

desider

June 11 Issue 37



MINISTRY OF DEFENCE

the magazine for defence equipment and support



Clyde stays on her Falklands beat

Latest DE&S organisation wallchart [See inside](#)



First class delivery



Voyager begins its voyage



Supreme deterrence



Sea Viper support



A right Royal day!



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Ninety-five per cent of urgent operational requirements have exceeded or met the agreed delivery date in 2010-2011 which boosts capability on the front line, according to the latest figures available at DE&S. Pictured are soldiers from 3 Parachute Regiment on a routine patrol in Afghanistan last month.

Picture: Sgt Alison Baskerville,
Royal Logistic Corps



First-class delivery

DE&S has recorded its most successful year of delivery since formation and probably for years before that. Staff should take the credit, says

Dr Andrew Tyler

See pages 22 and 23



Picture: BAE Systems

cover image

The commanding officer of the Falkland Islands patrol ship *HMS Clyde* has welcomed a six-year contract extension which will deliver round the clock support to his vessel. The new deal shows the success of DE&S' partnering approach with BAE Systems to support deployed ships.

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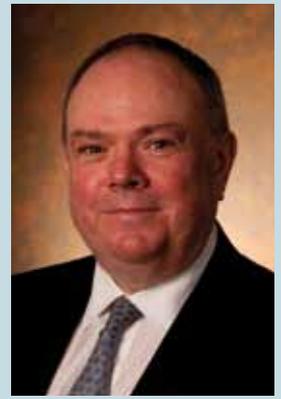
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Bernard Gray

Chief of Defence Materiel

'We have seen DE&S deliver its best performance against targets since its inception. This is a fabulous achievement for which you should be justifiably proud'



SINCE I last wrote for *Desider*, you will now all be aware of the changes I have made to the senior management structure within DE&S. It has been my intention to evolve the organisation from the original DE&S, where one could clearly see the welding as the DPA and DLO were brought together, to a more holistic construct.

The key changes have seen the Chiefs of Materiel take on a much more substantive role, with direct responsibility for the programmes in their respective domains, and the establishment of a new civilian Chief of Materiel position with responsibility for Joint Enablers, namely Helicopters, ISS and ISTAR Operating Centres.

These will operate alongside the newly established DG Resources post, which will have overall responsibility for financial accounting, financial management and programming and planning activities. In return, I have secured agreement from the service chiefs to extend the tenure of military personnel in leadership roles (B1 and above) to mirror undertakings by the civilian workforce and thereby ensure enhanced accountability and corporate knowledge.

As you would expect, there are a series of discussions required to flush out the detail and I have begun to do this with the Board, 2* Functional Leads and DE&S Change Team. You will undoubtedly have questions and I encourage you to attend my town hall sessions that are being held on a monthly basis – I value both your ideas and your feedback.

I am pleased to note that the TLB End of Year report has been positively received and that the high performance across the organisation has caught the attention of Ministers. We have seen DE&S deliver its best performance against targets since its inception. 95 per cent of UORs have met (or beaten) agreed delivery dates with 42 per cent of them coming in below cost. This is a fabulous achievement for which you should be justifiably proud, particularly in the face of stringent financial restrictions and the uncertainties of the SDR process and subsequent affordability discussions. It reflects highly on both your individual efforts and collective success.

We must not though rest on our laurels but continue to maximise efficiency and ensure best value for money in the projects and programmes that we are delivering. The financial challenges that we face have no simple solution and will continue to test us intellectually and professionally for the foreseeable future.

On a more upbeat note, I was very pleased to be able to undertake one of my more enjoyable roles as CDM: to host the CDM Commendations Award ceremony in MOD Main Building. I was proud to be there and recognise formally some of the great work that is going on across the full range of DE&S activities. So often your work does not get the recognition it is due, so it was good to reset the balance in this way. It was a good day and I look forward to the next.

NEWSREEL

Where are they now?

OF the 14 Nimrod MR2 aircraft withdrawn from service in March 2010, three were sold for recycling by the Disposal Services Authority, generating receipts for the UK taxpayer. Five complete aircraft, one nose section and one forward fuselage have been sold to aviation museums across the UK, and one aircraft has been gifted to the RAF Museum in Cosford. One aircraft was transferred to the Defence Fire training and development centre to be used for training. Remaining aircraft have yet to be disposed of, according to figures released in Parliament.

George out, Victoria stays

RFA Fort George, one of only two auxiliary replenishment oilers in service with the Royal Fleet Auxiliary, was withdrawn instead of her sister ship *RFA Fort Victoria*, which is the same age, because of the material state of each ship, their respective maintenance requirements and the estimated savings that the retirement of each ship would deliver, Minister for Defence Equipment, Support and Technology Peter Luff has told Parliament.

Bay to Oz

AUSTRALIA is the preferred bidder to acquire landing ship *RFA Largs Bay*. Officials are now working with the Australian Department of Defence to complete the sale, Defence Equipment, Support and Technology Minister Peter Luff has revealed.

CDM wants senior staff to give a four-year pledge

This is an important issue in delivering project stability, he says

REQUIRING SENIOR leaders to stay in their DE&S posts for at least four years will help deliver improved stability – team performance, corporate memory and accountability – on DE&S projects, Chief of Defence Materiel (CDM) Bernard Gray told staff.

Leaders from three-star level down to B1 team leaders will now be expected to make that longer term commitment to the job, rather than, in the case of military staff, staying in post for just two years.

CDM said at his latest town hall session at Abbey Wood on 9 May that such a commitment would be of long term benefit to equipment projects.

“From now on all new arrivals in post from three-star to B1 team leaders will be expected to stay in post for four years,” he said.

“It will be a prerequisite of being in those jobs that people

will give what is in effect a double tour commitment. If people don’t want to commit to that then they should not apply for those jobs. Both senior military and civilian staff will rotate through on a four-year cycle. This is an important issue in delivering project stability.”

Service chiefs were consulted and had agreed to this commitment, he said.

Mr Gray added that he would have a pre-eminent input into the appointment of the Chiefs of Materiel while posts from B1 to two-star level will be competed.

Mr Gray explained that in the recently-announced top-level restructuring he had given the existing Chiefs of Materiel (COM) a substantial role, aligning them with their relevant operating centres, giving them large budgets and thus significant responsibilities.

The addition of the fourth civilian COM, Joint Enablers position, alongside DG Resources would achieve a more balanced spread of responsibilities across senior management.

Improved coherence would be achieved through more focus on the functions of the organisation.

“I wondered about

the relative underweighting of finance in all the activity,” he said. “We spend £15 billion a year and £150 billion in the next decade so financial performance is a significant issue. It is the lifeblood of how we do business.”

“Having three-stars running the organisation without having financial help at that level was not something I would have done. So I have asked Trevor Woolley to take on the DG Resources post, with responsibility for all financial activities pending an open competition for that post over the summer.”

Mr Gray told staff he had enjoyed his first Commendations ceremony at Main Building on 6 May.

“To stand there with 33 teams or individuals who have done fantastic work across a whole range of activity was a great treat for me,” he said.

“It was interesting to see how the commendations came from all sorts of different areas, large projects, small projects, service delivery, IT-based solutions, training, safety, from all three services, BFPO, civilian areas, relocation, diversity. All winners were hugely impressive and it shone a light on the huge spread of what we do.”



Future deterrent confirmed

HMS Vanguard returns to Faslane while, below, a Trident missile on a test firing

First submarine is set to be delivered in 2028

A NEW nuclear propulsion system will power submarines replacing the *Vanguard* class.

The Pressurised Water Reactor 3 will deliver a long-lasting and more cost-effective capability into the 2060s as the UK updates its Trident nuclear deterrent.

The approval of this early phase of design – Initial Gate – ensures that, while the main build decision for the submarines will not be taken until 2016, more detailed design work will be undertaken and long-lead items ordered so the first submarine is delivered in 2028.

DE&S' Director Submarines, Rear Admiral Simon Lister, said: "While the Pressurised Water Reactor used in our existing submarines is a robust, highly-controlled system that meets our stringent safety standards, the new Pressurised Water

Reactor 3 will deliver further improvements such as ease of operation and lower costs over its extended life."

Approval of the early design phase was announced in Parliament on 18 May by Defence Secretary Dr Liam Fox. "The continuous at sea deterrent is the ultimate guarantee of our national security and for the past 42 years the Royal Navy has operated continuous patrols to ensure just that," he said.

"We do not know how the international environment will change over the next 50 years and we cannot dismiss the possibility that a direct nuclear threat to the UK might emerge. It is simply not the right time to unilaterally give this capability up.

"This programme of great

national importance will also secure the future of one of Britain's major manufacturing sectors."

Thousands of jobs will be secured across the country. Under this next phase, contracts are likely to cost in the region of £3 billion. Overall, it is estimated the submarines will be within the £11-14 billion estimate set out in the 2006 White Paper.

As part of the Value for Money Study alongside the SDSR, it was concluded the MOD could demonstrate its commitment to disarmament by reducing the number of warheads and missiles carried on our submarine and this work is already under way.

□ A Parliamentary Report detailing the successor deterrent Initial Gate business case is available at: <http://www.mod.uk/DefenceInternet/AboutDefence/CorporatePublications/PolicyStrategyandPlanning/SubmarineInitialGateParliamentaryReport.htm>

NEWSREEL

Operating cost unveiled

THE estimated average full cost per funded flying hour for financial year 2010-11 is £35,000 for Tornado GR4 aircraft and £42,000 for Apache AH1 helicopters, the latest parliamentary figures revealed by Armed Forces Minister Nick Harvey show. These figures include forward and depth servicing, fuel costs, crew costs, training costs, cost of capital charge, depreciation and amortisation. The average marginal cost per funded flying hour for financial year 2010-11 is £5,000 for both Tornado GR4 and Apache. The marginal costs include only direct running costs like fuel.

Seminar date

RACHEL O'Connor and Dave Gordon of Rolls-Royce will host the next Defence Academy seminar at Abbey Wood on 22 June. Seminars take place in the CFB lecture theatre between 1-2pm. Bookings to admin.cmt@defenceacademy.mod.uk or 96161 4828

Firm awards

DEFENCE companies have been praised in the latest Queen's Awards for Enterprise. Included in the list are Cambridge Consultants in the innovation category for its through-wall radar, Prism 200. Roke Manor Research, part of the Chemring Group, won an award for Resolve, its manpack electronic warfare system. And Thales UK saw its business units – optronics and missile electronics – rewarded after more than doubling overseas revenues in the last three years.

UK's Operation Telic task in Iraq comes to an end

UK ARMED Forces' role in Iraq was set to end last month.

On 22 May the UK/Iraq Training and Maritime Support Agreement ended, marking the finish of Operation Telic.

UK combat forces, primarily based in Basrah, withdrew from Iraq in July 2009 with DE&S organising the return to the UK of hundreds of

thousands of items of equipment. Since then the Royal Navy has continued to train the Iraqi Navy to defend its territorial waters and offshore oil infrastructure.

The UK will continue to support the Nato Training Mission in Iraq as the second-largest contributor, leading on officer training and education.

NEWSREEL

Nimrod R1
under review

THE extension of the life of the Nimrod R1 surveillance aircraft, taken in response to the conflict in Libya, will be kept under review, Minister for Defence Equipment, Support and Technology Peter Luff has said. The aircraft was due to be withdrawn from service on 1 April but was extended for three months. Contractual talks have not been completed but anticipated cost is likely to be around £4 million. Two C-130K Hercules were also extended for one month costing around £15,000 while *HMS Cumberland* was extended for 16 days at a cost of £575,000.

Libya firings

UP to 24 April UK forces had fired around 170 air-to-surface munitions and a number of ship-to-surface missiles, according to figures released in Parliament.

Paper replies

NEARLY 150 written responses were sent to the MOD as part of public consultation on the equipment, support and technology Green Paper last year. There were also 200 comments on the dedicated website. The White Paper is due later this year.

Clearer vision

RAF fast jet pilot training is even more representative of flying front-line aircraft after an upgrade to the existing software on the Hawk T2 aircraft. Work to install Operational Capability 2 has already begun at RAF Valley.

ROYAL NAVY helicopter personnel have returned from operations in Afghanistan praising the performance of their Lynx Mk9A aircraft.

Yeovilton-based 847 Naval Air Squadron operated from Camp Bastion for four months after converting to the Mk9A with engines that provide an all-year round capability.

Along with the performance upgrade, the 7.62 mm General Purpose Machine Gun has been replaced with the 0.5 inch M3M, which has a longer range, improved accuracy and multi-role ammunition.

This weapon, combined with the MX-15 surveillance camera system, has provided a significantly enhanced capability to provide top cover to patrols transporting supplies to the troops.

The squadron's commander, Lieutenant Commander Andrew Riggall, said: "I would like to think that we have acquitted ourselves well and the difference the new Lynx has made in terms of power, armament and surveillance capability has been remarkable."

Lynx Mk9A earns highest praise



Lynx in Afghanistan

The Lynx Mk 9A is a true multi-role helicopter and during their tour 847 NAS conducted support helicopter escort to ground troops, convoy over-watch, reconnaissance for ground forces and close air support. The aircraft was also used to move essential equipment around Helmand Province.

Reaper squadron to land
at a new UK home

A NEW Reaper squadron is to form at RAF Waddington next year meaning the remotely piloted aircraft over Afghanistan will be controlled from the UK for the first time.

The aircraft – which last month passed 20,000 hours of operational support in Afghanistan – will continue to be based in theatre.

