Grumman, BAE Systems, Pratt and Whitney and Rolls-Royce continue to work tirelessly to deliver this aircraft."

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A400M is red hot in tests

A400M - THE RAF's next transport aircraft - has passed two more crucial tests on its way to civil and military certification.

Toulouse Airport was the venue for a high-energy rejected take-off test which confirmed capability of the braking system to stop the aircraft safely following an aborted take-off at high speed and high weight.

The aircraft, loaded to the maximum take-off weight, made a simulated take-off which was aborted at V1 speed, the maximum speed at which the pilot decides whether to continue take-off or not.

As specified by testing authorities the aircraft was then stopped for five minutes before firefighters were allowed to cool the brakes and wheels. As is typical in this test, three of the aircraft's tyres burst. There was no further damage and the test was highly successful.

Emergency evacuation tests using paratroopers, conventional troops, a medical evacuation configuration and a mixture of troops and cargo at the A400M final assembly line in Seville were successfully passed using the fifth development aircraft which is mostly complete and due to fly before the end of the year.



Above: firefighters cool down A400M after the aircraft passed its aborted take-off test, which burst three of the tyres, right

Pictures: Airbus Military

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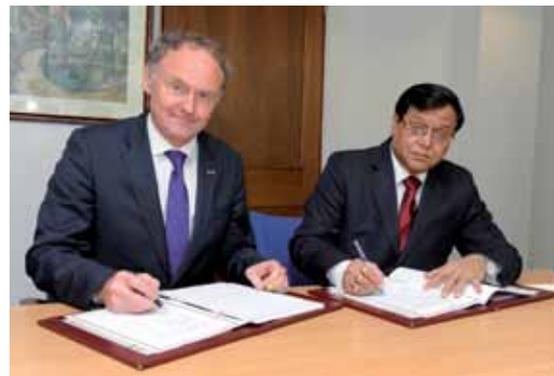
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Weapons teams pool their talents

TWO DE&S teams – part of the Weapons Operating Centre – have merged.

With effect from 17 October the Freefall team has joined International Guns, Missiles and Rockets (IGMR), with the IGMR leader having responsibility for Freefall business.

The Freefall group, now renamed IGMR-Freefall Weapons will remain largely unchanged as part of IGMR. Location and telephone numbers of Freefall personnel stay the same.



Science is focus of new deal

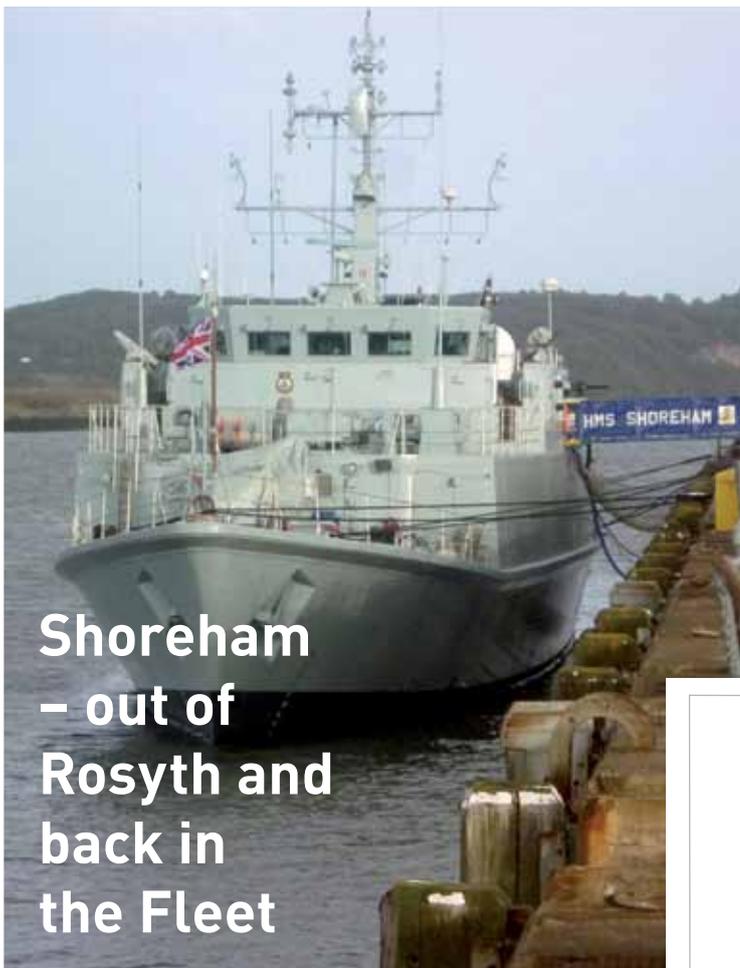
BRITISH AND Indian scientists will work together to develop cutting edge technologies for defence and security.

Under a new agreement, the two countries will pool their science and engineering expertise on projects such as Unmanned Aerial Vehicles, advanced explosives, and factors affecting human performance on the battlefield.

The MOD's Chief Scientific Adviser, Professor Sir Mark Welland, above left, has signed a Letter of Arrangement with Dr Vijay Kumar Saraswat, Director General of India's Defence Research and Development Organisation (DRDO).

This opens the way for collaboration between scientists from DRDO and the Defence Science and Technology Laboratory (dstl).

Minister for Defence Equipment and Support, Peter Luff, said: "Science and technology is one of the foundations of our bilateral relationship with India. I'm delighted that scientists from both countries will be able to share their impressive expertise in this field and have no doubt it will lead to even greater innovation in defence and security technology, benefiting both our nations."



Shoreham – out of Rosyth and back in the Fleet

HMS SHOREHAM, the Royal Navy's newest *Sandown* class single role minehunter, is back with the Fleet after an on-time, on-budget maintenance programme at Rosyth.

The ship is the second single role minehunter to have the Defence Information Infrastructure (Future) (DII(F)) installed, enabling information sharing and collaborative working across defence.

An overhaul of both main engines, renewal of hull paint with foul-release system to improve speed and fuel efficiency, and upgrades to living quarters are among a large number of improvements carried out by contractors Babcock.

Close working between DE&S and Babcock before the support period built on the experience of *HMS Blyth's* recent docking period. A work package identified cost reductions, ensuring optimum value for money.

DE&S' programme manager David Winstanley said: "This is an excellent result for a project which has seen a significant number of material supply difficulties. The success is a testament to the strength and durability of the partnering arrangement and the valuable contributions from the wider stakeholder community."

Babcock project manager Dave Gibb added: "We are delighted to have returned *HMS Shoreham* on-time, in-budget, and with improved operational capability at optimum value for money."

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Options for th

Chief of Defence Materiel Bernard Gray told hundreds of DE&S staff during town hall sessions at Abbey Wood that he and the Board had narrowed analysis of the future options for the organisation.

He emphasised to staff that no decisions had yet been taken but on current plans he intended to propose to the Secretary of State a range of options, supported by robust analysis and recommendations, next month. He anticipated the MOD would be in a position to announce a decision early next year.

Mr Gray, who also took questions from staff at the presentations, said there would be comprehensive engagement on the options within DE&S and MOD, trades unions, other Government departments and industry.

He set out five potential options and highlighted three that had been judged to be the most appropriate for further detailed consideration. They were:

- A Trading Fund, similar in operation to the Defence Science and Technology Laboratory;
- An Executive Non-Departmental Public Body, similar in operation to the Olympic Delivery Authority or the Nuclear Decommissioning Authority;
- A Government-Owned Contractor-Operated (GOCO) organisation or organisations, similar in operation to the Atomic Weapons Establishment.

And he also explained that following detailed analysis and, contrary to the views in his 2009 'Report on Acquisition', the Board was satisfied there appeared to be no compelling reason to separate from DE&S the Joint Support Chain, Information Systems and Services and the three naval bases at Faslane, Devonport and Portsmouth.

"In order to be able to determine our own destiny what structure do we need?" asked Mr Gray at his town hall session to staff on 10 October.

"Moving away from being an 'on vote' MOD Top-Level Budget holder will give us more freedom. Just staying as we are or moving to the status of an agency will not give us enough freedom to meet the challenges we have got – particularly in the coming decade when the pressures on the budget will remain a significant challenge to keep in balance.

"And we don't think that turning us into a private company is the sensible thing to do.

"We have made a lot of progress on the

'Moving away from being an 'on vote' MOD Top Level Budget holder will give us more freedom. Just staying as we are or moving to the status of an agency will not give us enough freedom to meet the challenges we have got – particularly in the coming decade when the pressures on our budget will remain a significant challenge to keep in balance' – Bernard Gray, Chief of Defence Materiel

The future make-up of DE&S

The Chief of Defence Materiel has told DE&S staff the latest thinking on the Materiel Strategy and proposals for the future of the organisation he plans to put to the Secretary of State

Materiel Strategy since we last met," Mr Gray told staff. "A lot of work has been done to validate data and consider new data and this is an update on where we are."

