

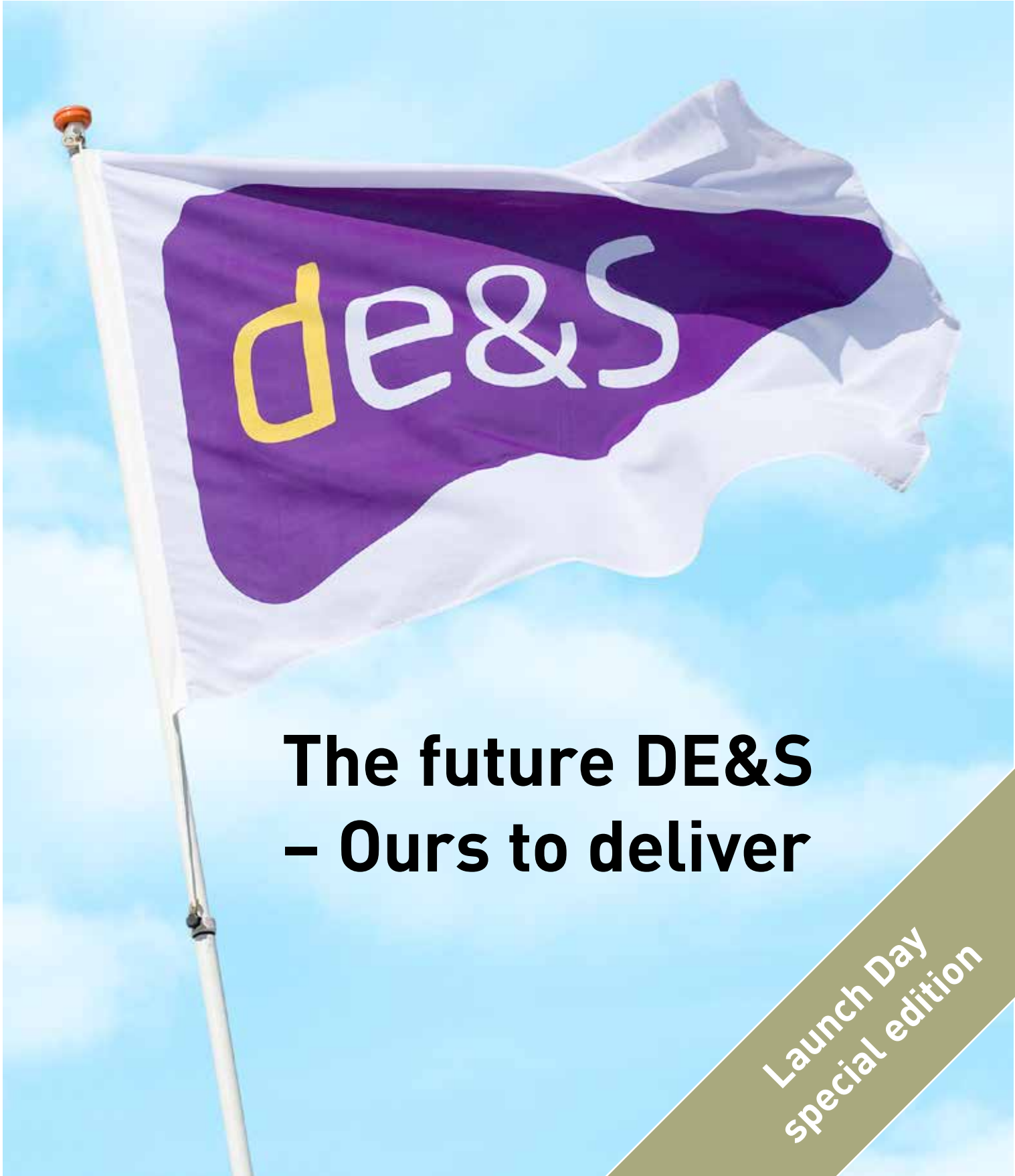
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April 2014 Issue 71

the magazine for defence equipment and support




Ministry
of Defence



The future DE&S - Ours to deliver

Launch Day
special edition



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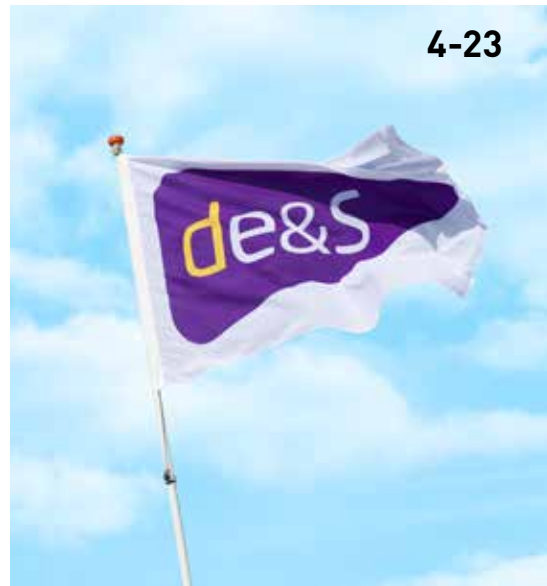
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cover image