Overall delivery of additional Reaper capability is being managed by DE&S' Unmanned Air Systems team. Team leader Jonathan Barratt said: "The establishment of a future Reaper operating base at RAF Waddington is a significant challenge requiring a cross-Defence Lines of Development approach and creation of a virtual UK Reaper team.

"Drawing on essential contributions from Director ISS, Defence Infrastructure Organisation, Force Headquarters at RAF Waddington and HQ 2 Group, that team has formed up and already made a strong start in ensuring that the essential infrastructure and communications solution is in place to receive the new Reaper ground control stations from the second half of 2012 onwards."

Reaper carries out a wide range of missions currently controlled by RAF crews at



Reaper, above, in Kandahar while, left, a controller in theatre takes Reaper airborne before handing over to a pilot in the US

Creech Air Force Base in Nevada. Reaper can use its sensors day and night to spy on insurgent activity for hours at a time and at a range where they are undetectable from the ground.

Chief of the Air Staff, Air Chief Marshal Sir Stephen Dalton, said: "This transition will bring Reaper mission control to the UK, make more efficient and effective use of our resources in exploiting this growing capability and enable

the operation of significantly more combat intelligence, surveillance, target acquisition and reconnaissance aircraft over Afghanistan 24 hours a day."

Defence Secretary Dr Liam Fox added: "The formation of the squadron follows our doubling of the Reaper capability to ten aircraft which represents increased investment of £135 million. This extra squadron will help us get the best out of this valuable armed reconnaissance aircraft."

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MOD backs Royal day

THE MOD allocated around £75,000 for activities related to the Royal wedding, including the fly-past and transportation of military bands and route liners. Most of the military personnel came from the London area to minimise travel costs. Included in the elements were around 1,000 personnel from the three services, six bands, 160 horses and the various aircraft of the fly-past.

□ DE&S at the wedding, page 39

Albion makes a move

HMS Albion is due to go into extended readiness later this year in accordance with the Strategic Defence and Security Review, Armed Forces Minister Nick Harvey has announced. It will cost £2.5 million to place her into extended readiness and running costs while in extended readiness are estimated to be £300,000 per annum. *HMS Bulwark* will then become the high readiness landing platform dock.

Ocean plans

HMS Ocean is due to be placed in low readiness next year, once *HMS Illustrious* has been returned to fully operational state. She will then enter refit before returning to high readiness in 2014 when *HMS Illustrious* will be withdrawn from service, Armed Forces Minister Nick Harvey has announced.

Mobile body scanner will help out the life-savers

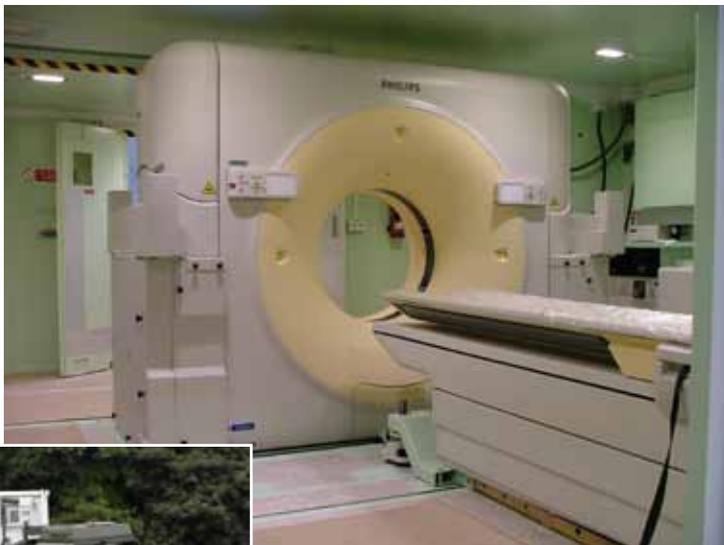
MOBILE WHOLE body scanning will be available to British Forces' medical teams from next year.

Marshall SV has been awarded a contract to supply a Philips Brilliance 64 CT scanner integrated into an expandable shelter.

Screening in the shelter will ensure patient, operator and bystander safety during scanning.

This system will be based on a proven product, currently in service with the Norwegian military that underwent extensive stressed transport and deployment trials at the Millbrook proving ground. It has already been used under some extreme climatic conditions by the Norwegians.

Colonel John Abbott, leader of DE&S' Deployable Support and Test Equipment team, said: "The addition of a containerised mobile CT Scanner capability to the very high readiness close support hospital delivers a vital enhancement to clinical capability on the battlefield.



Above: inside the scanner and, left, on road trials in the UK

Lessons learned from recent operational deployments have proved that lives will be saved by using CT scanners for primary diagnosis in major trauma cases.

"This project illustrates how future field hospitals may well develop with properly engineered and integrated complex medical systems.

"I am very pleased that my team are highly confident that

they will deliver this complex containerised system to time, cost and performance.

"Key to success is the way my team and Marshall SV are working together with a 'partnering' philosophy now that the contract has been awarded.

"By working together to reduce risk we will jointly achieve service acceptance in less than seven months from contract award."

CDM puts pen to JSF testing

CHIEF OF Defence Materiel Bernard Gray has added his signature to the first of three UK Joint Strike Fighter airframes which will see the aircraft begin its testing programme.

UK participation alongside the US in initial operational test and evaluation is critical to achieving an acceptable UK introduction to service for the aircraft.

It will also provide evidence that UK requirements for operational sovereignty are being met.

As part of his first US visit as the head of DE&S Mr Gray toured the Lockheed Martin JSF production facilities at Fort Worth, Texas and represented the UK at the annual JSF chief executive officer conference.

Mr Gray was also briefed on many aspects of JSF, including its unique capabilities, and saw all three variants on the test flight line.

It was in 2009 that the MOD announced purchase of the aircraft which are being produced in the US with the UK being the first international partner to order variants of the JSF.

The carrier variant of the aircraft will provide the UK's carrier strike capability when they enter service from about 2020.





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A NUMBER of military testing facilities across the UK which the MOD no longer needs are to be closed to save money.

The facilities, including the bridge test site at Christchurch and Alverstoke's pressure test facility, have been used for research and supported by the MOD. But demand for their use has been declining.

Demolition work at some of the sites has already begun.

They are among a number of capabilities which were protected under the split of the Defence Evaluation and Research Agency into QinetiQ and Dstl in 2001. QinetiQ ran them on a commercial basis with MOD support, which has increased to around £9 million per year.

Other sites to go include a model helicopter rotor rig at Farnborough and Rosyth's submarine structures test facility.

Paul Jenkins, Commercial Deputy Head at DE&S Weapons, and Tim Pinchen from the Defence Infrastructure Organisation, are leading the way for

the MOD along with stakeholders. The QinetiQ team is led by Rick Hughes, the company's UK head of contracts.

Proposals for the project to achieve run-down, closure or transfer back to the MOD of the facilities was approved last October and QinetiQ has already begun the programme, which will take up to

four years, with the majority of closures achieved in the first two years.

Mary Shoobridge, Head of Commercial at DE&S Weapons, said: "This programme shows how MOD and industry must, and can, work together to eliminate unnecessary cost and deliver maximum value for money."



Demolition work on Christchurch's bridge test site begins, above left, and is completed, right

Christchurch leads way in test site closures

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Destroyers at the double



Edinburgh is fit to fight again

HMS Edinburgh is fit to fight again after proving her abilities with three Sea Dart firings.

The Portsmouth-based Type 42 destroyer is pictured, above, firing her medium-range surface-to-air missiles off the Outer Hebrides.

Commanding Officer Commander Paul Russell said: "The shooting down of live targets is the pinnacle of *HMS Edinburgh's* regeneration. We now stand ready to deploy as a fully operational warship."

The firing comes shortly after the destroyer finished more than four months of basic operational sea training in Plymouth to test the ship and her crew in every environment from minor fires and floods to high-intensity modern warfare and coping with extensive battle damage.

Following this, she took part in Exercise Joint Warrior – a twice-yearly, multi-national exercise held off the north and west coasts of Scotland. For this, air, sea, sub-surface and land forces from Nato and allied nations work together in task groups, learning how to work together effectively for joint operations around the world.

Support contract follows Sea Viper missile firing

HMS DARING, has successfully fired her groundbreaking new air defence missile for the first time.

Sea Viper was fired during a rigorous training exercise at the MOD's target range in the Hebrides.

Minister for Defence Equipment, Support and Technology, Peter Luff, said: "This is another important achievement for the Type 45 project. Sea Viper is one of the most advanced weapons systems in the world and this capability, combined with the might and speed of the Type 45 destroyer, will provide the Royal Navy with a fearsome fighting force with unparalleled protection from air attacks."

Sea Viper will be capable of defending the new carriers, and other vessels sailing with them against missiles approaching from any direction and at supersonic speeds, representing a huge leap in capability for the Royal Navy.

Captain Guy Robinson, Commanding Officer of *HMS Daring*, said: "This Sea Viper firing is a significant milestone for us and the final piece in the jigsaw as we prepare for our first deployment. I am very pleased with the test and how my team conducted themselves during this very complex procedure."

The successful firing comes as DE&S announces that support for the Sea Viper system has been secured for the next six years.

The £165 million contract has been awarded to MBDA UK, based in Bristol and Stevenage, to provide technical assistance to the Sea Viper missile systems on the six destroyers that will be based at Portsmouth.

Bernard Gray, Chief of Defence Materiel, said: "Securing support to the Sea Viper Missile system is an essential element in ensuring that the Royal Navy's new destroyers are always ready to undertake their role in defending Britain's interests wherever that may be."

Up, up and away: *HMS Daring* fires its Sea Viper missile off the Hebrides

Latest Type 45 news: pages 26 and 27



NEWSREEL

Covenant to become law

THE Government is writing into law for the first time the principles of the Armed Forces Covenant – the moral obligation between nation, Government and Armed Forces. Members of the Forces community should not suffer disadvantages as a result of their service and should receive special treatment where appropriate. These principles will be put into law through an amendment to the Armed Forces Bill.

Fox warning

DEFENCE Secretary Dr Liam Fox has urged MOD employees to maintain their high level of vigilance at all defence sites following the death of Osama bin Laden. Bin Laden was killed by US Forces on 2 May. Dr Fox said: "In view of the possibility of violent attacks from Al-Qaeda or its sympathisers I have directed my department to maintain a high level of vigilance in all UK defence facilities at home and abroad."

Link 22 deal

A £1 million contract for an 18-month technology demonstration programme has been awarded to BAE Systems for the Link 22 data link processor for new aircraft carriers and Type 45 destroyers. Link 22 provides a beyond line-of-sight, secure, digital communications capability designed to succeed Link 11 giving the user an enhanced common tactical picture across air, surface, sub-surface and land platforms.

Last Type 22s home from deployments



THE FINAL two Type 22 frigates – to be decommissioned under last year's Strategic Defence and Security Review – have made their final entries into Devonport.

HMS Cumberland, pictured above, received a rapturous welcome home on 16 April after patrolling the northern Arabian Gulf and helping to evacuate refugees from Libya.

During three emergency visits to Libya's troubled second city *HMS Cumberland* evacuated 454 people, including 129 British citizens. The warship was the first and last Royal Navy warship into Benghazi and Britain's biggest contributor to the evacuation.

She was joined in Devonport on 26 April by the fourth and final Type 22 *HMS Cornwall*, pictured right, back after her own deployment east of Suez. Both are due to be decommissioned this summer.



Surface fleet will stay at Navy's south coast bases

THE ROYAL Navy's surface fleet will remain based at Portsmouth and Devonport for the foreseeable future.

The decision was announced in Parliament on 27 April by International Security Strategy Minister Gerald Howarth.

Clyde naval base is to be the base port for all Royal Navy submarines with in-service Trafalgar class submarines to move from Devonport to Clyde in due course.

"We have decided to make no changes to base-porting arrangements for surface ships, including Type 23 frigates," said Mr Howarth. "The frigates at Devonport and Portsmouth will remain where they are for the foreseeable future. That will

provide a period of stability for naval personnel and their families at our naval bases, for the naval bases at Devonport and Portsmouth and for our industrial partners.

"It is our view that any review of those arrangements should be linked directly to the wider studies informing future strategic defence and security reviews, which we have committed to undertaking during each Parliament, so we do not anticipate any changes until 2020 at the earliest.

"The seven Type 23 frigates based at Devonport, along with the six at Portsmouth will form the backbone of the Royal Navy's frigate fleet until the introduction of the Type 26 global combat ship

at around the turn of the decade.

"We remain determined to make the fullest use of all three naval bases, and to capitalise on the excellent skills and experience that they have to offer. Everyone involved can now look forward to a period of stability, confident in the knowledge that they will continue to be central to our island nation's influence, prosperity and security."

The new ice patrol ship *HMS Protector* will be based at Portsmouth, reflecting the base-porting arrangements in place for *HMS Endurance*. A decision on the longer term delivery of that capability, including base-porting and the future of *HMS Endurance* will be made next year.



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HMS Clyde will continue her vital work in the Falkland Islands



Clyde extension boosts Falklands support ship

THE COMMANDING officer of *HMS Clyde* – the Royal Navy patrol vessel in the Falkland Islands – has welcomed a six-year contract extension to deliver round the clock support to his ship.

The contract follows the initial five-year agreement and shows the success of DE&S' partnering approach with BAE Systems to support deployed ships.

"I am extremely pleased to hear that the contract to lease *HMS Clyde* has been extended to 2018, allowing her to continue her role as the Falklands Islands Patrol Vessel, where she has been continually deployed since 2007," said Lt Cdr Carl Wiseman.