Mr Gray explained that the strategy had three aims: to achieve the best value for defence materiel, to balance the equipment and support programme, and to build a DE&S with engaged and motivated staff with the behaviours, accountabilities, skills and processes required to do the job.

"We are looking at what is our purpose and what roles DE&S should undertake, what activities should be inside DE&S and what we can leave inside other areas of the MOD.

"Collectively the system is underperforming in procuring equipment on time and on budget. There is no contest about this any more. We have an issue with our outturns which across key projects are 40 per cent higher than our original cost estimates for projects and our time to in-service dates are about 80 per cent longer than we originally estimate."

While these failings were not necessarily all the result of action by DE&S, since some were due to departmental programme adjustments or changes of specification, DE&S did play a role resulting from over-optimism on cost

and time. Moreover, insufficiently robust risk analysis had been undertaken on too many projects.

This analysis had been backed by benchmarking work done by consultants Booz, which drew on a wide range of data from comparator organisations. It showed DE&S needed to perform better.

Mr Gray said that the analysis by the Materiel Strategy team had also shown that DE&S expenditure was somewhat higher, at £18.3 billion last year, than had been generally assumed. This was because expenditure on some consumables, such as ammunition used in

'Collectively the system is underperforming in procuring equipment on time and on budget. There is no contest about this any more'

theatre, came onto DE&S' books.

Mr Gray said a number of functions of DE&S had been looked at, particularly running the naval bases, the Joint Support Chain and Information Systems and Services (ISS). "All have been the subject of keen debate over the last few months," he said.

"There was an argument that we in DE&S should be focused on our core business of acquiring and supporting equipment. But when you look at it in detail it is a finely balanced argument as to whether we should retain these other functions or not."

On the naval bases Mr Gray said that some of the activity was more closely aligned to operations while much of the support work was clearly the responsibility of DE&S, which also possessed much of the commercial expertise required in the bases. On the support chain Mr Gray said it was important to retain that close relationship with project teams which meant that delivery to Operation Herrick was so much better. On ISS Mr Gray said there were elements of the communications network which might belong more comfortably to the new Joint Force Command, yet there was a lot of other work which was closely linked to many of the platforms provided to the Forces by DE&S.

"We can't say that somebody else would do these functions dramatically better than us," he said. "And there is likely to be some frictional effect in moving these functions elsewhere. Our view therefore, which we will be offering up to the Secretary of State, is that all three components should remain within the DE&S boundaries."

Mr Gray felt it was important to move away from the MOD to give DE&S more freedom to make decisions and have more of a stake in its own future. And the range of options to be presented to the Secretary of State offered different degrees of separation between DE&S and MOD head office and different models of how the relationship between the two would work.

He said the objective was to enable DE&S to carry out its tasks more effectively, benefiting for example from more freedom in recruiting people with the right skills and buying the right information systems.

"We need to flush out all the issues on these options ahead of time," he added. "Here are three options of how you could take this organisation forward and make progress with it, each with its own pluses and minuses."



Anson – keel with a modern twist

Building of the fifth of the Astute class submarines has begun in front of an enthusiastic audience at BAE Systems' shipyard in Barrow



Flag day: Defence Minister Gerald Howarth is joined by local youngsters



Playing to the gallery: submarine workers watch from the sidelines as the keel is laid for *Anson*

The main construction phase of the fifth *Astute* class submarine – unveiled last month as *Anson* – has been officially marked by Defence Minister Gerald Howarth.

The traditional keel-laying ceremony took place at BAE Systems Submarine Solutions' shipyard in Barrow-in-Furness, Cumbria, on 12 October.

It is a significant step towards the delivery of the nuclear powered attack submarine to the Royal Navy.

The ceremony marked the transition of the submarine's construction from fabrication of the pressure hull units to full construction. BAE Systems' workforce and more than 100 guests witnessed Mr Howarth unveil the 190-tonne unit, measuring 11 metres high and wide and 7 metres long.

The keel is a large beam around which the hull is built. It is the first part of the 7,400-tonne vessel to be constructed.

The unit will house the manoeuvring room module, which is the control centre for the propulsion plant, and the diesel generator module, which provides crucial back-up for the boat's electrical systems. Together they effectively form the electrical pulse of the submarine and the unit is one of the most sophisticated and heavily outfitted of all the units.

Mr Howarth, Minister for International Security Strategy, said: "The keel-laying for the fifth of seven immensely powerful *Astute* class boats marks another milestone in our programme to equip the Royal Navy with the most advanced nuclear submarines.

Report: Tim Foreman
and Hannah Swingler

Pictures: Andrew Linnett



"It demonstrates this Government's ongoing commitment to investing in the equipment that will form the basis of the Future Force 2020. This exciting project is helping to maintain the skills required to build such boats in the UK and sustaining thousands of jobs."

The *Astute* class of seven submarines sees the first-of-class *HMS Astute* already in service with the Royal Navy, the second boat, *Ambush*, is currently being fitted out in Barrow and recently completed its first dive. Boats three and four, *Artful* and *Audacious*, are currently in production in Barrow.

The *Astute* class will be the most sophisticated attack submarines ever ordered for the Royal Navy. They have improved capability for operations, greater firepower, better communications and crew accommodation than in-service submarines.

Bernard Gray, Chief of Defence Materiel, said: "This latest progress on the *Astute* programme is fantastic news not only for the MOD and the Royal Navy but also the submarine-building industry in this country. The close collaboration between the MOD and BAE Systems Submarine Solutions continues to achieve great results and deliver to the Royal Navy the most modern and effective equipment available."

John Hudson, Managing Director of BAE Systems Submarine Solutions, added: "The keel laying is the maritime equivalent of setting the foundations of a building and is every bit as important with regard to the long term safety and performance of the vessel.

"Today we embrace that tradition, but with a modern twist. *Anson's* keel is being laid vertically to enable more cost effective submarine production. It will be safer and easier for our engineers to install material and equipment into the hull in this orientation. This shows our commitment to value, but also to challenge our traditions, and to adopt better ways of working."

The submarine programme involves an extensive supply chain, with more than £4.4 billion spent across the UK since 2000. It also supports a host of jobs, 5,000 of which are at Barrow.



It's all systems go as construction begins on *Anson*





Puma – 40 years (and counting) of sterling service

The Puma helicopter has celebrated 40 years of front line work as the backbone of the RAF's medium lift capability.

Operations, exercises and humanitarian relief efforts have topped the list of its tasks since its first operational flight on 29 September 1971.

The aircraft is operated by two RAF squadrons from RAF Benson in Oxfordshire. Group Captain Richard Mason, the Puma Force Commander, said: "Right from the early days of the troubles in Northern Ireland, right through to the end of combat operations in Iraq, Puma has really been the backbone of our medium-lift helicopter capability.

"It's been used in Mozambique to provide humanitarian relief, it's supported Nato in Bosnia and Kosovo, it's supported British and

'Puma enjoys excellent supportability, owing to its rugged design and relative simplicity. The experience embedded in the RAF and MOD after 40 years of service ensures very good ongoing value for money'

– Gp Capt Malcom French, DE&S

American troops in both Gulf wars; it's pretty much been everywhere that British forces have been in the last four decades."

Key to its many recent successes is the support of DE&S. Puma is the responsibility of the Puma 2/Gazelle team.

"The Puma helicopter enjoys excellent supportability, owing to its rugged design and relative simplicity," said Group Captain Malcolm French, the team's leader.

"The experience embedded in the RAF and MOD after 40 years of service ensures very good ongoing value for money. DE&S has a very good working relationship with the original equipment manufacturer and design organisation Eurocopter on the life extension of the aircraft – including new engines and a modern avionics suite – which will allow the aircraft to continue to deliver valuable military effect in a wide variety of environments."

Official celebrations saw current personnel joined by some of the older generation who flew the Puma in its early days, including Mr Noel Fletcher, who flew as an air loadmaster in the Puma when it came into service in 1971.

Mr Fletcher said the Puma is still as fit for purpose today as it was when he first had the privilege to fly in the aircraft. He said: "It's got good carrying-capacity for troops, it's got good carrying-capacity for loads, internal and external, and from an operator's point of view we found role-changing very much easier than the Wessex it replaced.

"Did I anticipate that the Puma would still be here 40 years later? Why not, it's a good workhorse!"

Flight Lieutenant James Mastin, a pilot and standards officer with 33 Squadron, believes the Puma aircraft he flies has a rather unique ability that has not been replicated in other RAF assets introduced during the Puma's 40-year service career. He said: "I think compared to other larger helicopters, the Puma has a rather niche role in that it can land in smaller, tighter spaces. It's quite a quick helicopter comparatively speaking, but also a simple helicopter – it does exactly what it says on the tin."



Puma: rugged design and relative simplicity

Navy marks Merlin milestone with glimpse into the future

THE ROYAL Navy has marked ten years of operating the Merlin on the front line by taking a look at the next generation Merlin – the Mk 2 – as it made its debut at RNAS Culdrose.

A prototype of the Mk2 was a highlight of the day at the Cornish air base which has been home to the Mk1 since it entered service with the Fleet Air Arm.

