

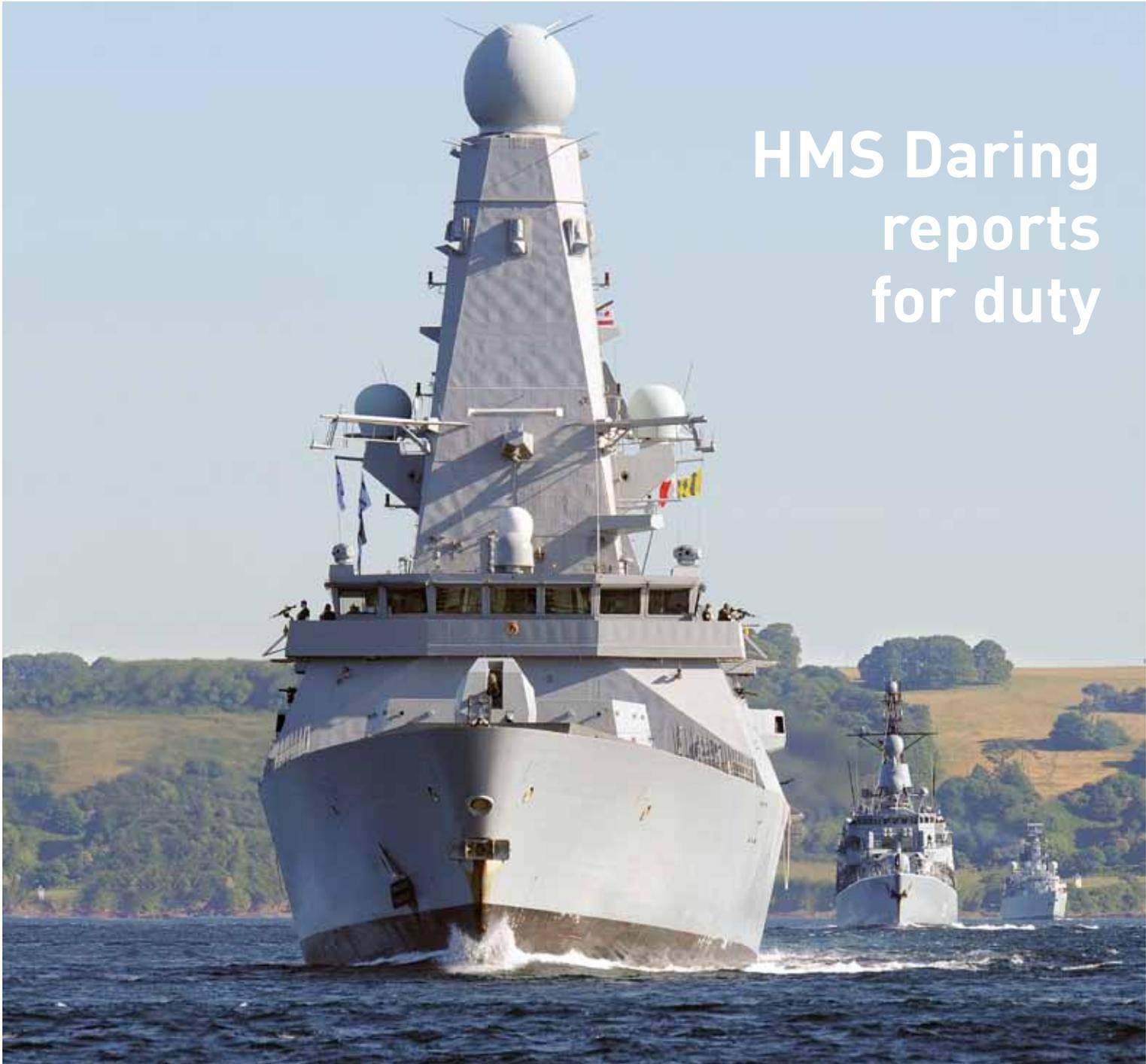
desider

Sep 10 Issue 28



MINISTRY OF DEFENCE

the magazine for defence equipment and support



HMS Daring reports for duty

Defence Secretary outlines the scope of MOD reform [See inside](#)



X-ray vision on the front line



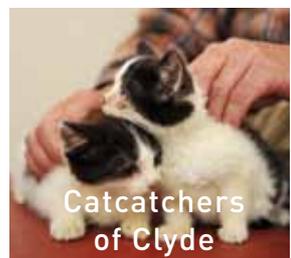
Latest Lynx is hot stuff



Jackal makes another splash



All change at JSCS



Catcatchers of Clyde



cover image

HMS Daring has formally been declared ready for service with the Royal Navy. The Type 45 destroyer has passed all her various tests with flying colours, and achieved her in-service date while hosting thousands of visitors during Portsmouth's Navy Days early last month.

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desider

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General Sir Kevin O'Donoghue Chief of Defence Materiel



'On current plans we expect to know more on the outcomes of the Strategic Defence and Security Review around the end of October.'

In his speech on 13 August the Secretary of State laid out the fundamental principles under which the SDSR is being carried out and announced the strategy for reforming the Ministry of Defence. A Defence Reform Unit is being established to lead in the reorganisation of the Ministry of Defence into three 'strategic pillars', one of which will be Procurement and Estates. The Secretary of State also explained that he wanted a cultural shift which will see a leaner and less centralised organisation combined with devolved processes which carry greater accountability and transparency (see pages 16-17).

While these statements set a vision for the future I recognise that at this stage they will not provide you with the important detail of what it may mean for you personally. On current plans we expect to know more on the outcomes of the SDSR around the end of October. The Departmental Reform work is planned to run through much of 2011 although I would expect that we will start to see the new business model for defence firming up sooner rather than later during that period.

In the meantime our primary focus remains support to current operations, where recent developments have included the dispatch of two additional Tornado GR4 aircraft deployed from the UK to join the eight Tornados already provided to support the multinational force and increase flying hours by around a quarter.

Defence Support Chain Operations and Movements (DSCOM) continues to provide sterling support to all three services deployed around the globe. In the last month alone, more than 4,700 personnel have been moved in and out of Afghanistan using both military and chartered air transport. In addition, more than 1,400 tonnes of equipment (including helicopters) have been flown into theatre by military and chartered freight aircraft, while another 370 tonnes have taken the innovative 'Sail-Fly' route utilising the Defence Ro-Ros and chartered

aircraft, saving both time and money when compared with either the pure surface or air routes.

Outside Operation Herrick, DSCOM has tasked two C-17 aircraft in support of the Department for International Development-led efforts to assist the Pakistani authorities following the recent flooding, and more than 75 tonnes of humanitarian aid, tents and medical supplies have been flown to Pakistan as at the time of writing.

At sea, DE&S personnel from the Fleet Support Unit (FSU) have exercised their conflict role by embarking in *RFA Lyme Bay* to provide immediate engineering advice and support to four RN MCM vessels thereby ensuring that they remain on task in the Gulf. *RFA Diligence* is also on station in the region and her secondary role of providing operational maintenance and repair to deployed units has also been re-established by DE&S personnel from NP1600.

On the equipment front, the Royal Navy is benefiting from new equipment entering service. The attack submarine *HMS Astute* was placed on contract in early 1997 and Type 45 Destroyer *HMS Daring* in 2000. Since then our project teams and their partners in industry have worked hard to overcome many very difficult challenges. I am very pleased that the lead vessels in both programmes are now being accepted into service by the Royal Navy, with a ceremony to mark *HMS Astute's* acceptance due as *desider* went to press.

Finally, 1 August saw the stand-up of Joint Support Chain Services, bringing together the services and capabilities previously provided by DSDA, British Force Post Office (BFPO) and the Disposal Services Authority (DSA) into a single business unit. The new organisation will continue to deliver the highest levels of service and support to our Armed Forces and will enable further streamlining of activities within the Future Defence Storage and Distribution Programme (see page 30).

Navy hands Astute a warm welcome

HMS ASTUTE has been welcomed into the Royal Navy.

As *desider* went to press *Astute* officially became 'Her Majesty's Ship'.

First Sea Lord, Admiral Sir Mark Stanhope, said: "The *Astute* class is truly next generation – a highly versatile platform capable of contributing across a broad spectrum of maritime operations around the globe. A highly complex feat of naval engineering, she is at the very cutting edge of technology, with a suite of sensors and weapons required to pack a powerful punch."

"Today is an important milestone along the road to full operational capability which will follow after a further series of demanding seagoing trials testing the full range of the submarine's capabilities."

Rear Admiral Simon Lister, DE&S' Director Submarines added: "To my mind *Astute* is a 7,000-tonne Swiss watch. There is an extraordinary amount of expertise that goes into putting one of these submarines together. There are stages when it's like blacksmithing and there are stages when it's like brain surgery."

"So to see *Astute* commissioned is momentous not only for the Royal Navy, who have been eagerly anticipating this quantum leap forward in capability, but for the thousands of people around the country who have been involved in the most challenging of engineering projects."

HMS Astute returns to sea for further trials of the submarine and her crew before she is operational.

Watching over the enemy – like a Desert Hawk



Eye in the sky: Desert Hawk is launched in the desert, left, while controlled by a soldier on the ground, above

TROOPS IN Afghanistan are being watched over by upgraded eyes in the sky.

Upgraded Desert Hawks – the hand-launched, remote controlled surveillance aircraft – arrived in Afghanistan towards the end of last month.

The Desert Hawk records video day and night, sending it directly to troops on the ground. The latest version has been bought as part of a £3 million Urgent Operational Requirement to provide a further boost to the surveillance capability on the front line.

The Desert Hawk's cameras have been upgraded, giving a huge improvement to image clarity and stability.

It also has a new wing design which improves its performance in the hot and high conditions of Afghanistan.

Minister for Defence Equipment Support and Technology, Peter Luff, said: "The improved Desert Hawk is a remarkable piece of kit. It provides a detailed picture of what is happening on the ground for our troops, giving them an operational advantage and keeping them safer."

Duncan Robbins, DE&S' programme manager for mini-Unmanned Air Vehicle systems, said: "Recent technology advances have resulted in front line troops getting crystal clear imagery from the cameras now being introduced.

"General improvements in Desert Hawk 3 introduced

Report: Tim Foreman

by Lockheed Martin, allow it to operate more effectively in difficult conditions and provide our soldiers with greater situational awareness in a timely manner.

"These air vehicles are

Hawk eye

□ The aircraft is just 91 cm long, with a wingspan of 137 cm, but it can fly for 90 minutes with a range of nine miles.

□ Desert Hawk is operated in Afghanistan by 47 Regiment, Royal Artillery.

□ It is light and easily transportable by patrols, weighing about the same as three bags of sugar (3.7 kg).

□ It can be dispatched in ten minutes and is virtually undetectable once it is in the air.

essential in delivering highly flexible and responsive Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) to soldiers on the front line."

Staff Sergeant Dan Gardner from 47 Regiment Royal Artillery recently used Desert Hawk on operations in Afghanistan,

He said: "Desert Hawk provides an eye in the sky that has become indispensable to troops on the ground in Afghanistan.

"The fact that it is hand-launched and lightweight means we get a very quick and thorough appraisal of the tactical situations faced on operations.

