

desider

July 11 Issue 38

de&s

the magazine for defence equipment and support



MINISTRY OF DEFENCE

Apache – a milestone on the way to Libya



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Towering achievement

THE COMPLEX arrangement of multiple decks – Lower Block 03 to be precise – is visible in this study by DE&S photographer Andrew Linnett as construction of the first of the Royal Navy's new aircraft carriers – *HMS Queen Elizabeth* – continues apace in BAE Systems' Govan yard in Glasgow. Building of *HMS Prince of Wales* has already begun with the first steel cut in Glasgow.

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Picture: LAI(Phot) Bernie Henesy

cover image

An Apache attack helicopter is pictured taking off from the deck of *HMS Ocean*. The helicopter, operated for the UK by the Army Air Corps, has clocked up 100,000 operational hours, many of them working in the skies over Afghanistan. Apache has recently deployed to operations in support of UN resolutions over Libya.

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26 Painters have the carrier touch

When the *Queen Elizabeth* class carriers take to the water there will be a group of people who will have touched every inch of the 65,000-tonne ships. Around 100 painters are involved in six yards around the UK supported, literally, by as many scaffolders.



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Development of the Scout vehicle, which will be the cornerstone of the new Specialist Vehicle family of armoured fighting vehicles, has passed a big test with the firing of the turret's integrated 40mm cannon five months ahead of schedule.



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A huge effort has been underway for months to prepare for the adoption of MOSS, part of the next increment of the Defence Information Infrastructure.



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A project to provide a facility for the wounded and sick has been launched at Devonport.

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When your daughter is raising money for Children in Need, it's probably best to just sit back and watch.

desider

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Printing:



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

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Bernard Gray

Chief of Defence Materiel

'I am proud of the progress you are making, I hope you are proud of yourselves. You have achieved a lot, and our work makes a real difference to the defence of this country'



Dear Colleagues,

It has been another busy month for DE&S. Here's just a flavour of some of the things we have done in the past four weeks.

Our core and continuing business of supporting the operations in Afghanistan and Libya continues to run well; the submarine Operating Centre successfully navigated the Successor Deterrent programme through its initial gate approval, the Secretary of State announced the formal launch of The Materiel Strategy; DE&S hosted the chief executives of all of our major suppliers to an Industry Day at Abbey Wood; we have scrubbed down the forward equipment programme as part of our contribution to the department's three month exercise in analysing the future programme; and we have held further meetings of the High Level Working Group in Paris to push forward our co-operative agenda with France.

It's a busy time, but it is also business as usual. The core programme continues to deliver: I was fortunate enough to see from the road by chance our new A330 Future Strategic Tanker Aircraft climbing out of Brize Norton on a Saturday afternoon as part of its flight trials programme based at Boscombe Down. At Faslane I visited the naval base to see at first hand our work in support of deterrent operations and the construction work on the jetty for the new *Astute* submarines. At Govan I saw the construction progress on the *Queen Elizabeth* carrier, and at Rosyth the dock and crane preparations being made ready to receive the substantially fitted out sections of the ship which are due to be moved there over the next few weeks.

These are just snapshots of the high amount of work we are doing to support the Armed Forces today and tomorrow, and I am proud of the progress you are making, I hope you are proud of yourselves. You have achieved a lot, and our

work makes a real difference to the defence of this country.

In that context, I want to pay tribute to one individual. Andrew Tyler has worked tirelessly over the past five years, first as DG Ships and latterly as our Chief Operating Officer, to drive forward the defence equipment programme. His leadership has real concrete results – for example in the shape of the carriers themselves, which might not exist without his critical contribution to the team effort, but also less tangibly in the improvement of the operating systems and methods within DE&S. He has helped bring a rigour and an analytical edge to our planning which has helped the organisation gel into a single operating entity.

He has also sponsored the development of many people throughout the organisation, fostered and encouraged the acquisition of key skills, and he has been pivotal in the development of industrial strategies for critical defence sectors. He has not been afraid to speak truth to power where it has been needed, a vital example of courage to us all. His contribution has been great, and the shape of DE&S today in no small part reflects his efforts. It is also significant that the operating performance of DE&S in the year we have just finished shows how much progress has been made in the time Andrew has been with us.

Sadly, Andrew has now decided to spread his wings and develop his career further back in the private sector. He has taken on the role as Chief Executive of a renewable energy engineering business and I am sure he will take the company to new heights. Our loss is their gain, and I am sure you will all join me in wishing him every good fortune for the future, and to thank him for everything he has done for us. Our challenge is to live up to the standard he has set us. We can pay him no greater compliment than to rise to that challenge.

Andrew, thank you. We wish you well.

Materiel Strategy launch

The way forward to deliver lasting change at DE&S

DE&S will address the challenges it faces to transform through the Materiel Strategy, Chief of Defence Materiel Bernard Gray has told staff.

Analysis of the evidence and assessment of options will take place during the summer with recommendations to ministers on the way forward by the end of the year.

The strategy, launched by Defence Secretary Dr Liam Fox and led by Mr Gray, will deliver better value for money for defence by making sure DE&S can become more effective and efficient. Dr Fox said: "This work is critical if we are to avoid the failures in procurement of previous governments."

Mr Gray added: "I have embarked on a major exercise to establish the core role for DE&S and how it can deliver its business most efficiently and effectively."

"The work complements Lord Levene's wider defence reform activity and aims to achieve three principal outcomes: MOD gets Best Value in Defence Materiel; a balanced Equipment and Support programme; and a DE&S with engaged and motivated staff with the behaviours, accountabilities, skills, and processes required to do the job."

"Achieving these outcomes will require more than a focus on DE&S itself – we must also look at how we optimise the money we spend each year on the programme and do so against the expectation that we will have to reduce our size significantly."

"The Materiel Strategy programme has several strands of work looking at how we get best value in the equipment and support we deliver to the Armed Forces, as well as ensuring we operate in the most effective way."

Mr Gray told town hall meetings at Abbey Wood on

3 June that the restructuring of the top of DE&S provided greater balance of responsibilities across senior managers and a robust foundation for DE&S' development.

This would help in looking at new ways of delivering the core acquisition functions more efficiently, currently costing around £6.5 billion a year, methods of delivering equipment support better, also around £6.5 billion a year, and identify the best organisational design to deliver the Materiel Strategy outcomes effectively.

Mr Gray said that having a motivated staff was an important part of DE&S' future success.

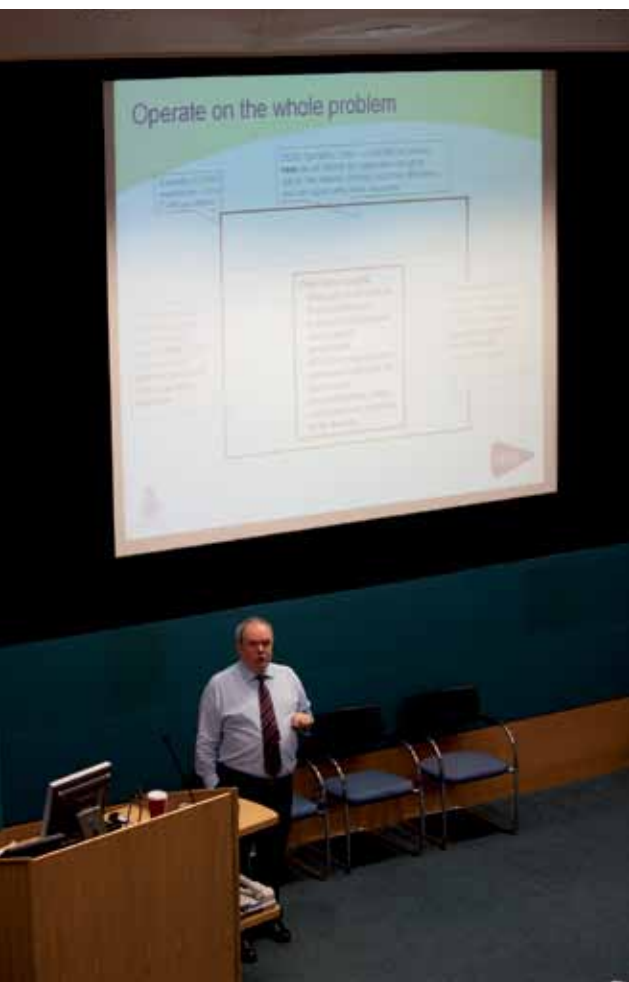
"The way we motivate our workforce is by doing a good job and by being recognised for doing so," he said.

"If we don't tackle the underlying problems we won't get to a place where we will gain this recognition. My focus is to secure our reputation so that we can all be proud of the job we do."

He added: "We need the right tools, freedoms and skills to allow us to do our jobs well; removing unnecessary restraints will free our ability to deliver our outputs effectively. If we have a doable job then that is what motivates us and we can hold our heads high and be proud to say we work for DE&S."

"The trend in other change programmes is towards devolving power from the Centre to TLBs. We need to ensure a close and effective relationship with them, assisting them in stabilising their requirements and ultimately enabling our delivery of them."

"I am trying to get us all into a situation where we are self confident, our job is under control and we are successful."





‘Whatever its final shape, DE&S is going to play a crucial role in equipping and supporting the Armed Forces and will provide demanding, interesting and rewarding work which will need committed and talented people’

Putting the message across: Chief of Defence Materiel Bernard Gray explains the Materiel Strategy to leading representatives of the defence industry during the strategy launch at Abbey Wood, above, and right

Pictures: Andrew Linnett



Above: Major General Chris Deverell

Below: Dr Simon Cholerton



How DE&S will bring in the changes

TO DELIVER the outcomes from the Strategic Defence and Security Review (SDSR) and Comprehensive Spending Review (CSR) DE&S must undergo a period of significant change to improve how it does business and reduce operating costs – better with less.

The Materiel Strategy programme has therefore been launched to conduct a thorough review of the DE&S organisation, its processes and its interfaces with the rest of MOD and industry.

The organisation may look quite different when the review has been completed.

The initial phase will take several months but it is important to get this major piece of work right.

Chief of Defence Materiel Bernard Gray intends to consult staff informally before identifying a high level operating model.

A second phase will develop a more detailed design for the future organisation and implementation of the new organisation.

The resulting changes will take longer to put in place. More information will be made available through the usual channels as the programme develops.

The Materiel Strategy will be led by Major General Chris Deverell (Director Materiel Strategy) and Dr Simon Cholerton (Chief of Staff), assisted by a multi-disciplinary team of civilian and military staff.

Billions of pounds will continue to be spent year after year to give the Armed Forces the materiel they need to protect and defend our society.

Whatever its final shape, DE&S is going to play a crucial role in equipping and supporting the Armed Forces and will provide demanding, interesting and rewarding work which will need committed and talented people.

Staff are encouraged to continue to offer views on the DE&S Change agenda through the ‘Change Exchange’ mechanism.

Future announcements on the Materiel Strategy will be made at <http://defenceintranet.diiweb.r.mil.uk/DefenceIntranet/DES/TMSp/Announcements/LaunchOfTheMaterielStrategyProgrammePortal.htm>

NEWSREEL

Food costs at sea

THE cost of food for Royal Navy, Royal Marines and Royal Fleet Auxiliary personnel deployed at sea in 2010-2011 was £15.9 million, an average daily cost of £43,560, the latest figures show. Minimum daily messing rates for personnel at sea are £2.46 for all ranks but adjusted according to the number of personnel on each ship. Daily rates are the cost of ingredients based upon bespoke ration scales; the rates are adjusted quarterly to reflect food cost inflation. Rates cover costs of providing ingredients for three meals a day including drinks, but not logistics or food preparation.

ABW seminar

SUSAN Scholefield, DG Human Resources, will attend the next Defence Academy seminar at Abbey Wood on 19 July between 1-2pm. Bookings to admin.cmt@defenceacademy.mod.uk or tel 96161 4828

Ark figures

OPERATING costs for decommissioned aircraft carrier *HMS Ark Royal* for 2010-11 totalled £35 million including pay and allowances, fuel, stock, and port fees, according to Parliamentary figures.

Merlin switch

THE first upgraded Merlin Mk3/3a helicopters will enter service with the Commando Helicopter Force in time to replace the Sea King MK4, planned to be withdrawn in 2016, it has been announced in Parliament.

Carriers – now Prince of Wales is up and running

THE FIRST steel cut on *Prince of Wales*, the second of the *Queen Elizabeth* aircraft carriers, has taken place at Govan – a proud moment for DE&S' Capital Ships team.

Defence Secretary Dr Liam Fox activated a computer-guided laser to cut the first piece of the new hull before a crowd of VIPs and Aircraft Carrier Alliance staff.

"We are committed to delivering this next generation of powerful British aircraft carriers that will mark a step-change in our carrier strike capability and form the cornerstone of the Royal Navy's Future Force 2020," he said.

DE&S' newly-appointed Head of Capital Ships, Commodore Steve Brunton, said it is an important and historic moment in the life of the programme.

"It is less than two years since the ceremonial steel cut for *HMS Queen Elizabeth*, yet already we are celebrating the first step on the road towards achieving delivery of the nation's second carrier.

"This is an extraordinary feat and one of which staff working in the Alliance can be justifiably proud. Today's event is clear evidence of the tremendous momentum driving the programme forward, and representative of the tangible progress we continue to make as we work with our partners in industry to deliver these two magnificent ships to the nation."

The carriers are being constructed by the Aircraft Carrier Alliance of BAE Systems Surface Ships, Thales UK, Babcock and the MOD

Right: first cut – Dr Fox starts the computer-guided laser to cut the first piece of the new hull

Below: guests, including DE&S staff, hear of the progress of the project



Aside from their core combat role, the carriers will also be used to develop international

partnerships, offer maritime security co-operation, support disaster relief operations and provide a scalable global UK presence for diplomatic engagement.

The keel-laying ceremony for *HMS Queen Elizabeth* is expected to take place in the autumn.

(acting as both client and member). At present, there are approximately 65 DE&S staff working on the project.

The carriers will offer a highly capable and versatile platform across their planned 50-year service life, enabling the delivery of increased strategic effect and influence around the world.

■ Carrier progress at Portsmouth: pages 26 and 27

Paveway secures four-year Raytheon support

A FOUR-YEAR contract to provide continued in-service support for both current and legacy Paveway weapon systems has been secured.

The contract, worth an estimated £10 million, has been awarded to defence technology specialists Raytheon of Harlow who will be responsible for key support activities including configuration management, design support, obsolescence, safety management, spares provision and quality assurance.

Simon Pearce leader of DE&S' Defence Freefall Weapons team, said: "Paveway weapons

are playing a prominent role in support of current operations and Paveway IV has become the freefall weapon of choice. It provides the best technology for operations with its combat-proven all-weather, day and night capability, as well as its ability to be integrated across legacy and future aircraft."

Bob Delorge, Chief Executive of Raytheon UK, added: "This contract demonstrates Raytheon UK's leading industry expertise in the complex weapons arena, where the company delivers fast and reliable in-service support for both current and legacy UK Paveway weapon systems."



100,001 reasons to be proud...

The achievement of 100,000 flying hours for the UK Apache AH Mk1 fleet is down to one thing – a great team.

AgustaWestland is proud to lead the industry alliance working together in 'Team Apache UK' with DE&S and the Army to deliver one of the great success stories of recent MoD history.

That makes 100,001 reasons to be proud.

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NEWSREEL

Firm secures 'blank' deal

UK machine gun manufacturer Manroy has signed a £4.1 million five-year continuation contract to supply the MOD with ammunition for the 0.5 inch calibre Heavy Machine Gun blank firing system. Blank ammunition is primarily used for training purposes.

SMEs turn out in force

RECORD numbers of UK small and medium-sized enterprises (SMEs) have booked stand space at Defence & Security Equipment International (DSEi) at ExCeL London from 13-16 September. To date 315 SMEs have signed up, 25 per cent of the total of companies from around the world that have committed to the event.