The anniversary allowed Merlin air and ground crew to take stock of the helicopter's many achievements over the past decade, and reinforce its critical role over the next 20 years – it will serve the Royal Navy until at least 2029.

The Navy operates 38 Merlin Mk1 aircraft – looked after by aircrew, engineers and technicians and backed by DE&S' Merlin project team.

Captain Andy Lison RN, the Merlin team leader, was in Culdrose to see the celebrations. "The DE&S project team, working jointly with industry, are very proud to be supporting the current aircraft and managing the project to deliver the exciting new Mk2 platform.

"This event is an opportunity to celebrate the aircraft's success and for the user to gain an early glimpse of the future capability."

The Merlin fleet is heavily committed at home and abroad on a variety of training and operational tasks including:

- counter-piracy/ counter-terrorism/ counter-smuggling/ counter-drugs-running duties east of Suez;



On patrol: a Royal Navy Merlin supports personnel as they conduct patrol duties in the Middle East

- operating from Type 23 frigates on patrol in the Middle East;
- protection for the Royal Navy's ultimate weapon, the strategic missile submarines on constant patrol;
- training by day and night around the Cornish coast (typically there are half a dozen buzzing around Mounts Bay and beyond).

"If you're the captain of a ship, you want something which can do anti-submarine warfare, can do counter-piracy, can drop off 11 troops. So if I was captain of a ship, I'd want a squadron of Merlins," said Commander Darran Goldsmith, Commanding Officer of 814 Naval Air Squadron. "It's a brilliant aircraft."

In a decade of service – during which time it's clocked up around 100,000 flying hours – Merlin has supported operations in Iraq in 2003, followed by lengthy patrols with Type 23 frigates protecting the country's oil platforms.

Merlin has been used to trap drug runners in the Caribbean and pirates off the Horn of Africa, helped enforce the UN embargo off Libya earlier this year, supported amphibious exercises from Africa to the Mediterranean, as well as maintaining its original role of finding submarines.

The first Mk2 is set to be delivered to Culdrose next year for evaluation to enter service in 2013. "Merlin is a key pillar of the future Navy," said Commander Kevin Dodd. "It is one of the most versatile aircraft the UK has. It is here until 2029 – and maybe beyond."

'No-one else has a vehicle like Trojan'

Engineer vehicles are now even more capable of dealing with the threats to operational life in Afghanistan after a £350 million improvement contract with BAE Systems

Report: Tim Foreman



Newly upgraded Titan and Trojan vehicles have been handed over to the field Army, thanks to the work of DE&S.

The Platforms Team in the Combat Tracks Group is overseeing a programme of improvements for the two vehicle types worth approximately £350 million.

BAE Systems (Newcastle) is the prime contractor with works sub-contracted through CATT, Parker Dominick Hunter, Thales and Ultra among others.

Titan and Trojan were procured through DE&S to provide Royal Engineer regiments in the Army with Armoured Manoeuvre Support vehicles capable of minefield breaching, dozing and bridging.

Trojan is designed to open routes through complex battlefield obstacles and clear a path through minefields.

Titan can lay a selection of close support bridges, providing a capability to cross gaps of up to 40 metres.

A total of 33 of each platform are currently being upgraded with some of the Trojan vehicles already showing their worth on operations in Afghanistan.

Combat Tracks Group has now handed over some of the vehicles to 22 Engineer Regiment at Swinton Barracks in Perham Down, near Tidworth.

Feedback from sappers who have used Trojan vehicles on operations in Afghanistan has been positive. Corporal Kevin Holding said Trojan came into its own during Operation Hamkari, an Afghan-led IASF operation around Kandahar. "The is a truly excellent vehicle for dealing with the threats out in Afghanistan. During a four to five week period we found a total of 17 IEDs using the vehicle, three of which went off," he said.

"There was only minor damage caused to the vehicles and in some cases they were fixed and back on the road within 45 minutes. It's a gleaming bit of kit."



He added: "No one else has a vehicle like Trojan; the Americans we worked alongside on Op Hamkari loved it."

Lance Corporal Daniel Devaney, 22 Engineer Regiment, 5 Armoured Engineer Squadron, added there was great confidence in Trojan in theatre.

"The reliability of Trojan is excellent; everyone sings its praises in theatre," he said. "The ground is very hard going in Afghanistan but this vehicle is clearing areas all the time. It does its job extremely well."

The commanding officer of 22 Engineer Regiment, Lt Col Jason Kerr, added: "There is no doubt from recent history in Afghanistan that Trojan was a battle-winner and this was recognised by the US, to whom it was routinely in support, as well as the British. It went where no other capability could be sent and did its job in short order under intense conditions. The confidence my crews have gained from this experience alone has rocketed."

Trojan is a modern and capable Armoured Engineer Vehicle and is crewed by three armoured engineers.

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

With its enormously capable excavator arm, Full Width Mine Plough (Improved) – (FWMP(I)) – and dozer blade, it is easy to move around the battlefield to perform complex obstacle clearance tasks without the crew having to leave the protection of the vehicle.

With its excavator arm it can dig ditches and trenches and can clear or smash its way through all sorts of obstructions such as compound walls, abandoned vehicles, rubble, fallen trees and buildings.

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

With its technically advanced FWMP(I) attached, it can clear a safe path through a minefield and simultaneously fire safe lane indicator markers into the ground to mark the safe route for friendly forces.

Additionally, for mine clearance operations, Trojan can fire the Python, which is a rocket propelled explosive mine clearance system. Python is essentially a long hose filled with more than a ton of high explosives and blasts a safe route through a minefield.

Trojan can also drop fascines, which are bundles of very strong plastic pipes, into ditches and streams for other vehicles to drive over.

While Trojan is primarily an engineer vehicle, it is fitted with a remote operated machine gun and smoke grenade discharger, which enable the vehicle commander to provide point defence and smoke to support extractions from enemy contact.

Workhorse: Trojan gets to work while, above, the crew inside have the best protection



The knives are out

War and peas in the service



Heat of battle: Simon Rimmer gets to work taking on the military

Main picture: Private Danny Butler from 3 Battalion REME based in Germany competes in a heat of the Junior Chef of the Year



Above: judges test food in the open field cooking competition where competitors prepare food using the ten-man ration pack.

Report: Hannah Swingler
Pictures: Andrew Linnett



The knives were out at the military's biggest food fight – hosted by DE&S – as the Army squared up to a well-known TV chef in a battle of the dishes.

Temperatures rose as three teams of Army chefs challenged the BBC's Simon Rimmer to create a number of dishes suitable for a Shura – a meeting of Afghan community leaders.

Simon, presenter and chef on BBC2's 'Something for the Weekend', was challenged to cook and serve 20 portions of finger food as well as two types of fresh bread using only ingredients traditionally found in Afghanistan or in military ration packs.

Using a selection of fresh and dried produce such as polenta, French spinach, pomegranates, powdered milk and eggs, the teams produced mouth watering dishes such as pear and polenta cake, chicken tagine and baked beef with eggs.

Each team was also expected to demonstrate traditional butchery skills by preparing an Afghan staple – goat.

Group Captain Andy Killey, head of Food Services at DE&S, said: "Food plays a huge part in life on the front line, is used to fuel our troops and also as a tool to engage socially with others.

"Our troops regularly attend local community meetings, or Shuras, to share and gather intelligence and so it is important that they are able to observe the tradition of bringing and sharing local dishes so that they are able to further engage with our Afghan allies."

Simon Rimmer added: "I have been thoroughly impressed by the skill, creativity and dedication demonstrated by these chefs.

"They have had to learn how to create and cook local traditional dishes

and master the traditional methods of butchery and baking which is no mean feat given the challenging environment that these chefs work in."

Fellow competitor, Cpl Tony Meadows, who serves with 215 Signals Squadron based in Tidworth, said: "I've been to Afghanistan as a chef and it is so important that we maintain the skills to make sure that our boys and girls are given interesting and nutritious meals. Today's competition has been a challenge but it's been great."

The competition was the centrepiece of DE&S' annual three-day culinary challenge, Exercise Joint Caterer.

Hundreds of chefs from across the Forces came face-to-face at Sandown

Park, Surrey, where challenges include cooking and preparing a three-course meal for fine dining to creating innovative, interesting dishes out of ingredients found only in ration packs.

Gp Capt Killey added: "Meal times on the front line play a vital role in ensuring that both energy and morale is kept high and our military chefs are expected to deliver top quality meals in an often challenging environment. It is therefore essential we hone the talents

'It is essential we hone the talents of already skilled chefs, and this competition highlights our commitment to doing this'

of these already skilled chefs and this competition highlights our commitment to doing this."



Silver medallists: AB Gemma Bestier, Cpl Tom Hanson and Leading Chef Mark Midwinter from Royal Marines Stonehouse competed in the open field cooking competition.