"It is used in a variety of roles, including reconnaissance and surveillance of troops and patrols and it provides valuable situational awareness to commanders of troops in contact with the enemy."

ISTAR assets in theatre

Desert Hawk is one part of the range of ISTAR assets that are operated by the Royal Navy, RAF and Army to support UK Forces in Afghanistan. The ISTAR aircraft systems supporting troops in Afghanistan include:

- Sentinel aircraft and radar system which provides wide area detailed surveillance of ground movements;
- Sea King helicopter Airborne Surveillance and Control radar;
- Raptor (Reconnaissance Airborne Pod for Tornado GR4) which can read the time on Big Ben from the Isle of Wight;
- Reaper, Desert Hawk and Hermes 450 remotely piloted aircraft, which provide tactical levels of surveillance direct to troops on the ground;

The RAF's Combat ISTAR assets like Reaper remotely piloted aircraft and Tornado GR4 can provide detailed surveillance for ground forces but can also deliver an armed response should it be required.

Portsmouth hosts a great day out

THOUSANDS OF people enjoyed a great day out as Navy Days took place in Portsmouth at the end of July.

Commodore Rob Thompson, Naval Base Commander, said: "Navy Days was a huge success. The mainly dry and warm weather played a part but a big draw was seeing the Royal Navy's ships and personnel at close hand."

"The event proved an exciting opportunity to show the general public the wide role of the Royal Navy and what its men and women are up to across the globe – from taking the fight to the Taliban in Afghanistan to countering pirates in the Gulf of Aden."



Daring is fit and ready for duty

T45 support commended

THE INNOVATIVE support contract for the Type 45 has earned a DE&S Ships Operating Centre commendation.

The Type 45 in-service support team earned their award for signing the first platform level, performance incentivised support contract for a complex warship.

Other teams commended included: *HMS Westminster* upkeep joint project team; *HMS Montrose* DNA(2) team; Cammell Laird cluster support team; Falmouth-based Afloat Support cluster team – *RFA Argus*; Type 26 team; *HMS Grimsby* repair team.

HMS Daring is formally available for Royal Navy tasking.

The first of the Type 45 destroyers achieved its in-service date at the end of July and can officially begin to play a role in operations around the world.

HMS Daring was commissioned into the fleet in July 2009. Since then the ship has been undertaking a series of MOD-managed trials and acceptance activities to test and confirm the ship's technical capability and ensure that it is ready to join the Royal Navy as a front line warship.

Captain Paddy McAlpine, *Daring's* commanding officer, said: "Daring represents a step

change for the Royal Navy. Her technology and design make her an easy ship to fight with and my ability to control the airspace around the task force is unsurpassed.

"My ship's company and I are proud and privileged to serve in this truly magnificent ship, forging the way for the class. The potential that I have witnessed to date promises that this capability is set to become the cornerstone of the future Royal Navy."

Head of the Type 45 programme, Commodore Steve Brunton, said: "This milestone is the culmination of a huge amount of hard work over five years of construction, and another two years of trials and development, by 4,000 workers at the Clyde and Portsmouth shipyards, many more at suppliers across the UK, and staff at DE&S and in the Royal Navy.

"The strong relationship

The achievement of *HMS Daring's* in-service date was celebrated by a Type 45 event for staff at Abbey Wood, left, while members of the team joined in with a cake sporting the ship's crest, right

Navy Days crowds are able to share in DE&S' good news

between the MOD, industry and the Royal Navy has been critical to achieving today's success."

HMS Daring, along with sister vessel *Dauntless*, were in Portsmouth that weekend as part of Navy Days, the Royal Navy's annual event that gives the public the chance to meet the people and the ships of the modern Navy.

HMS Daring will undergo further operational training and capability development before her first operational deployment next year.



NEWSREEL

UORs are a success story

THERE have been 1,150 Urgent Operational Requirements between 2002-3 and June this year, according to Parliamentary figures. Around 550 were for operations in Iraq and 600 for operations in Afghanistan. Some UORs have been subject to re-approvals as requirements have evolved and some have been provided in both theatres, so a single capability may be counted more than once in these numbers. The average cost of a UOR in 2009-10 was £8 million.

Bills on time

THE MOD and its trading funds pay 98.67 per cent of invoices within ten days of receipt, latest figures from Defence Equipment, Support and Technology Minister Peter Luff show. Since May the MOD began measuring performance against a target of payment within five working days, with 95.47 per cent of bills paid within that time during June. Agreed terms of business require the MOD to pay invoices in 30 calendar days, and the MOD's performance for June, excluding trading funds, was 99.4 per cent.

NATS success

AIR Commodore 'Ginge' Crayford, Assistant Chief of Staff Battlespace Management at Air Command, was at National Air Traffic Services' Swanwick centre in Hampshire to mark completion, three years ahead of schedule, of Project Eastern Sunrise. It is part of the NATS and MOD strategy for military controllers to operate on the same technical platform and ops room as NATS colleagues. The project completes transfer of London operations from West Drayton to Swanwick, and Scottish control to the new NATS Prestwick Centre.

Navy handed new distress beacons

MORE THAN 100 submarine distress beacons have been accepted into service with the Royal Navy after successful trials.

The SEEPIRB bouys (submarine-ejected emergency positioning indicating radio beacons, pictured right) will be used by all classes of submarines, including *Astute*. SEEPIRB

has been developed by Thales UK for submarines to provide distress alerting and position information via radio transmissions on a satellite-aided tracking frequency.

Once search-and-rescue forces are alerted via the satellite-aided tracking network, they can converge on the confirmed

position. Intermediate and short-range location is aided by the SEEPIRB's onboard locator beacon.

Launching can take place at maximum operational depth and submerged speeds of up to 15 knots.



Bastion receives more life-saving medical kit

Report: Hannah Swingler

NEW LIFE-SAVING ventilators have been delivered to medics treating injured troops in Afghanistan.

The Vela Comprehensive Ventilators will be used in the intensive care units at the Armed Forces' hospital at Camp Bastion.

Bought under a £500,000, seven-year-contract with US company Carefusion, 24 ventilators will treat severely injured troops before they are transported back to the UK for further treatment.

A further five ventilators will be retained in the UK for essential training.

Chris Lund of DE&S' Medical and General Supplies team, said: "These new models are a welcome addition to the equipment our field doctors and nurses use in theatre and the feedback we are already receiving is that this is a great piece of kit."

"The delivery of this equipment demonstrates our commitment to provide the best possible kit and levels of care to our troops out in Afghanistan."

The Velas will replace the in-service ventilator, the T-Bird, which has been declared clinically obsolete for Afghanistan.

Major Clare Dutton, Defence Specialist Nurse Advisor, added: "The care of severely injured service personnel and civilians on operations poses a considerable clinical challenge that is met by highly trained medical and nursing staff across the chain of care."

"Delivery of this timely and increasingly sophisticated care is predicated on meeting the highest achievable standards of clinical care despite the austerity of the circumstances."

The enabling contract provides full support including consumables, spares and preventative maintenance packs, in addition to training of users and maintainers.

Nick Hill, UK and Ireland commercial manager for CareFusion based in Basingstoke, said: "The MOD purchase of 29 CareFusion Vela adult ventilators is once again another positive outcome for us both in the UK and as a global company."

"We look forward to supporting this installation and working with the MOD on future projects as they arise."

Kandahar bound



A TORNADO GR4 takes off from RAF Lossiemouth, above, on the first leg of its journey to Afghanistan. The UK has sent two more RAF Tornado jets to Kandahar Airfield.

The deployment follows a request by the Commander of the International Security Assistance Force (ISAF), General David Petraeus, for an increase in air support to provide greater protection to ground forces.

The aircraft will join the eight RAF Tornado GR4s already provided to support the multinational pool and will boost flying hours by 25 per cent, or an extra 130 flying hours per month.

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BAES in Uni link up

BAE SYSTEMS has launched a long-term partnership with the University of Southampton, worth at least £1.25 million over the next five years. The tie-up is the second of four to be announced in the maritime engineering sector and is part of the company's Skills2020 strategy to invest in the skills needed to remain competitive

ASTOR team name change

DE&S' ASTOR (Airborne Stand-off Radar) team at Abbey Wood and RAF Waddington is



now the Sentinel team, reflecting the Sentinel aircraft (above) which the team supports. E-mail addresses will continue to use ASTOR prefixes until reorganisation next month.

Lunch date

ABBEY Wood staff are invited to the next Defence Academy – College of Management and Technology lunchtime seminar on 20 September in the CFB lecture theatre. Ian Lawson of The Work Foundation will speak from 1-2pm on Enabling Outstanding Leadership. To book email admin.cmt@defenceacademy.mod.uk

Bay refit

RFA Mounts Bay was due out of A&P Falmouth this month as the first ship of her class to undergo a refit. The MOD has a 30-year contract with ship repairers A&P to provide upkeep support to the Royal Fleet Auxiliary worth more than £300 million.



The first of the diesels is lowered into place in Portsmouth

Carrier 1 takes on diesel power

THE FIRST set of diesel generators have been installed on the first of the carriers.

The generators were lifted into position on their seats in the forward machinery room of *Queen Elizabeth* Lower Block 2 (machinery spaces, stores, switchboards, and some of the ship's accommodation, weighing around 6,000 tonnes), which is currently under construction at BAE Systems' facility in Portsmouth.

Each ship will have two Rolls-Royce MT30 gas turbines and four diesel generator sets giving a total power of 109 megawatts, enough to power a large town.

The generators were supplied by Converteam on behalf of the Power and Propulsion Sub Alliance.

Power will be generated to distribute electricity at various voltages throughout the vessel, including crew members' laptops. It will also govern the electric propulsion system, shaft lines and propellers that drive the vessel through the water, along with steering and stabilisers.

The automation necessary to control and monitor all of the above, known as the Integrated Platform Management System is also included.

... while latest contracts are signed

ANOTHER £33 million worth of contracts has been awarded for the nation's new aircraft carriers.

Four contracts have been announced by the Aircraft Carrier Alliance to seven suppliers from across the UK who will provide vital services and parts for the ships.

This includes the massive storage facility near Glasgow, where components and equipment for both ships will be securely stored before being fitted onto the carriers,

This brings the total to around £1.2billion of £1.5billion worth of sub-contracts awarded on the programme, which is supporting thousands of jobs across almost every region of the UK.

Alliance programme director Geoff Searle said; "The Aircraft Carrier Alliance has been making excellent progress over the last 12 months, both in the build of the *Queen Elizabeth* and across the

supply chain. We have currently placed around £1.25billion worth of contracts with companies right across the UK, which means that the majority of contracts to supply parts for these impressive ships have now been agreed."

DE&S Head of Capital Ships, Tony Graham, added: "Since embarking on our epic voyage to build the carriers, we have managed to overcome every 'test' that has faced us.

"We have placed equipment contracts to supply large items such as propellers through to smaller items such as hose connectors.

"Some of these items need to be safely stored until the ships are ready for their installation.

"With six shipyards demanding equipment and supplies on a continuous basis the central store is going to be kept very busy."

