

# desider

Sep 11 Issue 40



MINISTRY OF DEFENCE

the magazine for defence equipment and support

## Queen Elizabeth on the move



The exportability of DE&S equipment – DSEI supplement [See inside](#)



Upping the missile game



DE&S staff on the move



Net effect of lifesaving



Keeping up the battle



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## FEATURES



- 22 The long and the short of soldiers' protection**  
Knee length shorts protecting against ballistic threats have been delivered to troops in Afghanistan, the latest enhancement to the MOD's £10 million pelvic protection system. The third tier of kit was unveiled to the world during soldiers' training on Salisbury Plain for the latest deployment to Operation Herrick.

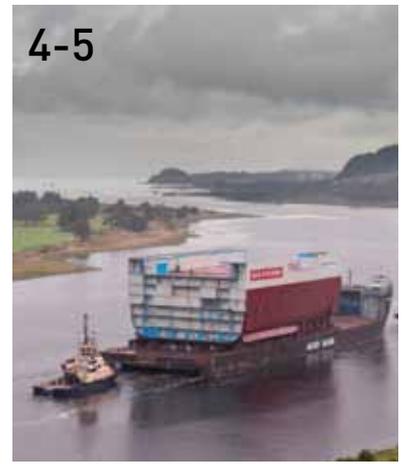


- 24 PowerFOB – the latest in power saving**  
More than 30 companies and representatives from the MOD and the Armed Forces took part in the Power Forward Operating Base concept demonstration to show off a revolutionary new power-saving approach at the MOD's Episkopi training area in Cyprus.



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DE&S' collocation is fast approaching completion where a host of teams from around the UK are relocating to Abbey Wood, a project which should be complete by the end of the year. The project has proved a success and is well on track to finish on time.

4-5



## cover image

Lower Block 03, the mid-section of the first of the new aircraft carriers, heads off down the Clyde after departure from Govan. It is headed for Rosyth where assembly of the ship will begin

Picture: John Linton (www.lintonpix.com)

## desider

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### Printing:



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

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## PEOPLE NEWS

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A senior MOD Policeman at Clyde naval base has been honoured by having a road named after him.

# Bernard Gray

Chief of Defence Materiel

'We will seek to debate with all interested parties what the best way forward will be for the organisation to thrive'



Dear Colleagues,

The holiday season has brought a steadier pace, and some welcome respite, in a very busy year. The tempo of business may have slowed, but we should not forget the large numbers of people from DE&S who are in support of operations in Herrick and Ellamy and who are working incredibly hard to secure our campaign objectives. While many of us have had a well-earned break our thanks, and thoughts, should go to those not able to be with their families this summer.

Although it has been quieter in Abbey Wood and Main Building, there has also been an opportunity to take stock and think about the longer term. Maj-Gen Chris Deverell and the Materiel Strategy team are making good progress on a number of important questions. We aim to be able to come forward in the autumn with thoughts on the scope of DE&S – ie should the organisation seek to carry out all it is currently tasked with, or could some of those tasks be more appropriately undertaken by others. The team is also looking at the skills of the organisation, and what systems and skills we will need to succeed in future. Finally, they will offer their thoughts on the structure of DE&S, that is, whether it should remain as it is today, or should we look at trading fund status or other potential models, and what the advantages and drawbacks of these would be.

I envisage that the team will bring forward a series of options in all of these areas, and we will seek to debate with

all interested parties, the staff of DE&S, the Armed Forces, Main Building, Ministers, industry, the Trades Unions and others what the best way forward will be for the organisation to thrive.

There are two allied questions that the Materiel Strategy team and the board are considering. The first is where DE&S should focus its efforts within our core tasks. Clearly, as we have been required by central defence decisions to reduce our staffing levels and operating costs over the next few years, we will not be able to conduct all of our activities in the same in-depth way we do today. We will have to prioritise, and those tasks such as safety and programme performance must be at the top of our list.

Secondly, an absolutely essential prerequisite for DE&S to be able to deliver what is asked of it in a stable and affordable defence programme. As I reported last time, the Three Month Exercise has now concluded, and has clearly set down how much money we have to spend in buying and supporting equipment for our Armed Forces over the next decade. Work is in hand between the Capability Area, DE&S and the Finance staff to make sure we bring the programme back into balance.

Finally, as we look forward to the autumn, the DSEI exhibition will be an early highlight of our season. I am looking forward to meeting many exhibitors and international delegations at the show, and I hope I may see some of you there too.

# Now it's a



ASSEMBLY OF the first of the *Queen Elizabeth* class carriers was set to begin at Rosyth this month.

The huge 8,000-tonne mid-section of *HMS Queen Elizabeth* left Govan on 16 August for the 600-mile sea journey by sea around the north of Scotland.

Minister for International Security Strategy, Gerald Howarth, said: "This marks an important milestone – the start of the assembly phase of *HMS Queen Elizabeth*."

"Excellent progress is being made on this project and it will form the cornerstone of the Royal Navy's Future Force 2020. It is clear evidence that the UK shipbuilding industry has the expertise and experience to deliver a project of this size and complexity."

Steven Carroll, *Queen Elizabeth* class project director at BAE Systems, said: "There's a real sense of pride in the yard and across the Carrier Alliance. Watching Lower Block 03 be towed down the Clyde gives us a chance to reflect on the huge achievements of the past two years since we cut the first steel on this first section."

Around 350 Govan-based workers are to work in partnership at Babcock to complete the outfitting and assembly phase of this section of the ship.

As a member of the Aircraft Carrier Alliance, DE&S is working with BAE Systems, Babcock and Thales to deliver the flagships.

With advanced construction underway at six shipyards across the UK, the *Queen Elizabeth* aircraft carrier programme is sustaining thousands of skilled jobs throughout industry.

# All eyes on Rosyth



On the move: the massive block of the *Queen Elizabeth* carrier is pictured as it passes Newark Castle near Port Glasgow

Picture: Andrew Linnett

## Queen Elizabeth's mid-section sets sail on her way to assembly – and DE&S puts pedal to the floor in pursuit



THE DEPARTURE of the mid-section from Govan was accompanied by more than 50 cyclists from members of the Aircraft Carrier Alliance.

They will be tracing the path of Lower Block 03 on land in an attempt to 'beat the block' to its final destination on the Forth.

Cyclists are raising money for the Royal Navy and the Royal Marines Charity.

Left: they're off, on the roundabout journey to Rosyth

## Further blocks are set to make the move

A&P GROUP has been celebrating the end of its work on *HMS Queen Elizabeth* at the company's Hebburn yard in Newcastle.

The company has been working on modules forming part of the flight deck and hangar, worth £55 million to the Tyne yard

The modules were due to be loaded onto barges early this month for the journey to Rosyth.



And don't forget *Prince of Wales*! The first completed unit of the second carrier is pictured after assembly

## NEWSREEL

### Blast-off at DSEI

THE latest land, maritime and air applications of defence and security products, technologies and services go on show at ExCeL in London this month. Defence and Security Equipment International from 13-16 September will see more than 1,300 exhibitors from 45 countries attending the event. MOD staff will be there, putting emphasis on the quality of UK Forces' equipment and its potential for the export market. *desider* carries a supplement in this edition with details of the exhibition's attractions, and some of DE&S' high profile equipment which boasts good exportability.

### Leadership is top notch

THE MOD is able to fulfil major reform and cutting its budgets, a committee of MPs looking into department plans across Whitehall has concluded. The Public Administration Select Committee's adviser has confidence that aims for defence reform are likely to be realised, recognising high performance leadership – among other conditions – is at the core. The report provides an independent perspective, to help Government to develop transformation programmes. The committee will conduct a progress report in a year's time.

## NEWSREEL

## UK protects its interests

THE Government has published a new strategy outlining how the UK will promote stability and prosperity in countries and regions where its interests are at stake. The MOD has joined other departments in the Building Stability Overseas Strategy, setting out how the UK can enhance its own security and prosperity by identifying, preventing and ending instability and conflict overseas, using our diplomatic, development, military and security tools, and drawing on Britain's unique experience, relationships, reputation and values. It builds on the National Security Strategy, which identified shaping a stable world as a core Government objective, and the Strategic Defence and Security Review, which made a commitment to tackle threats to our national security at source. The strategy is available on-line at [www.mod.gov.uk](http://www.mod.gov.uk)

## Put to the test

THE first 2011 UK chance to see, experience and be part of the UK's training and simulation/evaluation and test community will be on 8 and 9 November when leading sectors and stakeholders meet at the University of West of England in Bristol. The two-day event is a result of the test and evaluation community days that DE&S' Test and Evaluation team has arranged for the past two years. More info [www.adsgroup.org.uk/tset](http://www.adsgroup.org.uk/tset)

# Tarian will net vehicles lifesaving protection



Tarian will look to provide protection for logistic vehicles while reducing the damage of minor bumps and the cost of logistics

DE&S SPECIALIST and Logistic Vehicles project team has received a prototype solution of the Tarian protection system, which is manufactured by AmSafe of Bridport in Dorset, fitted to a MAN SV HX58 in-theatre entry standard.

The contractor has also delivered final design and a fitting instructions manual for the equipment of Support Vehicles with the Tarian protection system under a contract let last October.

Project manager Major Gareth East said: "Following user trials at the Combat Service Support Trials and Development

Unit and simultaneously working in partnership with AmSafe, we have a good option for the Support Vehicle.

"A flexible mounting system has been developed that reduces the damage sustained during the inevitable minor knocks, and scrapes that occur through use. We intend to assess these as a development option for Tarian on Support Vehicle.

"This Tarian system could reduce the logistical burden that exists through shipping replacement bar armour as well as providing increased sustainability for RPG protection during long patrols.

"With a packed volume of 1.8 cubic metres compared to 3.6 cubic metres for bar armour, strategic logistics, either by air or sea, is considerably more cost effective too."

This news follows the announcement earlier this year of a £2.6 million contract for the Tarian Quickshield, which is used to repair damaged areas of bar armour on many of the military vehicles employed on Operation Herrick.

The lightweight netting can be stowed in any vehicle and can be fitted immediately to a damaged vehicle without any specialist tools.

## Engage now in the future of DE&S

STAFF ACROSS DE&S and industry colleagues are encouraged to take part in an 'Autumn of Engagement' to continue discussions on the future of DE&S.

The Materiel Strategy team will lead many events throughout September, October and November to publicise and test emerging issues affecting how the structure of the organisation should be transformed.

Rachel Baguley, Head of the Materiel Strategy Team (Engagement), said: "Much of this year has been focussed on gathering data and, in consultation with the workforce and other stakeholders, analysing the business and its functions.

"We are now entering a stage where we will be re-engaging fully with all stakeholders, both internally and externally, to discuss our findings and options highlighted through this analysis.

"Staff across the board will be asked to engage in a number of activities planned over the autumn

where we will discuss the issues facing DE&S as a business, how we can improve its core capabilities and performance as well as the options available to the organisation."

Events planned for the Autumn of Engagement include:

- Workshops with staff, industry and other stakeholders across defence
- Floor plate and formal visits to operating centres across DE&S
- Regular open forum briefings at Abbey Wood and briefings on other sites across the business.