"The unique contractor logistic support arrangement with BAE in the Falkland Islands has proved very successful with the Royal Navy getting high levels of availability."

In 2010 the ship's 43-strong crew and BAE Systems team delivered an unprecedented 99.3 per cent operational availability.

Larry Purkiss of DE&S' Surface Combatants team added: "*HMS Clyde* has been doing a fantastic job over the past five years and has delivered the requirement every year since becoming operational.

"The innovative arrangement we have with BAE Systems has worked very well and we are delighted this has been extended.

"Falkland Islanders see *Clyde* as their ship which is a reflection of her popularity and her success."

Mick Ord, Managing Director of BAE Systems' Surface Ships division, said: "We have an engineer permanently based in the Falklands to deliver all repairs and maintenance to the vessel stationed 8,000 miles from the UK.

"This radical approach helps us to achieve great results and is helping to shape the way we deliver support services to our customer.

"Our ability to deliver repair and maintenance services to warships wherever they are around the world provides real value to the MOD."

He added: "Minimising return trips to the UK and ensuring rapid defect rectification helps to reduce costs and deliver maximum availability of warships to meet operational commitments."

HMS Clyde was designed and built by BAE Systems and is leased and operated by the Royal Navy, while the company provides maintenance and logistical support to the vessel.

The BAE Systems manager based in the Falklands works with local companies and a UK-based support team.

NEWSREEL

Trio forms up on Marshall

LOCKHEED Martin, Finmeccanica – through its UK company Selex Systems Integration – and Cobham have formed Fusion Air Traffic Management to address Project Marshall, formerly the Joint Military Air Traffic Services programme.

Project Marshall will provide long-term air traffic management for the MOD's main bases, airfields and air weapon ranges in the UK and overseas.

A400M boost

CONTRACT amendments have been signed between Airbus Military and A400M engine manufacturers EPI Europrop International, continuing recent progress on the tactical airlifter. EPI supply the TP400 engine which has amassed 5,000 flying hours and, since first engine run in 2005, 12,000 running hours.

Be a hero

HELP for Heroes are collecting outside 830 Tesco stores on 1 and 2 July but is short of collectors in the Bristol area. Anyone willing to help, contact jaynehardy@yahoo.co.uk or on 07817 640520. This is a national campaign – outside Bristol, register at www.helpforheroes.org.uk

Good spot

WELL done those who spotted a Typhoon carrying ASRAAM on our feature on the Meteor missile in the last edition. Our apologies for the error.

Helmet system will give Tornado pilots the full picture

WORK HAS begun on an £8 million contract to equip the UK Tornado fleet with a helmet-mounted cueing system.

Tornado crews in theatre currently provide close air support, tactical reconnaissance and convoy support to land forces.

The cueing system will project visual targeting symbols onto the visor of the pilot's helmet, in front of one eye.

Martin Taylor, BAE Systems' Combat Air Support Director said: "BAE Systems is proud to be awarded the contract to integrate the system, which had already been developed and deployed on the Harrier GR9 aircraft.

"BAE Systems recognises its responsibility to support the men and women of our armed forces with the best possible equipment particularly when they are operating in-theatre."

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Apache on target



Helicopter proves it can strike from the sea

BRITISH ARMY Apaches have fired Hellfire missiles for the first time, pictured right, while flying from a Royal Navy warship.

A significant milestone in proving the capability of Apache to operate and strike from the sea, 30mm cannon and Hellfire missiles were fired against seaborne targets in a long-planned exercise near Gibraltar involving *HMS Ocean*.

In total, 550 rounds of 30mm and nine radar-guided Hellfire missiles were fired, achieving a 100 per cent strike rate. This was the first time that Hellfire has been launched in the maritime environment.

Major Mike Neville, Army Air Corps, who commands 656 Squadron on board *HMS Ocean*, said: "Today we proved that Apache can operate effectively from a Royal Navy ship, transporting munitions from the ship's magazine, aircraft upload, launch, firing and then recovering to *HMS Ocean*."

"We are now well on the way to proving the maritime strike capability in highly complex scenarios."

The firings were welcomed at DE&S. Jon Haiselden, Apache team leader, said: "Having focused on Operation Herrick since early 2006, the Attack Helicopter Force has undertaken a staged approach over the last year to re-establish a maritime capability."

"Exercise Cougar 11 is the culmination of the efforts of the Apache, International Guns, Missiles and Rockets, and Defence General Munitions teams, the Joint Helicopter Command, the Royal Navy and the Attack Helicopter Force over the year and provides the UK with an important contingent capability."

Secretary of State for Defence, Dr Liam Fox, added: "To see Apache operating to its full capacity at sea reinforces the Government's commitment to shape and equip our armed forces to best meet the range of current and future commitments."

'New' satellite will keep UK Forces in the picture

A VALUABLE Nato satellite earmarked for the cosmic graveyard has been given a new lease of life thanks to DE&S.

The satellite will now be used to provide two extra Ultra High Frequency (UHF) tactical communication channels to the front line.

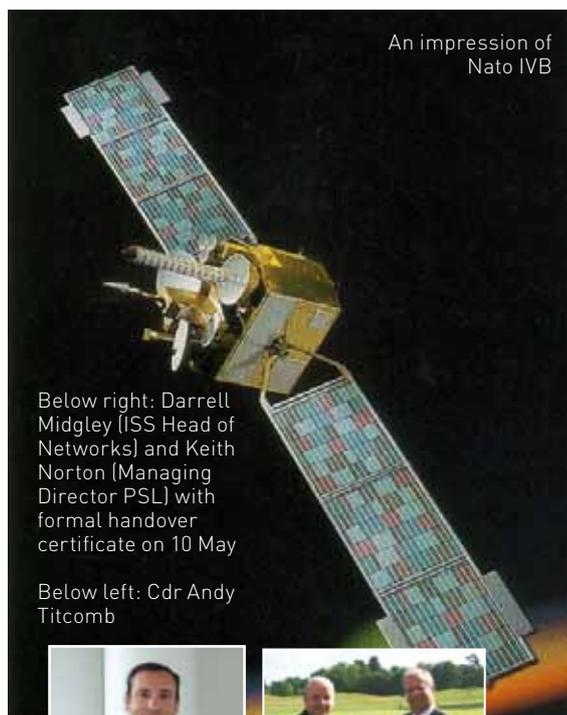
Commander Andy Titcomb, DE&S' Networks Assistant Head for International Business at ISS, said: "UHF satellite communications are a scarce resource and when it became known that Nato was about to fire this satellite – the Nato IVB – into a graveyard orbit, we in the DE&S networks team jumped at the chance to see whether we could take ownership of this valuable asset and use it to support our troops in Afghanistan."

Working with the Nato policy desk in Main Building the DE&S team secured ownership of the satellite at no extra cost to the MOD.

It is now under the control of communications company Paradigm – who will manage the use of the two additional UHF channels through the Skynet Private Finance Initiative contract.

Cdr Titcomb added: "This is an example of ISS personnel identifying and seizing an opportunity to deliver an additional vital resource into theatre at zero capital cost."

Vital extra comms resource to be used in theatre



Below right: Darrell Midgley (ISS Head of Networks) and Keith Norton (Managing Director PSL) with formal handover certificate on 10 May

Below left: Cdr Andy Titcomb



Advertisement



Vehicle sustainability

The Protected Mobility Demonstration and Sustainability Conference takes place at Millbrook – the home of the battlefield mission – on the 22nd and 23rd June 2011.

Millbrook's Julian Bryan comments: "Return on investment and the quality of frontline equipment are at the heart of decision-making and the future-proofing of military vehicles is increasingly important.

"This needs to take into account not only present theatre requirements, but also potential scenarios, as well as how these vehicles will be sustained and used once their current active life has ended."

"PMDSC brings together stakeholders in the defence and military vehicle industry to discuss the importance of sustainability when it comes to the current fleet and future vehicle development."

For more information visit www.millbrook.co.uk or www.protectedmobility.co.uk or call 01525 404242



Community set to benefit as company makes munitions factory switch

DE&S' LONG-TERM contract to safeguard future supplies of ammunition for UK Forces has had some unexpected positive results for a local community.

Logistics consultants NAC Group will save key documents and artefacts from the 1916 Birtley ammunition factory in the north east after BAE Systems staff move to a new purpose-built factory nearby as part of the contract. Even the period bricks will be reused.

The Red Cross will receive all the old site's office furniture to sell to small businesses and start-ups at competitive prices. It will generate revenue for the charity's work while supporting regional business growth.

Simon Miller of BAE Systems said: "A developer's standard method of preparing an old site for new build is typically to flatten the factory and its unwanted contents, then skip the rubble.

"By re-housing as much as we can of the

original Birtley site, we are securing part of the region's heritage and contributing to charity and supporting local businesses. The initiative is minimising the environmental impact of our transition to the new factory."

A local museum has been offered bricks from the site for use in restoration projects, along with signs and other artefacts.

Tyne & Wear Museums will archive key documents including photos, drawings, slides and maps.

DE&S' partnering contract – Munitions Acquisition, the Supply Solution (MASS) – with BAES' Global Combat Systems Munitions is worth at least £2 billion over 15 years and covers 80 per cent by volume of the general munitions consumed by UK Forces.

Under the agreement BAES is modernising factories at three sites around the country, including Radway Green and Glascoed.

Marines look to Sweden in landing craft tests

ROYAL MARINES have been loaned the first two of four combat boats from Sweden for a series of trials.

In return the Swedes are taking on two of the UK's offshore raiding craft.

The scheme is a 12-month agreement between DE&S and its Swedish counterpart Försvarets Materielverk.

Captain Graeme Little, leader of DE&S Capital Ships' In Service Support team, said: "This exchange is very relevant to the Landing Craft Programme and we will get a significant amount of data and experience from the trials, particularly in better understanding, owning and operating fast craft."

The loan by Sweden of their Combat Boat 90 craft is part of an assessment of fast craft and is effectively cost neutral – beneficial to both countries when economic savings are paramount.

This assessment is an element of the wider Surface Manoeuvre Capability providing an excellent opportunity for test and evaluation of fast craft.

Tests will be carried out by the Marines' 1 Assault Group (1AGRM), the UK lead for trials and evaluations of future small craft entering service with the Royal Navy and Royal Marines.



Above: Colonel Patric Hjorth of FMV and Captain Graeme Little of DE&S

Testing will be carried out by highly specialised and experienced people based in north Devon who will assess CB90 performance against requirements set by DE&S for Force Protection Craft (FPC).

FPC is a high speed craft capable of defending areas where Fast Landing Craft will operate, against hostile craft and land based threats.

It also has a secondary role to transport eight Royal Marines

and their personal equipment.

A new fleet of craft is being proposed for later in the decade.

1AGRM Commanding Officer, Colonel Rory Copinger-Symes, said: "A good relationship has developed over the last ten years between Sweden and the UK as Sweden has become a much bigger player in amphibious warfare and the wider international co-operation. We have a lot to learn from each other."



Ambush pictured alongside in Barrow

Ambush trials build up a full head of steam

TESTS AND trials on the second *Astute* class submarine are in full swing at Barrow.

The steam barge, *Steamhammer*, has been brought alongside *Ambush* to provide steam so that its main machinery package can be tested.

During main steam trials the main shaft will be turned, using the main engines and the electrical propulsion system.

Also tested will be:

- The turbo generators, which are the prime source of electrical power for the submarine during normal operations
- The main static converters, which are used to convert stored DC (direct current) power to AC (alternating current) power in the event of loss of steam to the turbo generators
- The diesel generators, which provide backup electrical supplies to the submarine in the event of extended loss of turbo generator supplies.

Ambush commissioning manager Jeff Nesbitt said: "The aim of the trials is to ensure that all components of the electrical supply system can be operated and inter-linked as required, to maintain supplies to the submarine at all times."

When the boat goes to sea, the steam will be provided by the reactor system, which is the other major area of trials preparation.

Alongside these tests, sonar and communication equipment is being set to work, while torpedo tubes are being prepared for load and discharge of dummy weapons later this year.

The submarine's many compartments are also being brought up to scratch. Boat manager Brian Hurley said: "We're not getting a huge number of defects coming out – the captain's cabin passed with zero defects. This shows the boat is in good shape."