■ Sixth yard starts building: pages 26 and 27

■ A contract for the storage facility has been awarded to Wincanton and is worth £18 million

■ A £15 million contract for the installation of cables and containment on the modules being constructed at Govan before final integration at Rosyth has been awarded to Balfour Beatty Engineering Services.

■ A contract worth more than £44,000 has been awarded to Glasgow based company Edmundson Electrical for component parts called glands, which are used to pack and make airtight the cables that run throughout the ships.

■ Jetway Associates of Wiltshire has been awarded a contract for £137,000 for the supply of hose baskets, which form part of the fire fighting equipment on the ships.

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Fit for purpose?

Here, Millbrook's Julian Bryan looks at one of the key components of a successful supply chain: "A number of elements go into delivering the right equipment, but one that is often overlooked is the importance of collaboration across the supply chain, both between the end-user and industry - and also within industry itself."

"It is only through ongoing communication between the different tiers of the industry supply chain that the end-user will receive the standard and quality of equipment needed at the frontline, in a timely manner. That way, 'best in class' technology, often the result of SMEs working together, will further improve the breed. Indeed, the need for collaboration and ever-greater efficiency is perhaps truer now more than ever, given the probable nature of military financial budgets in the near future."



First pan-MOD system goes live in theatre

ERACENT, THE MOD's first pan-defence IT asset management capability for network connected systems, is going operational in Afghanistan.

And it will soon be installed on the UK element of the Afghan Mission Network (AMN), allowing better management of information systems with benefits for defence.

The use of an asset management tool is critical to acceptance onto the AMN under Project Overtask. Eracent will provide configuration management, as well as software

and security related data such as antivirus status, implementation of operating system and application patches.

Eracent is managed by Information Systems and Services' EtB team. In Afghanistan, Eracent is currently deployed on J1/J4 IOS, DII Deployed and is scheduled to go live on Overtask in November.

Use of the Eracent tool has meant resources needed to analyse systems and identify particular software or hardware configurations has been vastly reduced.

It also provides information for the security organisations within the three services and the computer network defence community to monitor critical aspects of management of systems.

Eracent user accounts are available for those who have a need. Specifically tailored user training or bespoke reports can be provided to meet individual requirements. EtB's exploitation team will provide briefings.

Further information on Eracent - e-mail DES ISS ISP-EtB-servicedesk(multiuser).

Minister outlines MOD's technology timeline



View from the front line: Peter Luff and International Security and Strategy Minister Gerald Howarth are pictured in a Warrior vehicle on a recent visit to UK Forces in Afghanistan

THE MINISTER for Defence Equipment, Support and Technology has announced the timeline for the publication of the MOD's Industry and Technology Policy.

A Green Paper will be published by the end of this year, following the conclusion of the Strategic Defence and Security Review (SDSR) this autumn.

Following further consultations with industry, academia, Parliament and others, a White Paper will be produced next spring to set out the approach to industry and technology until the next SDSR.

In a speech to the defence industry at the RAF Club, Peter Luff said: "Listening to industry is very much a central part of the process; it is already informing the SDSR. I know this is a challenging time and I am anxious to involve them closely."

"I am determined that our new policy will give the clarity that industry needs about how we intend to work with them."

"The process and the resulting White Paper will provide more detail on two of my highest priorities - supporting exports and helping small and medium-sized enterprises."

Mr Luff also confirmed

that science, innovation and technology would play an important part in the new policy.

"We must keep looking to the future by shaping the industrial and technological means to face it," he said.

"The 21st century battlespace is one of new, emerging threats - and these provide industry with an opportunity. We have already seen the operational impact of combining science, innovation and technology. This approach will be integral to creating the battle-winning capability of our modern Armed Forces."



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Making a splash: Jackal continues to impress

Jackal earns more praise from the front line

TROOPS ON the front line have again praised the Jackal vehicle as it performs its tasks in Afghanistan.

More than 500 of the protected patrol vehicles have been produced for UK use. Procurement and support is handled by DE&S' Protected Mobility team.

Lt Col Simon Butt served in Afghanistan recently with his parent regiment the Mercians.

“Jackal was a quantum leap forward in the capability it afforded commanders and troops on the ground,” he said.

“Its mobility, protection and firepower enabled flexibility and durability that had hitherto been lacking in previous vehicles.

“It was not without its teething problems, especially

in its initial supportability, but as an Urgent Operational Requirement this was to expected and in fact was

‘A quantum leap forward in the capability it affords commanders’

minimal in comparison to other programmes that were delivering during 2008/09.

“The fact that more than 500 have been delivered shows

the confidence and reliability that the Field Army has in the vehicle.”

Lt Col Butt recalls numerous occasions when lives have been saved during roadside bomb incidents.

“Of particular note was during its initial deployment in 2008 with the Pathfinders when a vehicle hit a mine and, although the commander sustained minor wounds, the rest of the crew survived unscathed.

“I remember debriefing the commander on his return and, to quote, ‘If it had been in any other vehicle, then I would not be standing here alive today and most likely others would not have been either!’

He added: “Of course with its success came the inevitable requirement to improve on the early versions.

“Again the DE&S team with its strong links with the various industries involved were able to continue producing the Mark 1 and were then able to produce Jackal 2 and Coyote, which benefited from lessons that had been identified in both training and operations.

“This is no mean feat at all in the circumstances.”

Sea Kings test out powerful weapon

CREWS IN the Commando Helicopter Force have an improved door gun ahead of 16 Air Assault Brigade's deployment to Afghanistan next month.

846 Naval Air Squadron began training aircrew on the FN Herstal M3M .50-inch-calibre door-mounted weapon system while supporting 16 Air Assault Brigade during final training on Salisbury Plain. Sea King HC4 helicopters have operated on Operation Herrick since 2007.

The aircraft can now be armed with either the 7.62mm general purpose machine gun or the M3M, the latter only having recently been fully cleared for operational duties.

■ Lynx Mk9a shines in Afghanistan – pages 24 and 25.

Only the most loyal supporters travel with you wherever you need to go.

When Britain's armed forces are on the move, they deserve a back-up team that's also prepared to go the extra mile. In the last 20 years we haven't missed an away fixture, delivering seamless support where it's needed, when it's needed. Everything from tanks to tents and bottled water to internet access. As far as we're concerned, wherever the armed forces go, we'll be there.



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Saving money on IT support

THE UK's hydrographers will be saving money on their IT support, thanks to DE&S' Information Systems and Services.

From last month the UK Hydrographic Office (UKHO) started using the MOD's SSM (single source maintenance) contract which delivers IT support across the MOD.

With 200,000 assets worldwide on contract the MOD has created an in-house IT support structure with efficiency savings of around £3 million a year.

The contract includes:

- Hardware and software support (especially for IT out of scope of DII/F Systems)
- Equipment rollouts and installations
- IT system management
- Management of manufacturer warranties

More details from Mark Taylor on 9355 68927 (01225 468927) or mark.taylor930@mod.uk

New techniques used to refurbish sub's sea tubes

AN ALTERNATIVE to replacement of corroded sea tubes on *Vanguard* class submarines has been applied on *HMS Vigilant*, using composite repair technology.

The new method, cheaper and much quicker, has been identified during the current three-year Long Overhaul Period and Refuel on *HMS Vigilant* by Babcock at Devonport.

The submarines' 11 sea tubes, measuring up to a metre long with a 200mm outside diameter, allow water to pass from the sea through ballast tanks into the pressure hull via a hull valve.

They are prone to corrosion and normally replaced during refit.

But manufacture of new tubes is time-consuming and complex and can involve lifting tubes in and out by crane at least four times to make sure they fit.

The new approach sees refurbishment rather than



Sea tubes will be refurbished rather than replaced on *HMS Vigilant*

replacement as the way forward, cutting work on the tubes from eight months to two.

Tubes will now be lifted out of the submarine, cleaned and weld-repaired to ensure they are watertight. They are then glass coated on the inside to protect against long term

corrosion. Externally, Babcock's carbon fibre and epoxy resin composite technology is applied in a layering process and the sea tubes are then re-installed.

This is the first application of composites to restore submarine sea tubes, although the method is proven in other applications.

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 **BMT** Defence Services

"Where will our knowledge take you?"



You asked, we delivered...

The upgraded Lynx Mk9A has now been on operations in Afghanistan since May 2010 prompting a UK MoD press release on 21st July 2010 to say: *"This is a massively capable aircraft. The manufacturers have done a fantastic job. Its capability means that we can take the fight to the enemy if required."* (Lynx Mk9A Pilot, Afghanistan)

...the capability they need.

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Reform group takes shape

THE MOD review - which will begin now and take the conclusions of the Strategic Defence and Security Review into account - will be overseen by Lord Peter Levene, a former Chief of Defence Procurement.

Lord Levene will chair a group of experts from the public and private sector that will set out recommendations on how to achieve the Defence Secretary's vision.

Lord Levene said: "The MOD is facing significant challenges and I am grateful for the opportunity to contribute to this important review, which is a real opportunity to reshape the organisation and put it on a healthy footing for the future."

The Steering Group will include the 2nd Permanent Under Secretary Ursula Brennan and Vice Chief of the Defence Staff General Sir Nicholas Houghton - further members will be announced in due course.

■ Lord Peter Levene of Portsoken was appointed Chairman of Lloyd's in 2002. He has enjoyed a long and varied career in business, Government and banking. His defence experience includes advising Defence Secretary Michael Heseltine before serving for six years as Chief of Defence Procurement. He will chair monthly meetings of the Defence Reform steering group, with the first scheduled for this month.

■ Baroness Sheila Noakes was Shadow Minister in the Lords for the Treasury and Work and Pensions from 2003 until May 2010. Prior to that, she was a partner at KPMG.

■ George Iacobescu has been at the Canary Wharf Group since 1988, initially as a senior vice president overseeing the procurement and construction of the first phase of Canary Wharf.

■ Raymond McKeeve has been a partner in law firm Berwin Leighton Paisner's private equity and venture capital practice, advising clients on corporate issues.

■ Bjorn Conway is a partner at Ernst & Young, where he leads the aerospace, defence, security and resilience business.

■ Dr David Allen, a former managing director at BP, joined the Defence Board last January. He retired from BP in 2008, having filled a variety of roles in his 30 years there.

A radical agenda

Reform under the spotlight as new group gets down to work



Lowdown on the eye in the sky

DR LIAM FOX has met the people behind the eyes in the sky which spy on the enemy in Afghanistan.

He met crews and support personnel behind the RAF's Combat Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) aircraft at RAF Waddington last month.

The aircraft and crews provide ground forces in Afghanistan with unrivalled surveillance of insurgent activity and the location of potential Improvised Explosive Devices (IEDs).

The Defence Secretary saw the RAF Regiment's counter-IED procedures that are based on the intelligence gained from the ISTAR assets and analysts.

Dr Fox is pictured, above, inside an E-3D Sentry aircraft being shown capabilities by Flt Lt Jamie Bingham.

'It is crucial for the future of defence that the MOD is as efficient, effective and fiscally responsible as possible. This review will give us a blueprint for a department that is leaner, more effective and better able to deliver what our Armed Forces need' - Liam Fox, August 2010

The Ministry of Defence is to be reformed in a process which will change the way it is run.