Staff are also encouraged to continue to email any questions or suggestions to the change exchange mailbox [DESCDM-MatStrat-Team@mod.uk](mailto:DESCDM-MatStrat-Team@mod.uk)

Teams can also request a meeting with the Materiel Strategy team by contacting Jerry Richardson, DES CDM-MatStrat-1f, on Abbey Wood 36951.

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## NEWSREEL

**Deal backs DE&S teams**

FRAZER-NASH and MathWorks will provide electrical systems modelling support to surface ships and submarine teams for the next four years to June 2015. The companies will provide mathematical modelling expertise on marine electrical power systems. They may be asked to model anything from a proposed electrical power system for a new vessel, through to individual components on board existing in-service platforms.

**Sir Ian next at seminar**

SIR Ian Andrews, formerly 2nd Permanent Under-Secretary at the MOD, will be the next speaker in the Defence Academy's series of lunchtime seminars in the lecture theatre at Abbey Wood on 15 September at 1pm. A seminar on support to operations will follow the day after at 2pm. Bookings and more info to [admin.hq@defenceacademy.mod.uk](mailto:admin.hq@defenceacademy.mod.uk) or tel 96161 4828.

**In harness**

HMS Argyll is now back on the front-line after her £20 million, year-long refit. Nine months after emerging from her comprehensive makeover in Rosyth, the Devonport-based Type 23 Duke Class frigate came through her operational sea training.

**Phalanx fit**

BABCOCK is to set the first Phalanx 1B Close-In Weapon System to work on a Type 45 destroyer this month, following a first-of-class installation in HMS Daring.



Return to sender: Boomerang's constituent parts help seek out the source of enemy small arms fire

# Boomerang can help return enemy fire – with interest

## Front line view . . .

Captain George Shipman of 29 Commando Regiment Royal Artillery said: "We've had it here for about a month and already we've used it on a number of occasions where checkpoints have been engaged and it's helped us to identify exactly where that firing point was. "Usually it would take us maybe ten seconds to identify a firing point using optics but the Boomerang speeds that up considerably."



## Bowman backed in new support deal

THE £110 million Bowman Combat Information and Platform sustainment programme contract for the Army's communication system has been awarded to General Dynamics UK.

The company will deliver:

- Cost savings over the previous sustainment programme by integrating lessons learned during previous sustainment and upgrade programmes;
- The latest capability to the British Forces at a rapid pace;
- Integrated in-service support and development activities to incrementally deliver the latest capability to the user as soon as it is ready; and
- Planned migration from the newly delivered BCIP 5.4 capability to BCIP 5.5 within two years.

"This contract ensures that the user gets the latest capability rapidly, easily and effectively, and that the UK maintains an important sovereign core capability and skills base," said Andrew Browne of General Dynamics UK.

**Report:** Hannah Swingler

A NEW shot detection system called Boomerang is protecting troops in Afghanistan against small arms fire.

The acoustic system has been introduced in patrol bases and checkpoints on the front line to alert troops immediately to the source of incoming fire.

The system detects shots fired at bases and, using a high tech display, indicates the location of the enemy firing point, allowing troops to rapidly return accurate fire or move to safety.

Lance Bombardier Dyron Yard from 5 Regiment Royal Artillery has been using Boomerang at his base in Helmand Province. "It triangulates the point where the enemy is firing from," he said. "It gives you a range and bearing so that you can put accurate fire on that target and neutralise it."

Minister for Defence Equipment Support and Technology, Peter Luff, said: "Boomerang is an innovative piece of kit which is already proving invaluable to those on the front line. We are committed to researching, developing and delivering the very latest in technology that will give our Forces the winning edge."

Bernard Gray, Chief of Defence Materiel, added: "From concept through to delivery, the procurement of Boomerang has been a team effort across the department and industry and I am pleased that this important capability is now in theatre."

Hundreds of the Boomerang systems have been bought under a £20 million contract with Essex-based Maxord Ballistics Limited (MBL), which is the UK distributor for Raytheon BBN Technologies who make the system.

Mike Stephens, Technical Director for MBL, said: "We are very pleased to be part of a strong team effort that has enabled Boomerang to be delivered to British troops on the front line as quickly as possible.

"MBL and Raytheon BBN Technologies are committed to providing the best support for Boomerang to ensure Forces have this lifesaving capability available night and day."

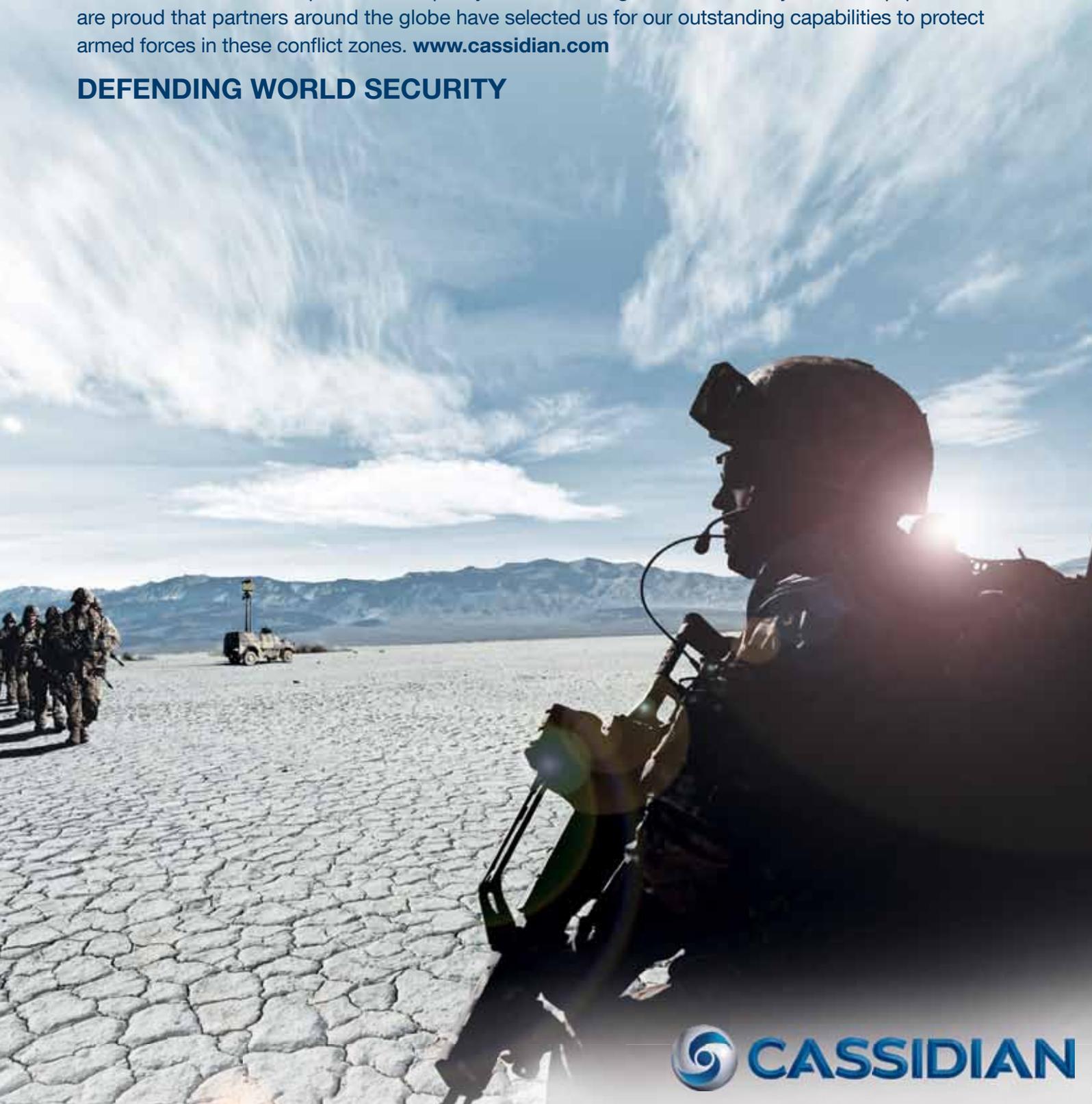
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## NEWSREEL

## Cobham seals future deal

COBHAM has been awarded a £10 million four-year contract, with an additional two one-year options, for a flight inspection service to the MOD. The contract covers calibration of navigation and landing aids at UK military airfields worldwide from the Falklands Islands to Afghanistan. Services are delivered by Cobham staff and aircraft under a flexible tasking arrangement.

## Learn from experience

LESLEY McNamara (Partnering Support Group), Capt Chris Alcock (Hd Programme Support Function, UK Military Flying Training System) and Roger Vicker, Head of Commercial at Ascent, will present the next Learning From Experience seminar on 13 September at Abbey Wood between 12.30pm–1.30. They will explore benefits of joint working between MOD and industry. Bookings on the Abbey Wood events booking system.

# Go-ahead sees Marines move in at Devonport



THE TALLEST point of *HMS Victory* has been removed as part of the restoration work taking place on Nelson's flagship in Portsmouth dockyard.

Bell Rigging, sub-contractors for BAE Systems, oversaw the work as a crane removed the central top mast section.

The ship's three masts, bowsprit and rigging will all be dismantled in the coming weeks for maintenance. *HMS Victory* still acts as flagship for the Commander-in-Chief Naval Home Command.

NEW WATERFRONT facilities are on their way for Devonport to provide vital support for Royal Marines preparing to use landing craft for operations.

The Defence Infrastructure Organisation (DIO) has awarded the £25 million contract to Debut Services (South West) with work beginning next month.

The facilities at Weston Mill Lake will include two new buildings, marina, jetty and slipway.

One building will be a base HQ for 10 (Landing Craft) Training Squadron and 539 Assault Squadron, as well as training rooms and waterside facilities. The other will house landing craft and engineering workshops, with hard-standing for storing landing craft.

Lt Col Paul Clark, Royal Marines, said: "Creating these new facilities will allow the Royal Marines to train and operate more efficiently in using landing craft, cementing Devonport's position as a national centre of excellence in this area."

The slipway and jetty will provide landing craft launch and recovery facilities and include a mobile craft hoist capable of lifting landing craft out of the water.

Royal Marines will relocate from sites at Turnchapel and Poole.

Paul Nix of Debut said: "We have already proved our ability in providing an offer within the required timescales and to budget forecast, enabling our client and customer to meet their requirements; we now look forward to continuing to work with DIO and the Royal Marines in delivering this hugely important project." Work should be finished by December 2012.



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A GMLRS rocket is fired from the M270B1 vehicle on Operation Herrick. Dust and grit, along with extremes of heat and cold, make the operational environment difficult. Vehicles are on the firing point for much of the time supporting troops in contact as well as pre-planned operations. It is a testament to the skill of the operators and maintainers from 39 Regiment that they have never missed a fire mission

# New fire control ups the missile game . . . five months early and well under budget

NEW universal fire control for a rocket launch system being used in Afghanistan is now in service – five months early and well under budget.

Managed by DE&S' Artillery Systems team the Universal Fire Control System is a collaborative programme between the UK and the US to upgrade the current fire control system in Multiple Launch Rocket System (MLRS) launchers.

As MLRS prime contractor, Lockheed Martin Missiles and Fire Control Systems of Dallas supply the units, but most of the fitting is carried out by the Defence Support Group.

The Lockheed Martin contract was placed on behalf of the UK by the US Precision Fires Missile Systems Office at Redstone Arsenal, Alabama.