T23 backing

ENGINEERING consultancy Frazer-Nash has completed a contract to support sustainment of the Type 23 Frigate. Frazer-Nash was responsible for the initial development of systems engineering documentation including user and system requirements.

Seat show

TEK Seating Ltd, the UK-based and bespoke military vehicle seating designer, has formed TEK Military Seating LLP to support customers in defence. TEK will offer tried and tested seats to both upgrade and new-build projects and will launch their Blast Protector seat at DSEi in September.

VIP visit paves way for first-of-class JCA trials



THE final F-35 Lightning II flight test aircraft, a carrier variant designated CF-3, is pictured taking off from Naval Air Station Fort Worth Joint Reserve Base on the way to completing its first test flight.

CF-3 continues its flight testing in Fort Worth, preparing to fly to NAS Patuxent River later this year. Once there, it will join two other carrier variant aircraft and four short takeoff/vertical landing aircraft as part of the US Navy and Marine Corps flight test programme.

THE UK Joint Combat Aircraft team based at Naval Air Station Patuxent River has been visited by the UK's Director of Precision Attack.

Rear Admiral Amjad Hussain was given an update on the programme, discussing with staff the integration of the carrier version (CV) of the jets onto the *Queen Elizabeth* class aircraft carriers.

The event provided a valuable exchange of information, paving the way for UK *Queen Elizabeth* first-of-class flight trials.

This was also the first opportunity for Admiral Hussain to witness flight operations and view the development test CV jets in the hangar.

CF-1, at Patuxent River since last November, has recently been joined by CF-2 and CF-3. These aircraft will conduct all the flight sciences testing planned for that variant of F-35.

CF-3 is the primary catapult launch and arrestor recovery test aircraft and is also a fully mission systems capable platform.

There are more than 50 UK military and civilian personnel stationed at various places in the USA in the F-35 programme. One of the primary roles of the US-based team is to support the Abbey Wood team with valuable air system knowledge.

Admiral Hussain's visit enabled several of them to brief him on a wide range of aspects of the aircraft, giving him a timely update on the fifth generation fighter capabilities and progress during the early test phase.

F-35s have already flown supersonic and some of the early sensor performance testing has been very reassuring.

The UK team is working towards acquisition of the first batch of CV aircraft. The F-35 will deliver a stealthy war fighting capability to work alongside Typhoon and other military platforms by the end of this decade.

New Board puts projects under the microscope

THE MOD'S Major Projects Review Board, designed to scrutinise and hold to account some of DE&S' most expensive projects, held its first meeting last month.

The Board, established by Defence Secretary Dr Liam Fox and including Chief of Defence Materiel Bernard Gray, will impose tighter financial controls.

Any project the Board decides is failing will be publicly named and shamed. This could include a project that is running over budget or behind expected timelines.

Dr Fox said: "I want to send a clear message across defence: reckless spending stops here. Too often there has been too much reliance on industry's self-reporting of time delays and capability deficits, rather than a transparent process to track performance.

"Where projects are falling behind schedule or budget I will take immediate measures. I want shareholders to see where projects are underperforming so that the market can take action. Those responsible for poor project management must be brought to account."

The MPRB will examine the top 50 equipment projects managed by the MOD with a total value of more than £100 billion.

Projects the Board will review each quarter will be identified through the MOD's improved reporting and review processes. Relevant programme managers will be called before the Board and asked to account for the performance of their project and identify problems to be resolved.

Projects which have shown improvement will be removed from a Projects of Concern list.

Farewell Rosyth: *HMS Illustrious* heads off towards the next phase of her career



Illustrious leaves Rosyth and heads out for trials

HMS ILLUSTRIOUS has begun sea trials after completing a £40 million maintenance and upgrade programme.

The 22,000 tonne ship was in the Rosyth dockyard in Fife for 16 months where she underwent modifications to turn her into a helicopter and commando carrier, capable of carrying a force of up to 20 helicopters and 600 fully kitted-out personnel.

Commanding Officer, Captain Jerry Kyd, said: "This is a historic day for us as we sail from Rosyth for the last time and begin our preparation for our future role as a helicopter platform."

"We are in top condition for the challenges ahead thanks to the hard work of my sailors and

the successful partnership that we have had with industry."

The work was carried out by a partnership of Babcock Marine, the ship's company, DE&S and BAE Systems.

Captain Graeme Little of DE&S' Capital Ships team said: "This has been a challenging project delivered to a very high standard by the joint project team, both on time and on budget."

"We approach her return to the Navy with confidence in the significant improvements that have been made."

The Portsmouth-based ship will return to the Fleet at the end of this month.

Intricate planning is required to ensure all the tightly

specified trials are conducted during a shorter than usual period after a carrier refit.

The highly-experienced engineering team in DE&S and the ship have worked to programme this period with maximum parallel activity, creating efficiencies for DE&S and getting the ship back to the Fleet as soon as possible.

HMS Illustrious will be proving her main machinery to the DE&S Machinery Trials and Assessment Unit while conducting radar tracking of trials aircraft and demonstrating the accuracy of her weapons systems, all under the eye of DE&S' weapon inspectors.

Commander Steve McCarthy, *HMS Illustrious*' Marine Engineer, said: "The sea trials phase marks the culmination of a complex and lengthy project, delivered by a truly effective partnership between DE&S, Babcock and the Royal Navy."

"It's immensely rewarding to be back at sea in such good shape, demonstrating that *HMS Illustrious* is materially ready to meet the operational challenges that she will face in the years ahead."

Vigilant floats in latest stage of overhaul

A MAJOR milestone has been achieved in the Long Overhaul Period (Refuel) [LOP(R)] on *Vanguard* class ballistic missile submarine *HMS Vigilant* with the successful completion of flood-up – the first time the submarine has been afloat in more than two and a half years.

Flood-up signals completion of about 80 per cent of the work on the boat by Babcock at Devonport.

There is now a focus on final completion through a programme of reactor system testing and commissioning, and its integration with the propulsion systems. *HMS Vigilant* is due to sail from Devonport for sea trials in 2012.

DE&S Contract Manager Nick Febbraro said: "An important requirement for the MOD is that *HMS Vigilant* is completed to the programme timescale or earlier. This very important milestone in the drive to meet this requirement marks the culmination of a comprehensive work package to return submarine systems and equipment back to service in accordance with design intent."

"Completion is testament to a highly skilled workforce and the significant investment in time and resources by all stakeholders. During the commissioning phase we have worked with Babcock and the ship's company and are now in the best possible shape to take the project forward into the final phase of the LOP(R) including reactor commissioning."

Babcock's Phil Smith added: "The partnering agreement between Babcock and the MOD has without doubt contributed to this latest success – the fact that we strive together as one for the common goal at the coalface is key."

The project is costing £300 million and involves more than 2.2 million manhours and 2,000 personnel.

Other work on *HMS Illustrious* included:

- applying 540,000 litres of paint to the ship, including a fuel efficient outer hull coating that will save tonnes of fuel and CO2 emissions over her remaining life.
- other improvements that lower the ship's environmental impact, including reverse osmosis freshwater-making systems
- installation of a new computer and communications system and a defensive anti-torpedo system.
- improvements to the living conditions for the crew and any embarked troops.

NEWSREEL

Trenchant is back

TRAFALGAR class hunter-killer submarine *HMS Trenchant* is back in the Fleet after an extended upgrade. The submarine entered the Devonport submarine refit complex in 2009 and, after hard work by Royal Navy technicians and Babcock Marine, she has taken shape as one of the most capable and powerful vessels in the Royal Navy. She has also undergone significant improvements to her sonar suite and Tomahawk Cruise Missile capability.

Northwood saved

NORTHWOOD, the Nato command headquarters in Hertfordshire, has been saved from closure. Defence Secretary Dr Liam Fox said: "As one of the leading contributors to Nato operations it is only right that Nato retains a command presence on British soil." Northwood was under threat of closure as Nato streamlines structures. There are two NATO maritime command headquarters – Northwood in the UK and Naples in Italy.

Leasing costs

ANNUAL leasing costs for the last four years for *HMS Clyde*, the patrol vessel in the Falklands, were around £3.5 million, Defence Minister Peter Luff has revealed. Three River class vessels (*HMS Tyne*, *Severn* and *Mersey*) are also leased for the Royal Navy at a single total cost of £7.3 million per year.

People are the key to making Apache such a roaring success

THE ARMY'S fleet of Apache attack helicopters has clocked up 100,000 flying hours, a third of which have been flown on operations in Afghanistan since 2006.

A celebration organised by Joint Helicopter Command was held at Wattisham – the Apaches' main operating and support base – to mark the milestone.

Apache Force Commander Colonel Neale Moss said: "Passing 100,000 flying hours in Apache is a significant achievement that is worth proudly celebrating. Apache is a highly capable and versatile aircraft that has proved its value time and time again on operations in Afghanistan, and its future role is constantly evolving.

"But the success of the aircraft is down to the people

who operate it, both in and out of uniform. That group – which we call UK Team Apache – ranges from the pilots and ground crew currently operating in the demanding environment of Afghanistan to the industry partners who developed, built and help to maintain the aircraft.

"I look forward to bringing together these dedicated and professional people to celebrate the next 100,000 hours of flying Apache."

DE&S' Apache team leader Jon Haiselden added: "I am extremely pleased by the work the project team and wider DE&S has done to support achievement of this milestone. This represents the efforts of many people working together over a long period, fixing problems and issues quickly and effectively.

Attack helicopter clocks up 100,000 hours



Apaches pictured on *HMS Ocean*. The helicopter has been used in operations over Libya

Hercules upgrade ready for take-off

THE FIRST flight of a Hercules C-130J installed with the Block 7 Upgrade – a major overhaul of the aircraft's avionics systems – has been successfully completed.

This is an important milestone towards sustaining the C-130J, a critical element of the RAF's transport fleet, through to its out-of-service date in 2022.

Block 7 is being delivered via the broader C-130J Block Upgrade Programme, an international collaboration involving the UK, Australia, Canada, Denmark, Italy, Norway and the USA. Participation allows the UK to share costs, achieve value for money and provide capabilities that might otherwise be unaffordable.

The first upgrade to be delivered in this manner, the Block 6 Upgrade, successfully achieved initial operating capability last year.

Block 7 is being delivered to the UK and the other nations by Lockheed Martin. It will include a new mission computer and flight management system, as well as capability enhancements such as the Joint

Tactical Integrated Data System (also known as Link 16).

A US Air Force aircraft is being used by Lockheed Martin for common-core flight trials. The main testing activity is due to begin in Marietta, USA this month.

This will be followed by UK-specific testing on an RAF aircraft next year.

Group Captain Graham Russell, DE&S' Hercules and TriStar team leader, said: "Block 7 is a hugely complex project, in terms of the changes we are making to aircraft avionics systems and the international stakeholders who are coming together to deliver it. Working with our international partners is providing excellent value for money as well as a world class air transport capability.

"First flight has been achieved as a result of lots of hard work by many people. It is tangible evidence of the excellent progress that has been made on the Block 7 Upgrade project over the last 12 months by Lockheed Martin and the international user community."

Contract extends Hawk maintenance

BAE SYSTEMS has been awarded a twelve-month contract extension worth £23.8 million to support and maintain the UK's fleet of Hawk TMk1 jet trainer aircraft.

Under the Hawk Integrated Operational Support (Hawk IOS) contract, the company is responsible for ensuring the aircraft are available to carry out agreed levels of training sorties.

This extension will see a continuation of the support for flight line operations, providing fleet and supply chain management, forward and depth

maintenance and technical support. This continues the original four-year contract awarded in 2007.

BAE Systems currently supports the UK's Hawk TMk1 and TMk2 fleets. As well as the Hawk IOS and Hawk in-service support contracts, the company is also responsible for a spares availability service at RAF Scampton, home of the Red Arrows aerobatics team, and at MOD Boscombe Down.

The Hawk is thought to produce less noise and emissions than any other jet trainer with the lowest acquisition, operating and support costs.

Support for Sampson – T45 radar lands backing

SUPPORT FOR the Type 45 destroyers' Sampson multi-function radar has been guaranteed with a six-year £46 million contract with BAE Systems.

The radars, the ships' eye in the sky detecting objects on land, sea and in the air, combine surveillance, tracking and weapon control.

The new contract covers all the radars, even those yet to be fitted to the Type 45 fleet, and will provide a technical support, spares and repairs service as well as waterfront maintenance at the Type 45's home port of Portsmouth.

The contract follows a £6 million, 18-month contract awarded to BAE Systems last September to support the Long Range Radar (LRR) on the same ships.

Richard Murray, leader of DE&S' Medium Range Air Defence team, said: "The radars on the Type 45 are fundamental to the ships' ability to deliver the defence from airborne threats that our naval forces require."

"Both Sampson and the LRR have proved themselves more than capable of meeting the demands made of them and this support regime will maintain that capability as the class comes into service."

Sampson works as part of the Sea Viper air defence system, the Type 45's principal anti-missile system and can deal with multiple targets including stealthy and sea skimming objects simultaneously, making it the most advanced system of its kind in the world.

This support contract, awarded through MBDA, is



Engineers get working on new T45 simulator

A SIMULATOR which replicates the Ship's Control Centre on a Type 45 destroyer has been officially unveiled at *HMS Sultan* in Gosport.

The simulator for engineers, pictured above, is a series of nine rooms connected in the same way as onboard, creating a realistic environment for sailors to practise and hone their skills.

There are around 18 different scenarios programmed into the system which simulates, in real time, the Type 45's electric propulsion, generation, and auxiliary machinery.

Lieutenant Philip Sharkey, Type 45 Integrated Propulsion Officer, said: "It reflects exactly what is on board a Type 45 Destroyer, and plays through real life scenarios that happen as they would on the ship."

"The simulator is a mirror image of what you would see on board, even down to the images on the walls of all the wires, cables and boxes that you would see in a Ship's Control Centre."

"It is really important for us to have this type of facility because the technology on ships is so advanced – it gives the guys who will be operating the machines the confidence to use the high tech equipment."

The simulator was opened by Flag Officer Sea Training Rear Admiral Chris Snow and has been named after *HMS Diadem* – a former stokers training ship.

designed as a forerunner to a full 'contract for availability' arrangement and will generate data on the radar's performance which will enable a long-term support solution to be delivered to the Royal Navy.

Les Gregory, Torpedoes,

Radar and Manufacturing Director at BAE Systems Mission Systems, said: "As the Type 45s enter service we look forward to supporting the Royal Navy with its surveillance and weapon control requirements for many decades."

NEWSREEL

Kenya work underway

GROUND works for the relocation of training facilities in Kenya have begun, Armed Forces Minister Nick Harvey has told Parliament. The Strategic Defence and Security Review confirmed that the British Army Training Unit Kenya (BATUK) would remain pivotal to meeting training. "On current plans we intend to relocate BATUK MAIN and the Battlegroup Forward Mounting Base from their current locations at Turako Farm and Nanyuki to a single site on Laikipia Airbase (East)," said Mr Harvey. "Approval of £7 million to deliver accommodation and other facilities was agreed in March this year. Ground works commenced shortly after with an estimated completion date of April 2012."

Beith options on the table

THE MOD continues to assess options for Defence Munitions Beith, Defence Equipment, Support and Technology Minister Peter Luff has told Parliament. "We will continue to require the maintenance, storage and distribution functions at Beith in the near to medium term, but are continuing to assess possible options for the longer term," he said. "Future ownership of Beith will depend on the outcome of this work, which is taking into account our strategic requirement, value for money, and the linkage with associated industrial strategies, including the Team Complex Weapons initiative."