Defence Secretary Dr Liam Fox announced the review along with how the Armed Forces can be reformed 'to produce more efficient provision of defence capability, and generation and sustainment of operations'.

In a speech to the Royal Institute of Chartered Surveyors Dr Fox said the country faces a legacy of debt - the interest on which for the next year alone will exceed the budget of the Ministry of Defence.

There had been no Defence Review for 12 years, despite UK Forces being committed to conflicts in the Balkans,

and contain those who threaten the UK and its interests, and where necessary to intervene on multiple fronts. It will also, crucially, keep our options open for a future in which we can expect our highest priorities to change over time."

Investment was needed in programmes to put UK defence on a sound footing for the years ahead and divest ourselves of the capabilities which we are unlikely to need in a world where the moral climate demands precision weaponry and where the battlespace increasingly embraces the unmanned and cyber domains.

"We are contrasting cost-savings and the capability implications with the risks that we face in the real global security

"And fifth, the risk in the real world that this capability currently protects us from or is likely to protect us from in the foreseeable future."

A Defence Reform Unit will be established to carry out the required changes in the MOD. Two broad principles would be followed. A structural reform will see the MOD reorganised into the three pillars of Policy and Strategy, the Armed Forces, and Procurement and Estates. The second is a cultural shift which will see a leaner and less centralised organisation combined with devolved processors with greater accountability and transparency.

Dr Fox stressed that a logical management structure would be "foreign policy leading to a defence strategy, then portfolio management which identified capability gaps, followed by specific programme identification and finally physical procurement."

The new three pillar structure is designed to make this easier and to stop the constant over-specification and then re-specification of programmes which has led to cost overruns and programme delays.

Dr Fox described the new reform unit as 'a heavy-hitting steering group of internal and external experts (who) will guide the hard thinking and challenge preconceptions'.

In turn, it will be supported by a civil service implementation team with a remit to complete their blueprint for reform by September 2011.

Dr Fox also announced that there will be a review of how the Forces undertake the tasks of force generation and sustainability.

He said: "We need to challenge some of the fundamental assumptions which drive force generation, such as tour lengths and intervals, taking into account the varying pressures on our personnel resulting from widely varying missions to see if we can update our practices and produce greater efficiency while implementing the military covenant." Work on this should be completed by next spring.

The Defence Reform Unit will work with the Chief of the Defence Staff and the service chiefs to find ways of giving greater devolution for the running of the services themselves.

Dr Fox said the MOD must get away from the over-centralising tendency that has become its hallmark in recent years and added they would also consider whether the current senior rank structure across the services is appropriate for the post-SDSR world:

"We cannot demand efficiency from the lower ranks while exempting those at the top," Dr Fox said.

He concluded by saying that SDSR and other changes represent a radical agenda for change and show how the Government is committed to governing not in its own interest, but in the national interest.

for MOD change

Sierra Leone, Iraq and Afghanistan and with enormous changes in the global security picture.

Dr Fox said the Strategic Defence and Security Review (SDSR) will not simply be a random selection of cuts but an objective process by which the shape of the Forces required will be reached by the end of the decade. He said: "The National Security Council has agreed that the overarching strategic posture should be to address the most immediate threats to our national security while maintaining the ability to identify and deal with emerging ones before they become bigger threats to the UK.

"This flexible, adaptable posture will maintain the ability to safeguard international peace and security, to deter

environment. This requires assessing any proposed change in a current programme or platform against a series of criteria.

"First, the cost-saving in years zero to five, five to ten, and beyond ten.

"Second, the capability implications – what capability will be lost as a result of this decision and what other assets do we possess that might give us the same or a similar capability?

"Third, the operational implications – what operations that we currently carry out, or are likely to carry out, will we be unable to undertake as a result of this change?

"Fourth, the ability to regenerate the capability, at what cost and in what timeframe.



Dr Fox speaks to British troops during a visit to Lashkar Gar in Afghanistan on 11 August.



Formula 1 all set to put the drive into saving lives

Above: Racing driver Andrew Jarman in a Jackal, which has brakes made by motorsport supplier Alcon, with Trooper Oliver Parsons on a Williams F1 car
Picture: MIA

Technology currently used in Formula 1 cars could soon be helping UK troops on the front line. Cosworth, who supply Formula 1 engines and electronics, has been awarded two contracts worth more than £170,000 to explore how technologies used to protect racing drivers could protect front line troops.

The contracts were announced as a Williams F1 car met one of the fastest protected vehicles used by troops in Afghanistan, the Jackal, at a Motorsport Industry Association event at the House of Lords in July.

The contracts are for:

- A Military Vehicle Accident Data Recorder that could capture information about the severity of incidents, such as improvised Explosive Device (IED) blasts, and display it in a simple, easy-to-read format. The data could be used to better understand the incident, aiding in the development both of equipment and tactics, techniques and procedures used to counter IEDs.
- A Blast Event and Vehicle Integrity System intended to allow a rapid assessment of the condition of a vehicle following an incident. The information could be used by engineers to assess a vehicle's condition, and potentially spot 'hidden' damage such as twisting of the chassis more easily. It could also be used by commanders in the field to inform decisions on the best course of action following a blast – whether to continue or to return to base for repairs, for instance. It combines Cosworth's motor sport sensor and data acquisition technology with blast simulation modelling from GRM Consulting.

Cosworth is based in Northampton and the two research contracts will last for six months to assess how these two innovations could be applied to the military.

These contracts are just two examples of how working with the motorsport industry has provided enhancements to military equipment.

DE&S' Protected Mobility team has taken a leading role in supporting engagement activities while the Centre for Defence Enterprise has funded submissions from motorsport companies.

Other examples of working with the industry include:

- The NAR Group drew on their experience of supplying equipment for the Paris-Dakar Rally to design a new dust-proof cooling system now used on the Panther, Mastiff and Ridgback armoured vehicles, increasing the number of vehicles available for operations;
- Lola Composites, who specialise in the manufacture of racing car bodies, are contributing their expertise in helping to build the Watchkeeper Remotely Piloted Air System (RPAS); and;
- Williams F1 Hybrid Power has adapted its technology to develop an electromechanical flywheel to increase the power efficiency of diesel generators that power Forward Operating Bases.



Defence Minister Lord Astor of Hever said: "Marrying motorsport technology and military need is an exciting and innovative way forward. In the Centre for Defence Enterprise the MOD has a very good mechanism for embracing cutting-edge research that could benefit our troops in the future."



Chief Executive of Cosworth Group, Tim Routsis, said: "We are delighted to be using our electronics expertise to improve the safety of our troops in Afghanistan. It is encouraging to see how the Centre for Defence Enterprise, is recognising the potential of the technology in businesses like Cosworth."

Building capability – the programme approach

‘The MOD has historically planned and managed military capabilities by focusing primarily on equipment projects. But what defence needs is military capability that brings together all Defence Lines of Development, not just equipment, so the front line has capability that is adaptable for fast changing operational circumstances – today and in the future. The programme approach to capability delivery is a major step in the MOD’s drive to manage on a through-life capability basis’



**Vice-Admiral Paul Lambert,
Deputy Chief of
the Defence Staff
– Capability**

**Learning to operate on a
programme basis:
pages 20 and 21**





'Deciding and managing the delivery of capability solutions on a pan-DLOD basis is crucial if we are to manage the inter-dependencies, risks and opportunities across related projects as well as truly exploit technology for the benefit of the front line.'

'This is now even more vital given that defence, like other parts of the public sector, will need to make the tough choices on how best to use resources'

Andrew Tyler,
DE&S' Chief Operating Officer

Capability progra

Taking a programme approach is moving how DE&S manages the delivery of capability away from just focussing on the equipment element of capability to one that integrates all lines of development – training, equipment, personnel, infrastructure, doctrine, organisation, information and logistics.

Programme boards were set up just over a year ago, bringing together related equipment projects and associated lines of development so that requirements defined in the planning process are met by taking delivery decisions on a capability basis that take account of through life implications.

Chaired by heads of capability in their role of senior responsible officer (SRO), programme boards bring together the front line user, owners of the lines of development and advisors from science and technology, commercial and finance functions.

DE&S has a number of roles on programme boards. As equipment Defence Lines of Development owner, the DE&S member is responsible for assuring the delivery of the equipment element of the capability and provides advice on industrial aspects of the programme.

DE&S also provides the programme support function which works to the SRO and other board members, co-ordinating the programme plan and drawing together programme-level information against the priorities set by the programme board.

Learning to operate on a programme basis

WHEN CAPABILITY programmes were set up last year the precise detail of how they would operate wasn't known.

People from the Capability Sponsor, the Front Line Commands, the lines of development and the key enabling functions had to work together in a very different way.

A deliberate decision was made to get started anyway and learn from what works best, and then capture that good practice within a Practitioner's Guide so it could be trialled further before becoming the way we do capability delivery.

The Capability Delivery Practitioners' Guide is the result of the last year's learning from experience. The guide is structured around the pillars of good programme management and includes what people operating the programme approach have found to work in the defence environment.



Major-General Alan Macklin,
Director Programmes and Technology Group at DE&S

So what of the f

THE PROGRAMME approach will continue to evolve and mature over the coming months, particularly as programme boards contribute to the planning round and the Strategic Defence and Security Review.

Major-General Alan Macklin, Director Programmes and Technology Group, said: "The MOD's programme approach takes the pan-Government guidance on portfolios, programmes and projects and blends it with practical experience to lead the way across government in

The programme approach focusses on all lines of development including logistics. An RAF C-17 delivers supplies on their way to the front line

More information on Capability Delivery and the programme approach (IMPL-PLO) or through the Acquisition Operating Framework (AOF)

mmes – the way forward



Personnel are a vital part of the programme approach, being one important Defence Line of Development. *HMS Manchester* arrives home from deployment

uture? How the programme evolves

how we deliver outcomes. Under the governance of 2nd Permanent Under-secretary's MOD PPM Council, we have a joined-up performance improvement programme, co-ordinated by the MOD's PPM Centre of Excellence, that includes all TLBs with the programme approach as the unifying feature that ensures the various strands deliver the final outcome represented by military capability with the front line user.

"The Practitioners' Guide synthesises the knowledge assembled thus far

into an easy to read, ready reference, authoritative guidance that should become the well thumbed handbook on the desk of those in the capability delivery business.

"Having encouraged and learned from experimentation and diversity, we now all need to align behind the approach described in this guide and operate on a consistent and repeatable basis if we are to realise a step change improvement in our performance at a time of declining resources – both manpower and money."

What they say about the Practitioners' Guide

Although this kind of change to ways of working will take time to embed, there are increasing examples of how the Practitioners' Guide is already bringing improvements to how we work together across organisational boundaries in delivering capability to the front line.

Lt Col Tony Moore,
HQ Land Forces

"The Capability Delivery Practitioners' Guide has proved a useful handrail for non-equipment DL0D owners. Our understanding has improved and links with the Programme Support Offices continue to develop and strengthen.

"There has been some progress in HQLF in developing a programme level DL0D plan, as well as an improvement in the quality and depth of information being used to support programme level decision making.