Steve Hunt, the Artillery Systems programme manager, said: "I acknowledge the support and priority that the Office has given the UK on the entire MLRS programme.

"The Universal Fire Control System has been a very successful project, and third party sales of the system have already been made to other nations wishing to upgrade their MLRS launchers.

"Thanks are also due to Nato's

maintenance and supply agency, the Defence Support Group and my rockets team for their efforts."

Air Commodore Mark Roberts, Head of Capability Deep Target Attack, added: "Guided MLRS coupled with the Universal Fire Control System has given us an extremely precise all-weather capability

"Combined with the M270B1 launcher, GMLRS has become the weapon of choice for land forces when long range (up to 70km) precision strike is required and has already proved its effectiveness in Operation Herrick.

"The introduction of the fire control system has ensured the long term future of this capability."

The MLRS launcher unit

contains 12 rockets, controlled by the fire control computer, which integrates the vehicle and rocket-launching operations.

The fire control system in the MLRS launcher feeds target data directly into each rocket's GPS-controlled guidance mechanism. The rockets are 'tunable', having a tri-mode function (point detonating/delay/airburst) depending on the target effect required, and the fire control system feeds this information into each individual rocket before launch.

The rockets can be fired individually or in ripples of two to 12. Accuracy is maintained in all firing modes because the computer re-aims the launcher between rounds.



## NEWSREEL

### Charter is signed

DE&S Director Weapons Alan Nicholl has signed the joint objectives and incentives charter for the One Complex Weapons Sector strategy alongside his DGA and MBDA colleagues. The charter draws on previous experience through the Team CW initiative. Clive Neville, the MOD's project lead, said: "The charter sets out what each party is seeking to achieve and allows us to understand and recognise that Governmental and industrial aspirations, while fully complementary, are not necessarily exactly the same."

### Survival work

WORK has begun on a new Royal Navy Sea Survival Centre at Horsea Island, Portsmouth. The £2.4 million project will replace one established in 1982 where Royal Navy personnel train in ship abandonment and sea survival.

PLANNING FOR a multi-million pound three-and-a-half-year refit for *HMS Vengeance* has reached an important stage with submission of tender for the work.

Subject to MOD approvals the fourth and last *Vanguard* class Long Overhaul Period and Refuel (LOP(R)), to be undertaken by Babcock at Devonport, will include fitting *Vengeance* with the latest reactor core, as used in the new *Astute* class submarines, fuelling the submarine for life.

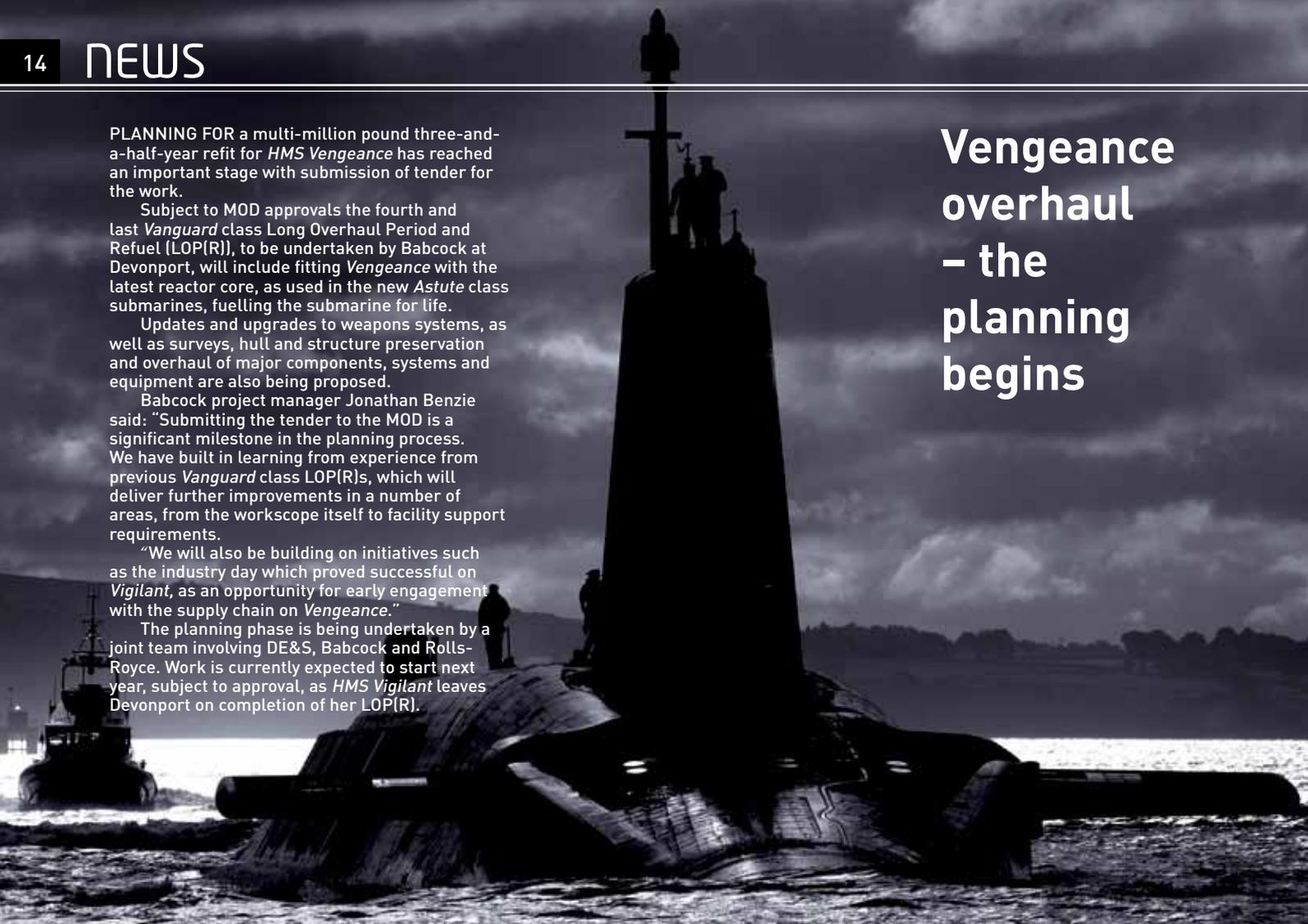
Updates and upgrades to weapons systems, as well as surveys, hull and structure preservation and overhaul of major components, systems and equipment are also being proposed.

Babcock project manager Jonathan Benzie said: "Submitting the tender to the MOD is a significant milestone in the planning process. We have built in learning from experience from previous *Vanguard* class LOP(R)s, which will deliver further improvements in a number of areas, from the workscope itself to facility support requirements.

"We will also be building on initiatives such as the industry day which proved successful on *Vigilant*, as an opportunity for early engagement with the supply chain on *Vengeance*."

The planning phase is being undertaken by a joint team involving DE&S, Babcock and Rolls-Royce. Work is currently expected to start next year, subject to approval, as *HMS Vigilant* leaves Devonport on completion of her LOP(R).

## Vengeance overhaul – the planning begins



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- AN/PVS-18
- AN/PVS-23
- MUM-14/14A

## DE&S teams up with industry to maintain focus on the front line

AN EXTRA 1,004 thermal imaging sights have been provided to UK Forces within five months of contract signature.

The Light Weight Thermal Imager (LWTI) is made by Qioptiq UK of north Wales and is a weapon-mounted thermal imaging sight particularly effective in Afghanistan where low light and the need to operate in dark buildings, caves and tunnels means such technology is mission critical.

Jenny Prior, Karen Hawes and Peter Cross from DE&S' Dismounted Soldier Systems team negotiated the contract and support arrangements with the company.

Troops on Operation Herrick and those training for Herrick 16 next spring are now using the extra sights.

The sights keep up stocks on Operation Herrick and also for UK-based troops so they can train as they might fight.

LWTI has been very reliable; the few that have been returned from theatre for repair have bullet or shrapnel holes, yet some have still been in working order.

More supplies of the Light Weight Thermal Imager are on the way to front line troops and those in training.

Right: imaging sights enhance capability of the light machine gun and the SA80



# Support deal helps troops keep the enemy in sight

SUPPORT FROM DE&S and industry for battle-winning night vision equipment is to continue with a new contract covering a further year of a highly successful programme.

Dismounted Soldier Systems (DSS) team and Qioptiq UK have completed contract award for Year 10 (2014/15) of contractor logistic support for CASE (Contracting for Availability of Surveillance, target acquisition and night observation Equipment).

Under the £16.5 million ten-year contract originally signed in 2004 Qioptiq UK is responsible for repair and equipment/spares replenishment, operational surge, update of technical publications, obsolescence management and post design services.

The contract is on track to deliver savings of approximately £10 million over its life compared to supporting the same equipment through a more traditional arrangement.

It currently covers around 28,000 items of core and UOR night vision equipment ranging from the Lucie night driving goggle through the Maxikite heavy weapon sight to the Light Weight Thermal Imager.

Qioptiq UK is contracted to deliver 90 per cent availability in peacetime and 95 per cent in operational usage; so far availability has never been less than 98 per cent.

"The contract and strong relationship with Qioptiq has allowed many spin-off benefits; in 2010 for example DSS was able to bring forward a four-year programme into a single year to equip front line units with the Sniper Thermal Image Capability (STIC)," said a DSS team spokesman.

"This enabled a significant capability uplift to British snipers in Helmand. Delivering the full programme in a single year has meant that the Front Line Commands can train as they fight without the need to fleet manage STIC.

"With the award of Year 10 of the CASE contract the highly successful partnership between DSS and Qioptiq UK is set to continue to deliver

the outstanding support our dismounted warfighters have come to expect for some time to come."



Above: Qioptiq UK and DSS staff at the award of CASE Year 10.

Left: Steve Rickard of Qioptiq UK hands over a thermal imager to Staff Sergeant Scott Creighton of Dismounted Soldier Systems team

## Advertisement



## Objective Development

Millbrook's Julian Bryan, head of special projects and vehicle group, explains why integrity in the test and development phase of military vehicles is so critical:

"The potential cost, in human terms, of an unreliable vehicle should be reason enough for organisations to invest in test and development. Unfortunately, time pressures are often against comprehensive testing, not least because of the increasing culture of urgent operational requirement (UOR).

"A good test and development centre will be able to work within these tight timeframes. However, independence is crucial – not just for the efficiency of the military vehicle supply chain but also for the safety of those engaged at the frontline.

"Testing facilities must be robust enough to speak up when the results are not as planned, credible enough to develop repeatable industry standards and objective enough to take the long-term view on sustainability."

For more information, please visit [www.millbrook.co.uk](http://www.millbrook.co.uk) or call 01525 404 242.



# Sea Kings keep up the anti-insurgency battle

Royal Navy Sea Kings flying from Camp Bastion have been successful in helping combat the Afghan insurgency



THE ROYAL Navy's Sea King Mk7 Force has completed 1,000 operational missions in Afghanistan.

The helicopters have been operating from Camp Bastion since 2009 providing ground surveillance, directing coalition aircraft and ground forces to investigate suspect targets.

During their period in theatre the Culdrose-based squadrons have helped discover huge amounts of equipment to make improvised explosive devices along with arms, drugs and suspected insurgents.