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Forces charity 'Help for Heroes' has announced the launch of a £20M 'Naval Service Recovery Pathway Expansion Programme' which will deliver a brand new state-of-the-art rehabilitation facility at Devonport Naval Base in Plymouth - the first of its kind in the South West.

The facility will be designed, built, project managed and maintained by Interserve, and demonstrates how Interserve can deliver total end-to-end, value for money, solutions.

The project incorporates a new 60-bed accommodation facility, a 25m, six-lane swimming pool, hydrotherapy pool, gymnasium and consulting rooms.

Interserve is proud to be supporting all aspects of the delivery programme, which will help our client save valuable time and money and allow them to concentrate on their core duties.



Protector clocks on as new ice patrol ship



Hello Portsmouth: *HMS Protector* makes her first entry to the south coast port

HMS PROTECTOR – the ship that will fulfil *HMS Endurance*'s role as an Antarctic patrol vessel – has been welcomed into the Royal Navy.

Formerly the ice-breaker *MV Polarbjorn*, the ship has been leased on a three-year contract from Norwegian company GC Rieber Shipping and has just completed an intensive refit in Odense, Denmark.

HMS Protector entered Portsmouth for the first time in late May and will deploy on the Navy's Antarctic task in November. The long-term future of *HMS Endurance* is still being considered.

The commanding officer of *HMS Protector*, Captain Peter Sparkes, said the first entry to Portsmouth marked a key milestone in the regeneration of the Royal Navy's ice patrol ship. "I am very proud of what my ship's company and all associated with this project have achieved in such short order."

The ship's refit included

repositioning of the flight deck from the bridge roof to the stern, the installation of a multi-beam echo sounder survey system, a complete overhaul of the main engines and gearboxes and the addition of naval insignia.



HMS Protector was officially named and commissioned into the Royal Navy in Portsmouth last month.

She will deploy on her Antarctic task in November, serving in the region for the 2011-12 summer in the southern hemisphere.

The new ship was designed and built in 2001 as an Antarctic research ship.

She is fitted with two main deck cranes and three internal holds and can position to within a radius of 70 centimetres in

winds of up to 40 knots.

HMS Protector is to be equipped with a state-of-the-art survey motor boat and initially two Pacific 22 Rigid Inflatable Boats which will be replaced next year by a landing craft vehicle for carrying stores and equipment to shore.

Three all-terrain vehicles and three quad bikes, complete with trailers will also be carried and craned directly on to the ice to assist in the re-supply of British Antarctic Survey scientific stations.

HMS Protector deploys for seven months of the year to patrol and survey the Antarctic and South Atlantic, maintaining a UK presence and supporting the international community in the

region.

Currently the survey ship *HMS Scott*, equipped with surveying equipment, is helping maintain the Royal Navy presence in the South Atlantic.

While she can fulfil many of the tasks undertaken by *Endurance*, she does not have ice-breaking capability and therefore cannot reach some of the areas that *Endurance* could do and that *Protector* will.

- Length: 89.7m. Beam: 18m. Draught: 7.25m.
- Speed: 15 knots (maximum)/12 knots (cruising).
- Un-refuelled range: 9,000 nautical miles or 60 days at 12 knots.
- Complement – 15 officers/23 warrant officers and senior rates/50 junior rates and Royal Marines.
- The ship is contracted to be available for operations 330 days a year.

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HONESTY AND realism are vital to the future success of DE&S – that was the overriding message from Peter Luff, Minister for Defence Equipment, Support and Technology at a town hall event at Abbey Wood on 6 June.

Recognising that DE&S had enjoyed its most successful year of delivery in 2010/11 since formation, Mr Luff praised staff but acknowledged that there are still challenges facing the organisation.

“There is scope to do things radically differently,” he said. “And I hope to see DE&S staff become more empowered. These are the kind of issues that CDM’s Materiel Strategy programme will now take forward.”

Mr Luff added that he sensed “a new mood in DE&S”.

“I’ve been in post a year now and I can see we are already talking much more honestly internally,” he said. “I think the message that we need more realism and honesty in the equipment programme is getting through.”

Emphasising the need for constructive and honest dialogue between ministers and departments, Mr Luff discussed a range of topics with the audience.

Issues included addressing the conflict between an affordable equipment programme and operational demands, the current lengthy approvals and assurance process, and the drive to involve more small and medium enterprises (SMEs) in DE&S projects.

Mr Luff said: “The small companies of today will be the big companies of tomorrow and SMEs are a good source of innovation. We can see that with the introduction of the new lightweight SA80 rifle magazine, which is lighter, cheaper and has already attracted good feedback from the front line.

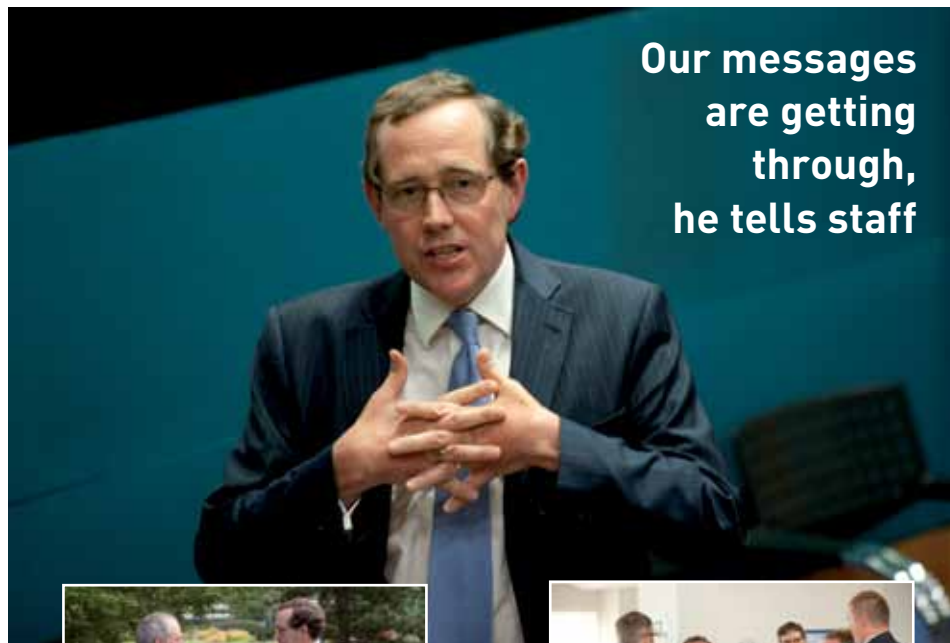
“It is essential that we encourage innovation and sustain the science budget or we won’t be able to fight tomorrow’s operations.”

Another major topic was exportability being built into all new equipment programmes. Mr Luff emphasised that this would be a ‘key component’ of the Equipment Support and Technology White Paper and he sees it as having major benefits in driving down costs and helping UK industry.

The Minister was welcomed to DE&S headquarters at Abbey Wood by Chief of Defence Materiel Bernard Gray. He then attended a DE&S Main Board meeting and was briefed on the Materiel Strategy programme.

The Minister was briefed by the Head of the Cost Assurance and Analysis Service, Dr Tim Sheldon, and finally he visited the A400M and Joint Combat Aircraft project teams.

Minister senses a new mood in DE&S



Minister Peter Luff, top, addresses his 6 June town hall session while, above, he is welcomed to Abbey Wood by Bernard Gray and is briefed during a meeting with staff



THE 100th Typhoon to be built at the UK’s final assembly plant at Warton in Lancashire has been handed over to DE&S.

The aircraft, production number BS074, above, was handed over in a ceremony at Warton. Gary Moore, Acceptance Officer for DE&S, said: “It’s a proud moment. I’ve worked on the programme one way or another for more than 14 years, from design and development, to acceptance of the first twin seat production aircraft back in 2003 and through to today’s very special occasion.”

MORE THAN AN AIRCRAFT, A FORCE FOR THE UK'S ECONOMIC GROWTH



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THE F-35 LIGHTNING II TEAM

NORTHROP GRUMMAN BAE SYSTEMS PRATT & WHITNEY

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Dstl to close Fort Halstead

FORT HALSTEAD – one of three sites operated by the Defence Science and Technology Laboratory (Dstl) – is to close.

Announcing the decision in Parliament on 17 June Defence Equipment, Support and Technology Minister Peter Luff said Dstl had proposed that operations should be relocated to its other two sites – Portsmouth West and Porton Down.

"I have approved the proposed relocation, which will take around five years," he said.

Dstl's current activities at Fort Halstead include support to operations in Afghanistan and to counter-terrorism activity in the UK.

"By bringing together Dstl's facilities, the programme will result in more robust and resilient scientific support to national defence and security and will offer better value to the taxpayer," Mr Luff added.

New aircraft see flying training take to the air

THE FIRST students to enter the UK Military Flying Training System have begun their training as Royal Navy Observers on the Hawker-Beechcraft King Air aircraft.

UKMFTS offers modern and streamlined flight training for the RAF, Royal Navy and Army Air Corps by consolidating all phases of aircrew instruction. MFTS is a partnership between DE&S and Ascent, a joint venture of Lockheed Martin and Babcock.

"This major milestone launches the first pipeline for a single training system for all three military services," said Sir Barry Thornton, Ascent Flight Training Managing Director.

"The Rear Crew Training pipeline beginning now is one of multiple pipelines that will prepare military aircrew for all air platforms with high standards and great efficiency."

Ascent and subcontractors Lockheed Martin, Babcock



The Beechcraft King Air

and Cobham, have designed and developed the training course, trained instructors and refurbished RAF Barkston Heath and RNAS Culdrose.

Cobham Aviation Services has delivered four converted King Air aircraft to Ascent to begin the students' training.

Cobham at Bournemouth

International Airport received the contract, valued at around £20 million, from Ascent during mid-2009 to convert the aircraft for the role, and to provide daily in-service support for an initial period of five years at RNAS Culdrose.

King Air aircraft replace the retired Jetstream T2 aircraft.

Lockheed Martin, Selex Systems Integration and Cobham have combined their unparalleled experience and expertise to address the future air traffic management needs of the Ministry of Defence.

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From left: Sqn Ldr David Catlow, UK A400M Requirements Manager, Sqn Ldr Graeme Gault; Flt Lt Steve Whitnall, Sqn Ldr Ed Horne

A400M keeps up the wow factor

MORE RAF pilots have been impressed by the capability of the A400M transport aircraft which is scheduled for delivery to the UK in 2014.

Sqn Ldr Graeme Gault, a desk officer for A400M at the MOD, was one of four who flew during tests in the third of four development aircraft.

"The fly-by-wire controls are a complete quantum change from the Hercules," he said. "When we meld the military side into the less tactical, strategic aviation side of it and see how that works well together, I think it has got the potential to be a really, really impressive aircraft."

The development fleet has flown more than 1,600 hours in more than 500 flights.

Newly beefed up Warrior is already saving lives

NEWLY UPGRADED Warrior vehicles have saved the lives of British soldiers within weeks of arriving in Afghanistan.

A short time after receiving their modified Warrior Infantry Fighting Vehicles, troops from the Mercian Regiment on patrol in Helmand Province survived a serious IED blast thanks to the vehicle's improved protection.

Lance Corporal Matt Ryder from 3rd Battalion the Mercian Regiment said: "About half-an-hour into our patrol, an IED was triggered by the Fire Support Team vehicle. The force of the blast knocked the Warrior onto its right-hand side.

"When the blast went off soldiers from the second Warrior confirmed people were OK and talking inside the vehicle. At the same time the dismounted troops made best speed over, using the metal detectors in order to avoid any secondary devices.

"As it turned out, all the crew were conscious and not suffering from any serious injury.

"The minor casualties were eventually extracted by



Heading for the front line. Warrior on the way to Afghanistan

Picture: Trevor Sheehan

Chinook helicopter back to the field hospital to be checked over, and the Royal Electrical and Mechanical Engineers recovered the vehicle."

More than 70 vehicles have been modified for the Army by BAE Systems as part of an urgent operational requirement.

The tracked vehicles have

been given around 30 new improvements, under the Warrior Theatre Entry Standard (Herrick) programme worth around £40 million.

Warrior is the only tracked infantry vehicle in theatre and can get to places that wheeled vehicles cannot, enabling the infantry to engage the enemy more effectively in difficult terrain.

News of the successful upgrade has delighted Bernard Gray, Chief of Defence Materiel for DE&S. He said: "This programme reflects the close and effective work between industry and the MOD to improve equipment for the frontline at pace. TES (H) has brought significant enhancements to the Warrior capability and troops are now reaping the benefits in theatre."

UPGRADE DETAILS

- A flexible modular armour system that can be adapted to meet changing threats and reduce vehicle weight.
- Enhanced seating design and cushioning to further improve mine protection and comfort.
- An improved driver vision system with an increase from one to three periscopes providing a wider field of vision and a night vision capability.
- Increased low-speed mobility and climbing performance enabling the vehicle to tackle tough terrain and get closer to a target or destination.
- Motorsport derived carbon-fibre brakes, providing significantly reduced stopping distance.
- Improved air conditioning for troop comfort in hot and harsh environments.
- Wire cutters to protect the driver, commander and equipment on the vehicle from obstacles.

NEWSREEL

DBS opens for business

DEFENCE Secretary Dr Liam Fox has confirmed the new Defence Business Services (DBS) organisation will stand up this month. DBS will initially concentrate on elements of the civilian HR, finance and information services, with the Defence Vetting Agency, the SPVA and elements of the commercial function likely to join at a later date. Dr Fox's decision ends the period of formal trade union consultation.

Hawk eye

DESERT Hawk III, the unmanned air vehicle in service in Afghanistan, is one of the showpieces of an exhibition called Gunners Today, marking on-going tours of duty of the Royal Artillery since 1982. Lockheed Martin has donated a replica of Desert Hawk to suspend from the ceiling at the Regimental Museum of the Royal Artillery Firepower Museum in Woolwich along with a new interactive kiosk providing information, imagery and video footage of the UAV in action.

Bowing out

TYPE 42 destroyer *HMS Gloucester* made a final entry into Portsmouth with her decommissioning pennant flying on 23 May. Her Commanding Officer, Commander David George, said: "She is 29 years old and with more than 750,000 miles under her belt, there are more capable Type 45 destroyers now taking the stage and *Gloucester's* time has come to bow out with dignity."

DE&S – ‘the most efficient and effective defence acquisition organisation in the world’

ANDREW TYLER has left the MOD after a five-year stint, describing DE&S as ‘the most efficient and effective defence acquisition organisation in the world’.

Dr Tyler, formerly Chief Operating Officer, had been filling the role of Chief of Materiel (Joint Enablers) on a temporary basis after reorganisation earlier this year.

“I leave with a great sense of sadness mixed with huge pride at what we have achieved,” he said.

“The transformation in equipment support to Afghanistan stands out as a crowning achievement for its sheer importance. Close behind it is the major improvements in our management of complex projects and the culture of realism and honesty that has supported that improvement.

“Finally I would point to the development of the industry sector strategies that are so fundamental to underpinning the way we buy and support equipment in key sectors such as maritime, weapons, land, and combat air.”

Dr Tyler said he would miss working



Leaving:
Dr Tyler

with enthusiastic and dedicated staff. “DE&S has had a lot thrown at it, most of it undeserved. Rather than whinge and moan, we know that our mission is more important than misplaced criticism and continue to deliver an awesome service to the front-line.

“I have not a shadow of doubt that we are the most efficient and effective defence acquisition organisation in the world. Luckily we are the least

complacent, and under Bernard Gray’s excellent leadership and with the senior team he has around him I am also confident that DE&S will further improve its performance and translate every last penny of our resources into fighting effect for our Forces.”

Mr Gray, on behalf of the DE&S Board, has wholeheartedly thanked Dr Tyler for his contribution and said he would be dined out by the board in due course.

Pete Worrall, currently Director Helicopters, has taken over Dr Tyler’s duties until a permanent appointment is made.