"We are confident as a Front Line Command that this increasing maturity of the programme approach will help to generate better and more coherent operational capability.

"It has been particularly useful to understand that the other Front Line Commands have very similar challenges and we have all benefited from each other, helping to increase the pace and quality of progress."

Air Commodore David Stubbs,
Head CBRN Capability

"Programme board members are increasingly joining up business and taking firmer ownership of the whole capability management piece throughout the life of a particular capability.

"Board members are quick to highlight good practice from other areas that we can adopt or adapt to our own business. The Practitioners' Guide is the first real authoritative document that sets out the concept, processes and procedures.

"This ready reference guides us all for much of our daily work and is bringing coherence and process convergence to my own programme boards across the MOD unified customer."

Mark Batters,
Dep Head Maritime Platforms PSF

"The Maritime Platforms Programme piloted the development of a process which focuses on relevant programme risk rather than those which should be handled elsewhere, such as at project level.

"Being able to share good practice with each other has enabled PSFs to accelerate our development against the standard and consistency set by the Practitioners' Guide.

"This ought to make a big contribution to how TLMC works and achieves the benefits for the front line and MOD as a whole."

Harrier – battleworthy for

The GR9 upgrade programme has nearly completed allowing the Harrier fleet to move to a single standard of software. The next phase is all set to begin

The Harrier has proved its worth in combat situations from the Falklands to Afghanistan and is now undergoing extensive upgrades to keep it battleworthy into the next decade.

The final Harrier GR7 airframe entered the upgrade programme last March and the force moved to an all GR9/GR9A in-service fleet (the 'A' denotes the aircraft is fitted with the more powerful Pegasus Mk107 engine). The penultimate phase of the GR9 programme is now nearing completion, with delivery of the upgrades to Capability E(A) standard right across the Harrier fleet.

Upgrade includes revised software to allow training missions to be flown without the need to carry a captive training round, since the aircraft's own software is now able to emulate the weapon system; full control over the Digital Joint Reconnaissance Pod using the aircraft software and Hampa mission planning suite; and embodiment of Saturn secure communications into the aircraft.

Alongside the Capability E(A) release, the Sniper targeting pod was also cleared for operations aboard carriers *HMS Illustrious* and *HMS Ark Royal*.

The upgrade has been well received by the front line and has allowed the Harrier fleet to move to a single standard of software.

DE&S' Harrier team is now working on future enhancements to improve the capability of the aircraft, with delivery of Capability E(B) next September as the final phase of the GR9 upgrade programme.

Capability E(B) will provide network enabled capability through twin secure communications with Link 16 and Variable Message Format (VMF) data-link, that allow closer working with UK allies. Harrier is the first UK fast jet to

fly with both these components and also integrates the Air Force Application Program Development (AFAPD) message formats. The E(B) programme also addresses obsolescence in the aircraft video recording and data entry systems.

The programme is currently undergoing trials at BAE Systems Warton, where the Harrier GR9 made its first test flight with the Tactical Information Exchange Capability (TIEC). TIEC has been integrated onto Harrier under a contract awarded to BAE Systems in 2007.

TIEC will enable Harrier GR9 pilots to join the digital battlefield, meaning they will be able to communicate in near real-time with other friendly forces, getting intelligence on the position of all friendly and hostile forces and passing on their own information to other participating units.

The TIEC programme will provide the UK Joint Force Commander with an enhanced capability for Harrier GR9s and Tornado GR4s. Work is also underway to integrate Spear, a development of the dual-mode Brimstone missile and part of the next generation of air-launched smart



RAF Cottesmore
Harriers take off from
Kandahar



the next generation



Tried . . . and severely tested

ORDERED TO Afghanistan as the only combat jet able to operate from austere landing sites, Harrier completed an uninterrupted five-year deployment in theatre, during the longest period of high-tempo sustained operations since World War Two.

During this time, the Harrier proved itself extremely reliable and effective, with Joint Force Harrier accomplishing 8,557 operational sorties, 22,772 flying hours and a technical serviceability rate of more than 99 per cent. Its current support arrangements are proving cost effective and flexible in the face of changes to the fleet.

With these upgrades, the Harrier will retain its place as a significant, flexible and unique contribution to national power projection, being the only UK fast jet able to operate from a carrier or from a short or no runway.

weapons onto the Harrier for 2012.

Capability E ensures the Harrier's relevance to its planned end of service and guarantees its ability to take part in national or coalition operations.

Angus Currie, BAE Systems' Business Director Harrier, said: "This is a big step forward in capability for Harrier and is critical for RAF operations.

"In an emerging era of network enabled capability, it is essential for the UK's front line combat aircraft to exploit the information provided by new, resilient, high capability information infrastructures of which Tactical Data Link networks, accessed through TIEC, form a key part."

Development flying of TIEC on Harrier will continue this year leading to design authority clearance in mid-2011 and delivery of an operational capability later next year.

Captain Paul Hammond, leader of DE&S' Harrier team, added: "This capability upgrade maintains the relevance of Harrier to beyond its current out-of-service-date and ensures our capacity to participate in small-scale focused intervention operations."

Harrier – set to show off its versatility into the next generation



Faster, higher, stronger

It may be the Olympic motto but it applies just as much to the abilities of the new Lynx 9A performing in 'hot and high' conditions on the Afghanistan front line

Versatile is a word often used for UK air assets, given the range of tasks they are performing on the front line.

Months after going operational in Afghanistan the Lynx Mk9A – reputed to be the world's fastest helicopter – is proving to be a vital part in the UK's battlefield capability.

Crews from the Army Air Corps say it has massively enhanced their ability – it is light and agile and perfect for the rapid deployment and extraction of small numbers of troops.

The Lynx Mk9As have increased fire power, more powerful engines, and the ability to operate all year in the harsh 'hot and high' Afghan environment.

The helicopter, capable of lifting surprisingly heavy loads for its size, is currently flown in Afghanistan by 672

Squadron of the Army Air Corps.

Deputy Squadron Commander Captain Pete Marfleet said: "It's fantastic to have the new Lynx Mk9A with its upgraded engines as it means we can be here throughout the summer, supporting the troops on the ground through the toughest time of the year.

"The increased aircraft performance means we can concentrate on bringing the fight to the insurgents."

The aircraft's value in the battle against insurgents lies in its versatile performance. Crews can track insurgent movements and watch over vulnerable areas with its sophisticated surveillance camera.

This 'overwatch' capability helps protect massive convoys which resupply front line troops in the forward operating bases. Convoys can be vulnerable to attack as they track across the desert from base to base

but, with the Lynx and its formidable weapons systems circling above, the insurgents stay away.

Capt Marfleet said: "Success for us means we've got a convoy or a support helicopter in and out of a patrol base without any trouble.

"Just our presence in the overhead and the threat from our weapons systems means that the enemy wisely keep their heads down."

In combat operations the aircraft provides an offensive and a command and control capability by operating overhead and directing the battle or providing the force commander with a bird's eye view of what's happening on the ground.

Previous versions struggled with temperatures higher than the mid-30s Centigrade. Afghan summers regularly see temperatures soar over 45C which meant other aircraft could only fly at night and even then their lift capacity was limited.

'The manufacturers have done a fantastic job. Its capability means that we can take the fight to the enemy if required'

The squadron's Qualified Helicopter Instructor Danny Rae, a warrant officer with 30 years experience, said: "This is a massively capable aircraft. The manufacturers have done a fantastic job. Its capability means that we can take the fight to the enemy if required."

The aircraft was modified with speed. Launched as an Urgent Operational Requirement (UOR) in early 2009, DE&S' Lynx team worked closely with AgustaWestland and delivered the first aircraft to the Army Air Corps last November to allow pre-deployment training, with four helicopters deploying to theatre in April this year.

The UOR completes this month with the delivery of the 12th converted aircraft. Last February a contract was let with AgustaWestland to convert the remaining ten Mk9s to the Mk9a standard. This will sustain the capability and permit a four-year extension to the out of service date to 2018.

For the Lynx team it has been an outstanding success. Pete Worrall, DE&S' Director Helicopters told team leader Capt Richard McElwaine: "You and your team can rightly be proud. Not many people in their working life have the privilege to work on such important projects, deliver them in record time and see such positive feedback from the front line. Very well done!"

Rear Admiral Tony Johnstone-Burt of Joint Helicopter Command added: "Lynx 9A is proving to be absolutely tremendous in theatre. please thank the team."

The Joint Helicopter Force is made up of helicopters from all three services supporting the multinational coalition effort, including Chinooks, Merlins, Apaches and Sea Kings.



Above: Lance Corporal Gary Lovett mans the Lynx Mk9A 50 calibre heavy machine gun.

Below and opposite page: a Lynx Mk 9A lands at an operating base in Afghanistan.



The full six yards!

Merseyside the latest to go under starter's orders as Cammell Laird makes it six UK shipyards to start work on the Queen Elizabeth class carriers

The final shipyard in the nationwide programme to build the new *Queen Elizabeth* class aircraft carriers has started its part in the construction of the first ship on the Mersey.

Birkenhead company Cammell Laird will build two of the sections that will make up the ship's flight deck – destined to be the size of three football pitches. Together these sections will weigh 7,500 tonnes – more than a Royal Navy Type 45 destroyer. The work is worth £44 million to Cammell Laird and will keep more than a third of the 1,200 strong workforce busy until 2012.

DE&S' David Farmer, Deputy Head of Capital Ships, joined more than 100 of the shipworkers to witness the huge steel plate being eased into position in the shed where the construction will take place.

He said: "Although I know the ship's dimensions well, on seeing the sheet of steel that was laid even I was struck by its size.

"This is just one bulkhead of one small section of the ship and it really puts the whole project into perspective. It's fantastic to see real progress continuing to be made and recognisable sections of the ship coming together.

"Everyone at Cammell Laird is so proud to be involved in this project and I know they will attack this work with complete dedication and commitment."

Report:
Sally May

Pictures:
Andrew Linnett

Above: Gerald Howarth, Minister for International Security and Strategy, is shown around the Birkenhead yard of Cammell Laird, the sixth UK yard involved in the carrier project while, right, he chats to apprentices employed on the project.





Minister for International Security and Strategy, Gerald Howarth, started the crane that laid the first of the steel plates for the ship's giant flight deck.

As he toured the yard, the Minister met some of the workers involved on the project – including some of the 72 apprentices.

He said: "Aircraft carriers represent a national asset for the UK. Power and versatility make them a formidable war fighting tool, and they are able to fulfil a wide range of requirements in an increasingly diverse and changing global defence landscape.

"The workers that I met today are rightly proud to be a part of it, and it's

particularly exciting to see so many young apprentices learning their trade on such a prestigious project."

Six shipyards across the UK are contributing to the massive construction project – Govan and Rosyth in Scotland, Portsmouth and Devon in the south of England, Newcastle and now Liverpool in the north – supporting around 10,000 jobs at the shipyards and throughout the supply chain.

Assistant Chief of the Naval Staff, Rear Admiral Philip Jones who also attended the event, said: "Carriers offer invaluable freedom of action with four acres from which to project power anywhere in the world. They are

much more than an air base, capable of providing support to land operations and humanitarian assistance in disaster zones. They also play an important role in conflict prevention; their scale, range and capability, making them a powerful statement of intent."