They have regularly directed ground forces to vehicles laden with fertiliser, electric wiring and batteries, all used to make explosives. Recent surveillance helped ground forces seize more than 1,200kg of opium.

The Sea King Mk7 is fitted with improved engines and rotor blades, is night vision capable and carries

a sophisticated defensive aids suite.

Force Commander Cdr Pat Douglas said: "Able to search huge areas very swiftly, our Sea Kings are proving to be essential in the ongoing fight against the insurgents. Each successful interception means that less IEDs will be planted in Afghanistan, making it a safer place for our troops and the Afghan people."

DE&S' Sea King leader Captain Tony Gray added: "I am very proud of what the Sea King Force, supported by the Sea King project team and DE&S, has achieved with the Mk7 ASaC in Herrick.

"The Sea King continues to be a real workhorse. We have enhanced the aircraft to a theatre standard in less than six months and sustained high tempo operations with high availability thanks to team work across squadron, supply chain, equipment support, industry and command."

## Searchwater proves its worth over land

THALES UK'S Searchwater 2000 airborne early warning radar – part of the Cerberus mission system in the Sea King Mk7s – has been playing a critical role in helping crews combat Taliban operations.

During operations, deployed crews have described the radar as 'unique' and a 'key contributory factor' in providing essential eyes for the land force commander.

Use of the Searchwater radar over land demonstrates the flexibility of the system originally designed to provide airborne force protection for Royal Navy task groups at sea.

As well as the Searchwater radar, Cerberus also has a fully integrated Link 16 data link, integrated automatic identification system, secure communications and inertial navigation/GPS navigation to provide a comprehensive airborne surveillance and control. Thales was the prime contractor for the Sea King Mk7 programme and delivered the first aircraft in 2002 on time and to budget.

Further enhancements to the Cerberus mission system have allowed the Royal Navy to develop the aircraft's overland capability so it can now make a significant contribution to intelligence, surveillance, target acquisition and reconnaissance in the land battle while still retaining maritime force protection capabilities.

## Lynx engines land £40m support

ROLLS-ROYCE Gem engines on Lynx helicopters will be supported until they go out of service by contracts worth around £40 million.

DE&S' Helicopter Engines team has agreed work with Rolls-Royce and Serco on four key elements of support – engine build and test at Yeovilton; repair and overhaul; post-design services and technical support; and spares support to forward.

The key commercial benefit sees an accelerated programme for the MOD to benefit from, such as lower prices of spares in the early years of the arrangement.

This will prevent obsolescence issues with the engine and also the rise in price of spares year on year. Responsibility for the Gem engine test bed moves to industry.

Gp Capt Nolan Collins-Bent, DE&S' Helicopter Engines leader, said: "This is a positive step forward; we have worked closely with our industry colleagues to develop this optimum support arrangement for Gem engines."

The Lynx, celebrating its 40th anniversary, is in service with Navy Command (Mk3 and Mk8 Maritime variants) and Joint Helicopter Command (Mk7 and Mk9 Utility variants).

Although the Mk9 is now being fitted with more powerful CTS-T800-4N engines, the remainder of the Lynx fleet are each powered by two Rolls-Royce Gem engines.

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*Photo courtesy of BAE Systems*



## **Restoring the Past . . .**

In August 1986 G-LYNX broke the Helicopter World Speed Record, a triumph which still stands today. To commemorate the 25th anniversary of this great achievement the AgustaWestland Apprentice Scheme set up a project team to both manage and restore the aircraft back to its former glory. This project has been a key part of their training programme giving them the high quality skills required for the long term future of manufacturing in the United Kingdom.

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## DE&S hears Joint Strike Fighter update

SENIOR OFFICIALS in DE&S and at the MOD have been updated on the latest progress of the Joint Strike Fighter programme and the F-35C variant which will be the aircraft for the new aircraft carriers of Force 2020.

Vice-Admiral David Venlet, the programme's executive officer, made a four-day visit to the UK along with his deputy Gp Capt Harv Smyth.

Discussions centred on initial purchases of the air system itself and expected through-life sustainment costs.

The vice-admiral stressed the phenomenal warfighting capability of the aircraft. It is currently performing well in developmental testing with its signature (radar cross section/stealth) and sensors (radar and mission systems) performing beyond expectations.

The visit also included DE&S at Abbey Wood, BAE Systems at Warton and Samlesbury and a visit to Portsmouth for a formal dinner on *HMS Victory*.



Right: Vice Admiral David Venlet is greeted at Abbey Wood by Air Cdre Graham Farnell, leader of DE&S' Joint Combat Aircraft team

# Managing military kit takes great leap forward

## System gives visibility of kit anywhere in the world

A NEW solution to the way the MOD manages its equipment has taken a step forward with the first stage of rolling out a new logistic system.

Management of the Joint Deployed Inventory (MJDI) will bring significant changes to the way logistic business is carried out by defence. It will provide for the first time a single system to give global visibility of the defence inventory wherever it is managed.

And it will have an impact on all involved with management of defence stock, including logistic staff in all three services, DE&S project teams and industry partners.

MJDI's Pilot Operating Capability (MJDI POC) has been used successfully in the air environment across all three services since 2008. Before MJDI can be accessible across defence, it must first be available via a restricted web link. The programme to migrate MJDI POC users onto a new link forms Release 1 of the MJDI project.

This stage is now complete and in use successfully in the UK,



Members of the MJDI Release 1 roll out team encourage a new user at a Gulf base

overseas units and operational locations. Logisticians in the front line are noticing a big difference in the speed of response and ease of access. New deployed MJDI servers are more compact, flexible, mobile and robust.

MJDI also supports a management information system that users can tailor to produce information to support their own specific business needs.

The next stage for MJDI is to roll it out to Fleet ashore, starting this month. MJDI will eventually have around 18,000

users across the whole of defence by its in-service date of 2014.

Gp Capt Andrew Mickleburgh, Deputy Head of Logistics Network Enabled Capability, said: "Release 1 of MJDI heralds the start of a revolution in the way the MOD manages its inventory. When fully rolled out, MJDI will provide real operational effectiveness and financial benefits."

More information is on the Defence Intranet or through the communications team on 01980 664234.

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From the delivery of services that directly support troops on the frontline to the design of bespoke management systems that optimise resources across the military estate, Interserve is at the cutting edge of developing a global 'One Solution' approach that supports vital military operations across the world.

By working closely with the MOD and individuals across the forces, Interserve is able to plan and develop services that can support and reflect the emerging and evolving UK defence needs. These services are further strengthened through partnerships with expert organisations that are helping to develop a truly 'One World', approach that is agile, responsive and cost effective.

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– W02 British Infantry serving with U.S. Forces



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



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# Lynx doubles up on Type 45

## Dauntless trials show capability of the new destroyers

TWO LYNX helicopters have been deployed on a Type 45 destroyer for the first time.

The aircraft from 815 Naval Air Squadron at Yeovilton, along with five aircrew and 13 maintainers, joined *HMS Dauntless* for her summer trip to the United States. It is rare for any destroyer or frigate to carry more than one helicopter.

The eight-week deployment saw the ship complete trials to be ready for all operations anywhere in the world.

Lt Cdr Steve Hilson led the flight. "The unique problem we face is that the ship only has one flight deck and therefore one area to land, although we have room for two helicopters in the hangar," he said.

"So to operate two successfully, there are times when the flight deck is out of action because of the helicopter on deck. Multi-aircraft operations from single spot ships can be challenging if the procedures are not properly understood by all those



Snug: after flying, both *Dauntless*' Lynx are folded and stowed in the hangar to protect them from the elements and allow maintenance.

involved with flying – they need to become instinctive. Operating in the middle of the ocean with nowhere else to go if there are serious problems with either the helicopter or ship are the things that make

these types of operations challenging."

During the deployment the ship rendezvoused with Russian and French ships and also US ships where the Lynx were able to practise landings.

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# The long and the short of soldiers' protection



**Report:** Hannah Swingler

**K**nee length shorts protecting against ballistic threats have been delivered to troops in Afghanistan – the latest enhancement to the MOD's £10 million pelvic protection system.

The shorts, simply named Pelvic Protection Tier 3, will be issued to front line troops whose roles demand a greater level of protection on patrol such as those operating hand-held metal detectors to search for improvised explosive devices (IEDs).

The kit, which is part of a three-tiered system of garments and body armour, was officially unveiled by DE&S' Individual Capability Group for the first time during a Herrick 15 exercise held by 20 Brigade at Baden's Clump on Salisbury Plain.

Its delivery marks the culmination of a 15-month project to provide troops with a three-tiered pelvic protection system to mitigate the affects of IEDs encountered by dismounted close combat soldiers.

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.

Phil Tulitt, Programme Manager for DE&S' Personal Combat Equipment team, briefed attending troops and media on the benefits of the Tier 3 protection.

He said: "The use of IEDs in theatre poses a real threat to our troops on the front line. Working with our partners at the Defence Science and Technology Laboratory and industry we have delivered a layered system of clothing and body armour that protects our troops from the fallout of these attacks and has also been designed with comfort and mobility in mind."

Also on display was the latest in combat clothing equipment including the redesigned multi-terrain pattern uniform made specifically to be worn with the body armour.

Improvements include Velcro being used instead of buttons in the camouflage outer layers and redesigned pockets.

New garments have also been introduced including a thermal shirt and windproof thermal smock.

Waterproof bacteria-zapping socks to help keep soldiers' feet dry when wading through streams and ditches were also showcased at the event. Warmer than conventional socks they are being made by Norfolk-based company SealSkinz as part of a £1.6 million contract.

Minister for Defence, Equipment, Support and Technology Peter Luff, said: "Troops on operations already have world-renowned body armour but we continually seek to improve the personal protection available to them.

"I'm delighted that the final phase of this pelvic protection system – already proving very effective on operations – has now been delivered to troops in Afghanistan. Along with the new Personal Clothing System, this will afford our troops greater protection, versatility and comfort on operations.

"This investment in cutting-edge science and technology will benefit the long term welfare of our troops, demonstrating our commitment to providing them with the best possible kit on the front line."



Far right: Tier 1, the ballistic underwear.

Right: Tier 3, ballistic knee length shorts designed to be worn under or over Tier 2



Below right and far right: Tier 2, known to the troops as the combat codpiece, designed to be clipped to a belt and worn as a protective pouch



Pictures: Pete Gowing



Far left: Private Scott Littleton demonstrates Tiers 2 and 3 during exercises on Salisbury Plain

Picture: Andrew Linnett

# Put DE&S, industry and the Armed Forces together to find ways of saving energy in front line bases and the result is . . .

## PowerFOB

PowerFOB: the Forward Operating Base set up in Cyprus

**M**ore than 30 companies and representatives from the MOD and the Armed Forces took part in the Power Forward Operating Base (PowerFOB) concept demonstration – showing off a revolutionary new power-saving approach at the MOD’s Episkopi training area in Cyprus.

DE&S Programmes and Technology

Group (PTG), in collaboration with the Canadian Department of National Defence, contracted a consortium led by BAE Systems Energy Solutions and Services to undertake PowerFOB on the Mediterranean island.

The Defence Science and Technology Research Programme has investigated the impact of reducing the operational

dependency on fossil fuels through a series of scenarios in which fossil fuels become either unavailable or are in limited supply to UK Forces.