Mr Worrall said: “It has been a privilege to work for Andrew. I have greatly valued his sage advice and the intellect he has brought to some challenging acquisition problems and I wish him all the very best as he returns to the private sector.

“I joined MOD straight from school as an apprentice more than 30 years ago and I have had the good fortune to work in Sea, Land and Air sectors with some of the nicest and smartest people in the business and I am proud of what we have achieved together.

“I was delighted to be asked by CDM to take over as COM JE on a temporary basis while the post is competed and relish the opportunity to work with the Main Board, DE&S staff and our stakeholders in the delivery of the Joint Enablers portfolio.”

□ Les Mosco has been appointed as the lead 2-star for MOD Commercial and as the Commercial Process Owner.

He will work alongside the other 2-stars Susanna Mason and Mike Greatwich as a collective team.

“There are about 2,500 staff in Commercial, including licensed commercial officers and the many others with different skills and qualifications,” said Mr Mosco.

“Each have a vital and important role to play in supporting MOD colleagues with our wide range of Commercial outputs. I am proud of the contribution Commercial makes to the MOD, proud of the extraordinary commitment I see from individuals, and proud to be asked to lead the function.”

Astute bares her teeth

HMS ASTUTE has successfully fired Spearfish torpedoes for the first time during first-of-class trials in QinetiQ ranges off Scotland.

The trial marks an important milestone towards full operational capability for the submarine and design proving for future submarines of the class. Over two days HMS Astute discharged four trials variant torpedoes against a variety of targets proving the ability of the combat system to detect and prosecute dived and surfaced targets.

Commanding Officer Cdr Ian Brekenridge said: “I am delighted with the success of Astute’s torpedo firings, as this has been her first chance to show her real teeth. We look forward to the next key milestone of achieving her British firing test of Tomahawk in the coming year.”

The route to the torpedo firings has required prolonged work by DE&S,

the ship’s company and BAE Systems to overcome last minute technical and design issues.

Lt Cdr Rory McEwan, Requirements Manager for Sea Trials, who witnessed the trials from the range control centre at Applecross, said: “Everyone understood how hard the teams had trained and prepared for this, but there was a palpable

sense of relief when the first weapon successfully left the tube and appeared on range.”

Success of these firings will be built upon during deep water trials in the US where Astute will conduct further torpedo firings as part of a final comprehensive test of combined Combat System effectiveness.

Right: Lt Cdr Rory McEwan keeps a close eye on the trials



Successful support to the Royal Navy's current fleet and value-for-money construction of the next generation of warships will depend on transformation of the UK's maritime sector, a major driver of change in DE&S' relationship with industry. Agreements are in place with two of the major players, putting DE&S and industry on . . .

the best of Terms

TERMS OF Business Agreements (ToBAs) – robust and approved by the Investment Approvals Board – were signed with BAE Systems Surface Ships and Babcock Marine and Technology in 2009 and 2010 respectively. They are an integral part of DE&S' Maritime Change Programme (MCP).

Paul Blakiston, DE&S leader of the Programme, said: "MCP continues to provide the strategic framework for managing a portfolio of evolving transformation activities.

"The two ToBAs are an integral part of the change portfolio. Developing a closer working relationship with industry, combined with transparency of future planning, will lead to an optimised and rationalised sector with improved performance for MOD.

"Sustainment of key skills and

capability, and industrial consolidation in the UK are essential to meet the future operational demands of the Fleet. The ToBAs are the catalyst and the mechanisms needed to help drive the ground-shifting change required to achieve these ambitious goals."

Mr Blakiston added: "In a maritime marketplace which is driven by monopoly suppliers, the ToBAs allow the MOD to maintain a strategic decision-making seat at the table when it comes to setting the future direction of travel.

"ToBAs set the foundation to position the UK maritime sector as a competitive player in a global market at what is an increasingly difficult time in the face of economic challenges and evolving operational demands on our Armed Forces.

"Evidence gathered to date demonstrates that the performance of both ToBAs exceed initial expectations. This is positive news for the MOD."

■ BAES and Babcock: Pages 22 and 23

Babcock, one of the two companies who have signed up with DE&S to shape the future of the UK maritime industry, provides the UK's submarine deep maintenance and upgrade work. Pictured: *HMS Tireless* arrives back in Devonport following her latest deployment

Maritime sector looks shipshape for

Two years into the DE&S ToBA with BAE Systems, the transition to a sustainable long-term UK shipbuilding and support sector beyond the construction of the *Queen Elizabeth* class aircraft carriers continues to develop at pace.

"Through an enterprise-wide approach to continuous improvement, transformation and rationalisation the ToBA is providing the means of improving maritime shipbuilding capability with demonstrable results," said Steve Robinson, head of the ToBA joint project office in DE&S.

"This is necessary to enable an affordable Type 26/Global Combat Ship programme. With such an agreement in place the longer term effectiveness and sustainability of this capability remains centre stage."

The agreement sets guaranteed minimum benefits of £350 million, with an aim to at least double this over the 15 years of the ToBA.

Through joint work, BAE Systems and DE&S have already exceeded annual targets for the first two years and are on track to deliver against minimum benefit levels over the contract term.

Huge inroads towards industry consolidation have been achieved so far. The integration of five businesses into one through the formation of the BVT Surface Fleet joint venture in 2008 generated more substantial overhead benefits in the period leading up to the signing of the ToBA in mid-2009. BAE Systems' Surface Ships business has since evolved following the acquisition of VT Group's share holding in BVT.

Further integration and standardisation of business systems, processes and management have helped to create a more efficient organisation, making it likely to meet a target

well above the minimum. The main beneficiaries have been the Type 45 (build and support) and Surface Ship Support Alliance contracts, together with the Warship Support Modernisation Initiative (WSMI) for the management of Portsmouth naval base.

However, transformation does not stop with industry. Joint teams and common goals for DE&S and BAES have already delivered benefits on the Type 45 build programme while benefits have been incorporated into the *Queen Elizabeth* class and Type 26 programme plans, based on existing and planned improvements to operations.

Closer working practices through ToBA have delivered additional benefits to the WSMI contract for the management of Portsmouth and the introduction of a Class Output Management approach to support the Type 45 destroyer and Hunt class mine countermeasures fleets is delivering benefits.

Through ToBA, DE&S and BAE Systems are working together to develop a sustainable workload that can maintain the core skills and capability which are essential to make existing and future shipbuilding programmes a success.

James Davis, BAES' maritime strategy and planning director, said: "The focus has shifted

from a 'best for project' to a 'best for enterprise' approach, recognising that optimisation of the forward programme can only be achieved by taking into account all available programmes. The infrastructure and processes are now in place to achieve this, paving the way for better strategic planning of operational capability, skills, resources and budgets.

"By working together we have made a huge amount of progress in a relatively short period, which we could not have achieved independently.

"We need to harness this success and continue to strive for closer working relationships over the long term. This will help us to maximise the potential benefits in areas such as design and build of the Type 26 Global Combat Ship, as well as to services contracts covering the management of naval base infrastructure and support to the surface fleet through the Surface Ship Support Alliance."



the future

Maintenance of the Royal Navy's surface fleet and submarine flotilla now has a 15-year programme under DE&S' ToBA with Babcock which is flexible to adapt to the ever changing needs of the Royal Navy.

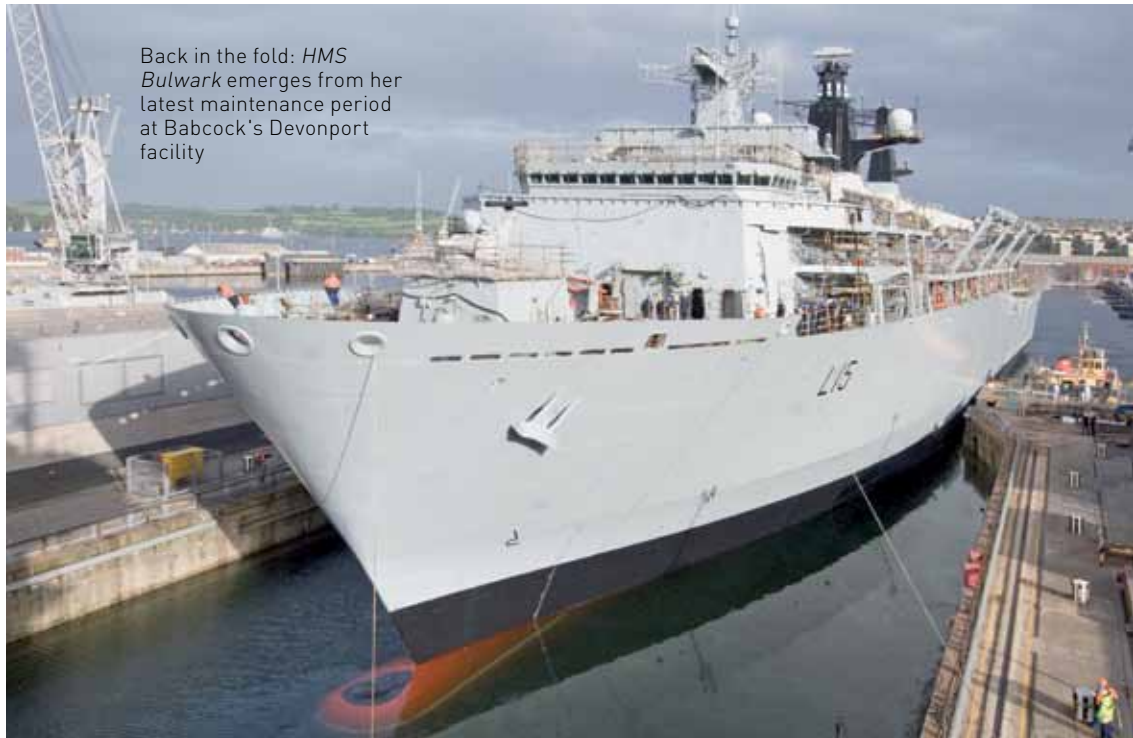
The 300-page agreement provides the framework on which the company receives work from DE&S on surface ships, submarines and naval bases. Babcock will receive work from DE&S under an agreed price, cost and incentive regime on a non-competitive basis.

In return Babcock guarantees benefits, agrees to continue developing its close relationship with DE&S, rationalises its business and pledges continuous improvement. That, in turn, leads to opportunities for business growth and greater profit.

Included in the pledges are up to £1.2 billion of financial benefits to DE&S over the life of the arrangement, with Babcock reducing its cost base. It's a vital promise at a time when money for defence is ever more scarce.

The contract has operated for just over a year and things are on-track. "Long-term partnering derives benefit to both parties," said Nick Tippet, leader of the Babcock ToBA account management team at DE&S. "The improvement in trust, in long-term planning, stability and better exchange of information

Back in the fold: HMS *Bulwark* emerges from her latest maintenance period at Babcock's Devonport facility



between us means the company can invest and plan long-term. This allows DE&S to leverage benefits from that; reducing cost by £1.2 billion pounds over the life of the contract is a large undertaking by Babcock.

"Long-term deals such as the Babcock ToBA allow us to focus on reducing overheads and cost-drivers that do not contribute directly to the support of the Fleet. They also allow us to right-size industry capacity and capability to meet the needs of the reducing fleet, thus contributing to an efficient and sustainable maritime enterprise for the UK."

Babcock undertakes key 'upkeep activities' for the submarine flotilla and around 70 per cent for surface ships. The company owns a large part of Devonport and operates Faslane on the Clyde on the MOD's behalf.

ToBA reflects these responsibilities and allows Babcock to plan development of a centre for submarine specialisation on the Clyde along with amphibious support and deep maintenance at Devonport. ToBA brings clarity on the company's roles and focuses attention on

what DE&S expects of Babcock.

DE&S' satisfaction is echoed by the company, whose long term planning is well established. Simon Smith, the Babcock lead within the joint ToBA team, said: "Clyde will become the operational base for the whole of the in-service submarine fleet and will become the centre of specialisation for that work," he said. "There's also a workload balance we can help with to make sure both facilities at Devonport and Clyde have the right workforce in the right place at the right time. Because of ToBA we can look sufficiently far ahead to ensure that."

He stressed though that the agreement has no workload or volume commitments from the MOD. "Most of the headline benefits being made will happen regardless of work volume," said Mr Smith. "The emphasis is on us continuing the good start and transforming our business activities to meet the ever more challenging targets."

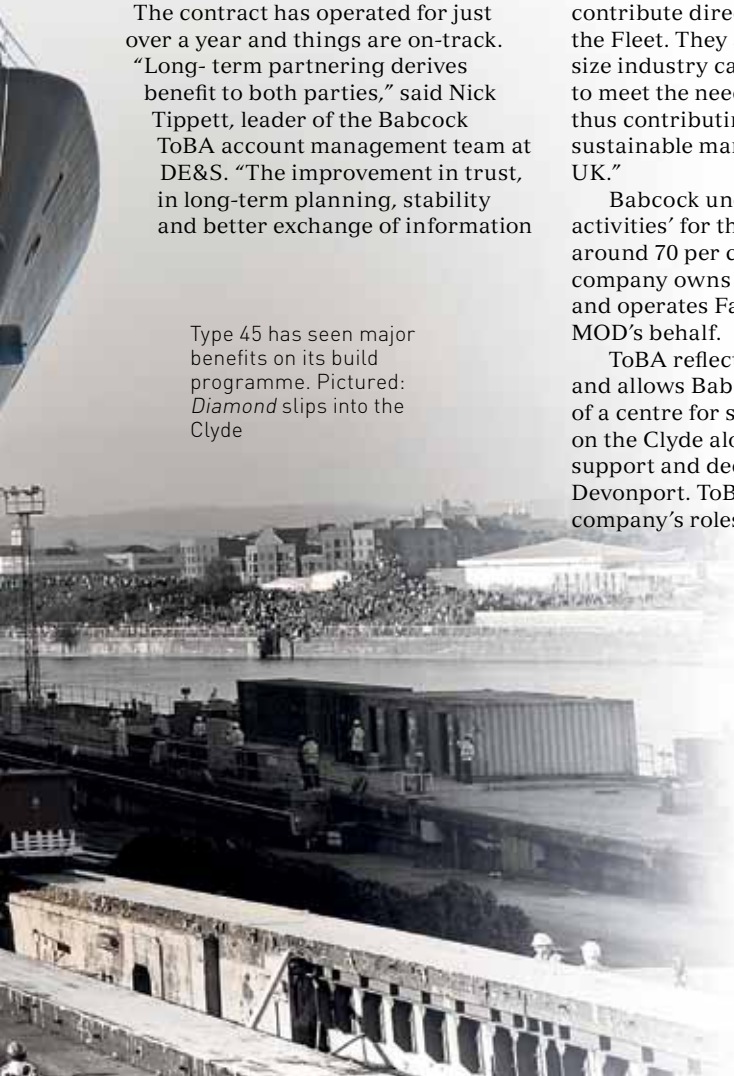
Both DE&S and Babcock regard the first year of the contract as a success. "We are more than content with where we are," said Mr Smith. "As always, there are challenges ahead but all the groundwork and the planning for the long term is happening."

Mr Tippet added: "So far, it's been tough, but we have delivered benefits above the guarantee in the first year and are working hard towards the objectives of 'Cost out, Performance up and Sustainability in'."

He was also pleased to note recent reorganisation of DE&S which saw the maritime operating centres – submarines, ships and naval bases – take on a similar structure to Babcock's business.

"You can now put both structures on a piece of paper and they reflect each other," he said. "And that makes sense at last."

Type 45 has seen major benefits on its build programme. Pictured: *Diamond* slips into the Clyde



Eyes over Libya – Se

Tactical Director, Surveillance Controller on Net 1, track 3422, invalid IFF return and originated from a Libyan military airfield, recommend identify as suspect . . .’