It was an historic day for Cammell Laird, marking as it did the return of shipbuilding to the famous yard after 17 years. But the company is no stranger to aircraft carrier construction, having launched three previously in its 182-year history.

Managing director, Linton Roberts said: "We are extremely proud to be involved in the building of this great national flagship. Not only does this project allow us to support the national effort, it also underlines the growing reputation and capability of Cammell Laird and our skilled workforce."

Above: the first steel for the flight deck makes a public appearance at Birkenhead.

Left: Gerald Howarth announces the start of work alongside Rear Admiral Phillip Jones, Assistant Chief of the Naval Staff.



The fully interactive Aircraft Carrier Alliance website is now live at www.aircraftcarrieralliance.co.uk

Teams play key role in census

THE 2010 Maestro and Merlin census of equipment has been set for 30 September.

The census confirms equipment existence and location.

Returns are sent to units and contractors holding assets. DE&S teams play a key role in the Maestro census as asset managers are responsible for investigating each discrepancy reported by units against Maestro-tracked equipments of their concern.

The first Maestro returns are expected to be with asset managers on 18 October and will continue on a weekly basis until next March.

Project teams will investigate each discrepancy to update Maestro so the system accurately reflects the location of equipment.

Type 26 safety – now it's simpler, cheaper, better

A COMMON safety and environmental plan has been issued for the Type 26 vessel (conceptual study, right) – the first for such a large maritime project.

The new document is shorter, easier to manage, will reduce cost through life and make the safety audit simpler.

“One of the recommendations from previous projects is that, with a large number of hazards it becomes increasingly difficult to manage them effectively and difficult to identify which hazards have the most impact,” said Dr Sinnathamby Vijayakumar, the project's MOD safety manager.

“As a result, Type 26 is adopting a top down functional approach for hazard analysis; this involves the allocation of hazards within a hierarchy which allows for more efficient management.

“This analysis will make it easier to manage risks at high



level during the assessment phase. During design phase when all systems are defined and selected the top down analysis will be supplemented by a bottom-up analysis.

“Hazards identified during the bottom up analysis will be managed within the hierarchy developed in the top down analysis to give a comprehensive

and easily managed hazard log.

“Type 26 builds on lessons learned from other projects in the surface fleet and future submarines. It is the first time the MOD and BAE have been so integrated,” Dr Vijayakumar added. The project will deliver a series of multi-role warships which will eventually replace the current fleet of Type 23 frigates.

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Improvements pass another hurdle

A KEY enabler for improving air defence of joint forces has completed its assessment phase.

United Kingdom Co-Operative Engagement Capability (UKCEC) has BAES Surface Ships at Filton as prime contractor, supported by Lockheed Martin UK (Havant), BAES Insyte (New Malden) and MBDA (Filton).

Twin goals of producing a low risk solution for integrating CEC into Type 45 destroyers and Type 23 frigates using a common architectural solution, and

demonstrating its operational benefits through analysis by Dstl at Portsmouth West, have both been met.

By networking plot data from many radars of differing types, more robust data is available to produce stable and accurate tracks. CEC-fitted units see an identical track picture enabling them to act as a team.

UKCEC will be interoperable with the US CEC equipment.

Steve Wyatt, DE&S' Joint Sensor and Engagement

Networks leader, said: "The UKCEC project team within JSENS, in conjunction with BAES, its subcontractors and other key stakeholders in the US as well as the UK, have achieved another important milestone in conducting the assessment phase to time and cost.

"This has resulted in the recovery of cost growth due to previous planning round decisions and we now have a mature and technically low risk project ready for Main Gate."

Aspire helps DE&S to lead the way

THE NEXT intake for the Aspire leadership development programme begins next January on a 12-month programme offering a variety of development opportunities.

Aspire has an important role to address the leadership capability gap in DE&S, a conclusion of a recent review by DE&S non-executive director Wendy Barnes.

The review reaffirmed the importance of leadership skills to drive through the acquisition and wider defence change agenda.

Aspire aims to raise capability and forms part of the MOD's wider approach to preparing Band C and Bs in particular for future leadership roles.

Applications and information are available from the team on 01225 472361. Applications are open to military and civilians at Band C/B and military equivalents. The closing date is 29 October 2010.

Package deal saves cash and improves efficiency



Left: Nik Vjestica of Austin Hayes and Roger Perkins, Defence General Munitions senior commercial officer, are flanked by DE&S, Longtown and company staff at the signing in the Royal Armouries, Leeds

AN EXTENDED deal for refurbishment of ammunition containers and munitions packaging has been signed.

The five-year, £18.5 million partnering agreement with Austin Hayes, a coating contractor in Yeadon near Leeds, builds on an existing contract with the company.

Austin Hayes will supply a range of more than 50 refurbished munitions packaging components for use by munitions manufacturers supplying British troops on operations and in training.

It is anticipated that up to half a million items will be recovered from the UK and abroad each year to be processed at Longtown and refurbished to 'as new' by Austin Hayes.

This will enable DE&S' Defence General Munitions team to save up to £20 million a year which would have been spent on new items. The new agreement has options for a

further five-year extension.

Commander Peter Gilbert of the DE&S team said: "For the MOD, this partnering agreement has secured greater flexibility from industry in reaction to our increasingly dynamic operational requirements, and incentivised the development of innovative ideas that could make the total recovery process even more efficient.

"Such partnering demonstrates that, with innovative thinking and the right attitudes on both sides, contracting for sustainable products and services is achievable and brings genuine benefits to the MOD, the contractor and the environment."

The company's managing director Nik Vjestica added: "This contract will provide a stable platform from which we can work with the MOD to develop more cost effective solutions for the taxpayer."

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'Entente Cordiale' sees the French move in at ABW

AN EXCHANGE of staff between DE&S and its French equivalent is on the cards after a new Memorandum of Understanding.

Chief of Defence Materiel, General Sir Kevin O'Donoghue, and Laurent Collet-Billon, the French National Armaments Director, put pen to paper to help the exchange of personnel between DE&S, and its French equivalent, the DGA.

The UK and France are already close partners on a number of defence equipment programmes, and there are French staff working at Abbey Wood on a variety of collaborative projects.

Later this year, the DGA is due to send two engineers to Abbey Wood to work in the Combat Air and Land Equipment operating centres.

The arrangement also allows DE&S to place its staff in the DGA in future, and opportunities for exchanges which could benefit both organisations will be kept under regular review.

DE&S guidance on implementation of this MOU will be available shortly. More information from the International Relations Group (ABW x30276).

'Business as usual' as support gets more efficient



Mail to the front line: JSCS will encompass delivery of mail to troops on operations, above, as well as the rest of the Armed Forces.

Below: storage and distribution will continue in the new business unit



THE DEFENCE Storage and Distribution Agency's (DSDA) agency status formally came to an end on 31 July.

A day later the Joint Support Chain Services (JSCS) was established.

In line with reducing the number of 'arms length' bodies in Government and with the changes proposed in DSDA's work as a result of the Treasury-led Operational Efficiency Programme, the retention of DSDA's agency status was no longer a requirement for the future Joint Support Chain.

The formation of JSC Services supports integration of provider services within the JSC Operating Centre and introduces a single provider structure delivering the services and capabilities previously provided by DSDA.

JSC Services also encompasses the British Force Post Office (BFPO) and the Disposal Services Authority (DSA) creating a business unit responsible for storage, distribution, postal, courier and disposal services.

This integration will provide a more robust and efficient business unit which will continue to deliver the highest levels of service and support to UK Armed Forces.

Further streamlining of activities will take place to ensure maximum value for money for defence and the UK taxpayer.

As work continues to explore ways in which the organisation can operate more effectively and efficiently, JSC Services is carrying on 'business as usual'.

Support to current and future operations remains JSC Services' highest priority and will not be affected during this period of change.

Head of JSC Services Neil Firth said: "Supporting operations is why we exist and I know that I can continue to rely on JSCS staff to provide the highest levels of service and customer delivery to support our Armed Forces."

Further information contact JSC Services communications on 01869 256128.

New scanners give medics 20/20 vision



Above: Consultant Radiologist Surgeon Commander Richard Graham studies a scan from the new CT scanner, right, in Camp Bastion Field Hospital, Afghanistan

Pictures: US Marine Corps



BRITAIN'S LARGEST base in Helmand Province has opened two CT scanners to revolutionise trauma care for UK Forces.

They were launched at Camp Bastion Hospital by the Director General Army Medical Services, Major General Michael von Bertele, who said: "These scanners are the gold standard in trauma care. They allow the staff to accurately identify the injuries a patient has and then give them the right care as quickly as possible."

The two new scanners and the new building which houses them form a contract worth £2.8 million which was awarded to contractors KBR in February as part of an Urgent Operational Requirement (UOR).

The buildings are built to stringent NHS standards, including backup power, air conditioning and lighting. To have two of these machines dedicated to trauma care would be the envy of many NHS hospitals.

The scanners are General Electric 64-slice scanners, capable of more than 10 times the detail than the existing equipment in only a fraction of the time. This means casualties can be treated much faster.

The new scanners provide a more resilient capability that is more modern, reliable and better supported than that currently in service.

The scanners are used in a number of ways, from scans following head injuries to full vascular reviews following IED blasts. This allows the doctors to see any internal injuries before surgery.

Surgeon Commander Richard Graham said: "These machines are a very important addition to the hospital which allow us to carry out much faster scans and reduce the time that a patient must wait before potentially life saving surgery."

"They give us a much higher definition to work with and we can have a rough diagnosis within two minutes. Because this is the next generation of equipment the patient also receives a lower dose of radiation than previously and is therefore even safer to all involved."

New contract takes Navy repairs under water

UNDERWATER ENGINEERING support for maintenance and repair of Royal Navy and Royal Fleet Auxiliary ships has been guaranteed by a new DE&S contract

DE&S' Salvage & Marine Operations team has placed the contract with UMC International which will enable enhancement of in-water maintenance and repair capabilities to the fleet by developing underwater engineering procedures, technologies and equipment.

It will also provide a route for cost effective in-water activities for vessels

throughout the UK and overseas when required.

UMC has formed an alliance with Babcock based at Devonport and Shearwater Marine Services, creating the Underwater Engineering Support team.

This will enable UMC to build on their own underwater engineering expertise by drawing on knowledge and experience from the other members.

Geographical locations of the team will provide cost-effective diving support in Royal Navy operating areas.

Ian Brinklow of Salvage and Marine

Operations said: "All MOD departments are encouraged to use this contract because of the benefits it offers such as competitive rates for UWE design work; competitive rates for dive spreads throughout the UK; and free user rights for all UWE procedures developed."

The contract will run for five years with three more optional years. It has an estimated value of £500,000 although is an enabling arrangement with tasks raised as and when required.

More information, contact Ian Blair or Ian Brinklow on 01225 885323 or 01225 884395.

Back home from the front



Above: Jim gets down to some upgrade work from his bed while, right, he's all set for his UK return

JIM SAUNDERS is back home with DE&S after upgrading Urgent Operational Requirement equipment in Afghanistan.