These scenarios examined ways in which technology could be used to maintain capability in the face of ever-increasing fuel costs and supply limitations. PowerFOB, a key project within the wider FOBEX programme, exploited this research in the form of a capability concept demonstrator in conjunction with British Forces Cyprus.

The demonstration included using commercially available energy management systems and modular storage systems as well as a range of alternative energy solutions provided by the consortium, some of whom have received funding through the MOD Centre for Defence Enterprise.

The PowerFOB demonstration successfully validated a recent analysis which identified that a significant reduction in FOB energy consumption could be achieved by using a system that intelligently manages energy demand while incorporating energy storage

None of it happens without the help of the engineers!



and using a mix of conventional and alternative energy.

PowerFOB was an opportunity for industry, the MOD and the end users of equipment to discuss the potential to create an open power architecture framework that will de-risk the Generic Base Architecture (GBA) project. GBA seeks to create common system standards for FOBs and develop thinking of them as a whole platform.

Paul Johnson, FOBEX Programme Manager for PTG, highlighted the importance of the GBA project. "We can reduce our demand for fuel through intelligent power management coupled with modular storage, with renewables providing a back-up generation source for critical mission systems," he said. "However, the definition and standardisation of a generic FOB power architecture is a key enabler for maximising FOB fuel efficiency."

Following the successful completion of PowerFOB, a panel chaired by Rob Eason, Head of PTG Technology Delivery and Head of Capability – Expeditionary Logistics and Support, Brigadier Jon Brittain, endorsed a recommendation to undertake an operational concept demonstrator at Camp Bastion. This would aim to confirm the findings of PowerFOB and inform opportunities for exploitation in support of Operation Herrick.

Mr Eason said: "PowerFOB has demonstrated the immediate impact that intelligent power management, energy storage and the use of alternative energy solutions can offer to support current operations. The exploitation of these technologies will deliver real benefits to the end user while enabling a sustainable future."



Right and above right: wind and solar power systems provided one of the centrepieces of the demonstration. All systems were plugged into the PowerFOB grid and tested for energy efficiency, power output and compatibility alongside other solutions.

Pictures by Pete Gowing

**PowerFOB results (against baseline fuel usage derived from FOB Catina):**

- Energy storage produced a 22 per cent fuel saving;
- Energy storage plus demand management produced a 37 per cent fuel saving;
- Energy storage plus demand management plus renewables gave 40–50 per cent fuel saving depending on mix of renewables that were used.

The DE&S Collocation Project is fast approaching completion. The steady march of teams from sites around the UK to the south west completes by the end of this year, with elements of the Defence Fuels Group moving from West Moors, Dorset, and DE&S staff from the three Bath sites being the last to move and join their colleagues at Abbey Wood. Work will continue on the drawdown of the Bath sites as the teams vacate, through to the formal completion of the project next March. *Sarah Sheppard* reports

# Collocation



# Project is well on track

**W**hat has been achieved? The project remains on track to deliver the predicted savings of £560 million over 25 years thereby maximising funds available to the front line.

DE&S Collocation has moved about 4,000 posts since 2007 bringing the total number of DE&S personnel at Abbey Wood up to around 10,000 by the close of the project.

Collocating the teams involved in the acquisition and support of equipment will improve the through life management of defence capability and enable individuals to benefit from a broader range of career opportunities in a single location.

DE&S Collocation has also delivered a new integrated Operations Centre at Abbey Wood, which was a complex and highly technical sub-element of the project.

It had to integrate DE&S support to operations which was previously at Andover, with the Maritime Operations Centre already at Abbey Wood. This involved replicating and enhancing the technical side of the Centre and the relocation of associated expert staff.

This support to operations is a complex and difficult task and crucial to the success of military operations such as

Afghanistan. The benefit of the Operations Centre providing a single point of contact for operational logistic support cannot therefore be underestimated.

## The sites vacated

Some of the accommodation vacated by DE&S staff is very poor, not environmentally efficient, costly



Enleigh in Bath, built to a design for World War Two

to maintain and not suited to modern, flexible working. The buildings on the three Bath sites for example, were built as single-storey offices dating back to World War Two.

DE&S vacation has allowed redevelopment of the sites at Andover, which is now occupied by Headquarters Land Forces, and RAF Wyton, which will become the new centre for the Defence Intelligence Services.

The Caversfield site has been sold and the RAF Brampton and Bath sites will also be offered for disposal over the next few years. Together, this has enabled further rationalisation of the defence estate, delivery of upgraded accommodation on fewer core sites and wider savings to defence.

## An example of best practice

As part of Collocation, we have introduced a flexible working environment at Abbey Wood – a significant cultural change for staff, but one that is now being embraced as second nature. The recently established

Government Property Unit, which seeks to further best practice in the use of Government accommodation, has visited Abbey Wood as part of its Bristol Pathfinder Project and has recommended the site to other government departments as an excellent example of the use of quality accommodation to which they should aspire.

Enhancements to the facilities across the Abbey Wood site together with

the ongoing introduction of generic floor plates and IS has created a better working environment for many staff and is far more adaptable for today's modern, flexible ways of working.

## What next?

The Strategic Defence and Security Review (SDSR) is leading to further staff reductions in DE&S, which means that the organisation will be consolidated on the Abbey Wood South site

by September 2012. This will free up the accommodation at the Abbey Wood North site for Central TLB staff who will move there by March 2013 as part of the Bath Accommodation Project, thus ensuring continued use of this modern, flexible accommodation by defence.

Much has changed since DE&S Collocation got underway in 2007. Developments such as the PACE programme and SDSR have meant that Collocation has been delivered against a constant background of change.

Many people have also seen significant personal change through relocation to the south west and the adoption of new ways of working.

The success of the project has been due in no small part to all staff who have embraced these changes and committed to making DE&S a more efficient and effective organisation.

DE&S' Materiel Strategy programme will present further challenges, but Collocation has ensured the organisation is best placed to meet them and enable the organisation to build upon the successes already achieved.

# Affording Fleet Availability

The Royal Navy is facing enormous challenges as budgets are reduced and demands for Fleet availability increase, writes **Graham Ranshaw, Director, Deployed Systems at IFS Defence**

The DE&S Maritime Change Programme (Terms of Business Agreements) provide a strategic framework for BAE Systems and Babcock Marine to deliver transformation into the maritime sector; where complete transparency of the forward plan is key, to enable all parties to confidently optimise their resources more accurately.

While increasing the availability of the Fleet, attention must also be focussed on safety; the Haddon-Cave report still rings loud and its recommendations can't be ignored. As a result, increased effort has recently been given to identifying the near real-time material state of each platform. This is driving significant improvements in the processes and responsibilities surrounding the management of configuration, maintenance, condition monitoring and inventory. Sound decisions can only be made when the level of information is 'good enough' for each aspect being measured – recent efforts made by the DE&S Maintenance Groups and industry stakeholders to improve all aspects of the process, responsibility/authority, data cleanliness and application functionality have been significant.

About 15 years ago, the RN selected the Reliability Centred Maintenance (RCM)

## Advertisement feature

### IFS Defence delivers on-going product development and support

process drives out a baseline maintenance schedule that should be maintained dynamically, using user feedback, through the life of the selected equipment or system. Significantly, RCM provides a statement of

economic availability of each class of vessel are becoming incentivised to scrutinise the scope and scale of maintenance. This balance of what maintenance must be done to achieve the basic safety case to preserve tolerable risk, needs to be offset against what could be done to improve the successful outcome of each impending mission – balancing decisions against the content and duration of the planned forward deployed operations.

IFS Defence supports the RN with an RCM product called UMMS (Unit Maintenance Management System), which manages maintenance on the majority of the Surface Combatant, Royal Auxiliary and Submarine Fleets. It resides on each vessel to



methodology to determine maintenance strategies with a focus on safe operation and affordable optimised availability. RCM requires that a formal analysis is carried out on critical equipments and systems around designed performance, failure modes causes and effects and preventative action. The

consequence against each documented failure mode to aid risk-based decision making – this enables class management teams to better decide which maintenance could be deferred to better align with the vessel operating/ docking plan.

The RCM strategy is enabling the RN to mandate availability contracting with its suppliers and partners. The joint industry and RN teams responsible for the safe and

facilitate the planning and execution of all maintenance. The on-board UMMS databases synchronise with the shore-based Integrated UMMS Environment (IUE) allowing the class management teams to plan and monitor all maintenance activity. IFS Defence products facilitate the end-to-end management of:

- RCM analyses during design, build and in-service phases
- Maintenance strategy and schedules from RCM analyses
- Operational maintenance of each vessel (planning, execution and reporting, on board and ashore)
- Frequent synchronisation of UMMS between ship and shore for the entire Fleet.
- Dockyard maintenance planning, including all facilities
- Intelligent interfaces with afloat condition monitoring and inventory

IFS Defence delivers on-going product development and support, providing an integrated end-to-end maritime solution for the Royal Navy and their Industry Partners covering the complete lifecycle from RCM during design and build through to in-service operation and deep maintenance and repair in all of the UK Dockyards.

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tlmNEXUS creates technology solutions that streamline and web-enable the key acquisition processes, helping our clients to manage information and knowledge more effectively, bringing improved cost control.

tlmNEXUS has been using this approach with many elements of the Typhoon project team, working in partnership to unlock key information.



The Defence Reform 2011 Report highlighted the need for the department to ensure the affordability of future plans and that the responsibility for achieving those plans is shared at all levels.

The strategic objectives of Head Office need to be aligned with the accurate through life projections of the units delivering the programme, units who in turn require the correct levers to project realistic ongoing costs and run their businesses within the thresholds set out in the strategy.

#### **Accurate financial management is key to success**

The SDSR brought into sharp focus the tough decisions that result from inaccuracies in management information (MI), particularly financial management data. The latter was identified as a main requirement in determining the true through life cost of procuring a capability.

#### **Understand and improve decisions made in-service**

There are other challenges that need to be tackled at all stages of the acquisition life cycle, not least decisions made in-service. Much of the through-life cost of capabilities is realised during the in-service stage of the acquisition cycle. The cycle of activity experienced during the in-service stage is also the most financially complex to understand through life.

#### **A bottom up solution to a top down problem**

Understanding this complexity and the information generated at all points in the process is vital to producing the essential MI needed to deliver capability effectively within budgetary constraints. The information that informs the future cost of capability is created at multiple points while in-service, certainly not just at the point finance departments receive business cases. Generating, capturing, processing and transferring this bottom-up data is key to providing the accurate real-time MI that enables effective top-down strategic planning.

#### **Aligning activity inputs to MI outputs**

Inaccurate management information can nearly always be traced back to the level of manual effort required to compile the data from disparate sources. For example, financial views require inputs from activities such as capability

# The management information challenge

Advertisement feature

development, requirements capture, engineering task management, inventory management, and ongoing development of the support envelope.

The tlmNEXUS approach to MI is to eliminate as far as possible all the manual effort required to compile this data. The value of this is two-fold: it removes the overhead of the activity whilst eliminating any latent or explicit way of skewing the data. Management information instantly becomes more accurate, and over time, the common views and trends captured provide effective ways to track the performance of management initiatives – encouraging continual improvement.

tlmNEXUS has been using this approach with many elements of the Typhoon project team, working in partnership to unlock key information.