Thirty thousand feet over the Mediterranean Sea, the E-3D Sentry is in a gentle orbit, its equipment and crew focussed on maintaining a watch on the airspace over Libya.

‘Crew, Tactical Director on Net 1, track 3422 suspect; Fighter Allocator, investigate track 3422 . . .’

As RAF Hercules and Chinooks start their rescue missions to extract civilians from Libya, the first Sentry is already airborne from RAF Waddington and on station off the Libyan coast.

Its role is to provide an accurate and up-to-date picture of the airspace to the military commanders, and threat warning, co-ordination and liaison for the Hercules and Chinooks.

‘Weapons Controller, Fighter Allocator on Net 2. Assign track 3422 to the British Typhoons, mission investigate. Keep the other

aircraft updated on the suspect’s position . . .’

Having detected a possible Libyan military aircraft breaking the ‘no-fly zone’, the weapons team on board direct two fighters to investigate.

At the same time, they inform other aircraft, such as the Sentinel, Nimrod and VC-10, of the potential threat in enough time to allow them to reposition to a safe area while the threat remains.

As UN forces start to exert control of the airspace and more aircraft arrive in theatre every day, the Sentry’s crew add the role of friendly deconfliction to their mission.

Ensuring that friendly aircraft are not involved in a mid-air collision with either another aircraft or air-delivered munitions is a vital part of modern air operations.

‘Crew, ESM Operator, Net 1. Bar Lock detected, bearing 220, possible hostile surface to air missile system, Captain and Tactical Director acknowledge . . .’

A search radar being used to find targets for a Libyan surface to air missile system is detected by the Electronic Surveillance Measures (ESM) operator. This long-range missile is a threat to all the coalition aircraft over or near Libya. The Sentry’s information is confirmed by sensors on board other coalition aircraft and the Sentry crew quickly send a



Ready for action: RAF E-3D Sentry aircraft are pictured at RAF Akrotiri in Cyprus before duty over Libya

Sentry on duty

warning to all other air assets in the area. At the same time, the Sentry's Links Manager is ensuring that the information is being transmitted to the coalition ships stationed off the Libyan coast.

'Tactical Director, Chat operator on Net 1, word from the Combined Air Operations Centre, our relief is airborne and is expected on station as planned . . .'

For operations over Afghanistan last year, the Sentry was fitted with an airborne Chat system, which is replacing the traditional voice radio links with the Combined Air Operations Centre.

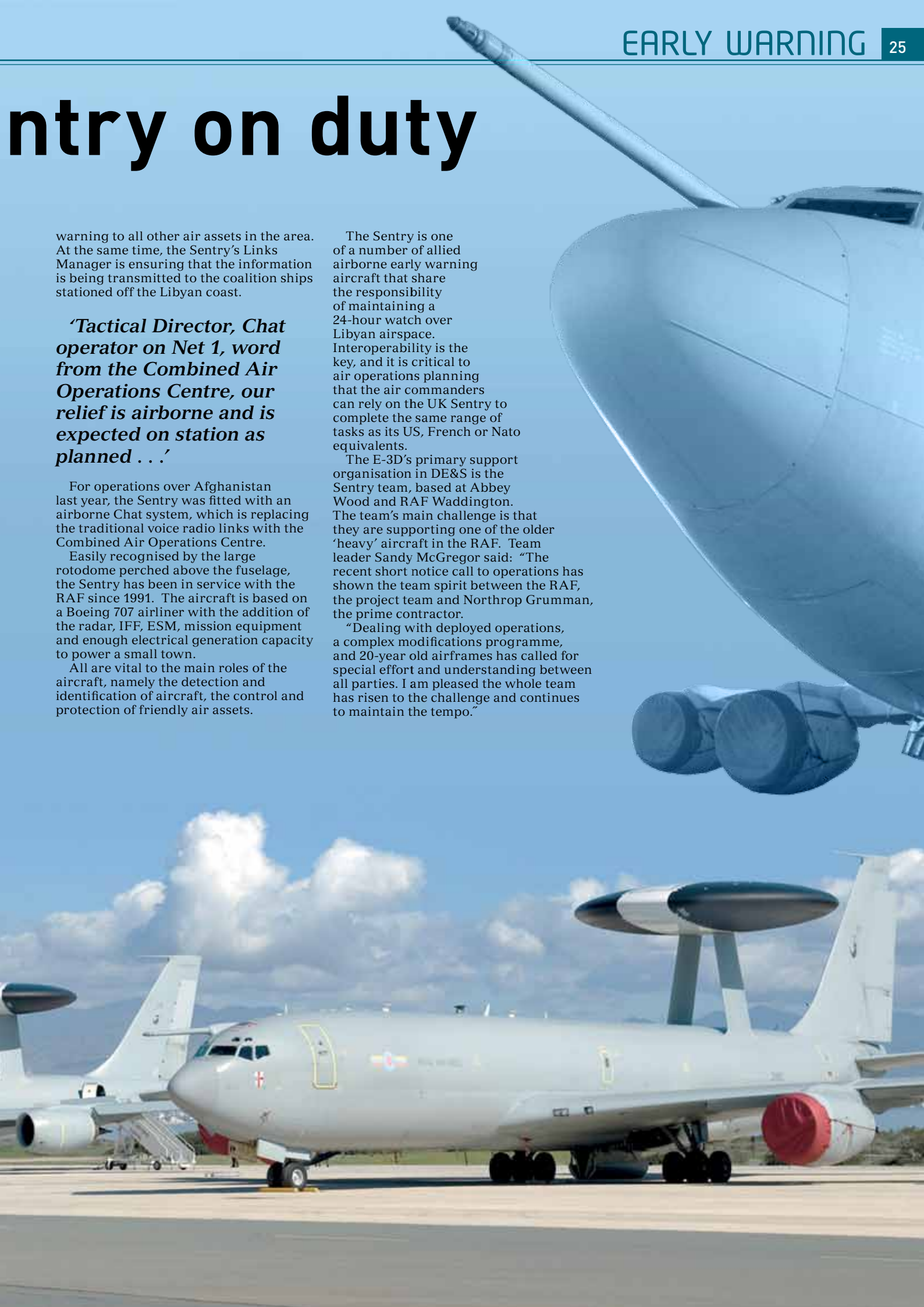
Easily recognised by the large rotodome perched above the fuselage, the Sentry has been in service with the RAF since 1991. The aircraft is based on a Boeing 707 airliner with the addition of the radar, IFF, ESM, mission equipment and enough electrical generation capacity to power a small town.

All are vital to the main roles of the aircraft, namely the detection and identification of aircraft, the control and protection of friendly air assets.

The Sentry is one of a number of allied airborne early warning aircraft that share the responsibility of maintaining a 24-hour watch over Libyan airspace. Interoperability is the key, and it is critical to air operations planning that the air commanders can rely on the UK Sentry to complete the same range of tasks as its US, French or Nato equivalents.

The E-3D's primary support organisation in DE&S is the Sentry team, based at Abbey Wood and RAF Waddington. The team's main challenge is that they are supporting one of the older 'heavy' aircraft in the RAF. Team leader Sandy McGregor said: "The recent short notice call to operations has shown the team spirit between the RAF, the project team and Northrop Grumman, the prime contractor.

"Dealing with deployed operations, a complex modifications programme, and 20-year old airframes has called for special effort and understanding between all parties. I am pleased the whole team has risen to the challenge and continues to maintain the tempo."



When the *Queen Elizabeth* class carriers take to the water, among those proud to have taken part in construction will be the painters – as they will have touched all parts of the 65,000-tonne ships.

At the moment around 100 painters are involved at all six yards, supported, literally, by as many scaffolders. Further painters will be needed when the constituent parts of the first carrier come together at Rosyth.

"This is a major, major contract – the biggest outside the Olympics and will continue a long time after the Olympics have finished," said Alan Nesbitt, painting contract manager for Portsmouth.

"Short of the supertankers I worked on at Swan Hunter when I started in 1971, which were a phenomenal size, these will be the biggest ships, and a totally different animal. Without a doubt there's a sense of immense pride to be part of this project."

The painters of Gateshead-based Pyeroy and the scaffolders of Cape have come together for the carrier work under the banner of Ship Support Services Ltd.

Painting of the ships will range from areas where one coat will suffice to more important projects where whole systems of up to six coats of specialist paint will be needed. That's just under a million square metres per vessel coated in 1.5 million litres of paint.

And while the obvious parts of the ship will be grey – MOD grey in the words of painters – the hull underwater will be in an anti-fouling red paint system which will help the vessel move through the water, aiding fuel efficiency.

All internal parts will be done in the yards around the country before the hull is painted on integration at Rosyth. Accommodation decks will be painted there too, predominantly blue, grey and green to help identification with machine space decks white.

"We use airless sprays to apply the paint but we do still use brush coats because we need to paint areas which are inaccessible to sprays," said Mr Nesbitt. "And every weld on the ship will be touched by a brush at least twice."

Which is not to forget the scaffolders who make the painting happen. Around 1,400 tonnes of scaffolding has been used on the whole project so far involving 60,000 tubes, 90,000 boards all held together by 140,000 fittings. There are also 1,200 ladders in use.

Staff numbers on the project vary depending on the work required. Labour is normally sourced locally to cut costs but is expected to reach a peak during integration.

"Painting is going well so far," said Mr Nesbitt. "We are on a par with what is expected of us. It helps that we have a good dialogue with the customer – it's a good partnership."



Pictures: Andrew Linnett

Coats of many colours (most of them grey!)

'W
fla



We are building the nation's flagship'

desider reports on the progress of Queen Elizabeth at Portsmouth

The 6,000-tonne mass of one of the lower blocks leaves Portsmouth next April bound for Rosyth where the first of the *Queen Elizabeth* carriers is already beginning to take shape.

The massive section of hull being built by BAE Systems Surface Ships will provide around 30 per cent of the lower half of the ship and will link up with other sections to be integrated at Babcock's yard in Rosyth. Other sections are being built on the Tyne, the Wirral, in Devon and at Rosyth itself while bigger sections, one around 10,000 tonnes, are being built at BAES' yard at Govan on the Clyde. Progress is rapid.

It represents a massive engineering project, the biggest that British shipbuilding has ever undertaken for the Royal Navy. "We are building the nation's flagship," said Paul Bowsher, BAES project manager in Portsmouth. "Every time I go out there into the hall I still look at it and think 'wow' at the sheer scale of what we are doing. Not only is it challenging but it's extremely rewarding too. Everybody here is up for that challenge. To see the ship eventually come into Portsmouth where she will be based will be a really proud moment for us all."

The block is 70m long, 40m wide and nearly 20 metres deep. Above it, when integrated with other blocks, will be more decks topped by the flight deck. It will house more than 8,000m of pipes and 250,000m of cable. Diesel engines have already been fitted. Welding of the five sections of the block, called rings, has already begun in Portsmouth's main ship production hall.

"Overall we are 90 per cent painted inside which means we can now move on to the fitting of cables, wiring, vents and all the other equipment which needs to be installed. The large items of kit will be in place before we join all the rings together," said Mr Bowsher. "All the cabins are pre-made, taps and sinks, bunks, soft furnishings – we literally pick up the cabins and slot them in. We start connecting systems for testing by the end of the year."

"Next year we take the block out of the main hall for positioning onto the barge, the sea fastenings will be put in place, the tides have been checked and will be right for us to get the block through the lock and out of the harbour and on to Rosyth."

It is a mammoth task. "It's about bringing materials, men, information and data together. It's all in the detailed planning and that will be the secret of its success," said Mr Bowsher.

Around 500 staff are involved at Portsmouth, many making some of the items for the ship on site. BAE at Portsmouth will also be making another, smaller, block for the ship along with the forward island. That's



another 1,000 tonnes of steel for the block with thousands more metres of pipes and cables, along with 200 more tonnes for the island and 50,000 more metres of cabling.

Once the biggest block has gone production will begin on the second carrier, *Prince of Wales*; first steel cut in Portsmouth is planned for next March. Work has already begun in Govan.

"The great advantage we will have of course is the lessons we have learned," said Mr Bowsher. "After every stage here we have a 'lessons learned' session where we ask 'what can we do better?' That philosophy is part of our culture all the time. We are constantly challenging what we can do."

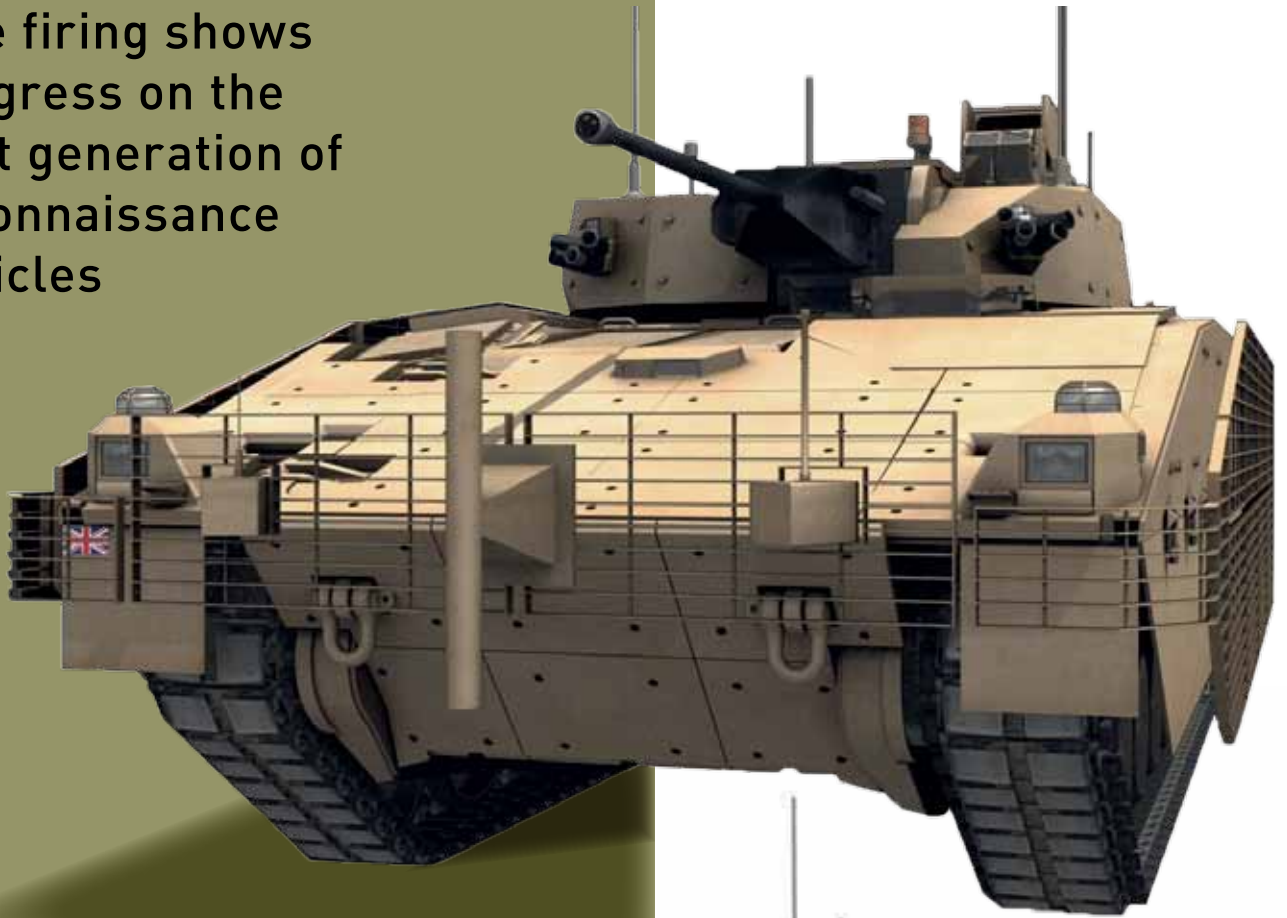
"There are always challenges to face when building something for the first time. But in a year and a half the progress we have made and what we have produced is quite awesome."