The project manager within Director ISTAR's Tactical Data Links delivery team is responsible for HeATS and GraTS, tracking systems for helicopters and vehicles, commonly known as Blue Force Tracker.

"The system was designed to show where your assets are once they went beyond line of sight," said Jim.

"This means you know where your helicopter is once it has gone over a mountain

Project manager upgrades tracking kit on the front line

range. Ground forces have also seen the benefit in this capability and are now the biggest users."

A beacon transmits information to the nearest Iridium satellite to be displayed on a screen for users in theatre to see.

Design changes and a new data delivery system developed by QinetiQ led to major software and hardware upgrades. New technology meant the beacon reporting

its position could be displayed on a screen in as little as 40 seconds.

"I volunteered to do the in-theatre upgrade along with my requirements manager, a serving member of the Royal Artillery. It seemed like a good idea at the time!" said Jim.

He was trained by QinetiQ to perform the upgrade in various locations in Camp Bastion and Lashkar Gah.

"The trip was a strange but rewarding experience. I would

definitely recommend anyone to go who gets the chance. It gives you a real insight into the way things get achieved in theatre compared to how you think they should get done," he said.

"It also emphasises how the simplest job can be a real pain to accomplish. Just getting flights from one location to another can take hours, sometimes days.

"It was also really good to put a face to a name. You spend months talking to someone on the phone, offering them support but somehow it seems easier once you have actually met them and had a brew."

JENNA CLARE'S deployment as a policy advisor – 'the highlight of my career so far' – came out of the blue soon after her return from honeymoon.

Her post was advising the commander for HQ Joint Force Support (Afghanistan) in Camp Bastion.

"I had thought that I knew what to expect, both from the role and from the living and working conditions," said Jenna, pictured right.

"I had already visited Afghanistan twice in a previous role as Afghan desk officer at PJHQ. However, every tour is different, even in the same role, as the operational situation develops and with the constant changes in personalities.

"The element of the unexpected is one of the great things about an operational tour – you can take the opportunity to really shape how you deliver to the overall effort and you have an extraordinary amount of autonomy to do so."

Jenna, based at DE&S' Information Systems and Services, worked closely with other policy staff in theatre and back in the UK on a huge range

Jenna enjoys her 'highlight' tour

of issues, and based in Bastion meant she was able to get out easily to engage directly.

"I racked up the air miles between Bastion and Kabul in particular in my engagement with the British Embassy, especially on issues such as detention, as well as visiting Kandahar, Lashkar Gah and Musa Qala," she said.

"As an MOD civil servant it is only by witnessing operations that you can really understand the necessity behind the huge range of support the MOD provides back home, and I would recommend an operational tour to anyone who wants to really understand defence.

"It is also important if you want to work well with military colleagues to have supported them in their 'natural habitat' – on operations."

□ Jenna deployed as part of the S20 support to operations programme. More info: susan.freeman390@mod.uk



Rob's dedication earns science award

ROB PATTISON of DE&S' Engineering Skills Director support team has had his commitment to science and engineering in the west country honoured.

Rob, pictured right, was named as the most dedicated STEM Ambassador for the Bristol and Bath area.

STEM Ambassadors, formerly known as science and engineering ambassadors, are volunteers from industry and academia who work in, or come from, STEM disciplines.

Rob was presented with his award as Graphic Science held their second annual ambassadors' reception to show recognition, celebrate excellence and the sharing of ideas.

Rob has helped recruit more than 30 STEM Ambassadors from DE&S who have gone on to do activities in schools.

He was also involved in developing a workshop to support 'How Science Works' at The Grange School looking at protective materials, which he has now delivered several times in primary and secondary schools.

STEM Ambassadors can inspire young people through a variety of means; illustrating specific careers, helping with classroom activities or assisting in clubs, challenges and competitions. Further information on STEM from Rob [DESSESEA-DevPtr1@mod.uk]



Larkhill briefing day announced

THIS YEAR'S briefing day for those involved in planning or programming trials will take place at Larkhill on 16 November.

The briefing, run by the Army Trials Planning Office, is open and free to all in defence, aimed at DE&S teams, dstl, HQ Land Forces and the army's trials and development units.

It will be opened by Major-General Alan Macklin, Director Programmes and Technology Group at DE&S.

Those attending will get a good understanding of processes and procedures when planning an army equipment trial, necessary timelines and the capabilities and limitations of trials development units.

Bookings to CGS EqptStratA-BM-TPO-E1

Your Say forms all set to hit DE&S staff mailboxes

THE 2010 MOD Your Say survey will open on 27 September and close on 29 October.

The last date for receiving paper surveys is 21 October.

If staff personal details are correctly recorded on HRMS, a survey will be delivered to personal or role email addresses (ending @mod.uk) or by post for skill zone grades.

Every time the survey has been held DE&S' employee engagement score has improved.

This is because DE&S works best as an organisation when people are committed and have a desire to do a good job.

The survey asks whether staff feel respected, involved, heard, well led and managed and valued.

DE&S' most recent TLB engagement score was 57 per cent, which is good.

Survey results will be acted on to improve engagement in DE&S.

Key drivers of engagement for DE&S will be focussed on to make a real difference. There is a TLB action plan and individual operation centres should have a local plan too.

Good progress has been made with the TLB plan and



MOD *yoursay* 2010

already much of what was promised has been delivered.

For example, leaders are making more floorplate visits; DE&S is working with DCP to develop a new approach to performance management; the Change Management guide has been reissued, Engaging Leaders workshops are continuing, 'GEMS Live', has been introduced while the leadership project has been refreshed and the shadowing scheme relaunched.

Staff can view the action plan on the DE&S intranet.

Please take 15 minutes to complete a survey – staff feedback really does make a difference.



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Conversion course to commercial

THE COMMERCIAL Conversion and Development Programme has been launched to re-skill people from other functions in the MOD and develop them into commercial officers.

It is open to anyone in pay bands D to B1 on level transfer, and recruitment starts with those at Band C2 followed by other grades after initial assessment of the programme.

Application is through the JOB process and successful applicants will join a virtual pool until an appropriate position has been identified.

As demand may vary a permanent posting cannot be guaranteed, but it will give successful applicants the chance to develop new skills thereby increasing job opportunities for the future.

Further information from Lesley Kelson [DGDC CC-DEP-1a/01225 468187] or June Harris [DGDCCC-DEP-1/01225 472351].



Phil Tozer presents Gill with her Imperial Service Medal

Gill earns her service medal

GILL DENNIS' 26 years with the Civil Service has earned her the Imperial Service medal.

Gill started her career in the Department of Transport in 1983 where she was a typist and went on to become a PS in the MOD in December 1995.

During this time Gill was PA to the Heads of Commercial within Ships at Abbey Wood, the most recent being Phil Tozer who presented her with her award.

The medal is awarded to eligible civil servants who have given at least 25 years' meritorious service.

Gill retired last December but came back to receive her award, where friends and colleagues gathered for celebratory drinks.

Gill said she was delighted with the medal and was pleased to come back to Abbey Wood and catch up with everyone.

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Fund is braced to help you out

THE CIVIL Service Benevolent Fund is bracing itself for a greater call on its resources this year.

The fund is for current and former civil servants, plus staff of associated organisations and dependents.

It provides information, advice and financial assistance to thousands of people who are struggling.

The MOD is one of the fund's top five government departments in terms of support – last year it provided more than £700,000 of help to defence civil servants and former members of staff.

Defence Permanent Secretary Sir Bill Jeffrey is keen that MOD staff are aware of the charity, how they can be helped, and in return, how staff can help the fund where possible.

Fund staff carry out workplace visits to raise awareness of how they can help. More information on 020 8240 2400.

Managers given 'near miss' reminder

DE&S LINE managers are reminded they must report 'near miss' incidents.

DE&S' Incident Notification Cell was set up to improve reporting, analysis and investigation of accidents to DE&S staff or those affected by its activities and/or infrastructure.

Notification of 'near miss' incidents is especially important. Data can identify activities and infrastructure which could cause serious harm in the future. It is vital all events are reported. Managers are also reminded that significant incidents must undergo investigation.

Information on reporting incidents is available on 9355 68227 during office hours.

Main picture: Clyde's new Valiant Jetty.
Far right: Derek Paterson, left, and Alan Robinson



Companies clock up a million safe hours

CONTRACTORS working on Clyde naval base's new *Valiant* Jetty celebrated a safety milestone when they achieved more than one million safe working hours on the site.

The facility is being constructed by a joint venture company from AMEC and Morgan Sindall, and, when completed, will serve the Royal Navy's *Astute* submarines.

To mark the million hours workers at the jetty presented £1,200 to the Children's Hospice Association Scotland, with £500 from the company and £700 from the workers.

The complex construction operation saw contractors assemble the jetty at Inchgreen in Greenock and float her 12 miles to her new home at Faslane where she arrived in May last year.

And there's charity cash too as Clyde jetty takes shape

Since then AMEC and Morgan Sindall have been working to finish the project, installing a Linkspan Bridge to connect it with the shore, installing the enormous main restraint piles and laying the new sub sea cables.

"To get past one million hours safe working is a great achievement," said Alan Robinson, who is project safety advisor.

"The key was to involve all the workers on the jetty project,

training and educating them on safe working practices, and allowing them to have input into safety systems.

"The message we tried to get home was that safety is everyone's responsibility and we set up a committee giving the workers a way to bring up their concerns at our safety forum. It has really paid dividends.

"While the jetty was in build in Greenock we operated an incentive to safe working," said Alan.

"For every 28 days without a lost time incident, the companies would donate £750 to local charities. It was a great initiative and raised thousands.

"When the jetty arrived here at Faslane the guys asked if they could do something similar."

■ Once completed, the *Valiant* Jetty will serve the Clyde base for the next 50 years, accommodating any of the Royal Navy's nuclear powered, conventionally armed submarines.

■ The floating jetty is 200 metres long, 28 metres wide and more than ten metres deep – making it as long as the Navy's current aircraft carriers and more than twice the tonnage.

■ Able to float up and down with the tide, the jetty is secured to the bottom of the Gareloch by four giant piles, each as big as Nelson's Column.

■ The jetty is expected to be fully operational in time for the arrival of the second *Astute* class vessel, *HMS Ambush*, in 2011.

Staff encouraged to contribute as DE&S launches shoebox appeal

THE 2010 Operation Christmas Child Shoebox Appeal will be launched this month.

DE&S staff will be asked to fill shoeboxes by early November so they can be presented to charity reps.

This year marks the 20th anniversary of the charity and the 11th year the appeal has been held at Abbey Wood.

The MOD is the largest single donor of boxes in the south-west and last year more than 1,800 boxes were donated by staff from Abbey Wood, Foxhill, Corsham and other DE&S sites. This year the target is at least 2000.

Empty shoeboxes/leaflets/posters or other information to support the appeal can be obtained from Jules Hurrell at Abbey Wood on 030 679 38083 or 9352 38083.

Leaflets will advise on the contents suitable to put in the boxes.

Trainees add up to success

SEVEN DE&S trainees from the MOD Corporate Accountancy training scheme are celebrating success after completing their final Chartered Institute of Management Accounting examinations.