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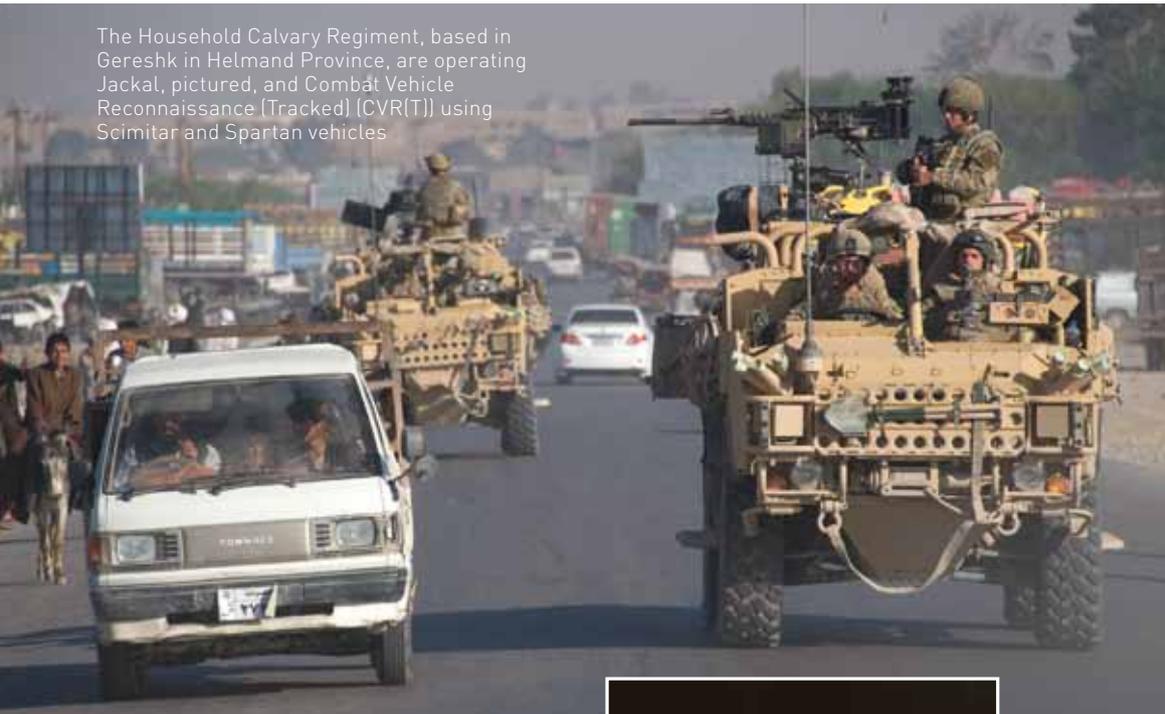
To find out how the LTPA can meet your T&E requirements, go to:

www.LTPA.co.uk

www.LTPA.co.uk is a QinetiQ registered domain name.

DE&S has turned in an impressive set of delivery figures for 2010-2011, the best since its formation. Dr Andrew Tyler, former DE&S Chief Operating Officer and now Chief of Materiel (Joint Enablers), tells *desider* readers he is in no doubt where the credit lies

The Household Cavalry Regiment, based in Gereshk in Helmand Province, are operating Jackal, pictured, and Combat Vehicle Reconnaissance (Tracked) [CVR(T)] using Scimitar and Spartan vehicles



**‘We have established a culture of delivery focus and professionalism that we can be proud of. In time the wider world will also note the progress we have made’
– Dr Andrew Tyler**



I am pleased to report that DE&S has recorded its most successful year of delivery since formation and probably for quite some time before that. I want to congratulate you all for your role in this success; it has been hard won and taken great effort on the part of a great many staff.

On support to current operations, 95 per cent of urgent operational requirements (UORs) have exceeded or met the agreed expected delivery date (an aggregate total of 179 months early), 42 per cent were achieved under their cost approval equating to a saving of £128 million and a total of 104 of the 106 UORs approved were delivered in-year.

While the statistics are one thing, the continuing message from the front-line is that the kit is great and is in the right quantities and the right places. The way that we have risen to the challenge of Libya has also been impressive and reflected the ‘can do’ and operationally-focused attitude of our staff.

While the year-end position is still to be finalised, our routine support activity delivered against Joint Business Agreements with Front Line Commands is forecast to achieve 96 per cent of the agreed 73 outputs. This is an immense achievement in the highly resource-constrained times we are living in.

On significant projects our delivery performance has exceeded all previous records with all targets being achieved for the year. On cost growth we recorded a total net cost growth across the significant projects portfolio of £66 million (–£1 million once foreign exchange issues are removed) against our target of less than or equal to £87 million. On project time slippage we recorded a total net slippage of 15 months across the significant projects population against a target of a maximum of 15 months.

Our improved project delivery performance is not a coincidence; it is the product of a wide range of initiatives and more importantly a change in our mindset.

Nowhere has this been more clearly recognised than in the independent external benchmarking of our project and programme management. Once again we have been scored very high in the top quartile of a wide population of peer organisations (public and private sector, many managing complex projects and programmes).

In DE&S our business is all about clinical objectivity whether that is impartiality in our initial cost estimation or the view we might take of a contractor’s schedule – our role is to use our professional judgement, the right tools and the appropriate expert advice to maintain realism at all times whatever the consequences.

Among those things that we have been doing differently have been:

- major improvements in the honesty of project out-turn forecasting (now sustained over three years);
- project and programme management upskilling (more than 1,050 licences having been issued since 2006 and 240 during 2010/11 across the three levels);
- the development of the Sentinel ‘early warning’ system that uses lead key performance indicators to indicate where we may have future issues on a project;
- the superb work done by the Project



‘Everyone should be proud of this year’s performance – it is testament to a lot of hard effort in testing times’

Delivery Improvement team (now largely ahead of a potential problem rather than surveying the wreckage);

- the successful implementation of the Foundation Milestone Review helping to ensure projects really do start with a good foundation.

We are not stopping here. In the coming year we will form the Project and Programme Management cadre across MOD which will represent the elite of PPM practitioners assisting in leading change and pervading best practice. I have also challenged our key suppliers to work with us to improve their project and programme management – too often exposed as the weakest link now that we have upped our own game.

One of the most prominent features of our business is that complacency is punished very quickly. Supporting operations in the harsh, remote, and dynamic environment of Afghanistan is always going to be a challenge. We need to be constantly alive to the risks and maintain deep connectivity with our end user.

On the significant

projects, despite my sincere congratulations for an excellent effort, we only need to turn our eyes away for a moment or fail to sustain the discipline of good project and programme management and we will backslide again.

We have established a culture of delivery focus and professionalism that we can be proud of. In time the wider world will also note the progress we have made – the National Audit Office has been clear on the improvements they have seen in the last two Major Project Reports.

Everyone should be very proud of this year’s performance. As I said, it is

no accident and is a testament to our professional practice and a lot of very hard effort in testing times.

Well done!

Supporting operations in the harsh, remote, and dynamic environment of Afghanistan is always going to be a challenge, says Dr Tyler. DE&S needs to be constantly alive to the risks and maintain deep connectivity with the end user. Pictured above: 3 Parachute Regiment on a routine patrol in Afghanistan

Picture: Sgt Alison Baskerville, RLC

DE&S has risen to the challenge supporting operations over Libya, says Dr Tyler. An RAF Typhoon departs from Gioia del Colle with Enhanced Paveway II bombs and air-to-air missiles





Touchdown – Voyager gets to work on UK soil

Report: Tim Lewis

Testing begins on the first of the RAF's new air-to-air refuelling tankers

Testing has begun in the UK on the first of the RAF's new fleet of air-to-air refuelling aircraft. The MOD's airfield at Boscombe Down in Wiltshire will play host to two of the large Future Strategic Tanker Aircraft (FSTA) during an intensive programme of testing and trials work that will continue into next year.

Now to be known in RAF service as Voyager, the aircraft are the largest ever flown by the RAF, representing a considerable uplift in capability compared with their long-serving predecessors, the VC-10 and TriStar. The project is managed for DE&S by

its Strategic Tanker and Air-to-Air Refuelling team.

The arrival of the first aircraft towards the end of April was marked by Peter Luff, Minister for Defence Equipment, Support and Technology. "The appearance of the first aircraft in the UK marks an important milestone in the process that will see the Royal Air Force equipped with the best available air-to-air refuelling capability over the next few years, with the first due for delivery towards the end of this year," he said.

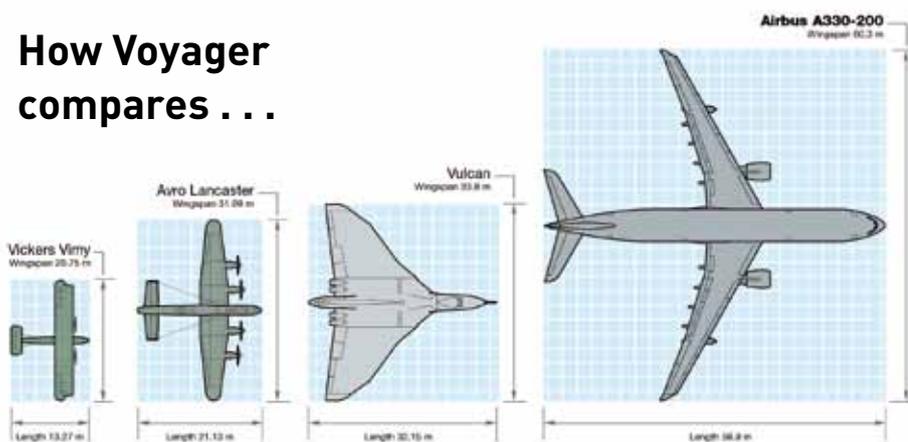
"Recent events have once again proved the essential role that air-to-air refuelling can play in getting our aircraft to where they are needed."

Fourteen of the new multi-role Airbus A330-based tanker transports and a complete support package are being provided to the RAF under a £10.5 billion Private Finance Initiative, a 27-year contract signed with the AirTanker consortium in 2008.

In addition to the aircraft, the service will provide training and maintenance, with a significant investment in brand new infrastructure at RAF Brize Norton, the RAF's future air transport hub.

Air Officer Commanding the RAF's 2 Group, responsible for combat support, Air Vice Marshal Phil Osborn said: "An effective modern tanker and transport force is an essential ingredient in an era of expeditionary warfare. Over the next

How Voyager compares . . .



few years Voyager will join the versatile A400M transport, C-17 strategic airlifter and well-proven Hercules transport to form an RAF fleet that can handle any task that comes its way.

“I look forward to a successful trials programme that will keep the aircraft on track for delivery at the earliest opportunity.”

The first RAF engineers began training to help maintain the Voyager in January and the new two-bay hangar and HQ for AirTanker was officially opened at RAF Brize Norton on 31 March.

Initial trials at Boscombe Down comprise ground and airborne activity using both KC-2 (two-point) and KC-3 (three-point) tankers, with air-to-air refuelling using Tornado, Sentry, Typhoon and Hercules aircraft as receivers. They cover issues such as handling, fuel transfer rates and airframe and engine performance. Initially, Airbus Military and Spanish qualification body crews are flying the aircraft.

“It’s great to see the aircraft in the UK for the first time”, said Phill Blundell, Chief Executive of AirTanker. “The initial testing phase has gone very well and the aircraft is proving to be a reliable, mature and very effective platform.

“This is going to provide a fantastic new air-to-air refuelling, transport and aero medical evacuation capability for the Royal Air Force. The new service will make a significant difference to the RAF and all of our servicemen and women when it starts later this year.”



Above, right and below: Voyager and an RAF Tornado are side by side for the first receiver clearance testing at MOD Boscombe Down in Wiltshire.

Pictures: QinetiQ



■ Based on the Airbus A330-200 airliner, Voyager uses the existing 100,000 litre fuel tanks, thereby retaining full passenger carrying capacity of up to 250 fully equipped troops.

■ Fuel can be dispensed at a rate of 5,000 litres a minute.

■ Depending on load, Voyager’s range will be at least 6,000 nautical miles.

■ In service, Voyager will be flown by RAF pilots, and RAF engineers will be involved in maintenance alongside civilian colleagues. Some contractor staff will be sponsored reservists.

■ Major aircraft assemblies are being manufactured in France, Germany, Spain and the UK. Conversion of the first two aircraft to the required specification was carried out in Spain.





THE TYPE 45 programme has enjoyed another month of milestones as the third of the class of six was commissioned into the Royal Navy in a ceremony at Portsmouth, the port that will eventually provide a home for the class.

Hundreds of guests attended the ceremony as *HMS Diamond* continued her progress into full Fleet service.

At the same time *Dragon*, the fourth of the ships launched at BAE Systems' facility on the River Clyde in Glasgow, embarked on her second set of sea trials – and came to the rescue of a yacht in trouble in heavy seas off the Mull of Kintyre.

As *HMS Diamond* reported for Royal Navy duty, Defence Secretary, Dr Liam Fox said that the Type 45 programme was a good example of how the UK was investing in its future.

"This ceremony marks another step in the delivery of six of the most powerful air defence destroyers ever built for the Royal Navy. These new ships will provide the UK with a world class military capability that will form a key part of the Future Force 2020."

The ceremony was conducted by the Venerable Scott Brown, Chaplain of the Fleet. The ship's sponsor, Lady Johns, who launched the ship at Govan in November 2007, inspected the crew on parade.

HMS Diamond's Commanding Officer, Commander Ian Clarke, read a Commissioning Warrant and the ceremony was rounded off in traditional Royal Navy fashion with the cutting of a commissioning cake. Performing the honour was the Commanding Officer's wife and Engineering Technician Ross Hindmarch who, at 17, is the youngest member of the ship's company.

Commander Clarke said: "This is a proud moment for all on board *HMS Diamond*. As she nears the end of her trials phase, this ceremony marks our transition to front line service. Thereafter, the emphasis will be on



Above and below: *Dragon* heads off towards her second set of sea trials



Dragon roars off down the Clyde



Diamond welcome; HMS Diamond's ship's company at the commissioning ceremony in Portsmouth

Latest Type 45 joins the Fleet

... while there's drama on sea trials as Dragon races to the rescue

combat readiness in preparation for our first deployment next year. I'm thrilled that so many families, friends and affiliates, some from overseas, were part of our momentous day."

Meanwhile *Dragon* used its sea boat to rescue the crew of the yacht *Sceptre* as she drifted towards rocks. The 70-foot yacht with five crew on board sent out a distress call which the Type 45 destroyer responded to.

Captain Graham Baxter received the call on the bridge of *Dragon* six miles

away. The ship's rescue boat quickly passed a tow rope to the yacht and kept it from drifting in the worst of the conditions until the arrival of the Campbeltown lifeboat who towed the yacht away from the area's dangerous rip tides.