DE&S becomes a bespoke trading entity on 1st April with the freedoms to decide its own future. The iconic purple pennant, introduced seven years ago on the formation of the organisation, will be retained.

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insiderguide

Philip Dunne MP, Minister for Defence Equipment, Support and Technology



TODAY'S launch of the new DE&S represents a landmark opportunity for us all in defence and is a significant milestone in the transformation of MOD acquisition and support: a process begun about three years ago following Bernard Gray's report on Defence Acquisition in 2009.

That report challenged us to think radically about how we should secure significant improvements in the delivery of equipment and support to our Armed Forces. We have done this and the new organisation, launched today, gives us the flexibilities and freedoms to deliver that change.

We have a great opportunity in the next three years to change the way we deliver – and key to that change is managing and developing our people. It is only through DE&S staff that we will deliver sustainable improvement to the organisation. There will be changes for the better in how DE&S does its business over the next few months, to deliver the skills, tools and processes we need to deliver the Equipment Plan better. I sincerely hope that we are all able to embrace this opportunity with enthusiasm and professionalism.

Of course, it is not only DE&S that will be changing. The customer role is already developing as a result of FinMil Cap transformation. DE&S will have a much more business-like relationship with both customers and suppliers as we collectively seek to deliver the best kit and support to our Armed Forces. While these changes may feel uncomfortable in the early stages, I am convinced that the launch of the new organisation will be viewed with hindsight as the moment we began to lock in for the long term the improvements we are already making.

As Chairman of the Owner's Council, which will oversee performance of the new DE&S organisation, I am looking forward to being part of this transformation effort – it is exciting to be at the heart of an ambitious drive for improvement such as this. Our priority remains the delivery of the Equipment Programme. But we must also drive value into everything we do, to achieve what's best for our customers on the front line as well as the tax payer. This is our opportunity to do so.

Today's launch is a once-in-a-generation opportunity for DE&S to become a world-class organisation, writes Bernard Gray, Chief of Defence Materiel, in a personal message

I want all of us to look back on today as a milestone in the transformation of DE&S. I believe we can become a world class programme management organisation, envied and respected around the world. Instead of enduring endless criticism for our performance, some justified, some not, I am ambitious for us to be THE pre-eminent defence materiel organisation. A place recognised for its excellence and achievement.

Opportunities like this rarely happen – but when they do we should strive to make the very most of the chance we have been given.

From today, the Government has given DE&S the freedom to manage its own business in an opportunity never before given to part of the Civil Service. This move shows the trust that we have won through our performance over the last few years.

To take full advantage of the freedoms we have been given, we need to raise the level of our ambition about ourselves, our work and about DE&S. If we do not aspire to be world class, we will not be world class.

I think we should aspire to be the most respected military materiel organisation in the world – one that other acquisition bodies envy and try to match. We should also aim to be the most respected project management organisation in the UK in any field.

I believe that we need to develop the reputation for exceeding the aspirations of the Armed Forces, to provide and support their equipment at levels above those that meet their basic needs. We should be responsive, agile, timely and committed to achieving above and beyond the call of duty.

I want us all to strive for personal excellence in our work on a daily basis, to take pride in everything we do, and take responsibility for all of our tasks.

I would like us to get to a level of delivery and reputation that means we are universally recognised for our excellence. If we achieve that status, we will be able to be rightly proud of our achievements and envied by others.

We've already shown just how impressive we can be – for example delivering more than 3,000 new or upgraded protected mobility vehicles to support combat operations in Iraq and Afghanistan and hundreds of other Urgent Operational Requirements to the front line in the last decade.

We've renegotiated challenging contracts on very high profile programmes, for example on the aircraft carriers, driven value into the support programme and dramatically reduced the cycle of delay and overspending on projects.

We've delivered battle-winning equipment – such as the Type 45 destroyer *HMS Duncan* – well ahead of our plans, and worked much more closely with our military customer to push back on over-ambitious requirements.