A dish of Sana Goat, prepared by the team from 19 Regiment Royal Artillery at Tidworth

Comfortable Performance



Military garment and material manufacturer Gore is dedicated to soldier performance. As countless studies have shown, comfort is key to how well soldiers perform on the battlefield. During active duty, the importance of soldiers being able to get on with the job with minimal distractions or concerns other than the enemy cannot be overstated. Gore has spent over a quarter century developing military products that maximise soldier performance in the full array of environmental conditions.

From a clothing point of view, the key to aiding a soldier's performance is to minimise the weight of the garment and optimise the breathability, while at the same time maintaining a high level of durability. Developed to stand-up to hard military use, Gore products protect soldiers from cold, wind, driving rain, sleet and sandstorms, while taking into consideration military specific requirements such as visual camouflage and IRR as well as resistance to oils, lubricants, insect repellents and other products with which the soldier may come into contact.

A soldier's work can be hard and physically strenuous. During physical exertion, body temperature rises. A waterproof garment's breathability is therefore necessary to support the body's

own temperature regulating functions to ensure the wearer remains comfortable so that concentration and stamina are compromised as little as possible. Breathability basically means the ability of a waterproof textile system to permit the transport of moisture vapour from the inside of the garment to the outside environment, so allowing the sweating function to effectively regulate body temperature and help the wearer to stay dry.

GORE-TEX® fabric, which is used by military personnel across the world, gets its breathable and waterproof qualities from the GORE-TEX® membrane, a unique super-thin material containing over 9 billion pores per square inch. Each pore is 20,000 times smaller than a water droplet yet 700 times larger than a sweat molecule. Put simply, rain, snow and wind can't get through, but perspiration can escape freely, so the wearer will stay dry and comfortable whatever the weather.

Beyond the exceptionally high durability and breathability of the products, all GORE-TEX® fabrics are engineered in such a way that they are compatible with the intended end-use of the garment, thereby ensuring maximum benefit for the wearer. Gore works hand-in-hand with military customers around the world to develop products designed specifically for the needs of the soldier.

Examples of GORE-TEX® products developed specifically for military applications include GORE-TEX® Performance Zone

garments, which provide a lightweight, super-packable rain suit with high breathability and designed to be durable enough for tough military applications. After years of trials and development work, Gore believes it has achieved an optimum balance between low weight and the right durability for military use.

Developed especially for personnel facing CBRN threats GORE® CHEMPAK® products provide lightweight, breathable protection against chemical and biological warfare agents. A range of products is available to choose from depending on the threat so that the optimal balance of comfort and protection can be achieved for the wearer.

Meanwhile, the Gore Aircrew Clothing Concept has been developed especially for aircrew personnel operating in and around the aircraft. The Gore Aircrew Clothing Concept combines a wide range of protective features to improve survival chances in the event of an emergency landing or ejection.

These garments use GORE-TEX® or WINDSTOPPER® laminates and provide durable waterproofness, maximum breathability, total windproofness, electrostatic protection, heat and flame protection and cold insulation.

GORE-TEX® footwear provides soldiers with multi-functional, rugged, and highly comfortable boots for the full range of temperature and environmental conditions. In addition to keeping feet dry from both the inside and out, GORE-TEX® footwear resists perspiration and common contaminants. From the driest desert to the coldest mountain range, GORE-TEX® combat boots help the soldier stay in the comfort zone, and focused on the job GORE-TEX® gloves for soldiers provide superior finger tactility and maximum comfort for combat zone operations, while keeping hands dry and warm. The durable construction withstands abrasion during heavy-duty activities such as digging or moving cargo.

Whatever the challenge, Gore's military team are dedicated to providing the solution, improving soldier performance through increased comfort. For further information go to www.gore-workwear.co.uk.



Head of Logistic Commodities and Services, Commander Paul Cunningham, far left, was at the handover at Ashchurch along with DSG chief executive Archie Robertson, right

Vehicle support switches to the DSG

VEHICLE SUPPORT at a number of sites across the UK has moved to the Defence Support Group (DSG).

Ashchurch, Catterick, Longmoor and Warminster transferred from Logistic Commodities and Services (LCS), formerly Joint Support Chain Services, on 1 October.

The transfer expands DSG's work in the fleet services Land environment, making the group more of a one-stop shop providing the majority of vehicle support, storage and maintenance for UK Armed Forces.

DSG is now more deeply involved in all stages of the vehicle life cycle, from initial receipt, maintenance and support through to eventual disposal.

LCS delivered its services to DE&S, Headquarters Land Forces and Permanent Joint Headquarters. As these are the same traditional groups of customers DSG deals with, it is a logical move to merge the provider activity.

The Ashchurch site is currently the main MOD vehicle storage and distribution hub for all types of armoured and soft skinned



Staff at Ashchurch hear about the changes on 30 September

vehicles, together with Royal Engineer stores and construction plant.

The 272,000-square metre facility holds vehicles that range from the Challenger 2 Main Battle Tank to the lightweight quad bike trailer. Its role is crucial in managing the huge inventory of vehicles deploying to and returning from operational theatres.

Ashchurch was the first vehicle storage depot in the

UK to use Controlled Humidity Environment for the long-term storage of vehicles and it also has a road-rail transfer facility to enable movement of vehicles by rail to and from ports across the UK.

Longmoor and Catterick play a vital role in providing vehicles for training while the workforce in Warminster work on the Operational Training Equipment Pool of vehicles that DSG already maintains.

Work kicks off on new ammo jetty

WORK ON a new £18 million jetty in Portsmouth where Royal Navy warships will load up with ammunition is underway.

Once complete the Upper Harbour Ammunitioning Facility will replace the existing jetty which was built in 1929 and is not large enough to accommodate the Navy's new Type 45 destroyers.

Portsmouth Naval Base Commander, Commodore Rob Thompson, got the construction underway by pressing a button to start the 'driving-in' of the first main jetty piles.

"This project has been planned for a long while so it is tremendous news that work has now started. It will be of great benefit to the naval base and the navy as a whole," he said.

The jetty - which includes two hydraulic cranes and mooring pontoons - will be 85 metres by 15 metres and can accommodate ships up to 10,000 tonnes. It will be operational by the middle of next year.

Gerrit Smit of builders VolkerStevin Marine, said: "It is the first time we have worked with the MOD but I hope this is the start of a lasting relationship."



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Team leads way in battling the hackers

STAFF AT DE&S' ISTAR Operating Centre are leading the way in enhancing protection of free-flowing information making it less vulnerable to computer hackers.

With the warfighter needing information quickly the challenge is tough, particularly when that information needs to be shared with coalition partners.

DE&S' Joint Electronic Surveillance (JES) team is managing UK research into how automatic information can flow between security domains through a physical connection without increasing the security risk. This is the Secure Data Guard (SDG) technology demonstrator.

"If you have a computer then you have got to expect it to be attacked and, in this, UK Government departments are no different to any other organisation," said Richard Rodgers, SDG project manager.

"For the MOD there are additional challenges as the capabilities of our Forces and the way we disseminate information are highly-prized targets."

Expertise and advice from Information Systems and Services' Network Technical Authority at Corsham is helping JES, along with the Defence Science and Technology Laboratory.

"MOD Chief Information Officer's Defence Security and Assurance Service together with staff from the Capability Sponsor are providing critical input to ensure coherent future planning with regard to multi-level security capability gaps," said Mr Rodgers.

Systems integrator Detica were placed on contract last February. Mr Rodgers added: "The company is well versed in supporting information management projects and its expertise gives us confidence the technology demonstrator will help the MOD to meet business needs without increasing the security risk to its information."

Back troops in 'smarter' ways, public urged



Festive cheer: for service personnel on the front line, but not if their mail has been held up by parcels sent by well-intentioned members of the public

MEMBERS OF the public who show their support for the Armed Forces by sending welfare parcels to Afghanistan are being urged to consider alternative and more effective ways they can back the troops.

The message comes direct from military personnel at the sharp end: while they appreciate boxes of treats from back home, the mountains of well-intentioned mail cause genuine difficulties which outweigh the benefits.

Personnel at Camp Bastion have highlighted the unintended consequences of the public's generosity.

The volume of mail arriving at Camp Bastion for onward distribution causes three problems:

- Private mail to deployed personnel from their loved ones can be delayed among all the other items from the public. Receipt of letters or gifts from a parent or spouse can be important for morale in theatre and for the peace of mind of families back home. Delays are unwelcome.

- Onward delivery of goodwill

parcels to forward operating bases necessitates extra re-supply flights. Every additional convoy puts more troops at risk of enemy attack.

- Items included in welfare parcels are already readily available in theatre or not appropriate for the Afghan environment, and therefore go to waste.

Major John Leeper, commanding Operation Herrick's Postal and Courier Squadron at Camp Bastion, said: "While all of us recognise and are grateful for the public's generous intentions, it would be so much better if they could channel their goodwill into making a donation to one of the MOD's recommended Service charities.

"These charities send out packages – containing items the troops really want and have requested – in a co-ordinated way which does not hold up personal mail, or put unnecessary pressure on resources."