Right: Alan Nesbitt oversees the painting project at Portsmouth



Scout's honour – cannon

Live firing shows progress on the next generation of reconnaissance vehicles



packs a powerful punch

Development of the Scout vehicle – the cornerstone of the new Specialist Vehicle family of armoured fighting vehicles for the Armed Forces – is well on course with the first firing of the turret's integrated 40mm cannon five months ahead of schedule.

Scout will replace the ageing Combat Vehicle Reconnaissance Tracked (CVR(T)) fleet. The role of Scout is to find and understand the enemy for the battlegroup, providing a vital Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) capability on the ground.

Equipped with the latest all-weather sensors, modern crew stations with high definition viewscreens, and open electronic architecture, Scout can collect, interpret and share information on a level never seen before.

Anything trying to stop Scout doing its job is going to be on the wrong end of the innovative and deadly 40mm Cased Telescoped Cannon – twice the armour penetration and three times the explosive effect of a conventional 30mm cannon. The turret is fully stabilised allowing Scout to fire accurately on the move, bad news for those thinking about taking a pop at Scout and trying to get away with it. With this weapon system, Scout can punch above its weight and win.

The needs of the soldiers of the Royal Armoured Corps who will use Scout are paramount to the turret design. Crew space is maximised through a 1.7 metre turret ring and the compact design of the cannon loading system. Combined with the forward mounted position of the cannon in the turret, this will give soldiers considerable working room and

ease of movement, even when wearing full body armour and webbing.

Most importantly, crew safety tops the list of priorities. The Scout turret and hull has protection levels not previously seen on tracked vehicles. This allows Scout to counter improvised explosive device, mine and direct fire threats.

The Army is positive about the progress being made on Scout, particularly as it only started its demonstration phase in June last year. Brigadier Mike Riddell-Webster, Head of Capability for Ground Manoeuvre said, "The Army is very pleased to note such progress on one of its highest priority equipment programmes."

The level of progress is down to an approach of adapting existing vehicle designs to meet the latest military requirements. Provided by General Dynamics UK, Scout is based on a modified Ascod with a new turret; this is a vehicle already in-service within Nato.

Project manager Roddy Malone of DE&S Combat Tracks Group said: "We have made sensible trades on demanding requirements to get this capability to our soldiers as soon as possible. By

modifying a proven vehicle, this has taken out considerable risk compared to a new build."

Land Command, Equipment Capability, General Dynamics UK and the DE&S project team, Scout-SV, are working in close partnership to develop the vehicle and get it ready for full scale manufacture. They have one shared objective – delivering game changing reconnaissance to the British Army.



Scouting for the enemy: a line-up of how the family of vehicles will look, below.

Far left: the 40mm cannon shows off its power, with devastating results, above



Alamein – this rolling stone gathers MOSS



Foreword from Major General Tim Inshaw, D ISS

I am very pleased to see that the adoption of Alamein – the latest increment of DII – has been so well supported across our TLB. As DE&S is at the vanguard of adopting MOSS (information and records management), within the Alamein programme, it is satisfying to hear such positive comments from D Ships, one of the Early Adopters. Adopting any new capability means that the users will experience the bedding in of the system and the Early Adopters have provided excellent feedback that has further reduced the risk of adopting MOSS for the vast majority who will receive MOSS as part of the Volume Adoption which began last month.

DES CIO Project Manager's Comments

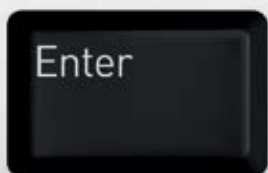
A HUGE effort has been underway for a number of months to prepare for MOSS Adoption and while, for the majority of DE&S users, the MOSS element of Alamein will be unfamiliar, current experience shows that they will quickly understand and see the benefits of this new technology.

Each OC has a nominated lead for Alamein who have been organising, encouraging, cajoling and guiding the iHubs within their OC to complete a series of preparations. These range from training iHub staff and establishing Information Management governance, to business analysis, creation of Fileplans and designing and recording MOSS site designs in a specialised tool. Added to this has been the learning of an entirely new set of terminology to support the new capability and it must be said that they and the iHub staff are the reason DE&S is on target to meet the MOSS adoption dates set in conjunction with Defence and Atlas.

The Early Adopters are now using MOSS and have started to network and share their experiences through demonstrations to groups, both large and small, of their experiences. Learning from experience ranges from early stage design work, through the build stage and into the best ways to adopt on Day One. DE&S CIO staff have begun a further round of awareness sessions at Abbey Wood and are supporting OC leads for Alamein to deliver briefings to staff based at different locations. Further awareness material will be issued as more users complete their adoption and lessons learnt are fed back into the project and surface as agreed DE&S standards.

‘The Early Adopters are now using MOSS and have started to network and share their experiences through demonstrations to groups, both large and small, of their experiences’





**a new way
of working**



DE&S Ships Go Live with MOSS

During February approximately 800 people within DE&S Ships, one of the early adopters of Microsoft Office Sharepoint Server (MOSS), received their Alamein upgrade. Here they share some of their experiences.

Change

Staff reported feeling cautious about the amount of changes introduced and the time it would take to adapt to them.

"Dealing with the design and implementation of the new file plan taught me that a lot of people in the MOD struggle with change."

(Business Manager)

Careful planning, preparation and communications well in advance of the transition proved essential, keeping teams informed of progress and what was expected from them, and completing the on line training.

Training

Resounding advice from the DE&S Ships staff was the importance of carrying out MOSS Team Site User training

"People who undertook the MOSS training were able to start using MOSS quickly"

(Project Manger)

Online training is available via the Defence Learning Portal (code DIIUSR-08-v0.3) and should be completed prior to receiving the upgrade.

New Ways of Working

DE&S Ships are only just beginning to find out about the range of possibilities that MOSS has to offer information management. Important new concepts such as metadata concentrate thought on how to label information in order or it to be easily located at a later date.

".... as users of the system we have to continually remember that the quality of information available in MOSS is wholly dependent upon the quality of what we put in. It will not magically make us more organised, but it will definitely help!"

(Project Manger)

Ease of use

Many of the staff interviewed described MOSS as an intuitive system that integrates well with the familiar Microsoft tools Word, Excel and PowerPoint.

"It has certainly put Information Knowledge Management in the spotlight and has caused people to take a look at the way they handle information"

(Business Manager)

"Since initial launch I have definitely got used to doing things the MOSS way and it is becoming a natural way of working"

(Project Manager)

"The major benefit of MOSS is having a quick and easy way to share information with the wider DII community. Previously, the only option available was the Defence Intranet"

(Business Manager)

"Informing the whole team of events and disseminating information using announcements is much easier using MOSS now, than having to send several emails"

(Finance Officer)

Thank you

The role of early adopter of technology in any organisation is not easy.

"Being an early adopter for Alamein was not without risk and it was very impressive to see the commitment from all staff to be ready for the new software. I would particularly praise support staff who worked across the Operating Centre to develop the software structures and guide and mentor delivery teams such that we were ready for the 'big day'."

**Cdre Steve Brunton –
Head of Capital Ships
and Senior Information
Officer for Ships OC**



After almost of decade spent on continuous counter-insurgency operations in Iraq and Afghanistan, the British Army has built up unparalleled experience in the procurement, modification and use of protected vehicles or PVs.

Casualties caused by improvised explosive devices (IEDs) fielded by insurgents in both Iraq and Afghanistan prompted the British Army to re-think its approach to vehicle protection.

Ways had to be found to reduce the vulnerability of British Army vehicles to attack by IEDs because of the need to maintain freedom of movement across the battlespace.

Experience in Iraq and Afghanistan has led the British Army to realise that there is no 'one size fits all' approach to PVs. Insurgents in Iraq, for example, used explosive formed projectiles in their IEDs which required British vehicles to be equipped with very specific types of armoured protection.

In contrast, Afghan insurgents have specialised in using buried IEDs that attack the undersides of British vehicles, requiring a different approach to armoured protection. In both theatres, the insurgents continuously improved their IEDs to counter new PVs as they were fielded by UK Forces. Afghanistan's harsh terrain and

UK Forces' mine protected vehicles – battle proven!

primitive road network meant PVs deployed there had to have greater cross-country mobility than those fielded in Iraq.

Today, the British Army fields a mixed fleet of hundreds of PVs, containing a range of vehicles with different levels of protection.

The 'big beast' of British PVs is the Force Protection Mastiff and its latest variants. Although originated to meet the requirements of the US military, the British Army has fitted its vehicles with UK specific armour, communications and other features.

Advertisement feature

While the Mastiff is undoubtedly one of the best protected vehicles in the world, its weight means its cross country and urban mobility is compromised in Afghanistan. To provide its troops in Afghanistan with protected mobility, the British Army has fielded different types of vehicles. The BAE Systems Viking Mk 2 mine-protected all-terrain vehicle has been augmented by Singapore Technologies'

Warthog. For better mobility and manoeuvrability in urban environments, the 'scaled down' Ridgback variant of the Mastiff has been procured.

Experience taught the British Army that logistic support vehicles need the same protection as combat elements, so it has fielded the Force Protection Wolfhound and Navistar Husky cargo-carrying PVs.

Providing better protection for small lightweight patrol vehicles has been a priority for the British Army and last year it placed an order for 200 Force Protection Europe Ocelot.

These new vehicles – Foxhound – are expected to provide crews with the same protection as bigger vehicles but with same mobility as the vehicle they are replacing.

The British Army, however, stresses that its current fleet of PVs will continue to evolve as the IED threat develops if the current protection level afforded to UK troops is to be maintained.

DSEi 2011 land vehicle focus

A wide range of protected vehicles are expected on display at DSEi including Foxhound and Warthog. With more vehicles on display than ever, the exhibition's organiser has created a new Static Vehicle Park for 20 vehicles to ensure exhibitors have maximum opportunity for displaying vehicles at the event. Here visitors will see some of the vehicles used around the world by military and security forces. Unmanned ground vehicles (UGVs) will also feature prominently within the Robotics and Unmanned Systems Showcase – a dedicated football pitch-sized arena that will be used for demonstrations of both UGVs and unmanned aerial vehicles. For more information visit www.dsei.co.uk

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CLARION
EVENTS

Running an environmentally responsible operation, 'going green', or whatever the latest buzzword might be, is no longer an option for organisations be they MODs, DoDs, Defence OEMs, industry or Navy, Army or Air Force.

Current and pending international legislation, increased consumer and investor awareness, and sound business sense make environmental accounting an imperative.

But sustainable military operations and a greening strategy can be just different views of the same issues and information. IFS Applications Eco-Footprint Management creates the linkage between reductions in greenhouse gas emissions and improvements in defence logistics support, improved sustainable procurement and optimum logistics footprint.

Operating in an eco-friendly manner is not just good for the environment – it can also reduce cost, improve profitability and sustain support to military operations.

CUSTOMERS WANT PROOF . . .

The Stockholm Conference of 1972, organised under the auspices of the United Nations, placed environmental issues firmly in the international spotlight and marked a turning point in

Sustainability makes sense in defence

Advertisement feature

the development of international environmental politics. Public awareness is growing; and more pressure is being placed upon governments, MODs, DoDs and the aviation and defence industry to become more environmentally engaged. This has been backed up by the implementation of Government-wide sustainable procurement strategies, action plans and teams, and the setting of targets for reductions in emissions enshrined in legislation (such as Climate Change Acts).

The presence of an 'eco-label' on a product certifies that its provenance, use and final destination have been planned with the environment in mind.

Environmental Product Declaration (EPD) and ISO 14001 certification are examples of standards that are impacting the business-to-business and business-to-government markets.

Targets are now being disaggregated to industry,

government departments, agencies and the military – where governments will pay a premium for the goods they purchase; if they are satisfied that they are sourced, produced, transported and delivered according to ecologically sound practices.

. . . AS DO MILITARY STRATEGISTS

Strategists have now developed the linkage of sustainable military operations to a greening strategy – being different views of the same information. The linkage is now established between reductions in greenhouse gas emissions, procurement considerations for sustainment of the environment, longevity of operations sustainment and operational procurement considerations. It is not just about the CO2 emissions of a Leopard tank or F-16 squadron and how that can be reduced through life— albeit a

commendable objective in itself. But, with military equipment being procured for extended periods, issues are being raised on: which fuel it uses, how much fuel it uses, the logistics footprint it generates, what might the supply of fuel be in 30 years and how that should all be measured and optimized against targets?

. . . AS DO INVESTORS

Investor awareness is growing, too. As environmental awareness increases, the value of a company is measured in part by its ability and willingness to conduct its business in a sustainable manner. In fact sustainability reports are becoming as natural a part of an annual report as the balance sheet and income statement. And the triple bottom line of 'Planet—People—Profit' is among the new ways of determining an organisation's value as defined by the Global Reporting Initiative.

THE CHALLENGE . . .

Information is the challenge; without enterprise solutions enabling the setting of the parameters to be measured and managed against targets, then meeting any legislation becomes a daunting if not impossible task.

. . . THE SOLUTION

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IN DEFENCE OF OUR GREEN AND PLEASANT LAND

DOES YOUR IT SOLUTION MEASURE YOUR ECO-FOOTPRINT? BUT, DOES IT ALSO SUPPORT IMPROVEMENT IN MILITARY OPERATIONAL EFFECTIVENESS THROUGH SUSTAINABLE DEFENCE PROCUREMENT AND REDUCTIONS IN BATTLEFIELD LOGISTICS FOOTPRINT?

Running an environmentally responsible operation, 'going green', is no longer an option for organisations be they MODs, DoDs, Defence OEMs, industry or Navy, Army or Air Force. Current and pending international legislation, increased consumer and investor awareness, and sound business sense make environmental accounting an imperative. But sustainable military operations and a greening strategy can be just different views of the same issues. IFS Eco-footprint Management™ creates the linkage between reductions in greenhouse gas emissions and improvements in Defence Logistics support, improved sustainable procurement and optimum logistics footprint.

Visit IFS Defence at Stand S4-342, DSEi, 13th – 16th September 2011

www.IFSDEFENCE.com



Min (DEST) awards – the race is on

THE NOMINATION process is underway for this year's Min (DEST) Acquisition Awards.

Each year, the Minister for Defence Equipment, Support and Technology presents awards which recognise and celebrate the achievements of the MOD acquisition community.

They take into account successful delivery, difficulty of objectives, contribution to defence capability and value for money within the acquisition field.

Nominations are also welcome from teams in human resource, finance, commercial, policy and secretariat.

Teams can be nominated by line management, peers, other stakeholders and they can also nominate themselves. All nominations must be endorsed at two-star level or above.

The Minister will present this year's awards on 27 October at Main Building.

Further information and a nomination form can be found in DIN 2011DIN04-077, on the defence intranet, by ringing 9612 86865 or 0207 218 6865, or emailing DGDC Sec IP-Group.

Closing date is 18 July.

Sub rescue system clears final hurdle

THE NATO Submarine Rescue System (NSRS) has now reached its Full Operational Capability.

The Faslane-based system, designed for rapid world deployment in the event of a submarine accident, has been in service now for around two years.