#### **How we help**

tlmNEXUS creates technology solutions that streamline and web-enable the key acquisition processes, helping our clients to manage information and knowledge more effectively, bringing improved cost control.

Partnering with clients in close proximity enables us to fully understand the business challenges involved and by using agile development methodologies that provide inexpensive quick wins and incremental continual improvement, we can simplify the complex challenges that face delivery teams.

■ For more information visit [www.tlmnexus.com](http://www.tlmnexus.com) or e-mail [enquiries@tlmnexus.com](mailto:enquiries@tlmnexus.com)





# Trusted Military Partner

Would you trust someone you don't know? In Gore's case, you probably already do. A major supplier to military forces across the globe, most people are aware of Gore's best known product GORE-TEX® fabric. But few know by name the full range of products from Gore, even though they already trust them every day in the field. In the first of a series of articles, we lift the lid on the partner trusted by so many, even though they don't always know it.

Products from Gore allow military forces to focus on their mission without concerns about gear or equipment performance. Gore fabrics protect soldiers from cold, wind, driving rain, sleet and sandstorms. Electronic interconnects assure signal transmission for navigation and weapon telemetry. In aircraft, Gore materials seal access panels and illuminate panel displays.

When it comes to critical gear and equipment, military forces know that every Gore product is reliable where it really counts – in the field.

Gore's fabric division specialises in the development of high-performance protective apparel for the harsh and demanding environments routinely encountered by military forces throughout the world. With Gore fabrics, soldiers benefit from the knowledge of a committed team of scientists, engineers, and product experts who understand the complex, functional needs of the military user.

But Gore is also an industry leader in a much wider variety of sectors. GORE™ Fuel Cell Technologies, for instance, supplies the most technologically advanced portfolio of Membrane Electrode Assemblies (MEA



products) for the polymer electrolyte, or proton exchange membrane (PEM) fuel cell industry and Gore is the world's leading supplier of MEAs for the PEM fuel cell industry.

While in the medical arena, with more than 25 million implants completed, Gore's portfolio of medical implants consists of materials and components that solve complex medical problems in vascular, endovascular, interventional, general surgery, cardiothoracic, oral and orthopedic procedures.

When failure is not an option, GORE® Aerospace Cables and Materials provide electrical and mechanical integrity in the most demanding environments. Gore continues to engineer PTFE to develop advanced interconnect systems, cable products and sealants that meet the unique challenges of the aerospace industry, such as reducing downtime, improving pilot communication and providing personnel protection and comfort.

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Gore's unique, team-based structure is perhaps as well-known as its innovative products. The company's emphasis on direct communication, minimal barriers to creativity and sound decision making has proved to be good business.

By design, Gore's work environment encourages inventive thinking - the kind of inventive thinking that has generated thousands of valuable products and solutions. And because it encourages individual initiative and innovation, the company's corporate culture fosters both associate satisfaction and product success.

Trust is hard won in the military. Focussing primarily on Gore's military fabrics, further articles in this series will give an insight into how Gore has won, and continues to win, that trust through Technical Differentiation, Comfort, Supply Chain, Quality Assurance, Service Support and Durability.

**For further information go to [www.gore.com](http://www.gore.com) and [www.gore-tex.com](http://www.gore-tex.com).**

# Hermes hits 50,000 hours

THE HERMES 450 (H450) unmanned air system has passed 50,000 hours of support to UK Forces on current operations since its first flight in Iraq in 2007.

The majority of its operational hours – more than 41,500 hours have been flown in Afghanistan.

H450 is a flexible system for a range of tasks conducting reconnaissance before deployment to target acquisition.

The system provides brigade headquarters with intelligence, surveillance, target acquisition and reconnaissance (ISTAR) via electro-optical and infrared sensors out to a range of 150km.

It has been in high demand throughout its short service and British troops in Afghanistan have seen a steady increase in the number of platforms that fly in support of operations since 2007.

Dan Aubrey, H450 urgent operational requirement project manager with DE&S' Unmanned Air Systems team, said: "The programme is a great example of collaborative working between industry, the military user and



Hermes is prepared for another mission

the project team to deliver an essential ISTAR capability to the troops on the ground in Afghanistan.

"The 50,000 operational flying hour milestone is a testament to the hard work and immense effort afforded by all parties involved, which has led to a successful Service Provision Contract delivery."

Commander of 1st Artillery Brigade, Colonel Mark Thornhill, agreed. He said: "This milestone has been possible as a result of unrelenting determination by many personnel, military and civilian, including the Unmanned

Air Systems team in DE&S, the contractor Thales and soldiers of 1st Artillery Brigade."

The Afghanistan UAS Battery is supported by contractors on deployed operations (CONDOs) who manage spares.

The system also requires a CONDO external pilot to launch and recover the air vehicle, although a GPS-guided take off and landing system will soon be deployed to Afghanistan to improve further the system.

H450 is supplied by Thales UK as a service provision under an Urgent Operational Requirement contract.

## MOD grips counterfeit issues

A COUNTERFEIT awareness event for MOD and its suppliers at Abbey Wood has raised awareness of fraudulent and counterfeit products.

Director Safety and Engineering Howard Mathers opened the event, organised by the Counterfeit Awareness Working Group (CAWG) to give an introduction to the problem including legal issues and avoidance control.

Speakers included Ian Blackman, chief executive COG International and Stephen Shackell from the Intellectual Property Office, who spoke about of fraudulent and counterfeit goods.

The MOD will incorporate key points into future guidance.

## Procuring a land vehicle needn't be a battle



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# Support chain combines business with operations

THE JOINT Support Chain – a vital part of DE&S supporting operations on the front line – has been restructured.

The changes follow a review of transformation activities and the need to maintain momentum in a period of significant resource constraint.

A new operating centre has been created inside DE&S called Logistic Commodities and Services (LCS).

The move structures the organisation to safeguard operational support while delivering, and potentially extending, the benefits envisaged under the existing JSC transformation programme with greater tempo and confidence.

LCS has been created from the existing Joint Support Chain Services (including British Forces Post Office and the DSA), Logistic Commodities and Provider Management Business Units.

It will focus on developing and delivering the most efficient business model for providing logistic commodities and services to defence.

The JSC will remain, and will comprise the Defence Support Chain Operations and Movements (DSCOM), Logistics Network Enabled Capability (Log NEC) and Support Chain Management (SCM). It retains full responsibility for support to operations while expanding to absorb the requirement-setting and policy-making responsibilities currently embedded within those teams that would migrate to LCS, creating a true 'decider-provider' split.

Lt Gen Gary Coward, Chief of Materiel (Land), said: "I am absolutely clear that our overriding priority is to provide logistics support to our Armed Forces and, in particular, those on operations.

"I am confident that this proposal is entirely consistent with meeting that priority and that it offers the additional potential to deliver significant savings to defence."

The new structure came into effect on 1 August at an initial operating capability with the target of reaching full operating capability by 1 February next year.

The LCS headquarters is at Abbey Wood, collocated with the JSC headquarters, as the two centres need to work closely together.

Major General Ian Copeland will continue as Director JSC and Neil Firth has been appointed as the new Director LCS following a pan-government competition.



Dr Andrew Murrison, centre right, is pictured with Lt Col Struan Robertson, JAMES team leader, Toby Mills of Lockheed Martin (left of the DE&S sign) and members of the team

## DE&S asset management earns seal of approval

A DE&S team based in Warminster has welcomed its local Member of Parliament to show off improvements to management of defence assets.

The JAMES team – Joint Asset Management and Engineering Solutions – at Battlesbury Barracks hosted Westbury MP Dr Andrew Murrison, a former Surgeon Commander who saw service in Iraq.

He was given a demonstration of the new defence asset management and engineering system and met members of the project team and supplier Lockheed Martin.

Dr Murrison said he would encourage senior members of Government in defence to visit the project to witness the improvements DE&S is making in managing its assets.

## Hebrides stays in range

THE FUTURE of the largest missile range in the UK has been confirmed for at least the next five years.

The Hebrides Range has the largest area for firing live rockets and missiles of any UK range. It provides a safe and secure environment for test and evaluation, and training for air, sea and ground launched weapons.

Established in the 1950s on the islands of Uist in the Outer Hebrides and including a radar station on St Kilda, it is operated by QinetiQ under the Long Term Partnering Agreement and employs around 200 people.

Following the Strategic Defence and Security Review last year, a feasibility study confirmed the need to sustain the site's vital long-term capability.

The MOD and QinetiQ will now be working together to identify the most cost-effective methods for modernising the range.

A joint project team will look at equipment such as radars, telemetry, data links and the trials control system, and estates, to determine what needs to be modernised or replaced.

## Type 26 sails into greener waters

THE TYPE 26 Global Combat Ship, which is currently in its assessment phase and due into service after 2020, is likely to be the greenest warship ever built.

Current and forthcoming environmental legislation, anticipated changes in carbon emissions legislation and predicted reductions in energy availability provide a number of challenges to the Type 26 team to identify measures that are affordable now and in the future.

In support, an initial environmental appraisal against the reference design indicates it conforms to a number of key legislation and policy requirements.

This includes prevention of oil, sewage, garbage and air pollution along with non-use of ozone-depleting substances and other environmentally hazardous materials.

The ship's general arrangement, oil outflow system, waste management system and freshwater treatment systems will all comply with current and known forthcoming future international standards. The hull anti-fouling paint system will also conform to demanding standards.

The environmental appraisal highlights the fact that use of non-renewable energy resources such as fuel, which contribute to air pollution and climate change, will have a key impact on the project in the future.

The Type 26 project will continue to strike a balance between the Royal Navy's operational requirements, affordability and ensuring the platform is resilient against future environmental challenges.

## Delivery awareness on agenda

DE&S' Trials, Evaluation Services and Targets team will be holding four seminars at the Holiday Inn, Filton, Bristol this month to improve awareness of practices and resources available for delivering cost-effective, on-time and fit for purpose capability to the front line.

Seminars will draw on guidance and expertise from across the MOD and industry. Speakers for the Evaluation Days will be principal sponsors of the domain capability and will present 'the value of good evaluation'.

Air Evaluation day, 19 Sep; Maritime day 21 Sep; C4ISTAR day 22 Sep; Weapons day 29 Sep.

Details and bookings to Gemma Hellard on 030 679 31643 or DESWpnsTEST-TECC1@mod.uk

# Building Forces' support



THE FINAL two Type 22 frigates have been decommissioned as part of the Strategic Defence and Security Review.

*HMS Cornwall* was the last to end her 23-year Royal Navy career in a ceremony at Devonport.

*HMS Chatham* and *HMS Campbelltown* have already left service while *HMS Cornwall's* decommissioning ceremony was preceded a few days earlier by *HMS Cumberland*, whose Royal Navy service also spanned 23 years.

The future of the ships has yet to be decided.



A dignified goodbye: for *HMS Cornwall*, main picture, and, above, *HMS Cumberland*, at Devonport

BONDS BETWEEN communities and the Armed Forces are set to be strengthened with the launch of the Community Covenant Grant Scheme by the MOD.

Up to £30 million over four financial years has been set aside to help communities undertake projects that promote greater understanding between the military and civilian populations.

The grant scheme will consider applications for funding between £100 and £250,000 for projects which promote greater understanding of the military in the local community.