A list of recommended service charities which accept public donations can be found at www.mod.uk/PublicSupportForOurService Personnel

Parcel rules are all set to change

BRITISH FORCES post to and from Germany and Cyprus is to fall in line with UK domestic rules regarding weight and size limits of packets and parcels.

British Force Post Office, part of DE&S, generally follows the Royal Mail and Parcelforce weight and size limits for packets and parcels to overseas destinations.

However use of surface mail rather than air to Germany and Cyprus has meant the rules have not been rigidly enforced.

BFPO's newly automated London operation and increased mail means the end of the liberal approach. Size and weight rules for all destinations will be enforced from 5 January 2012.

"The relaxed approach to Germany and Cyprus has become accepted over time, so affected customers may see enforcement of the regulations as a degradation to the service," said a BFPO spokesman.

"However, this exists to provide an end-to-end mail service, and not an end-to-end freight service. Within the UK, Royal Mail Group will not handle any items exceeding the upper weight limit, which are routinely moved by commercial courier companies."

Further information on the BFPO website: www.mod.uk/bfpo or contact BFPO Customer Services on 08457 697978.

□ THE NEXT 'lunch-bite' event to be held by the MOD's Chartered Institute of Purchasing and Supply's Special Interest Group will be on 16 November.

The event will be an interactive presentation by Jenny Radcliffe in the CFB at Abbey Wood, with bookings on e-solutions' event booking.

The group's last event saw a presentation to more than 60 from Professor Martin Christopher from Cranfield School of Management on 'Emerging Trends in the Global Business Environment, the Implications for Supply Chain Management'. More information about the SIG, contact group mailbox: DES Comrcl-CIPS-SIG (multiuser).

Group opens minds to 'closed' supply chains



Above: Professor Martin Christopher at Abbey Wood

MEMBERS OF the MOD's Chartered Institute of Purchasing and Supply (CIPS) Special Interest Group (SIG) have visited a Bristol employer to discuss the increase in 'closed' supply chains.

The visit to Bailey Caravans followed a national newspaper article over the summer which explained how global manufacturers were turning to complex and 'closed' supply chains to help them differentiate their products.

It differs from the MOD approach where competition is a cornerstone of procurement. Bailey Caravans' Managing Director Nick Howard was a major contributor to that article.

Particular highlights were the re-affirmation of component reduction programmes, associated supplier reduction programmes and the formation of strategic alliances with remaining suppliers forming closed supply chains.

Despite this leaning the company ensured flexibility by having a minimum of two suppliers for each and every component, bar one. The audience was able to relate to relevant examples via a visit to the shop floor.

Human resources enters a streamlined world

HUMAN RESOURCES services in the MOD are being streamlined – with improvements made to HR management across DE&S.

Streamlining will enhance in-house services across Government and bring in more consistency while meeting target savings on HR of 50 per cent by 2013.

The MOD will receive civilian HR services from two primary sources; the HR Directorate that includes a team of forward deployed Strategic HRBPs embedded in TLBs and Defence Business Services delivering transactional services, again with forward deployed Business Service Managers.

Richard Vincent, one of the DE&S HR Business Partners, said: "We will provide senior management with strategic HR advice and support development and delivery of business strategy and objectives.

"This will cover areas such as workforce and skills planning and people issues arising

from change management and business delivery generally.

"We are building relationships with senior leaders and getting a seat at the table of Management Boards and People Forums so that we can become a trusted advisor to the business."

Steve Weston is the Defence

CIVILIAN HR DELIVERY IN THE MOD

- The HR Directorate will include a small HQ team as well as HR Business Partners working with business leaders. HR partner teams for DE&S are already in place. The HQ will stand up fully by next April.
- The PPPA has been renamed Defence Business Services Civilian HR and is one pillar within DBS.
- Next Generation HR expert services, launched last April, will deliver HR services across government. Examples are Civil Service Learning and Civil Service Resourcing which has been piloted in the MOD.

Business Services (DBS) Business Service Manager leading the team supporting DE&S. He said: "My team's role is to understand the initiatives which require support from DBS and ensure these are planned and we deliver against them.

"In addition we will give advice and support to line managers on use of Civilian HR

Services, acting as the local face of the DBS providing a focal point for communications to business units and co-ordinating civilian HR services."

In addition to this MOD-provided HR service, DE&S will also be supported by three further teams – Joint Services Support, Apprentice Management and the new People Issues in Acquisition Team (PIAT). PIAT contains deployable specialists dealing with people-based risks on programmes which engage with the supplier base.

PIAT leader Steve Goodbourn, said: "My team is working within the Chiefs of Materiel business areas to help projects manage people-related risks and opportunities.

"This is achieved by placing specialists into project teams for agreed periods to deliver specific activities." Steve's team is supporting projects in all DE&S Operating Centres.

DSRA LOTTERY WINNERS – AUGUST

£10,000: Stuart Lane (Brecon).

£5,000: Michael Lawley (Donnington).

£2,000: Jennifer McKelvey (Northern Ireland).

£1,000: David Colebourne (Liverpool).

£500: David Pablo (Yeovilton).

£300: Alan Terry (Lincoln), Peter Griffin (Tewkesbury), James Bowman (Woking), Kirsty Blackwood (Clyde).

£200: Lucy Toogood-Smith (Devon), Henry Dempster (Faslane), Lynne Robson (Abbey Wood), John Sayko (Failsforth), Dennis Butler (Vector), Mark Bunyan (Portsmouth), Robert Currie (Carlisle), Mark Perry (Donnington), William McMillan (Helensburgh), Lorraine Ferguson (Preston), Elizabeth Lane (Abbey Wood).

£100: Jamie Hale (RAF Brampton), Michael Roden (Corsham), Paul Jenkins (Bristol), David Bath (BAES), William Wilson (Bristol), Amanda Fleming (RAF Scampton), Niles Gorsia (dstl), Christine Price (RAF Cranwell), Elwyn Hodges (Hereford), John Jenkins (Andover), Arthur Lloyd (Gosport), Karen Burrett (Abbey Wood), Michael Stubbs (Warminster Road, Bath), Gary Brown (Abbey Wood), Lynne Whatling (St Athan).



Runners team up to raise cash from their half-marathon stint

RUNNERS FROM the Merlin team, AgustaWestland and Lockheed Martin UK IS have raised more than £2,500 for the Brainwave children's charity.

The team of 17 ran in the Bristol Half Marathon with Richard Nevill of AgustaWestland running the 13.1 miles while working in Oman.

Merlin team leader Captain Andy Lison said: "It has been a superb team effort, typical of the working relationship we enjoy

while supporting the Merlin aircraft and all for a very worthy cause."

Brainwave supports children with brain injuries and developmental delay and the money will be used to sponsor a child through the programme.

First home was Lieutenant Commander Iain Robert in 1 hour 23 minutes, earning him 129th place out of the 10,000 runners.

Left: some of the team members get ready for the race

Manic Monday at Clyde dentists

But treatment takes back seat as staff give up the drill for charity fundraiser

MEMBERS OF Clyde's Dental Centre have been raising money for two good causes by having a cake bake at the military site.

Monday, 3 October was a bad time to have toothache at the base as the whole department got behind the fundraising effort and closed for the day.

Setting up a tent outside the Medical Centre, the dentists sold their cakes and selection of sweet treats, many of which were donated by Tesco Helensburgh, Morrisons in Dumbarton and James Allen bakery.

The event pulled in passing staff who were on their

way to lunch and raised £1,290, split between the Meningitis Association Scotland and the Vale of Leven Hospital Cancer Unit.

Karlyn Marshall, Dental Receptionist at the Centre, said: "We are aware of the fantastic work which both the organisations do and wanted to come up with a way to help them out by raising cash.

"We thought that setting up a tent with the cakes and goodies was a good way to capture as many people as possible. This is just the start of our fundraising and hopefully we can gather a lot more money for these two causes."



Clyde's dental staff get set for their fundraising

Base has a place in Scottish sporting history

STAFF AT Clyde have learned a little more about the site's place in Scottish sporting history.

Three members of the Founders Trail – an organisation which researches the history of Rangers Football Club – dropped into the base.

The trio turned up to photograph one of the most distinctive buildings on the site – Belmore House, now the headquarters of the Faslane Flotilla which operates Clyde's ships and submarines.

In the 1800s Belmore House was owned by a wealthy family, who employed a master gardener by the name of John McNeil and his family. The youngest son was Moses McNeil, born in Belmore House in 1855, who became one of the founders of Glasgow Rangers.

"Four of the founders of Rangers had strong ties with the Garelochhead area," explained Iain McColl of The Founders Trail.

Warrant Officer Craig Campbell of Faslane's

First Mine Countermeasures Squadron gave the visitors a tour.

"As a lifelong fan of Rangers I was delighted to show the group around," he said. "I've worked in Belmore House for a number of years now but had no idea of the historic links to the football club.

"It was fascinating to speak to the guys and learn about the connections. I don't think I'll look at my workplace the same way again."