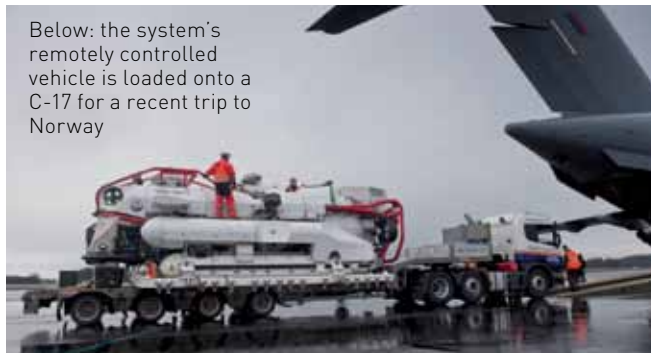
Jointly owned by the UK, French and Norwegian navies, the NSRS is made up of a remotely operated vehicle to locate a submarine in trouble, the rescue vehicle itself which can dive up to 610 metres and evacuate 15 people at a time, and a portable decompression and medical support unit which can take nearly 70 people.

NSRS includes a Transfer Under Pressure double-lock chamber system, designed and built by Divex, to transfers from the stricken submarine.

Designed for careful

decompression, the air-saturation system is equipped with decontamination and life support systems and can handle submariners who've been operating in depths of 600m below sea level.

Below: the system's remotely controlled vehicle is loaded onto a C-17 for a recent trip to Norway



Anchor helps technicians stick to their tasks



Left: technicians work on an aircraft fuselage, helped by the Wingrip system to keep them safe.

Below: an all in one pad which will stick to virtually any non-permeable surface



TECHNICIANS WHO work on upper surfaces of RAF aircraft have been 'sticking' to their jobs, thanks to a system which anchors them to the fuselage.

The equipment has been developed so maintenance workers can stay safe on operational deployments.

'Wingrip' is a vacuum anchor system designed and built in Britain. It includes suction pads to give technicians a tested anchor point on the wings and fuselage of wide-bodied aircraft like the C-17 where work is often carried out on top of the wings, many metres above the ground.

The system was introduced

two years ago and was well received by maintenance crews on C-17, C-130 Hercules, VC10, TriStar and Sentry aircraft along with the Battle of Britain Memorial Flight's Lancaster.

Now an 'all in one' pad has been introduced into service, which is quick and easy to apply and ideal for deployments as it is transportable to anywhere where working at height is required.

It can be run from a standard airline but can also be run independently as it has an integral carbon fibre gas bottle

to feed the compressor.

DE&S' Air Commodities team secured the first off the production line earlier this year from Latchways based in Devizes, Wiltshire for delivery to RAF Brize Norton.

Although the 'Wingrip' system was originally designed for aircraft there are a variety of other uses for it throughout the MOD as it 'sticks' to virtually anything non-permeable, including curved surfaces.

Empire forces rise to challenge

DE&S provides the kit in Arizona exercise to increase combat capability in Afghanistan

DEMONSTRATIONS BY experienced warfighters recently back from Afghanistan have helped develop C4ISTAR combat capability for the next two Operation Herrick rotations.

Empire Challenge 11 (EC11), a capability concept demonstrator, took place last month in Arizona as an experimental military exercise under the leadership of Permanent Joint Headquarters.

A broad array of in-service and planned C4ISTAR equipment capabilities were provided by DE&S Programmes and Technology Group (PTG).

This included live and simulated base ISTAR, Desert Hawk 3 unmanned air vehicles, Bowman voice and data, Afghan Mission Network and Five Eyes intelligence networks with access to coalition information.

Building on previous successes at EC10, the work focussed on continuing to consolidate a networked, cross-cueing C4ISTAR system of systems and integration of additional capabilities.

Considerable equipment capability has been delivered to theatre rapidly by UOR action but this rapidity has rarely allowed an orchestrated system of systems approach. Empire Challenge provides a safe environment to experiment with improved integration while providing at least some of the



Right: personnel in the ops room at Forward Operating Base Alma



complexity of coalition operations as well as authentic physical environmental conditions.

EC11 has resulted in many outputs that will directly affect the next Operation Herrick rotations, including giving essential training and preparation to some of the soldiers deploying to Afghanistan in October, trialling new systems in theatre-like conditions, modifications to achieve C4ISTAR application coherence, and changes to

tactics, techniques and procedures.

A step change to UK capability has been collaborative working with the US Persistent Ground Surveillance System Project (PGSS).

Colonel James Daniel of PTG said: "Deployment of US PGSS to UK forward bases has made a really significant difference to us in theatre."

"From later this year we will be fielding joint crews – it is EC10 and EC11 which have made that possible."

C4ISTAR - Command, control, communications and computers in the intelligence, surveillance, target acquisition and reconnaissance area

THE FINAL Warthog armoured vehicle has been delivered by ST Kinetics in the £150 million urgent operational requirement contract.

The end was marked by delivery of a troop carrying variant, one of four variants customised from the Bronco all-terrain track carrier for the MOD.

For this contract, Thales UK was the main partner, responsible for integration of UK specialist electronic counter-measure equipment and communication systems, while other UK specialist companies were involved in the supply of other subsystems

Final Warthog delivered

such as the bar armour and armour glass. Warthog variants include the Troop Carrier, Ambulance, Command and Repair and Recovery.

"ST Kinetics is proud to be able to contribute to the MOD's efforts in Afghanistan," said company vice-president Patrick Choy. "Success of the programme would not have been possible without the close partnership and determination of the UK team and the Warthog project team which included key partners like Thales."



Desert Hawk 3 on Empire Challenge 11

Group turns its spotlight on global environment

THE NEXT event hosted at Abbey Wood by the Chartered Institute of Purchasing and Supply (CIPS) Special Interest Group (SIG) is on 28 July on trends in the global business environment and implications for support chain management.

The group is voluntary, formed ten years ago as a central focus point for all CIPS-related

matters in the MOD. The group's main role is to organise and host events featuring high-profile speakers discussing contemporary topics, culminating in the showcase annual conference. The SIG also promotes the benefits of CIPS to the Commercial function and wider MOD. For more on SIG contact DES Comrcl-CIPS-SIG (MULTIUSER).

Business as usual

THE SERVICE Personnel and Veterans Agency ceased to be an agency of the MOD on 16 June.

The move will save money as SPVA no longer has to produce annual reports, audit work and provide governance structures.

SPVA will keep its identity and logo which helps maintain its association with ex-service charities and organisations.

Corsham centre marks project's early milestone

ONE OF the first milestones of the new Logistic Network Enabled Capability (Log NEC) has seen the opening of the Data Centre at Corsham.

This is the first of two centres which aim to consolidate and localise the current infrastructure of the MOD under the Log NEC Partnership with Boeing Defence UK after last November's contract award.

Brigadier Alan Clacher, Head of Log NEC at DE&S, said: "These data centres will address the major shortcomings in the infrastructure in our old sites and server rooms which do not provide the level of availability, business continuity and disaster recovery required within the operational Support Chain.

"The opening of the first of the centres, on schedule, is a clear, and early, indication of the expertise that Boeing is providing as our delivery partner for logistics information."

Built with a 15-year life cycle, the centre uses the highest levels of sustainability to deliver optimum security and availability.

It has been designed to incorporate the air flow from the caves beneath (a disused Bath stone mine), to provide air cooling to reduce power requirements for chilled air systems.

The result is that this data centre will run on 1.4 Power Usage Efficiency (PUE) which means for every 1kW power it needs 0.4 kW to operate support systems. This compares with a typical 2.8 PUE to run all power and infrastructure systems in preceding MOD Data Centres which in some cases are 30 years old.

The Data Centre has been constructed using Ark Continuity's specialism in self build, shell and core fitting with a fully managed service. They manage this by working in partnership with the Carbon Trust, Camco Global the Green Grid and Intellect to ensure continued sustainability.

The second data centre is due to open in October at Cody Park, Farnborough.



Cadre and core outputs form basis of opening speech

DE&S' MARITIME Technical Development Partner team has hosted the first all-day Maritime Engineering conference sponsored by the Royal Corp of Naval Constructors (RCNC).

Howard Mathers as the Engineering and Science Skills Director opened the day with a speech on the need to ensure DE&S develops and sustains a healthy engineering cadre essential to deliver core outputs.

The conference aimed to re-invigorate the marine engineering domain to enable the delivery of future maritime projects which include CVF, Type 26 Global Combat Ship and Successor.

The well-attended conference covered presentations from the maritime domain including the *Astute* programme, Successor design, Type 26 Global Combat Ship, maritime safety, heavy replenishment at sea, electric propulsion, and the 'Flubmarine' – a flying submarine designed by DESG graduates on secondment to Carderock, USA.

The conference was followed by the annual RCNC dinner on board the *SS Great Britain* with Peter Luff, Minister for Defence Equipment, Support and Technology giving the guest speech.

The conference also marked the launch of a guide to maritime engineering skills which is available on the updated Maritime TDP intranet site.

Harrier engine contract drives lessons learned

PETER COY (DE&S CA-Commrcl-Aero-Engines) and Richard Austin (AlixPartners) will present the next Learning From Experience seminar at Abbey Wood on 20 July in the Central Facilities Building lecture theatre from 10-11am.

They will discuss the recent termination of the Harrier Pegasus

engines contract. The presentation will include the approach taken to negotiating the company's claim upon termination (in preparing for and conducting the negotiations) and the toolkit available to support future terminations.

Bookings can be made on the Abbey Wood events booking system.

Project management carried out by 'the right people at the right time'

AS PART of the ongoing drive to improve programme and project management (PPM) performance, the MOD Project Management Methodology and Guidance has been published on the Acquisition Operating Framework.

Developed by the MOD Programme and Project Management (PPM) Centre of Excellence, the Methodology is suitable for any type of project.

It is a tailored implementation of PRINCE2™, UK government best practice guidance for project management. It is designed to use the same basic project management process for all projects and to be scalable and tailorable to best suit the particular requirements of each MOD project.

Following a structured methodology helps ensure that the right project management activities are carried out by the right people,

at the right time, with effective governance. This makes it more probable that the project will deliver to time, cost and quality.

Adopting the same methodology for all projects allows MOD to make more efficient use of its project management resources, makes it easier to aggregate information across multiple projects, and makes it more straightforward to share good practice and learn from the experience of others.

The Methodology complements the MOD Project Management Standard which describes the characteristics of effective project management in terms of management outcomes, and is supported by the MOD Project Management Guidance, both of which are also available on the Acquisition Operating Framework at www.aof.dii.r.mil.uk (Defence Intranet) or www.mod.uk/aof (registered access via Internet).

Tom's quest for cash is a DE&S hair-raiser

TOM BURNELL has hit a purple patch in his quest to raise cash for charity. And it's all down to DE&S.

Tom, pictured right, of DE&S' Inventory Accounting Team at Foxhill dyed his hair a garish colour to help publicise his Grand Canyon Trek in September for the charity One to One Childrens Fund.

And the first person to donate more than £35 would get to choose the colour.

Step forward his team leader Sarah McEvedy with the cash, and the choice of purple to reflect DE&S' corporate colour.

Tom's Autumn trek will consist of a descent into the canyon followed by a four-day hike.

Among the sights will be the Navajo Falls, Havasu Falls and Mooney Falls. The trek will involve climbs and descents each day.

"I am expecting the trek to be tough; it will test my fitness as it will be my first time walking for six or seven hours a day on multiple days in very hot conditions," said Tom.

The charity's mission is to



rebuild the lives of children, who are victims of poverty, disease and conflict. There are groundbreaking programmes which the charity is running

in Africa, the Middle East and Kosovo.

Donations for Tom's trip can be made at www.justgiving.com/Burnaldo

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Contact:

Peter Holmes:
e: ph@bcbin.com
t: 029-2043-3710

Astute welcomes Royal sponsor

CAMILLA, DUCHESS of Rothesay, has paid a visit to *HMS Astute* at the Clyde naval base.

The Duchess is the submarine's sponsor and last visited when the boat was commissioned at Clyde last summer.

Taking time to meet some of the vessel's 98-strong crew, the Duchess was accompanied on board by Commodore Faslane Flotilla, Commodore Jake Moores.

"It was a tremendous honour to welcome the Duchess onboard *HMS Astute*," said Commodore Moores.

"As the vessel's lady sponsor she takes great interest in its progress and was here to speak to the commanding

officer and crew as they continue with sea trials.

"Her visit meant a lot to the ship's company and it was fantastic to have the opportunity to show her around the state-of-the-art vessel."

HMS Astute is on a programme of sea trials, which began at the end of 2009, before being declared ready for operational duties.

Right: Camilla, Duchess of Rothesay, is welcomed onboard *HMS Astute*, accompanied by Commodore Jake Moores, Commodore Faslane Flotilla



Simon heads the list as staff earn Queen's birthday honours

DE&S' DIRECTOR Combat Air led the way as the organisation's staff were well represented in the Queen's Birthday Honours list.

Air Vice-Marshal Simon Bollom becomes a Companion of the Most Honourable Order of the Bath (CB)

Admitting he was still in 'stunned phase' Air Vice-Marshal Bollom said: "This is a huge honour for me.

"I have served in the RAF for nearly 30 years during which time I have worked with a wide range of talented people in a number of challenging appointments.

"Anything I may have achieved is simply the product of the hard work and professionalism of those I have had the privilege of leading.

"I am particularly pleased for my wife and family who are by far the most excited about this award. For once, they can enjoy a reward for many years of unstinting support to my career."

Air Vice-Marshal Bollom was joined at the top of the list by Brigadier Alan Clacher, head of Logistic Network Enabled Capability who becomes a Commander Order of the British Empire (CBE).

He said: "It was a huge but very pleasant surprise. It's always a bit corny to talk about an award such as the CBE reflecting the efforts of the whole team, but in this case, that's exactly how I feel.

"The whole Log NEC team have done an amazing job over the last two years and achieved some pretty outstanding results.

"So how do I feel about being awarded the CBE – fantastic, it's a great honour – but I'm also hugely grateful for the support of a brilliant team."

Other CBEs went to Major General Alan Macklin who was Director Programmes and Technology Group, and Peter Rogers, Chief Executive of Babcock International.

DE&S ROLL OF HONOUR

COMPANIONS OF THE MOST HONOURABLE ORDER OF THE BATH (CB)

Air Vice-Marshal Simon Bollom
(Director Combat Air)

COMMANDER ORDER OF THE BRITISH EMPIRE (CBE)

Brigadier Alan Clacher (Head Logistic Network Enabled Capability)
Major General Alan Macklin (formerly Director Programmes and Technology Group)
Mr Peter Rogers (Babcock International Group – Group Chief Executive)

OFFICER ORDER OF THE BRITISH EMPIRE (OBE)

Mr Michael Baptist (Ultra Electronics – Managing Director Comms & Integrated Systems)
Wing Commander Wade Evans (Defence Ordnance Safety Group)
Mr Christopher Schultheissm (Superletter.com – Chief Executive)

MEMBER ORDER OF THE BRITISH EMPIRE (MBE)

Chief Technician Paul Bunker (Puma 2 Gazelle)
Mr Peter Bunting (KBR – Programme Manager)
Captain Peter Curtis (Formerly *HMS Drake* now *HMS Nelson*)
Mr Robert Hull (Safety Manager, Hercules TriStar project team)
Mr Michael Kidd (Support Manager, Battle of Britain Memorial Flight)

Major Andrew Lightfoot (Defence Ordnance Safety Group – Training Officer, Royal Artillery Gunnery Training Team)
Squadron Leader Donald Macintosh (Flight Simulation & Synthetic Trainers – (Evaluator Pilot, Air Warfare Centre)
Mr Joseph Murphy (BAE Systems Submarine Solutions, Welding Instructor)
Mr David Newton (AWE plc – Engineer Specialist)
Major Rachel Parr (Defence Support Chain Operations & Movements – Recommended as Squadron Officer Commanding 4, Royal Logistic Corps)
Mr Paul Selfe (Ultra Electronics – Production Engineering team leader)
Warrant Officer Class 1 Paul Symns (JAMES project team)
Warrant Officer Stephen Worrall (Aircrew Escape & Survival)

MERITORIOUS SERVICE MEDAL (MSM)

Chief Petty Officer Stephen Buxton (Helicopter Engines)
Warrant Officer Neil Duncan (retired, formerly BATCIS)
Warrant Officer Roger Unsworth (Networks Crypto Services for Defence)

AIR OFFICER COMMANDING COMMENDATION

Flight Sergeant Martin Harris (Air Platform Systems)

Project up and running

A PROJECT to provide a facility for the wounded and sick has been launched at Devonport.