"Conditions were getting worse very quickly so I reckon the yacht only had 15 minutes before ending up on the rocks, so it was really important to get there quickly," said a *Dragon* crewman involved in the rescue. "The yacht's crew

looked very pleased to see us."

Dragon, assembled in Glasgow by BAE Systems, was testing her equipment on the trials. She is currently crewed by staff from BAE Systems and sailors from the Royal Navy as they work together to deliver the ship to Portsmouth later this year.

First of class *HMS Daring* was commissioned in July 2009, followed by *HMS Dauntless* in June last year. All six ships are scheduled to be in service by the middle of the decade.



Diamond smiles: Commander Ian Clarke, commanding officer of HMS Diamond, joins Lady Johns, left, who launched the ship, while the commissioning cake takes some sharp treatment from Joanne Clarke and and Ross Hindmarch



CDM delights at his first awards of excellence

DE&S teams and staff earn their rewards for achieving success in tough times

Chief of Defence Materiel Bernard Gray told award winners at his first CDM Commendation Ceremony that he was thrilled and delighted to host the event and hear about some of the achievements of hard-working DE&S staff.

Opening the ceremony, held in MOD Main Building, Mr Gray said: "These are tough times for defence, as we read every day in the newspapers. We are engaged in two theatres of operations and face difficult budgetary pressures. Under this set of circumstances it's a joy and a delight to be here today to recognise some of the great work that is going on in DE&S. This is the first occasion that I have come to this ceremony and I am thrilled to be here."

He said that DE&S delivered huge amounts of equipment to the front line and had a colossal forward programme of equipment and support to be delivered over the next decade.

"Most of this work does not get the recognition it deserves, so on behalf of the DE&S Board I would like to say: 'Thank you and well done, we are all very proud of what you do and for putting in effort that very often goes well above and beyond what is set down in your contracts of employment'."

Mr Gray called for a round of applause for all those present at the start of the ceremony. Afterwards he spoke informally to guests at a lunch following the event. Most awards were presented by Mr Gray, including one for a section of the Light Weapons, Photographic and Batteries team which received an award for delivering the Sharpshooter urgent operational requirement which resulted in a step change in capability for the infantry.

He also presented awards to the DE&S Corporate Communications team for production of the very highly regarded *desider* magazine



Among the awards were to John Walton for his work on the Hunt Class vessels, (*HMS Brocklesby* is pictured above). Also the team which produced JAMES upgraded logistics management software, right, and the team which developed new pelvic protection equipment, left





Winners all: Bernard Gray is pictured with all those rewarded for their work with DE&S in his first set of commendations as Chief of Defence Materiel

Picture: Andrew Linnett

**CHIEF OF DEFENCE MATERIEL COMMENDATION
AWARD WINNERS – ROUND 8**

INDIVIDUALS

- W01 Vance Allen – Defence Container Management Service Team
- W02 Ty Wales – British Forces Post Office
- Lt Col Michael Levett-Scrivener – Supply Chain Management Team
- Mr John Walton – Minewarfare, Patrol and Hydrographic Platform Team
- WO John Greedy – Apache Project Team
- Mr Mike Wells – Tornado Project Team
- Maj Brian Penfold – Special Projects Communications, Information, Surveillance & Reconnaissance Team
- Mr Colin Bates – Imagery and Geospatial Equipment Delivery Team
- Mr David Brogden – Special Projects Communications, Information, Surveillance & Reconnaissance Team

TEAMS

- Defence Information Infrastructure Legacy Systems Closure Team
- Bowman and Tactical Communications Information Systems Experimentation, Research and Operational Support Team
- Future Logistic Information Services Project Team
- JAMES Project Team
- Surface Freight Allocations Team
- Unit Maintenance Management System Fully Managed Service Implementation Team
- Telecommunications Team, Technical Services Business Stream, Joint Support Chain Services
- Technology Delivery C4ISTAR Team
- In Service Submarines Design Authority Team
- Oak Construction Project
- DE&S Corporate Communications Team
- Corporate Approvals, Performance & Risk: Programmes & Technology Group and Applications Services Team
- DE&S Plans & Programmes In Year Management Team
- Dismounted Soldier Systems In Service Support Team
- Personal Combat Equipment Pelvic Protection Development Team
- Sharpshooter Team
- Titan and Trojan Team
- Single Hull Tanker – Safety Assurance Working Group
- Type 45 Programme Management Office
- Helicopter Engines and Chinook Project Teams
- C-17 Project Team
- Wyton Change Implementation Team
- Harrier – Safety & Airworthiness Management Team
- Typhoon Team

and for ensuring the magazine’s costs were covered, and to a section of the Corporate Approvals Performance and Risk for developing and rolling out Sentinel, a software tool that captures project health leading indicators to improve performance management.

The Wyton Change Implementation Team received an award from Director Combat Air, Air Vice-Marshal Simon Bollom, for managing the withdrawal of 2,500 staff from Wyton/ Brampton over four years. AVM Bollom said the team had put in an outstanding effort.

Major General Bill Moore, Director Battlespace Manoeuvre, presented an award to the Personal Combat Equipment pelvic protection development team and said the equipment was designed to prevent fatal wounds.

“I am very pleased to be here today to represent deployed soldiers, sailors and airman as a conduit for their thanks for this cracking kit. Not only is it comfortable to wear, it has been credited by the doctors in the medical facility at Camp Bastion as THE bit of kit that has saved a number of soldiers’ lives,” he said.

John Walton from DE&S Ships’ Surface Combatants team was presented with his award by Commodore Dick Mason of Navy Command.

Cdre Mason said Navy Command was tremendously grateful for Mr Walton’s work in achieving a £6 million saving through reclaiming VAT on the re-engining of Hunt class mine countermeasures vessels.

The Type 45 Programme Management Office received an award from Cdre Mason who congratulated them on delivering a world-class capability that demonstrated its excellence on recent exercises with the US Navy.



Report: Tony Moran



Above: inside the explosives handling jetty at the Royal Navy's Strategic Weapon Facility in Coulport. Last year, a three-year project began to refurbish the jetty to host ballistic nuclear submarines



Service bases and their messes feature highly on the DIO inventory, above, while, left, Mrs Lucy Jackson, Corporal Karl Jackson and son Jake are pictured in their refurbished home at Colchester Barracks



The new Defence Infrastructure Organisation (DIO) came into being on 1 April with a clear goal to deliver better strategic management of the defence estate. As one of its major customers, DE&S is likely to see changes in management of the offices where its staff work, the training areas where its kit is tested, and even parts of the front line, where the equipment does its job.

The DIO's Acting Chief Executive Andrew Manley said: "The creation of the Defence Infrastructure Organisation marks a major step towards ensuring we have an affordable and sustainable military estate that gives our Armed Forces the best possible facilities in which to live, work and train.

"DIO brings a radical new approach to how the MOD manages infrastructure and estates services, but change will not happen overnight. We expect our journey towards full operating capability to take two years, during which time a number of key strategic milestones must be met."

The new organisation must achieve significant running cost reductions, improve estate utilisation and drive further estate rationalisation and commercialisation. Through the sale of surplus land and buildings and other efficiency measures DIO aims to deliver savings of £1.2 billion over the next four years.

In this context, 'infrastructure' describes the acquisition, development, management, and disposal of all fixed, permanent buildings and structures, land, utilities and facility management services, with the exception of IT infrastructure.

DIO pulls together a number of roles and functions, as well as staff from the former Defence Estates (DE) organisation along with infrastructure personnel from organisations across defence such as DE&S, the Royal Navy, Army and RAF.

"This new organisation has already brought together a broad range of property and infrastructure knowledge," Mr Manley added.

DIO has taken on the estate management responsibilities of its predecessor DE, in spending £2 billion every year and managing around 240,000 hectares of land on behalf of the MOD. At around one per cent of the UK's landmass, this vast swathe of land and property makes the department one of the country's largest landowners.

The military estate comprises three main areas: the Built Estate, which is made up of

barracks, naval bases, depots and airfields; the Housing Estate requiring management of more than 48,000 service family homes; and the Defence Training Estate of 16 major Forces' training areas and 104 other training areas and ranges in the UK alone.

DIO has also taken on support of vital military tasks on an overseas estate that spans Germany, Cyprus, the Falkland Islands, Gibraltar and remote overseas stations, including operational theatres such as Iraq and Afghanistan. This diverse portfolio also includes maintenance of overseas service family housing and provision of estate services to the US forces in the UK.

"The model of defence infrastructure runs along some basic principles: streamlining and consistency of processes, economies of scale and improved communications with customers and suppliers, including industry," DIO Deputy Chief Executive David Olney said.

The ranges at Lulworth in Dorset provide gunnery ranges for crews operating armoured fighting vehicles to train. It also supports training activities for many other UK military units

Radical rethink on management of sites where DE&S staff work

New organisation to focus on offices, naval bases, barracks, depots, training areas and ranges in the UK and overseas

“However, key to our success will be getting things right in four areas; embedding the right business processes and supporting these with robust information systems to deliver our outputs; getting the appropriate organisational structure and governance; appropriate business processes; and exhibiting the right behaviours leading to trust between the organisation and its users.”

Mr Olney added that this will enable DIO to take a defence-wide view in strategically managing the military estate – both in the balance of investment and enabling military capability. It centralises MOD management of infrastructure, reduced costs, improves estate use and drives further rationalisation.

A new Strategic Asset Management team will translate defence infrastructure requirements into a strategic programme to deliver what the Armed Forces require to continue defending the UK. Crucially it will aim to improve the utilisation of the estate.

A lot of work has gone into merging all MOD infrastructure funding

and posts into the new organisation. Subsequent phases will transform the organisation into a new leaner structure. This is likely to reduce the number of MOD non-industrial and military posts involved in managing defence infrastructure over the next three years.

The transformation strategy should provide better value for money by using

resources differently. For example, the Next Generation Estate Contracts programme will develop regional frameworks for MOD construction projects. And defence infrastructure staff have already been working on rationalising ‘soft’ facilities management (FM) contracts, for support services such as cleaning and catering. This was the first step towards DIO taking responsibility for ‘Total FM’.

As Britain re-assesses the military capability needed to keep the nation safe in the coming decades, the new organisation must focus on getting the right estate at the right quality for the right price.

Andrew Manley added: “Our Armed Forces deserve the best we can give them. There is a lot of hard work ahead, but DIO will help to ensure that we deliver an affordable and sustainable military estate which will help our military personnel to do the difficult jobs we ask them to do.”

Under revamped management: Oak Building at Abbey Wood



Getac



Who are they relying on?

Any front line depends on effective battlefield command and control centres, where fast, accurate communications and information are vital.

Forward operating bases need intensive processing power, large screen size with high resolution, and a wide range of connectivity.

The new Getac X500 rugged laptop delivers all this and more – straight out of the box.

A 15.6" (1366x768) 1200 nits screen, Intel® Calpella i7-620M 2.66GHz core, discreet NVIDIA® graphics, dual LAN, HDMI connectivity, backed up with MIL-STD-810G and 461F, IP65, UL1604, and a 5-year warranty all come as standard. If you also rely on fibre optic or RS485 interface, these are just two of the added options available.

Getac has designed the X500 to be the fastest, most powerful COTS rugged command and control module of its type.



The unique X500 is Getac's largest, most powerful, fully rugged COTS laptop.

Visit us or our partner SBL for further information.



Rugged Mobile Computing Solutions



www.softbox.co.uk
www.getac.co.uk

Rugged computer saves troops from IED blast in Afghanistan

Military investment in rugged technology is usually targeted at protecting equipment from harsh conditions and extreme environments.

But a recent incident in Afghanistan has seen the Dutch army witness first-hand the benefits of rugged protection.

During a routine patrol an army unit was exposed to an improvised explosive device (IED) attack just metres from an off-road vehicle. The explosion shot a rock through the vehicle window and hit the team's Getac rugged laptop, cracking its case and leaving a five-centimetre puncture.

The notebook, which was on the vehicle dashboard at the time, bore the brunt of the force and saved the soldier inside from serious injury – and the computer remained operational.

Getac UK Sales and Marketing Director Peter Molyneux said rugged mobile computer equipment is essential for troops stationed in Afghanistan, and they've worked to deliver to the exact requirements of the Dutch army. Its personnel need to be able to quickly and easily communicate with each other to gather information on danger zones and battlefield strategies.

"Tactical air control parties work in the front line and conduct targeting for close air support, often using rugged communications equipment outside the safety of a vehicle," Mr Molyneux said.

"The software that forces use must be able to run properly in brutal environments, and proper data transmission is vital."

In this instance, the unit

was mounted on the off-road vehicle's dashboard. The magnesium alloy casing that surrounds all Getac notebooks and the shock-mounted hard drive inside ensured

of investing in cutting edge ruggedised equipment. Getac notebooks are built to work under extreme temperatures, and in the case of Afghanistan, this can also mean

temperature fluctuations from the severe desert heat to below -10°C, which our units can handle.

"Another key concern for equipment operating within the desert environment is dust. Getac's rugged computers are IP65 sealed against dust and water. For further field durability the unit was specified with glove-use touch pad and rubberised, full-sized keyboard, with backlight key legends for night use. And the notebooks' unique fan-free design and sealed caps and doors further protect crucial data from becoming victim to the elements."

The Dutch technical air control received the first batch of Getac rugged computers, and based on positive reviews from that initial order, more were purchased for several other troops. The units are now used in both Afghanistan and the Netherlands.