In addition we've cut inventory spending by about £1 billion and disposed of £6 billion of unwanted stock.

These are huge achievements that have already won us recognition and fresh credibility from our own leadership in the MOD and across Whitehall.

But from today we have to be even more ambitious and strive even harder to do better still to meet the needs of the Armed Forces.

'This is our chance to show what we can do'



Our ambition should be that people are envious of us when they learn where we work. They should admire what we do and how we do it and they should want to learn more about us.

We may have not been forward enough in talking about our achievements in DE&S in the past, a natural reticence that has allowed others to ignore or talk down our many visible successes.

That is another area in which we should in future have more ambition and more self-confidence.

One sign of the improvements we have already achieved is that media reporting of our work is no longer the routinely negative coverage of the last decade, so often triggered by publication of the annual National Audit Office's Major Projects Report (MPR).

In 2009 the MPR recorded a £3.3 billion growth in costs on the programme. By the time MPR13 was published, there was no significant cost or time increases

expected in the underlying programme, and the carrier project had been put on a firm footing. This was reflected in the media coverage. In 2009 we were front page news, and the coverage was overwhelmingly negative. This year saw much more limited comment than in the past, and that which appeared was largely positive. If our reputation for competence continues to grow, I think we will earn the respect we deserve and will see that reflected in comment on our achievements.

At the start of our journey three years ago we identified key areas in which our work and the performance of DE&S were being hampered and how we would tackle these problems.

These included the lack of key skills in DE&S in critical areas; our inability to recruit the people we needed when we needed to do so; our failure to retain some of our most promising people and the need for us to become confident enough

in our own professional judgments to engage in a dialogue of equals with industry partners and our military customers.

We also needed to be honest about our own shortcomings, learning the right lessons and then acting to ensure we delivered the programme.

From today some of those unnecessary constraints that stood between us and our ambitions have gone – we are now able to take major decisions about our own future and have a new status as a self-confident and trusted Arm's Length Body in the MOD.

We have broad freedom to make our own decisions on pay, rules for promotion and grading structures so that we can recruit and retain more of the people we need and how we best go about our vitally important work.

And we are bringing in targeted outside help through Managed Service Providers to, for example, rebuild the HR function and improve project delivery to maximise the value. We're going to invest more in our training skills, to improve our experience of work in all areas.

It is often small things that make a big difference to our working lives. Many of you will have noticed some improvements starting around the Abbey Wood site, and I would like to thank the facilities team for the incredible amount of hard work they have already put in. More improvements are to follow, with more car-parking spaces and better arrangements, more flexible and remote working where practicable and simplifying some of our processes.

Today's launch puts in our hands the opportunity to create a future DE&S as a professional, trusted, self-confident and world-leading organisation. One in which our abilities, ambitions and successes will be better recognised and rewarded and in which we have the freedoms we need to show how much better we can be at what we do.

There is a promising, exciting and professionally rewarding future for all of us in DE&S. The Government has given us the freedoms we've long been asking for – now we must pay back that trust and take this chance to show what we can do. Our future is in our hands. It is up to us now.

B.P.G.

Air Marshal Simon Bollom, as Chief of Materiel (Air), is responsible for all fixed wing aircraft equipment and support along with the Unmanned Air Systems programme which involves more than 1,600 staff

Let me start by congratulating the Air team on some truly outstanding achievements in delivering new capability and cost effective support to the front line.

The key successes in the air domain over the last two years surround an almost complete refresh of our equipment inventory. Typhoon has become a formidable system, with new weapons and new capability and has proved itself as a combat-ready platform. It is now a main player on the world stage with an impressive pedigree.

Lightning II is the only fifth generation fighter in the world and we are the only tier one partner with the US. Our work on Lightning II with the US Marine Corps will help the aircraft be a real success story and will, along with Typhoon, show our commitment to the RAF's long term future. The aircraft will also be flown by the Royal Navy.

Both the VC-10 and the TriStar have done a fantastic job for the RAF. But Voyager is twice as capable as those two aircraft and making its mark in the air-to-air-refuelling role and in the troop transport task.

This September we will receive the first A400M. This will give us amazing new tactical transport capability with twice the payload and range of the venerable C-130 fleet. The UK has been in the driving seat pushing this programme forward.

At the high end of unmanned air systems (UAS), the Taranis technology demonstrator has had its first flights and demonstrated that it is at the forefront of low observable technology. It has had its difficulties over the years but is now generating huge intellectual property and will start to crystallise our thoughts on developing Combat UAS into the next decade and beyond.