The Founders Trail runs a website tracing the history of the club and also provides a popular guided tour of the areas in Glasgow associated with the early years which includes an Ibrox Stadium tour.

Left: outside Belmore House, from left Chief Petty Officer Ian Olsen of MCM1, Founders Trail's Iain McColl, Gordon Bell and Neil Stobie, with WO Craig Campbell



Battling qualities of DE&S

IT CAN be a dog's life on the roads across the Welsh mountains.

And the tail end of some nasty weather from America can serve up plenty of discomfort for walkers.

All were experienced by Mike Boardman, who battled the worst

of the elements as he completed 80 kilometres to celebrate 80 years of the Guide Dogs charity through the tough terrain from Brecon to Cardiff Bay.

Mike, head of supply chain management with DE&S' Chinook team, has restricted sight due to age-related macular degeneration.

But, helped along by mobility instructor Diana Evans and some ever-willing guide dogs, Mike completed the walk in three days.

"We managed around eight hours on the first two days and seven for the last leg into Cardiff," said Mike.

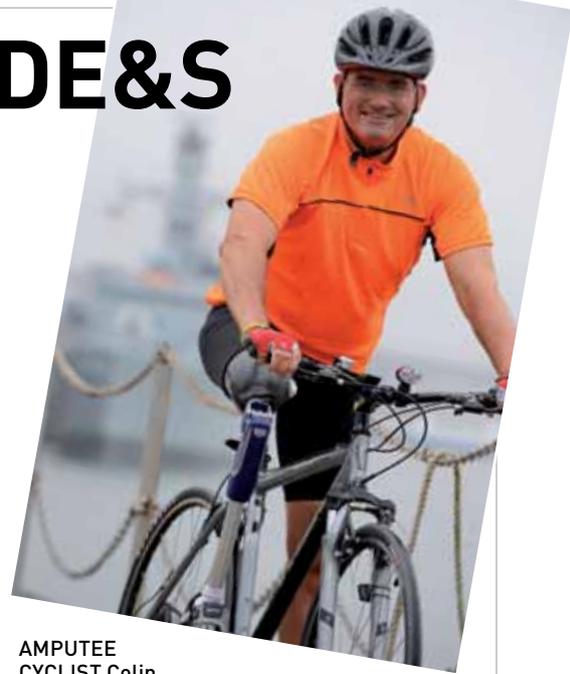
"We were probably averaging only about two miles an hour for much of it. It felt a lot worse at the time!"

The walk – the Taff Trail – is a marked route for walkers and cyclists and contains fine scenery of the Brecon Beacons along with the challenge of the steady climb to the Torpantau pass.

Mike and Diana reckon they have raised nearly £1,000 for Guide Dogs, Sight Support and Help for Heroes.



Above: Diana and Mike in sunnier times



AMPUTEE CYCLIST Colin

Davies, above, from Plymouth left London with his wheels pointed in the direction of Paris to support others who have lost limbs.

Colin, an ex-Royal Naval sailor who works in Devonport naval base, joined a team of 20 riders – amputees and able-bodied people – to cycle 210 miles over three days and raise funds for Limb Power, the Limbless Association and the Douglas Bader Foundation.

Colin has already completed events for Limb Power, including a 5,000-metre swim which raised more than £4,000. He said the charity helps raise awareness that there is 'life after amputation.'

He has remained active since having his leg amputated due to a knee injury, enjoying wheelchair tennis, cycling, swimming, and fencing.

Dan's late show clinches title

DAN KERR was on target with just seconds left to clinch the Clyde naval base seven-a-side football tournament.

Dan, a physical trainer, struck to give his *HMS Kent* team, from the Type 23 frigate visiting the port, a 1-0 win in the final over Babcock Marine.

Ten teams from the length and breadth of the military site took part.

Petty Officer Physical Trainer Mick Preston, said: "It was good to see service personnel and civilians competing in a great afternoon of sport and helping to promote the ethos of 'One Base, One Team'."



Left: Babcock and *HMS Kent* do battle in the final of Clyde's seven-a-side tournament



Clyde keeps getting greener

THE NAVAL Personnel and Family Service (NPFS) in Helensburgh has won an award for its contribution in meeting government targets on carbon emissions.

The office, which helps support service families across the north of the UK, beat the ten per cent reduction target by a percentage point.

The NPFS team was also encouraged to use heating more effectively, with thermostats fitted to heating systems and checks conducted to make sure that hot water tanks, boilers and pipes were fully insulated.

Captain of Clyde naval base, Captain Jack Tarr, presented Helen Muir of NPFS with the Greener Government certificate.

■ Volunteer welfare workers who support Forces families in Plymouth area have been recognised for their work at an event attended by Devonport's commander, Commodore Steve Dearden and the Lord Mayor of Plymouth.

The Naval Area Community Organisation, formed last year, has a team of volunteers who provide valuable support to those families with serving members.

Stanbridge group enjoys a step back in time



SEVEN DE&S staff from RAF Stanbridge have enhanced their World War Two knowledge with visits to Runnymede and Uxbridge.

At Runnymede the staff saw the Air Forces Memorial listing more than 20,000 personnel who died during the war with no known grave.

At Uxbridge the group toured the World War Two bunker and museum and was given an insight into how the Battle of Britain was controlled from the 11 Group headquarters.

"This was a thoroughly enjoyable day and I would recommend both sites for anyone wanting to organise a staff ride," said Flt Lt Steve Hawkins of RAF Stanbridge.

Pictured at Runnymede are, from left: Cpl John Spencer, Cpl Karina Lewis, Sgt Mark Bew, Flt Lt Steve Hawkins, Cpl Gavin Thackeray, Cpl Stu Dennis and Mr Robbie Robbins.



Royal day out: Wg Cdr Evans at Buckingham Palace, with his wife Rebecca and daughter Isabelle, 5

Wade heads home with a deserved Royal reward

WORK ON the safety of munitions and explosives for UK Forces has seen a DE&S wing commander collect his OBE – just days before he returned to his native Australia.

Wg Cdr Wade Evans of the Royal Australian Air Force spent three years at Abbey Wood as the Australian exchange officer leading a section in the Defence Ordnance Safety Group (DOSG).

His section ensures safety of small-calibre land weapons and a range of munitions and explosives. His team increased volume and tempo of tasking to support Urgent Operational Requirements including capabilities for the Counter-Improvised Explosive Device campaign. He also improved tasking and quality control within DOSG.

He received his OBE from the Queen at Buckingham Palace on 12 October at an investiture brought forward specially before his return home on 3 November.

"I was thrilled that my efforts at DOSG were appreciated to such an extent," said Wg Cdr Evans.

"To then visit Buckingham Palace and meet the Queen in person has been a once-in-a-lifetime event for us and it was a very moving experience. It is great that there is video coverage and photography of the ceremony as, to be frank, it was a lot to take in for a lad who grew up in a small country town in Western Australia!"

Team leader Colonel Mark Vincent added: "I am delighted that the tremendous contribution made by Wade and his section under his leadership has been recognised in this way. It is wonderful that he has been able to receive his OBE in person, with his family present, from the Queen at the culmination of a highly successful tour with DOSG."

He will be taking over as Director of Ordnance Safety for the Australian Defence Forces – the Australian equivalent of DOSG.

Prince drops in to praise Reservists' service

PRINCE MICHAEL of Kent has visited Plymouth Naval Reservists at their Devonport HQ *HMS Vivid*.

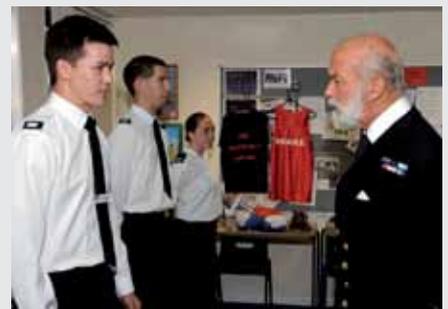
Visiting in the role of Commodore-In-Chief, Maritime Reserves, the Prince paid tribute to the Plymouth-based reservists, many of whom are veterans of recent operations across the Middle East.

He watched sailors under training during their weekly drill evening at *HMS Vivid*, as well as presenting a series of service medals.

"I have the greatest respect for the Maritime Reserves," he said afterwards.

"*HMS Vivid* is a thriving unit that contributes a huge amount to the Royal Navy and to the local community of Plymouth."

Commanding Officer of *HMS Vivid*, Commander Ian Pethick, said: "This was a great opportunity for him to meet the reservists and hear how they recruit and train their officers and sailors to meet operational commitments. Prince Michael was also able to meet some of the families and friends who provide so much support when reservists put their lives on hold and mobilise to global operations."



Prince Michael meets reservists at *HMS Vivid*

Devonport sale set to give yacht-building a boost

EXTRA LAND and buildings at Devonport are to be used to safeguard the future of motor yacht building in Plymouth.

The naval base and the Defence Infrastructure Organisation have announced that, following the grant of a 125-year lease of land and buildings to Princess Yachts in South Yard in 2009, contracts have been exchanged for freehold sale of more land.