Although Dutch troops do not use Getac notebooks as their main satellite GPS tool because of military regulations, they have discovered they can use them as a secondary GPS.

"We've had army feedback saying they've found the Getac GPS system is very quick to respond and offers a truly viable option to the primary GPS," Mr Molyneux said.

Getac works extensively with the Dutch army units to ensure they receive the best possible service and support, including through an industry-leading, five year warranty.

"Frontline forces need to know they can rely on their kit – and as the Dutch army has discovered they can rely on Getac," Mr Molyneux concluded.



that the unit survived the shrapnel blast and remained fully functional.

"While the IED incident may be an extreme example, it demonstrates the strength of the equipment in a true-to-life situation," Mr Molyneux said.

"Increasing demands are being placed on troop equipment and we're proud to be working with army personnel to provide customised rugged computing solutions that meet the needs of the environments they operate in."

This is important, as many military



Getac's ruggedised laptop, above, saved Dutch troops hit by an IED in Afghanistan

vehicles were not originally built with notebooks in mind and many are retrofitted with mounts that do not always protect the computers in the optimal way, Mr Molyneux said.

"It shows the importance

'It shows the importance of investing in cutting-edge ruggedised equipment. Getac notebooks are built to work under extreme temperatures'

BMT Defence Services plays a key role in delivery and management of land capability for the UK MOD and industry partners.

We help our customers achieve engineering success and meet critical deadlines, delivering through-life solutions to complex acquisition, design and engineering problems. BMT's independence from the supply chain and freedom from investor interests ensure our advice is truly impartial.

Design and through-life management issues faced by modern protected vehicles are becoming complex and challenging. Delivering enduring, cost-effective capability with flexibility to adapt to emerging threats and changing scenarios requires:

- A deep understanding of user needs and the operational environment into which new systems must be integrated;
- Detailed knowledge of current and future technologies that could help meet user needs;
- Design innovation to develop integrated solutions within stringent cost, size and weight constraints;



Capability delivery through engineering excellence

- A whole-life view of technology insertion opportunities to manage obsolescence and meet new challenges.

BMT offers a complete service, using core skills of systems engineers, designers, information systems developers and supportability, safety and environmental consultants to solve customers' issues. Our naval heritage brings cutting-edge ideas from ship and submarine design and through-life support teams to solve complex problems.

How do we apply our expertise?

- Providing impartial expertise to government acquisition agencies, acting as a 'critical partner' and helping them achieve key acquisition milestones by leading activities encompassing all Defence Lines of Development across the whole system lifecycle;
- Supporting industry suppliers with design innovation and pragmatic advice;
- Acting as an intelligent interface between industry and the MOD to help deliver all evidence throughout acquisition and in-service support processes.

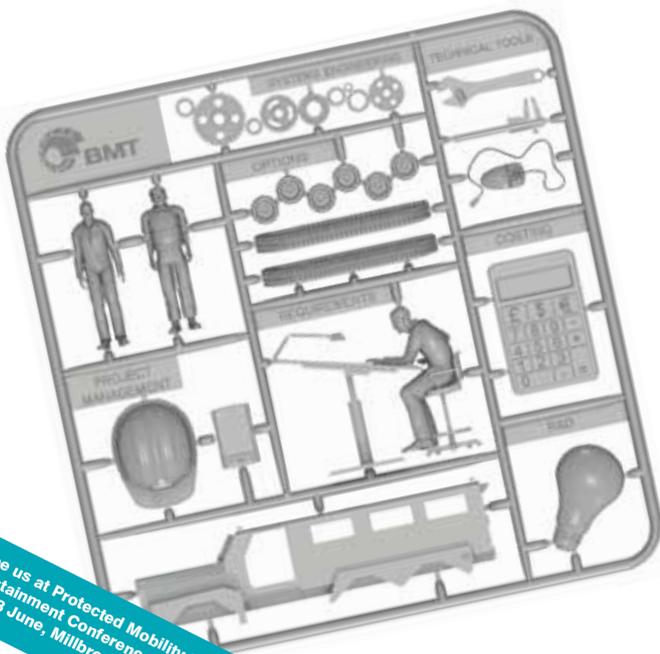
Our experts have worked as an integral part of customers' 'rainbow' teams as well as leading delivery of discrete work packages. We have more than 250 employees in

Bath and Weymouth in the UK, and can call on specialist design, engineering, project and risk management expertise from other companies in the global BMT Group.

Where has our knowledge taken our customers?

- We support MOD delivery teams on many urgent operational requirements and core programmes across the Protected Patrol Vehicle, Counter IED, Dismounted Soldier and Battlefield Power domains to achieve time, cost and performance targets;
 - We help technology providers to develop innovative ideas into militarily useful products with the supporting evidence needed by acquisition programmes;
 - Defence capability and programme management staff use our knowledge management and strategic roadmapping expertise to help them understand competing technologies and plan their research and development, acquisition and through-life capability management programmes;
 - We have developed information systems to help manage the complexities of acquisition and interactions with parallel acquisition programmes and legacy systems.
- Visit us at Protect Mobility Display & Sustainment Conference, 22-23 June, Millbrook, Bedfordshire.

Procuring a land vehicle needn't be a battle



When it comes to the nation's security, you need **outstanding engineering partners with the highest levels of experience, integrity and creative thinking.**

BMT has all these, which is why we've worked with Government departments and defence agencies, major defence and industrial contractors in the UK and overseas since 1985. Our extensive experience of complex naval systems, combined with our subject matter expertise, enables us to provide comprehensive acquisition support, technology management and design support in the land domain, giving you a watertight business case, ongoing support and valuable peace of mind.

So when you decide to work with BMT, you'll be putting together a highly successful partnership.

email our land specialist Stuart Olden at solden@bmtdsl.co.uk or visit www.bmtdsl.co.uk

 **BMT Defence Services**

"Where will our knowledge take you?"

See us at Protected Mobility Display & Sustainment Conference 2011
22-23 June, Millbrook

Shipyard investment keeps up the service



New investment at Falmouth will see ship parts returned good as new

A&P GROUP'S Falmouth yard has upgraded its engineering workshop to improve its work on the ships it maintains as part of its service to DE&S.

The company's machine workshop, which already holds 18 lathes and can accommodate 2.5m radius components up to 12m in length, has had new lathes and digital read outs fitted to increase quality and efficiency.

Already a well established ship repair, conversion and fabrication business, A&P want to make full use of their 3,500 square metre covered mechanical work and machine shop and are keen to showcase the facilities across a variety of sectors including oil and gas and the renewable energy sectors.

Servicing the workshop are overhead cranes allowing all sizes of machinery to be stripped and components machined to extend their service life."

Paul Hebson, operations director with A&P (Falmouth) said: "This coupled with the fully equipped cleaning facility allows old components to be returned overhauled, cleaned and looking like new."

Managing support contracts has just got easier

A MAJOR enhancement to help Land equipment teams manage their contractor logistic support contracts more effectively in the Joint Support Chain has reached initial operating capability.

Electronic Business Capability (EBC) will enhance Stores System 3.

The capability went through two successful live field trials covering the Battle Group Thermal Imager contract with Thales and the ADAPT contract with MBDA which supports the Rapier air defence missile system.

Both trials were supported by Combat Tracks Group and the Short Range Air Defence (SHORAD) team, Joint Support Chain Services and Defence Support Group.

A particular benefit was realised when using the capability in the Falkland Islands where it had previously taken 2-3 days for a demand to reach the supplier from the Falkland Islands; the field trial achieved this within two hours.

EBC provides full automation of contractor logistic support (CLS) demands in the forward and reverse supply chain. This allows authorised demanders the same ability to place demands for CLS items direct to industry in the same way they do for general stores, giving them the ability to track progress and to access management information direct from the system.

The EBC team is working with Combat Tracks Group and SHORAD to fully migrate onto the system.

For more information contact the EBC project manager on 01980 664544

Shoreham follows Blyth in latest Rosyth work

HMS SHOREHAM – the Royal Navy's newest *Sandown* class single role minehunter – has arrived at Rosyth for a five-month maintenance period.

As well as a substantial maintenance package, the programme includes a number of upgrades.

HMS Shoreham will be the second single role minehunter to receive the Defence Information Infrastructure (Future) (DII(F)), enabling information sharing and collaborative working across the defence network.

Also among the upgrades include the fitting of a chloropac dosing system, which will reduce fouling by marine organisms, and a re-siting of five tonnes of ballast.

More than 20 alterations and additions are included in the package, a number relating to operational conditions encountered in the Gulf.

DE&S programme manager David Winstanley said he had looked forward to welcoming *HMS Shoreham* to Rosyth for her short but intense docking period.

"We are confident that, through our partnering ethos,



HMS Shoreham gets ready for her short docking period

we can build on the earlier success of *HMS Blyth* and deliver the project on time and budget," he added.

Considerable work will be undertaken on the air conditioning plant, and sea water cooling systems, as well as full renewal of the outer bottom paint coatings using the new polymer-based foul-release paint system (which improves the vessel's speed and

fuel efficiency), and habitability improvements to living quarters.

Babcock project manager Dave Gibb said: "We have worked closely with our MOD partners to develop the work package to ensure that the right work is undertaken at the right price. The programme will now involve robust project management to ensure that the targets set are met."

GOOGLE MAPS has done much to open people's eyes to the benefits of maps on their computers. DE&S' Intelligence, Surveillance, Target Acquisition and Reconnaissance Operating Centre is co-ordinating use of similar systems on military networks, delivering land maps, air and sea charts and weather information.

Major Hamish MacMillan, Chief of Staff at Joint Aeronautical and Geospatial Organisation, said: "Establishment of defence geospatial information services brings advantages to front-line commands and DE&S delivery teams.

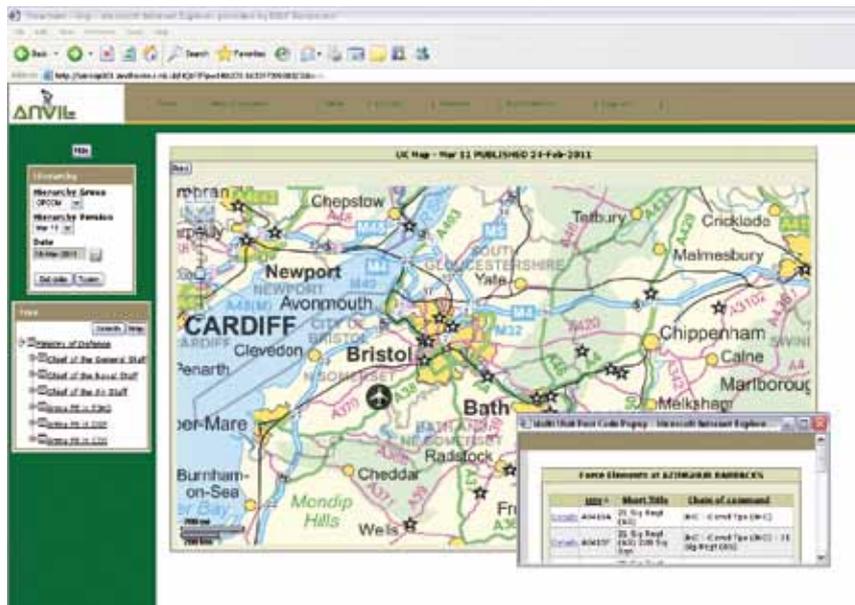
"Commands can be confident that all their personnel have the correct map. They can use people to analyse the information rather than simply manage the terabytes of data involved. If delivery teams ensure that projects are compatible with in-service geospatial information services they can reduce the requirement to purchase proprietary software and the storage space required to manage maps within their own systems."

Many people are familiar with viewing web map services in a browser. Even more powerful is when geospatial information is pulled into other applications for display or further processing. This can be seen in action in Afghanistan where maps from Dataman are browsed directly, but are also used within the Intelligence Processing Application and the Integrated Command and Control application. Dataman has more than two million hits or requests for map tiles per month.

Intelligence Information Solutions delivery team has recently implemented web map services at the Met Office,

Military embraces digital mapping

How the Forces will be able to access land maps, air and sea charts and up-to-date weather at the click of a mouse



Land Forces' Lambton provides maps into the Army's Anvil application

Information Service started as a capability concept demonstrator on the internet.

In order to ensure all these systems work together, ISTAR Operating Centre and Systems Engineering and Integration Group are supporting Defence Intelligence's Spatial Data

Infrastructure initiative. This is ensuring that spatial data is produced,

initially on the internet with other networks to follow in 2012.

The UK Hydrographic Office's Defence Maritime Geospatial

managed and exploited with optimum operational benefit while supporting essential routine business, including training, in a cost-effective manner.

Many of the systems mentioned above will be demonstrated at Abbey Wood on 7 June when there will also be a briefing open to all in the Central Facilities Building's lecture theatre.



Team move is designed to keep RAF photography in the picture

RAF GROUND photographic support, traditionally provided alongside air camera systems within the Air Platform Systems team, has moved to a new team.

Separation of ground and air photographic support into discrete areas has seen it transfer to the Light Weapons, Photographic and Batteries (LWPB) team to sit alongside its Land and Fleet peers.

LWPB will for the first time offer a

one-stop shop for photography to the Front Line Commands.

Pictured from left: Alan Ledbury – photographic equipment support manager with LWPB; Jim Hennessey – photographic technical officer; Lt Cdr Jon Llewellyn – photographic capability manager, LWPB; Ken Spreadborough – Air Platform Systems leader; Col Peter Warden – LWPB; Catherine Knox, inventory manager, RAF.