Help for Heroes is supporting the Royal Navy with up to £20 million for a facility for all service personnel.

At the end of May local fundraisers met some of the injured service personnel from Hasler Company at the launch who will benefit when the facility is up and running.

A 12-bed recovery unit was opened earlier this year to be used until the new facility opens.

Second Sea Lord Vice-Admiral Charles Montgomery said: "Help for Heroes has committed £20 million to support expanded and improved facilities for the Royal Navy's recovery capability and defence rehabilitation facilities in the south west.

"The wonderful support and hugely generous contribution and commitment will benefit our people in the Royal Navy and Royal Marines but it is already – and will continue to be – made available to support injured and ill members of the Army and RAF. In fact there are already two soldiers being supported here in Devonport.

"We will work together with our sister services and local



supporting organisations to help our servicemen and women."

Andrew Robathan, Minister for Defence Personnel, Welfare and Veterans, added: "Medical staff do an amazing job to ensure our personnel are fighting fit. I have no doubt those rehabilitating throughout the Royal Naval Service Recovery Pathway are in good hands and are in the best place to achieve positive outcomes.

"The accommodation,

rehabilitation gym and hydrotherapy pool will all contribute to the recovery of all our personnel, who have shown the grit and determination to push on in the most challenging circumstances."

The money will provide a purpose-built 60-bed accommodation and office facility, a hydrotherapy pool and a new rehabilitation gymnasium. The expansion project should be complete next July.



Zoe strikes up the band

A BAND made up of civilian workers, service personnel and members of the local community at Clyde has a new Bandmaster.

Colour Sergeant Zoe O'Goreman (above), 30, has taken over from Colour Sergeant Anne Millar as the head of HMS Neptune's military band.

"The community of military bands is quite a small one and we all tend to know one another. I have played alongside Neptune and already know a number of the musicians," said Zoe, a French-Horn player.

There are 35 musicians in the band at the moment.

DINs - released this month

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

2011DIN04-080: This DIN is to provide specific interim policy for project teams and Front Line Commands on the procurement, management and delivery of technical documentation in the urgent operational requirement environment on Operation Herrick.

2011DIN04-079: This is to remind all users of the Deployed Management of the Joint Deployed Inventory System, while deployed in an operational area, of the importance of setting the correct Establishment Variation Factor after placing first time demands for managed items.

2011DIN04-078: For weapons declared obsolete at Annex A of the DIN this is the authority to dispose of relevant publications and all items which are unique to the equipment. If items are used in other equipments they are to be retained.

2011DIN04-071: The Roman Missal is to be published in a new translation this autumn. Use of this revised Missal will be mandatory from 26 November wherever Roman Catholic Chaplains and officiating chaplains in the military celebrate Mass in service units.

Further information and more details on the latest DINs see:

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

Wives pitch in with holiday gift

GENEROUS FAMILIES from around Devonport have presented £1,000 to the parents of a terminally ill boy to send the family on a final holiday with him.

The presentation was by Radford Community Centre in Plymstock, used by families of deployed military units.

Wives of servicemen raised funds through coffee mornings and cake-making and handed the proceeds to Ethan Hague, aged 2, and his parents Nicola and Simon Hague (a Royal Naval petty officer technician).

Ethan has been diagnosed with the rare Tay-Sachs Disease which leaves him with a very short life span – the average is five years. Tay-Sachs is an inherited neurological genetic disorder destroying the brain and spinal cord nerve cells.

Jackie Eades, of Naval Personnel and Family Services which runs Radford Community Centre, said: "We are like one big family at the centre and we all naturally banded together to help Ethan and his family. It is typical of a military service community."



Fundraisers hand over cash for Ethan's holiday



Left: WO Jerry Jervis with Rear Admiral Simon Lister

Hats off to 85 years' dedicated service

EIGHTY-FIVE years of dedication by two Royal Navy submariners has been recognised at Clyde.

DE&S' Director Submarines, Rear Admiral Simon Lister, marked the service of Warrant Officer Peter Green, 57, and Warrant Officer Jerry Jervis, 59, with valedictory certificates.

The pair, who will soon retire from the service, were accompanied by friends, colleagues and well-wishers during the presentation – there to offer congratulations and to mark their exemplary work.

Jerry Jervis began his career on surface ships before transferring to submarines in 1970. Soon after he was at Faslane, initially as lift operator onboard AFD 60, the large floating dock which was on the Gareloch at the time.

Later he served on the entire *Resolution* class of submarines from 1974 to 1989 before continuing his career with Flag Officer Sea Training at Clyde.

Peter Green started at *HMS Fisgard* before transferring to *HMS Caledonia* at Rosyth where he completed his apprenticeship as a Marine Engineering Artificer before joining his first submarine, *HMS Revenge*.

Peter spent ten years on board *HMS Revenge*, climbing the ranks before leaving to become a manoeuvring room simulator instructor. Four years onboard attack submarine *HMS Spartan* followed before he once again transferred back to his beloved *Revenge* then *HMS Sovereign*.

Peter's career has spanned the entire *Swiftsure* class fleet, with the last of the vessels being decommissioned 18 months ago.

The valedictory certificate, signed by the Second Sea Lord, Vice Admiral Charles Montgomery, thanked them for their "long and faithful service" to their country.



WO Peter Green

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D Ships' iHub team members receive their award

Ships' teams earn their rewards

FOUR TEAMS have been presented with awards by outgoing Director Ships, Rear Admiral Bob Love.

The Joint FWE Technical Services and QinetiQ team were commended for their successful delivery of an in-theatre signature ranging service ensuring the survivability of minewarfare vessels involved in Operation Telic operations.

D Ships' iHub team was rewarded for successful roll-out of the Alamein phase of DII this year.

An award went to Frigates Availability Management team for their role in exceeding the frigates availability targets set in the JBA by five per cent.

And Electronic Defence and Commercial team, Underwater and Electronic Warfare were rewarded for contracting Accolade, a major UK/French Technical Demonstrator Programme which will deliver the next generation of RF Countermeasures to protect Royal Navy ships.

Boxing cash handed over

CLYDE PHYSICAL Training Instructors have handed over £2,500 of charity cash raised during the site's *HMS Neptune* Boxing Dinner earlier in the year.

On hand to pick-up the cheque on Tuesday, June 7, was Robert Robson, Chief Executive Officer for the Royal Navy and Royal Marines Charity (RNRMC).

Clyde – seat of learning

Open University is back to spread the educational word

THE UK'S biggest university paid a visit to the biggest military establishment in Scotland when the Open University (OU) returned to give presentations to the workforce at Clyde.

The visit, which was arranged by the Clyde Learning Centre, saw OU representatives Bruce Heil and Jackie Baker give presentations on the benefits of studying with the university, what engineering courses were available and one-to-one sessions with potential learners.

"The Open University has visited the base on a few occasions now and each time there is more and more interest," said Lieutenant Jim Love of the Clyde Learning Centre.

"This most recent visit saw around 25 people attend and dozens more stop at the OU's stall in the base's Supermess to pick-up information on courses.

"With Clyde responsible for supporting the Royal Navy's submarine flotilla there was particular interest in the engineering courses and qualifications.

"But it was surprising the number of people who wanted to find out about general courses – everything from psychology to law."

Lieutenant Love added: "We are keen to encourage everyone at the base to come along to the Centre and find out more.

"It is never too late to learn and for many it can be an incredibly rewarding, life changing experience."



Lieutenant Jim Love at the OU stall in the Supermess

While speaking of teaching . . .

CLYDE'S LEARN Direct Suite has picked-up an award as a centre of excellence throughout the Forces.

Part of the base's Clyde Learning Centre, the Learn Direct Suite offers computer-based training for staff on the base.

The award was given by Third Force, the company which manages the online assessment of computer qualifications.

Centre manager Kate Skippen said: "It was a real honour to receive the award and great to receive recognition of the hard work of the Learning Centre staff and our learners who use the facility."

Learners come from all parts of the base community because the Suite is open to service, civilian, contractors and service families.

Certificates were presented by Commodore Mike Wareham, far left, to Kate Skippen and Sharon McDermott from the suite.



Police help out the boaters

DEVONPORT'S MARINE police are helping boat owners in the fight against crime in Plymouth.

The MOD's marine police are co-ordinating a Boatwatch scheme to encourage all boating clubs to operate a look-out and observation programme through the boating season.

This initiative aims to be the eyes and ears of the boating community, reducing opportunities for marine crime.

MOD police also operate a free boat registration scheme. To register telephone 01752 553384.

MOD LOTTERY WINNERS APRIL 2011

£10,000: Gary Taylor (Devonport); **£ 5,000:** Steven Campbell (Stirling); **£2,000:** Kathleen Jewitt (Yorkshire); **£1,000:** Steve Williams (Dstl); **£500** KD Broadman (PPPA); **£300:** Jo Wallace (Blandford), Emma Beardsley (Tidworth), Sean D'Rozario (Bristol), Mervyn Smith (Aspire); **£200:** Christine Frapwell (Foxhill, Bath), Craig Robertson (Abbey Wood), Michael Sennett (Middlesex), Mary Smith (Bicester), Robert Anastasiades (RAF St Mawgan), Michael Wilde (Camberley), Sally Lee (RAF Linton on Ouse), Peter Stoneman (Devonport), Stuart Ansell (Mercury Barracks), Patricia Cavill (Catterick Garrison), James Pouer (Dstl). **£100:** Jack McDougall (St George's Court), William Chapman (Abbey Wood), Alan Walkington (Abbey Wood), Jane Kidd (Corsham), Rowan Parker (Tidworth), Stephen Hims (Nottingham), Anthony Watt (Bassingbourn Bks), Julian Smith (Imphal Bks), Tracey Whelpdale (London), Valerie O'Donnell (Kentigern House), Alexis Mills (Abbey Wood), Karen Barfoot (Met Office), Liam Townsend (Bicester), Jayrajsingh Takooree (Abbey Wood), Rebecca Bull (Headley Court).



Disposal staff's school visit is a hit with the youngsters

YOUNGSTERS AT a Scottish primary school have been given a first-hand look at bomb disposal, courtesy of staff from Clyde naval base.

The Northern Diving Group was invited to Helensburgh's Hermitage School as part of an open day to raise money for a new woodland trail.

Four Royal Navy experts took along some of their high-tech equipment for the display.

As well as a selection of diving gear, scuba sets and helmets, Chief Petty Officer Rob Edwards, Leading Diver John Anderson and Able Seamen Buster Brown and Rick Steins also brought along the Mark 8 Wheelbarrow – the remote control bomb disposal robot that was a big hit with kids and adults alike.

"The Wheelbarrow definitely drew the most attention," said CPO Edwards. "We gave the children the remote and allowed them to try to manoeuvre the robot – something which is harder than it looks."

Pictured: the Mk 8 Wheelbarrow proved popular at Hermitage School

Best excuse ever to take a peep inside Corsham?



Young duo organises charity card sale to raise cash for children

So this is what Corsham looks like?: Millicent and Ellie get set for their card sale and, top left, pictured with mums Helen of ISS Programmes Group and Sarah of ISS ISP

WHEN YOUR daughter decides to raise money to help Children in Need, sometimes as a parent you just have to sit back and watch.

Eight-year-old Millicent Holbrook wanted to do her bit to help after seeing stories on television of children struggling for support in their daily lives.

Millicent, whose mum

Helen is security programme manager with ISS' Programmes Group in Corsham, set herself a task-a-month to raise cash.

Along with best friend Ellie Phelps they held a book sale to raise £86 and a sale of Valentine's cakes, adding another £88.

They then set to work making cards, which they sold at the Corsham site.

The event was hosted by the MOD Corsham Charities Commission and was well supported with £115 raised.

"Of course both girls loved their visit to MOD Corsham to see where mum and dad work too!" said Helen.

The charity-supporting duo have further plans for fundraising throughout the summer.

Hounds are on the scent at Devonport

Peter's charity walk off to a flying start

PETER ALMOND, a former defence correspondent, and his Springer Spaniel Henry arrived at Devonport to be greeted by puppies from the MOD Police Unit and Royal Marines from the Hasler unit.

Peter and Henry are walking from Land's End to John O'Groats in aid of the new forces charity Hounds for Heroes – his route will take him through 1,300 miles of the UK countryside, ending at John O'Groats in mid-October.

Peter set off from Land's End on 8 May with a send-off from a Sea King helicopter from 771 Naval Air Squadron at Culdrose.

"The point about Land's End to John O'Groats is that it is now iconic, the ultimate, the Everest of walking in Britain," said the 65-year-old.

"Why be satisfied with the 270-mile Pennine Way when you could do the whole thing, even if it is 1,300 miles."

Peter says dogs can offer not only physical relief for injured personnel but also provide emotional benefits.



Peter and Henry are welcomed to Devonport by puppies from the MOD Dog Unit and Royal Marines from Hasler Company. From left: Corporal Graham Lyddon with Blaze, Peter with Henry and Corporal Matt Abbott with Flint

It costs £25,000 a year to train a dog the 50-plus commands and recognitions that enable it to provide care for injured servicemen. They are then able to perform activities ranging from using a cash machine to putting

their owner into the recovery position if necessary.

You can follow Peter and Henry's progress and make donations by visiting www.henryandpetesverylongwalk.com

Youngsters parade their Forces' support

A SPECIAL service to dedicate a new flag for a support group for the children of Armed Forces families has taken place at Devonport.

The group, called HMS Heroes, attended a church service at St Nicholas Church in HMS Drake to dedicate a new flag designed by the children using the Royal British Legion's flag along with the HMS Heroes logo.

The flag was originally received by HMS Heroes children at a ceremony in the Lord Mayor's Parlour.

The ceremony was attended by military and civic dignitaries including Council Leader, Vivien Pengelly and the Lord Mayor of Plymouth, Councillor Peter Brookshaw. The service was led by children from HMS Heroes.

Vivien Pengelly, said: "HMS Heroes really are putting the needs of Forces children in the minds of community leaders and politicians."

HMS Heroes, which was formed last year, is a support network made up of pupils from primary and secondary schools across Plymouth who have parents or carers in the Armed Forces.

It is co-ordinated by Plymouth City Council's Services for Children and Young People and provides practical help and advice to service children ranging from seven to 14 years old.

The standard will be raised at events the group is involved with including the national Royal British Legion conference in Birmingham and the Remembrance services being held in November.

Anyone interested in joining the group should email heather.ogburn@plymouth.gov.uk

Women go on the defensive at Clyde

WOMEN AT Clyde have taken part in a self-defence session given by the Royal Marines.

Fleet Protection Group Royal Marines' (FPGRM) instructor, Sergeant Kevin Rose, held the class at the site's Sportsdrome.

Fourteen women turned up to learn new defence skills.

Some of the techniques taught included knowing how to dodge a punch to getting out of a choke hold. Each move was taught slowly step-by-step so the participants were sure to master the moves.

After each demonstration the group were invited to partner up to practise what they had learned.

Leading Physical Training Instructor Regaina Cawley, who helped organise the event, said: "Each of the moves learned on the day is taught to the Royal Marines on their combat courses and forms part of their pre-deployment training."

"The session was a complete success and it was fantastic that so many women turned up for the class. We are planning more ladies only events in the near future and hope to see even more people taking part."

Pictured: one of the participants gets practising on Sergeant Rose.



The background of the entire advertisement is a stylized, high-contrast version of the Union Jack flag. It features bold red, white, and blue diagonal stripes. The text is overlaid on this background.

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