Naval Base Commander, Commodore Steve Dearden, said: "We have been working with Princess Yachts and Plymouth City Council for the last 12 months, and I am delighted that we have reached agreement on the sale.

"This will enable the company to progress a multi-million pound investment in new buildings in South Yard, and secure the future of motor yacht building in Plymouth.

"In turn, this will safeguard existing jobs and open up potential for creation of further jobs as Princess Yachts develops the site and expands its business."

As well as the site currently leased to Princess Yachts, the area to be sold will include the adjoining Ropery Complex site containing some empty listed buildings, not required for naval base operation, and previously



Signing up: from left – Phil Nott (Roundel estate rationalisation programme manager), Chris Gates of Princess Yachts, Cdre Steve Dearden, Tim Baker (Defence Infrastructure Organisation) and Glyn Thompson (Princess Yachts operations manager)

used for storing items from the base's heritage collection. The sale is cost-neutral to the MOD.

The Royal Navy is pleased that responsibility for these historic buildings in South Yard will pass to Princess Yachts as it will enable the base to concentrate on operational support to front line ships and submarines.

Relocation of the Heritage items from the Ropery Complex to other locations within the base

has enabled these items to be enjoyed by a wider audience, and enhanced the opportunity for public access to the displays.

Chris Gates, managing director of Princess Yachts, said: "We have been working with the MOD and Defence Infrastructure Organisation since we took up the lease for the site in 2009, and both have been supportive of the acquisition. I'd like to thank Steve Dearden for his support."

Police join race to rescue yacht

MOD MARINE Police came to the aid of a stricken lone yachtsman in Plymouth Sound.

The yachtsman found himself in difficulties coming into Plymouth Sound when, on taking the short cut through a passage known as 'The Bridge', to the west of Drake's Island, his rigging became entangled with a navigation mark.

The Bridge is used by many small craft entering and leaving Plymouth Sound in order to leave the main shipping channels clear for larger ships.

The yachtsman, who was sailing single-handed, was steering between the navigation marks in a strong incoming spring tide and a gusting southerly wind.

The yacht's mast and rigging were badly damaged in a collision with one of the navigation marks and the fore sail got wrapped around the mark's central steel pillar.

Officers of the local MOD Police Marine Unit, helped by Plymouth inshore lifeboat personnel, were able to cut the yacht free and eventually the stricken vessel was towed into a nearby marina.

No-one was injured in the incident, but equipment on the navigation mark was badly damaged in the collision.

Inspector Gordon Peters, the MOD Police Marine Unit Commander, said: "Although we are here to protect the naval base and the ships that use it, we will always try and help fellow seafarers in difficulty."



Wg Cdr Burgess, right, receives his award from Air Chief Marshal Dalton

Outstanding work earns a top award

OUTSTANDING WORK in airworthiness has been rewarded during the largest gathering of DE&S air domain staff this year.

The 2011 DE&S Battle of Britain Dinner, organised by the RAF Community Committee, was held at The Grand Hotel, Bristol at the end of September.

During the evening the 2010 Sir Colin Terry Award for Excellence in Airworthiness was presented to Wg Cdr Christopher Burgess for his outstanding work as the Nimrod MR2/R1 EA at a time of significant pressure to maintain operational output while regaining the airworthiness reputation of the aircraft.

He was presented with his award by guest of honour, Air Chief Marshal Sir Stephen Dalton, Chief of the Air Staff, along with a £200 book prize.

Sir Stephen was joined at the dinner by Air Marshal Kevin Leeson, DE&S' Chief of Materiel (Air). More than 100 guests, a mixture of Civil Service and military personnel, attended the dinner to commemorate the bravery and sacrifice of all those who contributed to victory in the Battle of Britain.

Apprentices go on show



APPRENTICES FROM DE&S, above, put their skills and knowledge to the test during a week of competition at North Glasgow College.

The Tom Nevard Memorial Competition was first held in 1952 in memory of a former ministry official responsible for apprentices during his career.

DE&S apprentices, including from Defence Munitions Gosport, competed against apprentices from DSG Donnington, RAF Alconbury and DSG Colchester.

They were tested on their skills in electronics, mechatronics, and mechanical handskills and

machining. There was an Open Day during the competition at which attendees met competitors and viewed their competition pieces.

Attendees included Howard Mathers (Director Engineering DE&S), Richard Nevard (Tom Nevard's grandson) and trade union representatives.

Successful apprentices who finished first in their categories were Thomas Breddal, James Baker, Zoe Cook, Thomas Leach and William Kennedy. Second place achievers were Michael Sarr, Thomas Buxton, Hossein Khoshtaghaza and Richard Johnson.

□ Achievements of DE&S staff who have completed Level 2 and 3 Apprenticeships have been recognised, below.

Apprenticeships have been achieved in business and administration, customer service, and team leading.

An award ceremony was held on 10 October in Abbey Wood at which David Ball, Director HR, presented 16 certificates. Representatives from training consultants JHP Group were also present.

Those presented with certificates were: Bruce Devlin, Susan Weston, Chris Dunmur, Kelly Warner, Rebecca Weir, Adam Davies, Christine Clough, Laura Maxwell, Andrew Hawkins, Anna Diorazio, Lynne McCarthy, Caitlin Scott, Paul Scotting, Sheila Pearson, Melanie Smithson and Michael McCarthy.



Welcome (and rewards) at Devonport



Above, from left – front: Mark Skinner (apprentice team leader), Claire Scanlon, Richard Griffiths (award winners), Commodore Dearden, Ross Ambrose, Joanna Ash, David Kingman (award winners) Capt Chris Saxby, Emma Quigley (new apprentice) Douglas Stembridge, Bart Smorag, Stuart Redford, Steven Buckle, Adam Burbidge, Kristian Curtis, Thomas Street, Nathan Kerrigan, Matt Williams (all new apprentices)

ACHIEVEMENTS OF talented apprentices have been celebrated at Devonport.

An apprentice induction and awards ceremony was held at the Wardroom in the base to welcome the new intake of ten technician apprentices and celebrate achievements of phase 1 and phase 2 apprentices (recruited in 2009 and 2010) at college for 2010-2011

Mark Skinner, Human Resources Plans Deputy Head (Apprentices), said: "We are very proud of our engineering apprenticeships and the opportunities these provide individuals to develop into our essential engineering managers of the future.

"The scheme in Plymouth has been operational since September 2009 and we are delighted with the commitment shown by the apprentices in working extremely hard to undertake what is a demanding development programme.

"The achievements of our apprentice award winners this year are truly inspirational, embracing academic, project and practical engineering disciplines. A very high level of performance has been achieved and we congratulate them all. We look forward to another successful year ahead."

Commodore Steve Dearden, the Naval Base Commander, welcomed parents, partners, student placement supervisors and staff from City College, Plymouth and Cornwall College. The scheme is important in addressing the future need for skilled engineers for DE&S.

A NEW road safety initiative has been launched at DE&S.

As part of the MOD's on-going safety improvement initiatives, the Defence Road Safety Team has teamed up with the West of England Road Safety Partnership and South Gloucestershire Council to provide a series of motorcycle training days at Abbey Wood.

Available to military and civilian staff, the training consists of a morning classroom session on the theory of safe road riding emphasising road positioning, bends, overtaking and observation skills.

In the afternoon, riders are assessed on their on-road skills by professional motorcycle instructors.

Mike Moate, SO2 Defence Road Safety at DE&S, said: "In the first six months of this year there has been an increase in the number of motorcycle accidents as a proportion of all road accidents for MOD personnel worldwide.

"It is important to aim to reverse this trend and therefore I am keen to offer this training to others so that they too can stay safe on our roads.

"These courses are hugely popular and are already fully subscribed which is testament to importance that our staff place on this type of training."

Lt Col Edward Coward, SO1 Defence Road Policy, said: "Many of our staff at DE&S use motorcycles as their preferred method of transport to work and we are fully committed to providing them with extra tools to make their journeys safer.

"By working together with South Gloucestershire Council and the West of England Road Safety Partnership we are confident that our riders will be better equipped to ride safely reducing the risk



Staying safe on the road

DE&S launches new training days to save lives

Safer motorcycling: for riders on a training day at Abbey Wood

of serious or fatal accidents on our roads."

Alan Hale, senior road safety officer for South Gloucestershire Council, added: "The Road Policy team at DE&S is to be commended in its approach to helping us reduce road collision deaths and serious injuries of motorcyclists.

"Their commitment to providing extra training and the enthusiasm

shown by staff keen to learn more is very encouraging."

After training, participants will also be advised of options for further training, such as the Institute of Advanced Motorists scheme and the Enhanced Rider Scheme training, which is endorsed by the Government through the Driving Standards Agency.

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:

2011DIN04-140: This DIN contains information on release of Version 6 of the Support Solutions Envelope, including transition arrangements, benefits and roles of OC Support Foci and the Support Solutions Improvement Team. SSE has undergone a refresh and is being relaunched as a toolkit for planning, development and delivery of support solutions, aiding the management of support risk.