Applications by 30 September should show a demonstrable benefit to the Forces and civilian community. The MOD will only pay for one-off project costs.

Bids can only be submitted from areas which already have a Community Covenant in place. Guidance on how to establish one is at [www.mod.uk/covenant](http://www.mod.uk/covenant)

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## Your Say – the chance to make your opinions count

ALL DE&S staff are urged to complete the next MOD Your Say Survey, which will take place from 19 September to 12 October 2011.

The survey is a chance to express views, feelings and experiences of working for the MOD. The data collected will be used corporately and by DE&S to identify areas for improvement.

This year's survey includes a number of improvements to ensure the survey



takes less time to complete and is as user-friendly as possible in terms of its structure, navigation and question design.

Completing it should take no more than 15 minutes and the survey will be open for four weeks to provide as much time as possible to participate.

All members of staff will be informed when the survey is available to complete.

Any queries about the 2011 MOD Your Say Survey, contact the MOD Your Say team at DCP-MODYourSayGroupMailbox@mod.uk or the DE&S focal point, Pauline Boardman, at pauline.boardman511@mod.uk

## Engineers plot a new way forward

THE ROUTE for DE&S civilian engineers to professional registration and membership of the Institution of Mechanical Engineers has been streamlined.

Howard Mathers, Director Safety and Engineering, signed an agreement with Stephen Tetlow, IMechE chief executive as the highlight of the Professional Engineers' Forum hosted by Mr Mathers which attracted 185 engineers and scientists from across DE&S. The new streamlined process was launched on 1 August.

Presentations at the forum covered Project Talisman, Project Curium MI-17, and Professionalism and Engineering.

Mr Mathers said: "I am delighted to agree this process with the Institution, which

marks an important step in enabling civilian engineers to be recognised and rewarded for the professional responsibilities they carry.

"As Director Safety and Engineering, and Engineering Skills Director my aim is to ensure we invest in the professional development of our engineers so that through the practical application of high quality engineering knowledge and professionalism, DE&S can effectively deliver to its customers."

The next Professional Engineers Forum is scheduled for Monday 12 December.

For further information on the process contact Andrew Spencer DESSESea-DevPtr@mod.uk. Tel 030 67933338 or visit the Dii Engineering Skills Director Website.

Left: Howard Mathers and Stephen Tetlow sign up to the future



## Industry joins the quest to keep base equipment up-to-date

INDUSTRY IS working alongside MOD, led by DE&S' Programmes and Technology Group, to produce a new Defence Standard for procurement, update and refresh of all equipment used inside operational bases.

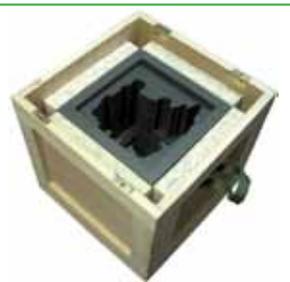
Known as generic base architecture, it will be implemented by the Operational Base Integration Team in DE&S.

It follows on from the success of generic vehicle architecture, notably used on the Foxhound urgent operational requirement.

Next month four industry consortia led by BAE Systems, Dytechna, Finmeccanica and General Dynamics will be demonstrating the use of the developing Standard. This demonstration in Caerwent, south Wales, aims to further verify and validate knowledge and understanding from MOD and industry that is being used to develop the Standard.

Demonstrations will include new and existing equipment and the implementation of base core infrastructure services. Further information contact DES PTG-TD-GRAD10@mod.uk.

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## Alex heads for the hills in a good cause

AN MOD policeman heads to Africa in January to climb Mount Kilimanjaro.

Sergeant Alex Robertson, 43, of Clyde naval base will tackle Africa's highest mountain to raise money for a cause close to his heart – Macmillan Cancer Support.

"Having suffered from cancer myself I know first-hand the good work that Macmillan do and wanted to do something to say thank you," said Alex, pictured below.

"In August 2009 I was diagnosed with colon cancer and was away from



work well over six-months undergoing treatment. During that time Macmillan was there to give me support, providing help with things like travel to and from my treatments."

His MOD Police colleagues and friends have donated hundreds of pounds towards his £5,000 target.

Meanwhile Alex has been hitting the local hills and mountains in preparation for the big climb.

"The first few hills were a struggle," he said. "But pretty soon I was getting used to it and managed to tackle Ben Lomond."

"I've also been spending time preparing in the gym at MDP Headquarters at Faslane, trying to boost my fitness level for the trip."

To help Alex's charity effort visit his Just Giving website at [www.justgiving.com/alex\\_robertson1600](http://www.justgiving.com/alex_robertson1600)



Left: some of the Corsham trailblazers get set for their south coast trek

Picture courtesy Glenn Phillips, *The Wiltshire Times*

# Corsham's shufflers turn into coastal trailblazers

CORSHAM'S SATCOM Shufflers put their best feet forward to finish in the top ten of 500 teams on a charity trek along the south coast.

Col Neil Fraser, Sqn Ldr Gary Walker, Sqn Ldr Chris Bagnall and Flt Lt JJ Johnson of Information Systems and Services' Networks team braved wild weather to complete the 100km Trailwalker 2011 along the South Downs from Portsmouth to Brighton.

The event, now in its 30th year, was originally run in Hong Kong and is one of the biggest fundraising events of its kind, raising cash for Oxfam and the Gurkha Welfare Trust.

The Shufflers completed the course in 13 hours, their ninth

**Report:** Liz Tresidder

place finish being the highest for a non-Gurkha team. They edged a couple of Gurkha teams out of the top ten.

ISS fielded four teams in the event, raising more than £8,000 for the charities.

The Herrick Harriers – Capt Ross McLeod, Flt Lt James Waller, Capt Steve Vaughan and Mr Neil Ramsbottom from the core Herrick team, service operations area, Atlas and 10 Signal Regiment – were close on the Shufflers' tails and completed the course in 14 hours.

The Wanderers, including members of the Networks team

WO Bruce Paterson, WO2 Paul Wright, SSgt Steve Pengelly from 600 Signal Troop and Mr Kevin Rosbotham from Serco, crossed the line in 16 hours.

The Herrick Haggards – Wg Cdr Shaun McLaughlin, Sqn Ldr Andy Main, Sqn Ldr Mark Brady, Sqn Ldr Ian Pamplin and Capt Jason Phillips as team leader – faced the largest endurance challenge by walking the route in 23 hours.

Support teams made a vital contribution including Lt Col Jim McKee, Wg Cdr Andy Stanley, Maj Jon Malcolm, Capt Damo Althorpe, Capt Jim James and daughter Pippa, Capt Billy Wardrope, Flt Lt Jenny Hill, Flt Lt Jacquie Smith, WO2 Jamie Smith and FS Chris Campbell.



## Mice have a ball but title bid gets trapped in semi-final heartbreak

THE DE&S Dangermice will be back again next year after their first foray into organised basketball ended in the semi-finals.

The team took part in the Civil Service's annual tournament in Bristol, which attracted teams from other departments from as far away as Scotland, Newcastle and Plymouth.

The Dangermice overcame their inexperience to go undefeated through the group stages but their bid for a place in the final was dashed by a single point.

The team was Richard Arkless (7), Alastair Bird (12), Cat Bird (5), Chris Delaney (4), Abel Ferencz (10), Chris Lafrenais (11), Joey Lovejoy (14) and Mike Timothy (8), managed by Steve Porteous.



# Saddles (and paddles) up

A 15-STRONG crew from the Type 45 Destroyer charity team (including members of the Royal Navy, BAE Systems and MBDA) have undertaken a three stage 'row and cycle' challenge to raise funds for the Solent Multiple Sclerosis Therapy Centre in Portsmouth – a local charity offering care and support to sufferers of the debilitating condition.

The team, pictured left, rowed in four-man, coxed rowing boats from Stokes Bay, Gosport, across the Solent to Fishbourne on the Isle of Wight, then cycled the entire perimeter of the island – more than 65 miles – before rowing back to Stokes Bay all on the same day.

Participant Cdr Steve Lynn said: "This was the team's third annual charity challenge and we were determined to make it our best yet."

"Thanks to the support of the Gosport Sea Cadets we benefited from first class rowing training in Portsmouth Harbour to prepare us for this event, and undertook cycling training over the South Downs which has terrain similar to that of the Isle of Wight."

"We knew it would be a long, hard day, but we were spurred on by the thought of raising a substantial amount of money for this worthwhile cause."

All money raised – more than £3,000 so far – by the team will help fund continued provision of one of the Centre's key facilities, the hyperbaric oxygen chamber, a pressurised pure oxygen environment, proven to speed up tissue repair and temporarily relieve many of the symptoms experienced by multiple sclerosis sufferers.

## DE&S staff join industry and the services in the quest for charity cash



HELP FOR Heroes is £1,450 better off after nine members of Information Systems and Services' Deployable Support Group at Northwood cycled 120 miles from Birmingham to London along the Grand Union Canal towpath.

But the two-day trip wasn't without its mishaps, including organiser Cpl Paul Nicholson plunging into the canal along with his bike after striking a ladder at head height across the towpath.

Cpl Nicholson was able to carry on after a quick rinse-out and encouragement from his team-mates. The company responsible for the obstruction subsequently made a generous donation to the team's fundraising, while Cpl Nicholson became the only member to complete the event as a triathlon, his trip into the canal qualifying him for the swimming phase.

The team cycled 70 miles on its first day to overnight accommodation at Milton Keynes' Territorial Army centre. The second day involved around 40 miles to a finish at Harefield, near Watford.

Cpl Nicholson is pictured above with the cash, along with Brian Dubrie, Head of ISS' Internal Services Provider.

The team included Lt Cdr Ian Mills, FofS (IS) Paul Brannon, Cpl Andy Nicholson (event organiser), Cpl Chris Graham, Cpl Tom Cheetham, Cpl Steve Cowley, LCpl Andy Cridland, SAC(T) Paul Mace and Mr Pete Ford.