These trainees have spent the last three to four years working towards their CIMA qualifications, while also undertaking their normal day-to-day jobs.

David Noble, Director Finance, hosted an event to celebrate their success with representatives from CIMA and the CATS team in attendance. Successful trainees were Joseph Abbott, Helen Churchill, Matthew Hamber, Adrian Hatch, Stephanie Kelf, Susan Langley and Lee Williams.

Out of Africa

DE&S staff develop adventure training and leadership skills while on MOD scheme in Namibia



Above: Vanessa Arruda, second from right, is joined by Emma Humphries (information provision division, Feltham), Adam Forgiel-Davies (MOD Main Building) and engineering graduate Hannah Green. Above right: the team together in Namibia. Below: DE&S work gets smiling results

CHARITY WORK, adventure training and dangerous animal encounters were the highlights of this year's MOD Leadership Development Programme in Namibia – including five people from DE&S.

Twelve MOD employees took part with Tamara Richards, Paul McRoberts, Steve Emmery, Robert Crerar and Vanessa Arruda from DE&S,

They embarked on an expedition to build a school playground and undertake a trek through the Namibian savanna.

The expedition was part of the leadership programme run with the charity Raleigh International. The aim is to develop people through a series of challenging tasks while making a valuable contribution to one of Namibia's most ancient tribes, the San also known as the Bushmen.

"Our first course challenge required individuals to raise £1,200," said Vanessa Arruda of DE&S' International Relations Group.

"I raised the amount through small events including a successful cake sale in the Typhoon team.

"The next challenge saw the team planning and building a school playground in Donkerboss, a remote sandy area in north-eastern Namibia; and the adventure training challenge was

a four-day trek across the semi-desert plains.

For three weeks the team worked from 5am to 10pm, roughed it by living in tents, cooking and eating around a campfire, with no electricity, occasional showers under a tree, and a hole in the bushes as a toilet,

Vanessa added: "My most memorable moments were witnessing the San children's immense happiness when we opened the playground, the sense of achievement for completing the trek – something I never thought I would be able to complete without collapsing – and my three lucky escapes from dangerous animals including a big cat, a black mamba and a black rhino.

"This last encounter particularly stayed in my mind: As we hid silently behind a bush Isak, the local ranger who guided us through the savanna, said: 'If the black rhino

charges stay still and move out at the last second'. I thought: yeah right as if I could do that, just like a matador!"

"Overall this adventure was a truly rewarding experience; I learned a lot about myself, others, and to stay away from wild animals!"



Cats get the cream at Clyde

TWO SICK feral kittens found wandering around Clyde naval base's new accommodation blocks are well on their way to recovery thanks to the quick action of the base's environmental health department.

A cleaner in one of the base blocks spotted the moggies and, seeing they were clearly hungry and ill, quickly reported them to Environmental Health at the site.

"It took me quite a while to catch the kittens," said John Belshaw, Clyde's pest controller. "But once I did it became apparent that they were in quite a bad condition. The smaller kitten in particular was very ill and run down. You could see that it was having problems with its eyes and I took them to Lomond veterinary clinic in Helensburgh for a check-up."

The smallest kitten had cat flu – a virus which can cause a host of problems in felines. Antibiotics, eye ointment and some tender loving care were all on the prescription.

"They're already a lot better," continued John. "They must be because they've got the run of my office and are getting into all sorts of mischief."

O n c e

Duo rescued with some loving care by naval base staff

they are fully better they will be neutered and we will



try to find them a good home. I don't think we'll have much trouble finding someone to look after them as they're beautiful cats."

The Royal Navy has a long association with felines with many vessels carrying a ship's cat until 1975 when the fleet banned them from sailing. Despite this, all the Navy's dockyards have feral cats living on the premises – helping to keep the mice and rat population low.

Clyde has around 35 to 40 at present with kind-hearted base staff usually looking after them.

"From time to time I hear about people getting a telling-off for feeding the base cats," said John. "But the base has a duty of care to look after all the wildlife at the site and the feral cat population is no exception. If base staff want to use their own money and time to feed them then there's no problem."

"We take measures to make sure that all the animals at the base are healthy and we neuter the feral cats to prevent their numbers getting out of control."

Left: John Belshaw with Clyde's latest residents while, below left, the police dogs of the future have been a popular attraction for staff at Devonport

... while it's simply a dog's life at Devonport!

TINY POLICE dogs of the future are learning to walk and taking solid food for the first time.

The appealing 12 Belgium Shepherd puppies, born in July, are the first MOD Police Force dog recruits to be born to the unit in Devonport naval base.

For now, they are the cutest attraction at the kennels in the base. Sergeant Matt Robertson said: "Not surprisingly, people are queuing up to come and see them."

"The puppies are learning to walk and their eyes are opened fully. They have all put on

a healthy weight and are very well and thriving. We are all very proud of them and their mother Willow."

Willow has produced only the second such litter for the MOD Police Force as part of the new programme to breed its own dogs for the future. Previously, the police service bought in new dogs.

This is a first for the police dog unit in Devonport. There have been two previous such litters bred especially by and for the MoD Police. The first at the breeder's kennels, the second was at police headquarters and this now the third – a coup for Devonport.

Once the pups have reached the age of eight weeks they will leave their crèche and go for development training – a major step towards playing a crucial role in the UK's security.





Fisherman Warren reels them in

A ROYAL Navy petty officer who furs fishing courses at Clyde naval base has made angling history by being crowned champion at the military fly fishing open for the second year running.

Petty Officer Warren Malcolm, above, of HMS Caledonia in Rosyth took the award at Lake of Menteith near Stirling.

Warren regularly runs classes on fly casting and deep sea fishing at Clyde base.

■ Superintendent Fleet Maintenance at Devonport provided some willing hands to breathe life into a Plymouth allotment.

Plymouth Highbury Trust, a charity for people with learning disabilities, had been allocated a neglected allotment close to its headquarters.

Royal Navy volunteers cleared 30 bags of weeds and rubble and laid a path to make it safe for wheelchair users.

Put it on your card – it's cash back to the MOD



Trevor Woolley, centre, DE&S Chief of Corporate Services, accepts the cheque on behalf of the MOD

THE MOD has received a rebate cheque for £1,262,548 from its Government Procurement Card (GPC) provider, Barclaycard Commercial, for 2009.

This brings the total rebate for the GPC since ministerial approval in March 2000 to £7 million.

The cheque was presented to Trevor Woolley, DE&S Chief of Corporate Services, and Daren Gregg, Director CPET, by Denis Bauer, Barclaycard Commercial.

The cheque represents a share of profits based on a formula which includes the number of GPCs in issue, the average card spend and the total GPC spend for the last year.

The MOD undertakes on average 110,000 transactions a month from approximately 15,200 cards.

The total GPC spend in 2009 was £268,373,914, making

the MoD the biggest public sector user of the GPC.

By using the GPC, the process cost saving to the MOD in 2009 was approximately £37 million.

GPC is the mandated first choice payment mechanism for all purchases of goods and services up to the value of £5,000, that are not covered by central or enabling contracts. It

is a smarter and more efficient way of purchasing.

The GPC comes under the control of the Defence eProcurement Services team.

Further guidance on eProcurement can be found at: <http://defenceintranet.diiweb.r.mil.uk/DefenceIntranet/Admin/OrderSuppliesAndServices/GuidanceOnEProcurement/>



Faslane to get historic bell

A HISTORIC bell associated with a string of distinguished Royal Navy ships is to be displayed as part of the *Astute* submarine jetty project at Faslane.

The bell, left, from the former *HMS Valiant* returned to the UK recently on board *HMS Albion* from the US where a family had been keeping it as an heirloom.

HR Information Notes are for

YOU

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

28/2010 - DE&S Military Administration Support to Operations

29/2010 - Deployment Warning Roll (DWR) Augmentation of RAF Personnel within DE&S

30/2010 - JPA Appraisal Guidance for DE&S Line Managers

31/2010 - The requirement to notify Mil HR Team of changes to the DE&S Military Workforce

32/2010 - HR Assurance

33/2010 - DE&S Led Service Inquiries

Steve takes helm at Devonport

COMMODORE Steve Dearden is the new man at the helm of Devonport naval base.

Cdre Dearden is a nuclear engineer and has arrived at Devonport from his former post as Director of Nuclear Propulsion, Abbey Wood.

He previously served for three years in Washington DC as the first UK liaison officer to the US naval nuclear programme, charged with establishing an enduring US/UK technology exchange in support of the

UK's submarine nuclear propulsion programme and the successor deterrent in particular.

He said: "It is a tremendous privilege to take over the reins as naval base commander of what is Europe's largest naval base.

"I know there are many challenges ahead but I am delighted to be back in Plymouth."

Cdre Dearden, who succeeds Cdre Ian Jess, is married with three children and lives in Bristol.



In: Commadore Steve Dearden

Teams spark new life into five-year link-up

ALMOST FIVE years after the start of Revise – the Revolutionary In-Service Support project – DE&S' Surface Attack Medium (SAM) team and MBDA held a workshop to reinvigorate the Revise relationships and philosophies.

Approximately 40 people across the combined team and covering functions ranging from technical through project management to commercial and procurement took part in the exercise.

A 'managing communications' exercise brought together events and incidents that have occurred while Sea Skua, ALARM (air launched anti radiation missile) and Brimstone have been in service and combined them into a single, eventful morning.

Teams working in separate places identified relevant points of contact within the organisations, assisted in the identification of the issue and provided a course of action to resolve the problem.

The exercise was a way of establishing which existing methods of communication worked, which did not and then to assess what needs to be done to fill the gaps.

Paul Monis of SAM said: "The exercise tested our ability to absorb and transmit information efficiently and to the correct recipient. Working closely with MBDA on a daily basis we think we communicate effectively but it did us no harm to test these skills under pressure with out-of-the-ordinary incidents".

Janet Mansell of MBDA added: "Having not attended a Revise workshop before I found the whole atmosphere very welcoming and a good opportunity to network with both members of the project team and MBDA Revise team."



Team members get Revise under way

Safety candidates pass their test

ALL 18 candidates who attended Managing Safely training courses earlier this year have passed with flying colours.

DE&S' Occupational H&S team arranged the courses at Bath and Bicester accredited by the Institute of Occupational Safety and Health (IOSH MS).

The successful candidates are Richard Adams, Adam Black, Andy Bryant, Ross Campbell, Lindsay Fitzpatrick, Guy Hargreaves, Michael Hesketh, Joseph Mitchell, Lee Patten, Sandra Robinson, David Scally, Kevin Slade, Jane Stachel, Stephen Tyson, Rosette Vennell, Barry Wesley, Charlotte Wilde and Brian Wright
IOSH MS is a four-day course and covers the

basics of H&S management.

Successful completion will allow individuals to fulfil duties as line managers and support their team in the delivery of occupational H&S objectives.

The course has been recognised by central government and added to the National Core Competence Benchmark (a pan government method of equating specialist training with National Vocational Qualifications (NVQs)) and is deemed to equate to a Level II qualification.

Further details on specialist H&S training can be obtained by contacting the DES S&EP HS policy team via email (DES SE CESO-OHSE-HS-Office)

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