2011DIN04-139: SDSR expanded the role of Carrier Strike. Carrier Enabled Power Projection (CEPP) will be the broader capability combining Carrier Strike with key elements of amphibious and other forces and develops greater interoperability with Allies. New roles, along with other enabling projects and involving partners and Allies, bring together key components and benefits of future expeditionary capability in a coherent way.

2011DIN04-137: JSP 456 Defence Catering Manual Volume 2 (edition 6) Catering Accounting Regulations will be issued directly to all units from Bicester. Previous editions of the manual should be destroyed. Electronic copies of this volume are available on the internet and the Defence Intranet.

Further information and more details on the latest DINs see:

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

Right: journey's end: for walkers and supporters at Bowness

Picture courtesy Keiran Bingle



Wall walkers rake in cash

THE HAUL of cash raised for charity from a walk along the length of Hadrian's Wall is approaching £2,800.

Six members of Ashchurch's Bowman Fielding Management team, part of the BATCIS (Bowman and Tactical Communication and Information Systems) team took on the challenge of completing the 85 miles from Tynemouth Castle to

Bowness on Solway in around 36 hours earlier this year.

WO1 Colin Nightingale, WO2 Steve Garrett, SSgts Marc Johnson, Steve Kelly, Wayne Vass and Mr Craig Parry were raising money for the charity Combat Stress' Enemy Within Appeal. They were backed up by an admin team of Major Paul Stephenson and SSgts Bing Bingle and Rob Wood.

Dave and 'Tracy' pick their time to bow out together

DAVE GOODLAD has retired after 50 years in defence – military and the MOD – as one of his closest 'friends' takes her place in a museum.

Dave retired from Targeting and Mission Systems, part of DE&S' Air Platform Systems, at the end of September. At the same time 'Tracy', a targeting pod which began her career in the first Gulf War, bowed out of DE&S to take her place in the RAF Museum at Hendon.

Tracy was part of a new era of targeting pods enabling the RAF to deliver Paveway munitions with greater accuracy and effectiveness.

After a successful service life on operations – a lot shorter than Dave's – Tracy retired and was presented to the project team based then at RAF Wyton,

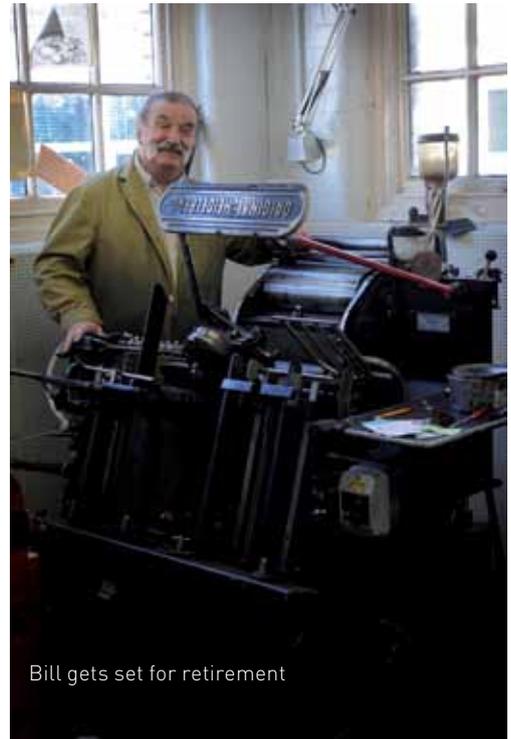
to recognise the team's efforts bringing into service the TIALD (thermal imaging and laser designation) pods. Tracy is now at Hendon while a replica is in position at the car park entrance of Abbey Wood's Neighbourhood 1 Atrium.

The old Tracy is now settled into her new retirement home alongside an old friend, a first Gulf War Tornado.

Dave's RAF career began in 1961 and saw him work on Hastings, Vulcan, Canberra, Lightning, Hercules, Comet, Buccaneer, Nimrod AEW and Tornado aircraft.

He managed Radar Bays in Cyprus and Lyneham and served on seven strike squadron tours.

He transferred to Abbey Wood in 2000 on extended service, two years before retirement, when he began nine year's MOD service.



Bill gets set for retirement

Bill closes his last printing chapter

LONG-SERVING printer Bill Bullen, 73, received a host of gifts from colleagues to mark his retirement from Devonport after 31 years.

Commander Damon Knight, Devonport Base Executive Officer, said: "Bill has provided a high quality, efficient and flexible service to establishments, ships, schools, charities and individuals all over the UK.

"He has produced social stationery, menus, orders of service, wedding and christening stationery and a wide variety of other printed products working alone in his printing shop with a press that he has frequently had to repair himself, or organise repairs as spares are now hard to come by.

"Bill is, as far as we are aware, the last working printer from the Royal Marine printer specialisation. It is a trade that is long gone, but in the old days they used to recruit Royal Marines to be printers."

Bill, originally from Teddington, joined the Royal Marines in 1956 and left in 1978 to work for civilian printers.

In 1980 he joined *HMS Drake* where he worked as the Welfare Fund printer for 31 years.



Above: 'Tracy' heads for a museum while, below, Dave Goodlad, on the right, departs with good wishes from Director Air Support Tim Rowntree





Departing staff leave a memento at Wyton

A PERMANENT memento of engineering and supply support provided to UK Forces by DE&S staff has been presented to the officers' mess at RAF Wyton and RAF Brampton.

A menu stand which bears an appropriate plaque was presented to mess manager Trish Skoyles, pictured on the right, by Air Commodore Neville Parton.

Money for the stand was raised at a dining-in night in the mess earlier this year which saw 78 past and present members of the aircraft engineering and logistics support community present, including a number of officers who had held senior positions at Wyton between 1994 and 2011.

Money was also raised for Help for Heroes at the dinner.

The majority of DE&S personnel at Wyton have now been relocated.

Dartmoor weather fails to stop Geoff

RAF RUNNER Geoff Ellis has won the national over-35 orienteering series for 2011 after two days of tough competition on Dartmoor.

Geoff, who works for Information Systems and Services, battled against the weather in the Caddihoe Chase.

The event sees the leader of the first day's standings setting off on day two first, with the second-placed runner starting just behind him according to the first day deficit.

With Geoff sitting on a first-day lead, it was effectively follow the leader on day two.

"A pack of very good orienteers worked hard to chase him down," said his coach, Wg Cdr Mike Edwards, "Geoff showed great resolve and composure to cross the line still in first place and take this highly prestigious trophy."

The overall result from the two days of the Caddihoe Chase formed part of the UK Master's Cup series, run over 19 of the highest quality races throughout the year, including British Championships at all distances, with the best eight scores to count.

Geoff's victory at the Caddihoe Chase made him uncatchable with one race remaining.

He entered autumn expecting to retain his RAF and Inter-Service orienteering titles to complete a very successful year.

DE&S proves lifeblood of healthcare innovation

MILITARY AND civilian medics who provide innovative healthcare for serving personnel and veterans have been shortlisted in the Military and Civilian Health Partnership Awards (MCHPA).

DE&S' Blood Supply team, part of Medical and General Supplies, has been shortlisted in two categories: the Innovation and Service Development Award and Deployed Healthcare Award.

The team, in partnership with NHS Blood and Transplant, have overcome significant barriers to ensure the availability of blood, plasma and platelets to operational environments.

Ongoing development of new transport boxes and monitoring devices has allowed delivery of more than 10,000 blood components, and the validated system for the transportation of blood throughout the evacuation chain, unique to the UK Armed Forces, enables the provision of blood to wherever it is needed in the world, contributing directly to the high survival rate.

Minister for Defence Personnel, Welfare and Veterans, Andrew Robathan, said: "When I launched the MCHPA in June this year, I was confident that the outstanding service provided to our Armed Forces and veterans would be recognised in these awards.



Second to none: UK Forces are well looked after on the front line and at home. Above: a Royal Marine undergoes physiotherapy at Norton Manor Camp

"I am delighted to see the shortlist and wish every finalist the very best of luck for the awards ceremony in November."

The awards were open to military and civilian personnel who provide health and social care to the Armed Forces, their families and veterans.

They showcase the best of healthcare between the military, the NHS and the voluntary sector in nine categories, with 27 projects across the country

going through to the finals.

Awards will be presented this month at Birmingham Museum and Art Gallery. The ceremony will be preceded by a presentation of the care pathway from Afghanistan to rehabilitation and recovery. This will highlight how those finalists have uniquely contributed to the excellent service those patients receive from the Defence Medical Services, NHS and voluntary sectors in partnership.

PROUD TO SUPPORT OUR ARMED FORCES.

MADE IN BRITAIN

Our UK employees are proud to provide kit for Britain's armed forces. We design, manufacture and maintain equipment including the Warrior armoured vehicle, the 105mm Light Gun and the Tornado aircraft. But we're prouder still of the contribution and sacrifices made by our armed forces every day. Thank you.

BAE SYSTEMS

REAL PRIDE. REAL ADVANTAGE.