Staff learn to keep info interoperability on course

A NEW Information Interoperability awareness online training course has been introduced by DE&S' Systems Engineering and Integration Group (SEIG) for all acquisition staff, especially capability sponsors, requirements managers and engineers.

Information Interoperability (IIO) is the ability of systems, units or forces to provide information to and accept information from other systems, units or forces and to use the information exchanged to enable them to operate effectively together.

Essentially, it's about making provision for and managing the who, what, how good and why of information exchanges across boundaries that support operational or business activity.

This short online course hosted by the Defence Academy at www.dacmt-acquisition.org.uk tells a story of missed Information Interoperability on a fictitious operation and the consequences on front-line characters.

Using an innovative story-based approach it demonstrates the contributions

key acquisition actors make to improving matters and hence future operational effectiveness.

The two-hour course aims to provide Information Interoperability and systems engineering awareness competencies in the project and programme management environment.

The course was designed, developed and delivered by SEIG, Mr Mike Bibby, the Defence Academy College of Management and Technology (DA-CMT) and Logica. Further information in DIN 2011DIN07-081.

DE&S' Information Systems and Services (ISS) has realigned its customer-facing teams to create the ISS Representative Organisation (IRO).

This new organisation, split into five regions across the UK and worldwide, consolidates existing skills and knowledge from ISS to provide customers with a single point of entry to their information and communications technology (ICT).

Whether the customer operates at TLB level such as Director Ships or at site level such as RAF Kinloss, they will find a dedicated ISS representative building relationships with customers.

This ensures ISS

- understands, responds and delivers to customer business needs and priorities;
- delivers ICT via consistent and coherent front door processes;
- ensures customers have awareness of relevant ISS Services.

This is a significant change to ways of working and the ISS representatives will enable it by:

- managing customer requirements from capture through progression to delivery;
- assisting with local CIS service provision and contingency planning;
- managing the provision of significant change and facilitate complex projects;
- managing ISS service issues and complaints to resolution;
- conducting ISS service level and performance reviews.

Additionally the IRO representatives will be responsible for the Formal ISS Annual Customer Review which helps shape the way ISS conducts current and future business.

Further information e-mail DES ISS SvcOps-IR Ops Group (multiuser) or phone SPOC (188) stating 'ISS Rep'.

Regions: 1: North and Midlands inc Scotland and Northern Ireland, 2: London inc Main Building and other government departments, 3: South East, 4: South West inc DE&S, trading funds and industry, 5: Northwood, Permanent Joint Operating Bases, overseas bases including Front Line Commands

Apex is set to help out DE&S



Vic Jenkins of DE&S, right, joins Simon Chambers of BAE Systems at the opening of the Filton Apex

A NEW facility to help DE&S teams and other customers integrate systems and experiment in real time under operational conditions has opened in the west.

Vic Jenkins, DE&S' Director of Intelligence, Surveillance, Target Acquisition and Reconnaissance, opened BAE Systems' Apex Filton facility.

"This new facility will allow BAE Systems to work closely with subject matter experts to create simulated solutions and architectures to provide a high level of assurance that operational benefits can be delivered in a timely and cost-effective manner," said Mr Jenkins.

Work at Apex will now see technical risk and uncertainty in the early stages of a programme reduced, ultimately ensuring the development of a cost-effective solution.

Mo Stevens of BAES said: "Having this facility in Filton allows us to enhance the service we offer to Abbey Wood. Working together we can review visualisation and experimentation options across several locations at the same time. This ensures a clear understanding of the benefits available to our customers once the solutions enter service."

Filton replicates an existing BAE Systems facility in New Malden, Surrey.

ISS sharpens up service to face the customer

Learn from experience at ABW

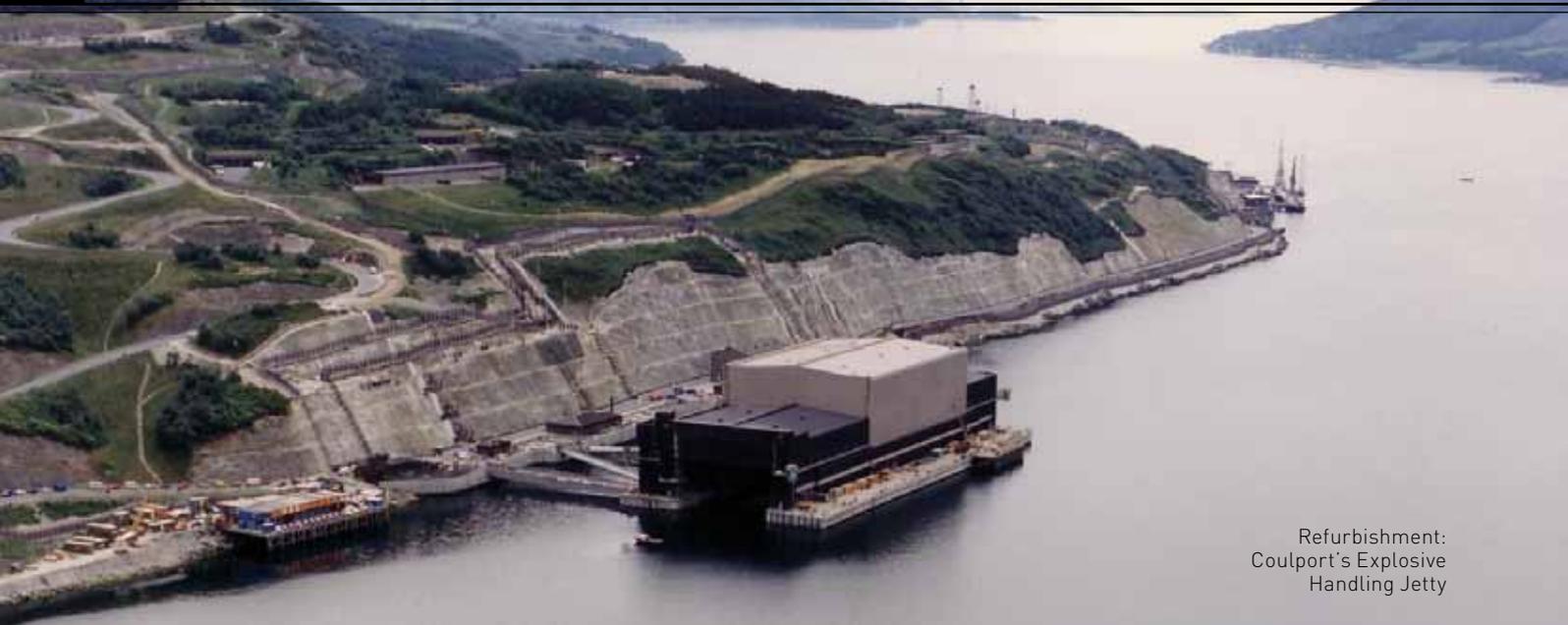
A SERIES of Learning from Experience (LfE) seminars has taken place in Abbey Wood.

Topics have included Practical Learning for Managing Change in Acquisition; Introduction of Lynx Mk9A by UOR and Introduction of Chinook Mk3 reversion project through to People Issues in Acquisition.

Seminars form part of the DE&S LfE Strategy in response to a Performance Delivery Improvement (PDI) review last summer.

Future events include: 9 June – Lessons identified from PDI reviews; 20 July – Termination of the Harrier Pegasus Engines Contract; 10 August – Director Land Equipment, Major General Ian Dale talking about his experiences in acquisition before his retirement later this year.

More details via the PTG website. Bookings can be made on the Debut events booking system.



Refurbishment:
Coulport's Explosive
Handling Jetty

A MAJOR project refurbishing the Royal Navy's Explosive Handling Jetty at Coulport is set to enter the next phase with maintenance being carried out on the facility's roof, vessel access door and mooring booms.

The jetty's Continuous Availability Programme, or CAP for short, began last year at the site with work set to continue throughout the rest of this year.

The latest phase will see the giant structure shrouded in scaffolding as contractors maintain the outside of the building.

Coulport's Explosive Handling Jetty is a key naval asset allowing submarines to sail inside the structure to load and unload armaments.

The CAP is a unique project to upgrade the building while still ensuring that it remains operational and continues to do its essential work supporting the Royal Navy Fleet.

Recent milestones in the project have included work completed on the facility's 125-tonne crane, along with re-preservation of the access bridges.

Last September, among other things, the programme focussed its attention on the facility's redundant demineralisation plant, removing pumps, pipe work and a massive four-tonne storage tank from deep below the building.

"The work so far has been a complete success and all the work has been achieved without taking the facility out of service" said project manager Morag Cook.

"We are looking forward to the next phase of the work which will see work commence on the outside of the jetty and the building covered in scaffolding.

"The majority of the work is being carried out by Spie Matthew Hall and we recently had a visit from their chairman and chief executive who wanted to come to Coulport to have a look at the work.

"I think this is an indication of the importance of this project. Spie Matthew Hall may be involved in financially bigger projects than this, but none that is of more strategic importance to the country."

Coulport upgrade project is all ready to enter a new phase

PORTSMOUTH NAVAL base hit its 60 per cent recycling target during Climate Week.

Efforts to spread the word with a poster campaign and meetings at the base and on board ships resulted in a greater awareness – and recycling went up as a result, said James Pollington, Senior Energy and Environment Manager.

As part of the Climate Week activity, Dennis Miles took the Solent Energy Efficiency Management Group on a tour of the Block Mills and the more modern dock pumps originally installed in 1934. This was followed by a presentation focusing on the opportunities to improve the efficiency of the dock pump infrastructure.

Taking time out from their desks for Climate Week, gap year students Ed Durkin and Ashley Clark spent the week surveying the operation of the

radiant steam panels using the latest IR technology.

Their report will help to inform the future maintenance by establishing a routine for identifying traps with

Portsmouth hits recycling targets

suspected blockages ahead of routine maintenance inspections.

"Failed steam traps often pass 'live' steam resulting in energy losses amounting to hundreds of pounds a year, and contributing to the depletion of fossil fuel reserves and global warming," James added.

MOD SPORTS LOTTERY WINNERS – MARCH 2011

£10,000 Adrian Quant (Clyde); £ 5,000 Michele Steele (Donnington); £ 2,000 Ian Blackmore (RAF Menwith Hill); £ 1,000 Marion Dash (Yeovil); £500 Lesley Stephen (Clyde); £300 A Chalmers (EDS), Isabella Fairclough (Wegberg), Alison Mowat (Kinloss), Christopher Follenfant (RAF Brampton); £200 Helen Cheeseman (Brompton Barracks), Eileen McDonald (Arbroath), Simon Crabtree (Abbey Wood), Jayne Smith (RAF Brampton), Jonathan Ross (Whittington Barracks), John Roberts (Llanrwst), Paul Cawkill (Dstl), Michael Evans (Melton Mowbray), Nicholas Sowerby (DM Longtown), Christopher Barratt (Abbey Wood), David Hardcastle (RAF Wyton); £100 Stuart Giles (Donnington), Kathleen Zasada (RAF Brize Norton), John Wallace (DM Beith), Susan Beatty (Brecon), Sarah Forsyth (Shrivenham), Raymond Rogers (Donnington), Eric Ervin (Middle Wallop), Dylan Hawkes (Abbey Wood), Michael Parker (Warminster Rd, Bath), Pravin Mistry (M'boro Bks), Buster Brown (RM Poole), Ronald McKendrick (Aldermaston), Lynsey Tilston (Walker Hse), Wendy Keaveney (Ensligh, Bath), Keith Nicholson (Shrewsbury).

WIMBLEDON TICKET WINNERS

Angela Crozier (Aldershot), Janet Armstrong (DGC Feltham), Kirsty Ainley (Portsmouth), Tim Bright (DE&S Foxhill), Helen Pollard (PPPA Foxhill), Joanna Leach (DI DS MB London), Claire Ruffley (RAF Brampton), Paulette Sanders (DE&S Abbey Wood), Ron Shepcar (ICG HQ), Jen Keeley (DIO Abbey Wood).

DE&S plays its part in a right Royal day

Whether it was the dress, the carriage or THAT hat many of us will have lasting memories of the Royal wedding. While most of Britain settled in front of the television a few lucky staff from DE&S were there to support the young couple as *Hannah Swingler* found out

Lt Cdr Richard McHugh, works for Operations and Policy, DSA Capital Equipment Sales

"DE&S was asked to provide one Royal Navy officer and I was the first to apply!

I was Half Company Commander for the street lining between Westminster Abbey and Buckingham Palace. I was located on the road just outside the Abbey on the route up to Parliament as part of the Naval contingent.

"There were 42 Half Companies in total, made up of the Royal Navy, Royal Marines, Army and Royal Air Force who were responsible for lining the route from Westminster Abbey to Buckingham Palace. Each Half Company consisted of 20 junior ranks, an SNCO and an officer. The role consisted of two weeks training, a dress rehearsal in the early hours of the Wednesday morning and then the actual day. The Royal Navy lined the route from the Abbey and along the first part of Parliament Square.

"We formed up at Wellington Barracks at 1030 and then marched out at 1108, up Bird Cage Walk to Parliament Square. We were formed up as street liners by 1130 ready for the procession back to Buckingham Palace that started at 1215. Once the procession was complete we marched the reverse route back to Wellington Barracks.

"This day brought out the best in people, and it felt like a great national occasion. It was a fantastic day and a great privilege to be part of a national ceremonial event."