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## DSRA lottery

### MAY AND JUNE

**£10,000:** James Waugh (Kentigern House), Susan Ramstead (Aldershot); **£5,000:** Geraldine Garrott (Innsworth), Valerie Hudspeth (Abbey Wood); **£2,000:** Tracey Lee (Dalton Barracks), Ronald Clark (Germany); **£1,000:** Euan Fraser (Andover), Jim Watts (VT); **£500:** Alison Pitman (Corsham), Peter Robinson (RAF Wittering); **£300:** Michael Gault (RAF Marham), Michael Adams (Portsmouth), Alastair Laird (Stirling), Lucy Bailey (Abbey Wood), Mark Newman (Whitehall), Christine Phillips (Warminster), Denis Binder (Bicester), David Nutall (Abbey Wood); **£200:** Steven McPhail (DM Beith), Ian Kane (Portsmouth), Vinaychandra Vadgama (Northwood), William Derries (RAF Boulmer), Linda Nelson (Glasgow), Alys Potter (Merville Barracks), Malcolm Wilcox (RAF Lossiemouth), Richard Dennehy (Northolt), Stephen Radford (Exmouth), Christopher Waters (Cambridge), Christopher Meredith (Telford), James Adams (Devon), Paul Weston (Main Building), Rosemary Nicholson (Gosport), Clare Gleeson (Abbey Wood), Michael Parker (Warminster Road), Hazel Rozanski (RAF Henlow), Grayham Southam (RAF Leuchars), Graham Philip (Essex), Alan Walkington (Abbey Wood), Y Youens (Landmarc), Brian Hughes (RAF Lossiemouth); **£100:** James Gondelle (Episkopi), Catherine Williams (RNAD Cowlport), Katherine Baker (Andover), Michael Birch (Abbey Wood), Nicholas Morris (Aldershot), Michael Bartlett (Yeovilton), Alan Brunt (RAF Menwith Hill), James Caldwell (Rheindahlen), Karen Cash (Yeovil), Francis Meechan (Bicester), James Gondelle (Episkopi), £100 Jennifer Woodham (Warminster), Simon Cook (Marlborough Barracks), Susan McDonald (Catterick Garrison), Jennifer Cross (Bicester), John Oldfield (RAF Lossiemouth), Paul Middleton (York), Paul Daly (London), Barry Coleman (RAF Linton-on-Ouse), Mark Barwick (Salisbury), Sandra Harrison (DE&S), Robert Allen (Abbey Wood), Richard Crabtree (QinetiQ), Allan Howard (Tewkesbury), Steven Healing (Folkestone), Thomas Jackson (Glasgow), Helen Senior (Upavon), John Lamb (Abbey Wood), Mark Brokenshire (RAF Alconbury), Mark Miller (RAF Mildenhall).



## Divers get to grips with a storm-lashed forest

**BOMB DISPOSAL** experts from Clyde's Northern Diving Group swapped oceans for forests when they helped the Forestry Commission clear up woods at Puck's Glen, near Dunoon.

The Royal Navy team was called in after several trees tumbled during storms, blocking public walkways through the scenic site.

Divers used controlled explosions to clear seven fallen trees, enabling Forestry Commission workers to get in to use their chainsaws.

Left: working hard in Puck's Glen

# Devonport service brings memorial boards 'home'

**HUGE MEMORIAL** boards listing every Devonport-based Royal Naval ship lost in the two World Wars have been blessed after rehousing at the naval base.

The impressive wooden boards with gilt inscriptions, measuring about 30 feet by 10 feet, have been rededicated at a religious service staged at *HMS Drake* in the base by Royal Naval chaplain Stan Kennon.

The boards were originally housed in *HMS Drake's* drill shed and then moved to the South Yard heritage and museum area when the drill shed was converted into the Warrant Officers' and Senior Rates' Mess.

The move therefore, represents a return home and will permit much easier access to the numerous Royal Naval associations and civilians who pay their respects following remembrance services in the naval base church as well as being appreciated by hundreds



Lest we forget: memorial boards are now inside *HMS Drake*

of personnel day to day.

Warrant Officer Andy Lawson, mess president, said: "It is really nice to see a lot of the memorabilia coming back into the mess.

"It's helped us create a strong maritime atmosphere and the comments from the mess members and the many visitors say how good it feels to have some of our heritage back around us."



## Base hosts summer fun

**CLYDE PLAYED** host to dozens of youngsters when King's Camp ran their popular summer activities from the site from July 25 to August 12.

Between 60 to 70 children a week attended the camp taking part each day in some of the 25 different sports on offer.

Left: youngsters in the Sportsdrome Gym, with (hands over ears) CPOPT Stephen O'Neil, Debbie Walker from Lockheed Martin, Joyce MacGinley from Babcock and Gillian Brady, site manager for King's Camp.

# Clyde – the base that makes dreams come true

## Sally and Scott make it to the top of Ben Nevis – with a bit of expert help



Above: mission accomplished – Sally Hyder makes it to the top of Ben Nevis, with a little help from her Clyde entourage of friends

Left: Royal Marines from Fleet Protection Group with Scott Cunningham and his guide dog Travis

**NINE ROYAL** Marines from Clyde's Fleet Protection Group have helped raise more than £10,000 for charity by helping a blind man scale Ben Nevis.

Scott Cunningham became the first blind man to climb Britain's highest mountain with his guide dog, Travis, and the Faslane Marines were with him every step of the way.

Colour Sergeant Bill Rodgers of Fleet Protection Group's S-Squadron explained: "Fleet Protection Group got involved around four years ago when one of Scott's friends who is an ex-Royal Marine asked if we could support him on the West Highland Way.

"Our Commanding Officer and Regimental Sergeant Major were happy for the unit to help and since then we have supported Scott in all his charity work and helped him raise £100,000 for Guide Dogs for the Blind.

"The Ben Nevis climb took seven hours to complete – four hours up and three hours to get back down."

Because of the level of support received from the Royal Marines last year, the Travis Trek charity is now collecting money jointly, with half going to Guide Dogs for the Blind and half to the Royal Marines Charitable Trust Fund (RMCTF).

"So far we have managed to raise £10,000 for each charity," said Colour Sergeant Rodgers. "We hope to collect over £25,000 from this year's Travis Trek Gala Ball, an event we will be holding on 24 September at the Crowne Plaza, Glasgow."

A host of Scottish celebrities have already signed up for the Ball, including Ally McCoist and the Glasgow Rangers management team.

Some of the Rangers first team players, Sky Sports' Jim White and golfer Peter Lawrie will also be attending.

A TEAM of fourteen personnel from Clyde naval base has helped a disabled woman's dream come true by helping her scale the heights of Ben Nevis.

Sally Hyder, who is restricted to a motorised wheelchair, had first attempted the mountain last year, but lack of support and equipment failure meant she put the attempt on hold.

Enter ex-sailor Ronnie Irvine, the fundraising manager for charity Canine Partners, who approached old navy colleagues at Clyde to help her.

The base's physical training instructors took the lead, finding the manpower to make Sally's dream a reality.

Petty Officer Physical Training Instructor (POPT) Richard Collins said: "The Royal Navy team arrived at Kinlochleven and we carried out a quick walk-through of the site."

The next day at half-past three in the morning, Sally arrived at the bottom of Ben Nevis ready for her challenge. Under the watchful eye of Royal Marine mountaineering expert Sgt Rodger Palin, the team soon set off on what would be a ten-hour journey to the top of Britain's highest mountain.

"There was some particularly boggy terrain along the way and an initial river crossing," continued POPT Collins.

"Once we reached the tourist path there was a chance for everyone to get a bit of a rest before the beginning of a particularly difficult zig-zag stretch that consisted of shale and boulders."

There was also a 50-metre stretch of snow to negotiate, but Sally and her support team finally reached the summit just over five hours after setting off.

After the celebrations died down it was time for the decent with the team finally reaching the bottom base camp in nine hours and 59 minutes.

"It was a hard climb, but entirely worth it," said POPT Collins. "We are glad that we could help Sally achieve her dream and complete what was an amazing feat of endurance and perseverance."

## Skittled! Group racks up the cash for youngsters



CHILDREN WITH life-threatening illnesses have received an injection of cash from the skittlers of DE&S' Diesel Engine Group.

The group, within the Maritime Equipment Transformation team in Director Ships, raised £1,300 for Children's Hospice South West which provides care for children from Charlton Farm in north Somerset, and Little Bridge House in north Devon.

The group hosted the 61st annual MOD and industry skittles evening with representatives from throughout the maritime diesel community.

The group's leader, Commander Jonathan Bolton, also raised £250 from running this year's Bath half marathon.

Pictured, left, are Commander Bolton and his technical lead Robert Wixey presenting money to Kate Fisher from the Children's Hospice South West.

## Jim's on the road to fame

### Clyde names street after respected senior policeman

A SENIOR MOD Policeman at Clyde has been honoured by having a road named after him.

Chief Inspector Jim Gillen, 46, is a member of the base's Traffic Management Committee and a well-known face at the military site going back to 1992 when he began as a police sergeant at Clyde.

Since then Jim has moved around during his MOD Police career but always returning to the naval base where he is currently posted for the third time.

During that period he has built up a reputation for getting things done safely, securely and to Clyde's high standards.

When his fellow Traffic Committee members proposed creating Gillen Road it was changed to reflect how they liked things done – the Gillen Way!

"It's not everyone who gets to have a road named after them," said Chief Inspector Gillen.

"Usually you have to be dead! But in all seriousness I



Chief Inspector Jim Gillen, left, opens Gillen Way with base Executive Officer, Commander Ian Riches

am very honoured and it was a great privilege to officially open the road."

The road, which runs past the base's giant £120 million Neptune Building Supermess, is one of several new roads named in recent weeks.

Others on the defence estate reflect the history of the occupants of Clyde with names such as Churchill Road, Comacchio Crescent, Swiftsure Street and Trafalgar Way.

Originally from Greenock, Jim became an MOD Police Officer in 1987 working on military escort duties before being seconded to the CID at Rosyth.

A qualified police trainer, he has spent time seconded to Greater Manchester Police and the Princes Trust Volunteers based at Anniesland College where he became project manager for teams working in Anniesland, Possil and Springburn.

Over the years he has also worked on a number of projects, including a revamp of military convoy escorts and the establishment of community policing on the MOD estate.

He has also been seconded to the Foreign and Commonwealth Office as Head of International Policing – establishing and supporting policing missions in Iraq, Afghanistan, Bosnia, Kosovo, Sierra Leone and Sudan.

# Beith peak practice

TWO STAFF from Defence Munitions at Beith scaled the heights of the Three Peaks Challenge as part of a nine-strong team of charity climbers.

Factory and mechanical maintenance manager Jim Lawrie and Hugh Hall, electrical maintenance and calibration manager, set out to climb Ben Nevis, Scafell Pike and Snowdon inside 24 hours.

The team completed Ben Nevis (1,344m) in four hours 50 mins but lost one of their colleagues, an oil rig worker, with an injured knee.

They then made a six-hour journey to Scafell Pike (978m), setting off for the summit at 2am. Blistered feet cost another team member but the round trip was completed in four hours.

The Beith duo and depleted teammates arrived at Snowdon (1,085m) just over an hour ahead of schedule.

With four hours to complete the final leg the team arrived back at the start in three and a half hours, completing the challenge in 22 hours 20 minutes. Cash raised – possibly more than £3,000 – from the climb will go to the local branch of the Multiple Sclerosis Society.



Success at Ben Nevis, left and Scafell Pike, right



Snowdon and journey's end for Hugh Hall and Jim Lawrie, first and second left



## 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:

**2011DIN04-112:** The Rocket Hand Fired Signal Distress Red No1 Mk1 (Jungle Buster) is now obsolescent and will no longer be provisioned. Holding units are to consume stores before the end of December or return them D2 to DM via the RAF F7477 process. Rocket Hand Fired Signal Distress Red L22A1 is the new store introduced into service as a direct replacement for the obsolescent Red No1 Mk1.

**2011DIN04-102:** The MOD is looking to reduce depot storage requirement and unnecessary line procurement costs. This DIN is to inform of a cleansing operation. Where a battery has not been demanded in the last three years, they are unavailable or that for all known military applications of the battery the equipment has been withdrawn or is itself obsolete the batteries are declared Supersession Code 70 (existing stock to be wasted out). In three months' time the item will be declared Supersession Code 80 (existing stock to be disposed of).

**2011DIN04-100:** This DIN details the in-service support arrangements, admin and operational responsibilities for *HMS Dauntless* and *HMS Diamond*.

Further information and more details on the latest DINs see:

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

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