Chris Savage works in DE&S Defence Clothing Parade and Ceremonial team

"I was one of 24 Yeomen selected to parade in Buckingham Palace to mount a ceremonial guard for the wedding couple, the Royal Family and guests invited to Buckingham Palace and as such helped to line the marble stairs within the Palace.

"I had travelled to London the previous evening to stay overnight, in order to be at the Palace for 0800 on the morning of the wedding.

The Body Guard were given facilities

to change within the Royal Mews; we normally prepare in our own Guardroom at St James' Palace.

"I returned home to Bristol on the Friday afternoon and on arrival at about 6 pm, my wife and I were finally able to relax by opening a bottle of 'fizz' and watch a recording of the wedding.

"Together with my colleagues in the Queen's Body Guard, I felt immensely proud, privileged and honoured to be part of the happy and momentous occasion that was the Royal wedding."

Pictures by Andrew Linnett and Pete Gowing, DE&S Photographic

Andrew Linnett and Pete Gowing are DE&S' photographic staff based at Ennsleigh.

"With more than 1,300 military personnel involved in the wedding, my colleague Pete and I were delighted when Directorate Media and Communications asked us to take pictures of the military aspects of this prestigious state occasion. I was positioned at Horseguards, overlooking the entrance and Pete was asked to cover the pre-wedding preparations at Wellington Barracks.

"We'd recce'd both positions the day before and met the press team who were based at Main Building. We also took the opportunity to walk the route from Buckingham Palace to the Abbey.

"The atmosphere was already buzzing and the route starting to get busy.

"An early start on the day and we were in position at 6.00 a.m. The excitement built throughout the morning as guests started to arrive into Horseguards. The police were in place and I just had to wait for the procession to start.

"Pete was busy covering all the preparations of the path liners and the bands at Wellington Barracks.

The *Mail* and the *Telegraph* had commissioned Pete to capture images of military personnel getting ready for the big day. Pete said: "The day was hard work but memorable. You don't get opportunities like this every day and the memories will be with me for a long time'."

"I felt privileged to be part of a unique occasion; who couldn't when there were two billion people watching worldwide."



Getting with the programme

Awards show quality of DE&S project management

THE ANNUAL Project Management Development Programme (PMDP) graduation ceremony saw 30 graduates pass the Foundation and Practitioner levels.

PPM Head of Profession Vic Jenkins opened the event and presented certificates on behalf of the 2nd Permanent Under Secretary, the Defence Board Champion for PPM.

Guest speakers included Jenna Clare (Afghanistan Main Effort Civilian) promoting new PM developmental opportunities supporting operations during short term deployments in the UK.

She was joined by Dr Edward Hoffman from the



Left: graduates are pictured with Vic Jenkins, while below Mike Childs, right, is presented with his certificate

NASA Academy of Program/Project and Engineering Leadership who spoke about developing project excellence in a complex world.

Mike Childs, a project manager with Bowman and Tactical Communications and Information Systems team, is graduate of the year.

His award recognises commitment to developing project management skills and experience, their high level of participation on the programme

and the amount of development activities they have undertaken within the year.

Mike has been an enthusiastic member since he joined in 2008 and has graduated as an alumni member having passed both the foundation and practitioner levels of the PMDP.

His award was endorsed and presented by Vic Jenkins.

"As a project manager I recognised the need to formalise my knowledge as well as identify what turned out to be some large gaps in what I know!" said Mike.

"A friend said you can either find your own path through the 30 competences, to achieve your licence, or you can join the PMDP and take advantage of a friendly, well organised and structured approach with excellent training.

"I found the PMDP training excellent as well

knowledge, experience and networking. It all led to development of my PM skillset and enabled achievement of my Level 1 and 2 licences.

"I have enhanced my professional development through PMDP and gained some excellent contacts and friends.

"Being awarded graduate of the year was the highlight in what is a great programme to be part of."

Mr Jenkins said: "Project management is right at the heart of MOD business; it is critical to much of what we do.

"Continuously developing new project managers is an excellent investment in the future and the PMDP enables us to make that investment.

"I am immensely proud of all those who graduate from the programme and pleased that we are able to give some added recognition to the ones, like Mike, selected as graduate of the year."



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■ The programme is administered by the PMDP team, in the MOD Programme and Project Management Centre of Excellence to develop project management skills and attain qualifications leading to professional recognition through achievement of MOD project management licenses. The programme is open to civilian and service personnel of all grades. The PMDP will shortly be advertising for the 2011 intake. To apply look out for the DIN next month.



ICG day from left: Col Bill Pointing, Col Peter Warden, Col Peter Rafferty, Brigadier Mike Riddell-Webster, Maj-Gen Carew Wilks, Marcus Bruton, Lt Col James Birch

Industry catches up with ICG's future plans

DE&S' INDIVIDUAL Capability Group (ICG) hosted a day for industry, academia and some UK police forces to update the Dismounted Close Combat community on Planning Round 11 and ICG's future equipment programmes.

Major General Carew Wilks, former Head of the ICG and now Director of Programmes and Technology Group, opened the event at Warminster on 12 May. Brigadier Mike

Riddell-Webster provided an update from MOD Centre, while Major Mark Beynon gave an operations update following his recent tour of Afghanistan with 2 Royal Welsh.

During the afternoon ICG's leaders provided an update of their teams' future equipment programmes and Marcus Bruton presented an overview of the Generic Soldier Architecture development programme.

The event was well received and enabled all to understand the future direction of ICG, allowing them to align their plans for their future business and research requirements accordingly. In addition, attendees were able to view the Soldier Reference Centre which gave them the opportunity to view equipment in-service in theatre today.

Typhoon support visits Cosford

LEADERSHIP, AIR power/warfare, ethos, common military skills and training for deployed operations and relevance to the role of project teams were on the agenda as the DE&S Typhoon Support Integration team (TSIT) from BAE Systems Warton visited Cosford.

Directed to 50 airmen and women undergoing Aircraft Maintenance Mechanic training, the team demonstrated the role of a typical project team and how a military link is a crucial element between capturing equipment requirements, industry engagement and delivery of front-line capability.

It also gave the RAF's future maintainers an appreciation of the challenges confronting project teams and also factors, some usually invisible to the end user, to be considered during delivery leading edge military capability.



Pictured, back from left: Chf Tech Gaz Jones, Sgt Stan Bates, Sqn Ldr Tony Dimeck (OC TSIT) and Chf Tech Simon Halkett. Front: Chf Tech Kev Shiels and Fg Off Louise Quilter (JEngo 238 Sqn)

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:

2011DIN04-053: As of 1 April 2011 responsibility for RAF Ground Photographic procurement and support has transferred from Air Platform Systems team to Light Weapons, Photographic and Batteries (LWPB). All MOD photographic equipment and individual imagery requirements are to be directed to LWPB.

2011DIN04-055: The Bedford 8/14T fleet had a confirmed out of service date of 1 April 2011. The equipment is held by land and air units in UK, Germany, Kenya, Operation Herrick, BATUS and the Falkland Islands. Fielding of replacement Man SV9/15T is controlled by Land Forces Directorate.

2011DIN04-057: This provides direction to procurement teams, ships' staff and waterfront organisations for proper control of combat system changes in frigates, destroyers and other capital ships of the Royal Navy. Compliance is linked to the maintenance of valid platform safety cases as well as overall design integrity and configuration control.

2011DIN04-062: Fundamental changes have occurred to sonobuoy management processes. The Royal Navy is now the lead user, with engineering authority and logistics management responsibilities transferring across to the Merlin team. This DIN serves as a single point reference for all sonobuoy issues.

Further information and more details on the latest DINs see:

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

Donnington helps pilot safety workshop

THE ABC project team – part of the Safety and Environmental Protection Group – piloted a 'working safety' workshop involving staff from across Joint Support Chain Services' Donnington site.

The workshop followed activity in the ABC programme (Attitude and Behaviour Campaign) based on the Hearts and Minds package (designed by Shell), developed to improve the safety culture within an organisation.

The ABC campaign – 'Making S&EP Personal' – promotes positive attitudes and behaviours to build a stronger and sustainable S&EP ethos and culture within DE&S.

The working safety package is a validated tool that enables people to identify and mitigate hazards in their work.

Unsafe working practices are a major cause of incidents.

The tool works by exploring real-life hazards at the location and helps create conditions in which safe behaviour becomes a habit.

The tool also demonstrates how effective risk assessment contributes to working safely and focuses on creating an intervention based culture.

"The workshop involves numerous syndicate exercises that are designed to involve people with routine safety and promote a proactive mindset," said Shaun Ellis, the ABC project manager.

"We received some really good feedback from the first event."

The ABC team has also developed a five-point charter to highlight the key behaviours that everyone can implement, to improve the S&EP culture.

More information on ABC or the workshop search for ABC on the intranet or contact Shaun Ellis on 9679 82506.



Defence partner backs Corsham golf showdown

DEFENCE PARTNER VEGA will be backing Corsham's hotly-contested annual golf tournament later this month.

The Joint Service Unit Corsham Golf Society (JSUCGS) championships will be at Cumberwell Park Golf Club in Wiltshire on 15 June between the members, made up of the three services, Civil Service and MOD contractors working in Information Systems and Services.

The winner will walk away with the VEGA Trophy. The trophy was presented to the JSUCGS committee during a tour of the company's new premises in the Bristol Business Park.

Pictured: Lt Col John Adlington, officer in command of operations Mr Neil Bain.

Youngsters' Easter invite is simply egg-cellent

EASTER CELEBRATIONS came to Devonport when the base commander invited children of base personnel to an egg hunt.

The event took place in the grounds of Drake House, the official home of Commodore Steve Dearden and his family.

The children are all pupils at Rogers Burrow nursery on the base.

Mrs Dearden said: "It is lovely to open the garden up to the children and to see them having such a good time."

The youngsters followed a trail left by the Easter Bunny which was followed by a picnic lunch enjoyed after all the activities, including musical games during the morning.

Nursery Manager Rachel Hewson said: "It was very kind of Mrs Dearden to invite us to Drake House. The children had a fabulous time with perfect weather."

Children also toured Drake House, including the balcony



Top table: youngsters handed an early lesson of formal dinner manners

view to the Wardroom, where Royal Navy and Royal Marine officers socialise and have temporary accommodation.

The children also saw the table laid out ready for a formal dinner while nursery pupil Ryan Samuel was given the honour

of sitting in the Commodore's place at the head of the table.

Mrs Dearden has plans to open up the grounds again, adding: "I am looking forward to inviting them back in the summer for a teddy bear's picnic."

Lord's continues its inter-services Twenty20 vision

LORD'S WILL host the Inter-Services Twenty20 cricket tournament for the fourth year running on 28 June.

Major General Bill Moore, Chairman of Combined Services Cricket, said: "I am delighted that Marylebone Cricket Club has agreed to continue supporting this fantastic event."

"We will once again be supporting Help for Heroes and have also teamed up with the Royal

British Legion to help celebrate this great charity's 90th anniversary." Keith Bradshaw, MCC Secretary and Chief Executive added: "The IST20 match is a highlight of the fixture list at Lord's. We are especially pleased that MCC is able to support the Royal British Legion in their 90th Anniversary year and Help for Heroes with their important work."

Tickets are £14 for adults, over 65s £7, under-16s £5. More info from www.lords.org/ist20

Mike fuels Honda's world title ambitions



DE&S' MIKE Wain has continued to enjoy the thrills and spills of the world's leading racetracks, fuelling his Honda teammates to a fifth place in an endurance race at Magny Cours in France.

Mike of the AS90 joint team, part of Artillery Systems at Abbey Wood, fuelled the Honda TT Legends CBR1000 Fireblade ridden by John McGuinness, Steve Plater and Keith Amor in the Bol d'Or 24-hour race.

It was the first World Championship endurance race for motorcycles by the TT Legends team, so fifth place was a major threat to the established teams.

Mike played a major part in the success, developing the fuelling system over the past six months before fuelling the bike faultlessly 28 times with more than 500 litres of Elf race fuel.

He also noticed before the race that the Honda had no protection between the fuel tank and the sub-frame and fitted rubber sheeting between them – a wise precaution as there was a break in the sub-frame during the race.

Mike and his teammates were pleased to get involved when Honda announced an entry into World Endurance.

"We could see that their budget, facilities and expertise combined with our experience could be combined to form a World Championship challenging team from the outset," said Mike.

"The result at the Bol d'Or proves the concept as I cannot remember any new team joining the championship and finishing so well in their first race – in fact the vast majority do not finish their first race at all.

"Based on this result we can easily progress to the top three by the end of the season and I certainly would not rule out a race win this year.

"I've put lots of experience and knowledge gained from over 30 years' service in the RAF and DE&S on aircraft fuel systems into the fuel system we use with the result that it is probably the best in the world, and this gives the team a major advantage during the pit stops."

Further races will be held throughout the summer.



Above: Mike sits on the bike after the race as the team's riders inspect the wear and tear inflicted on the Fireblade by the punishing 24-hour event

Above: Mike fuels the Fireblade for Steve Plater's final rota as the team heads towards fifth place

Corsham curry day is hot stuff

STAFF ENJOYED a curry lunch at ISS in Corsham on 11 May as part of Big Curry Day to raise money for the Army Benevolent Fund.

The Fund aims to raise £450,000 from the Big Curry Day initiative and the generosity of ISS staff raised £277 (and five Euro cents!) towards the total.

The curry was delicious and thanks go to all but especially Mark Porter and Interserve for hosting, and ISS members Belinda Jones, Jan Gibbons and Liz Chalmers for helping to distribute leaflets and relieve people of their cash on the day.

Right: the queues build up on Big Curry Day



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