The release to service of Watchkeeper for operating in UK airspace has been a highly significant event. Not only does it bring significant new capability but it is the first remotely piloted system to be cleared to operate in UK airspace.

In addition, the Scan Eagle, a less complex UAS, has been brought into service in record time. We learned some hard lessons with Watchkeeper and bringing Scan Eagle into service really shows we know what we are doing now. It has been a fantastic achievement.

On the support side, the Air teams continue to bring innovation into our support arrangements as we unearth yet further opportunities to deliver better support arrangements at lower cost. There is still work to do in some areas and we need to maintain the momentum of change and learn from both good and bad experiences.

We face many challenges not least in finding enough of the right people to

deliver these complex programmes. To some extent we have been 'fighting with one arm tied behind our backs' in terms of the constraints placed on us in our day-to-day tasks. Some of these constraints are inappropriate for a professional procurement organisation. It's all been far too slow, too bureaucratic.

We now have an opportunity to shape our future and to configure our organisation, processes, recruiting and development to become a truly world class programme delivery organisation and to realise our full potential both individually and collectively.

'We have excellent people who will be key to success'



Proven in combat:
Typhoon

Below: Air Marshal
Bollom

We have some excellent people in the organisation and they will continue to be the key to our success. We need to build a culture of excellence and provide an opportunity for all our people to develop careers as professionals in the acquisition disciplines. Pay and reward will now be more in our own gift.

I also look forward to bringing in the Managed Service Providers who will bring contemporary business skills and processes to complement our own detailed knowledge of the current business.

I look forward to working with the Air team to make the vision a reality.'

Royal Navy deploys latest eyes in the sky after rapid DE&S teamwork

Project success



Eagle scans the skies

THE ROYAL Navy has a new set of eyes in the sky after its first remotely piloted air system deployed.

Scan Eagle has flown from *HMS Somerset* on her way to the Gulf, just seven months after the MOD ordered the system from Boeing Defence (UK).

The system can be launched from Royal Navy and Royal Fleet Auxiliary vessels day or night. It is also fitted to *RFA Cardigan Bay* where first flight trials took place. It is unarmed and used for intelligence gathering and reconnaissance.

Defence Secretary Philip Hammond said: "This is the first time we have operated an unmanned air system on maritime operations, heralding a new era of aviation and intelligence gathering in the Royal Navy.

"Scan Eagle will play a crucial role in operations and humanitarian missions not only in the Gulf but on Royal Navy vessels right across the globe, further underlining our commitment to invest in innovative capabilities."

Commander Mike Smith, Commanding Officer of *HMS Somerset*, added: "Scan Eagle provides us with a game-changing, persistent surveillance and reconnaissance capability, supplementing our Lynx aircraft so

that it can be held for higher priority missions.

"The ability to fly Scan Eagle for extremely long periods of time extends the eyes and ears of the ship way beyond that we can currently achieve.

"It's been an exciting project to be involved in and the system's arrival will fundamentally change the way we operate, making *HMS Somerset* more effective right across the diverse range of operational roles we can perform – be that counter-piracy, counter-narcotics, disaster relief or warfighting."

Below: Scan Eagle is launched at the start of a reconnaissance mission



□ A multi-million pound Urgent Operational Requirement, Scan Eagle is launched from a pneumatic catapult and once its mission is over returns to the ship where it is caught by the SkyHook recovery system.

□ Boasting a high resolution camera which can see in the dark and poor visibility, Scan Eagle, which has a wingspan of just over three metres and weighs 22kg, can monitor areas of interest up to 60 miles from the launch ship and provide real time intelligence.

□ Flying at up to 80 knots, Scan Eagle can stay airborne for around ten hours. It is piloted by a specialist team on board ship who plan missions, control its flight, and analyse the information it gathers using its sensors.

□ Scan Eagle is manufactured by Insitu in the US, a subsidiary of Boeing.

□ The total value of the contract is £30 million for up to 300 hours of intelligence, surveillance and reconnaissance coverage per month from two different Royal Navy and Royal Fleet Auxiliary ships. It is expected to run until the end of next March.

□ Teamwork and preparation has taken place with QinetiQ and Boeing; DE&S' Unmanned Air Systems team is managing the project with support from DE&S Ships' Maritime Combat Systems team.

Voyager sets out on its journey

Project success

Fully integrated air service is delivering on time and to cost

Home again: a Voyager aircraft is pictured at RAF Brize Norton as personnel disembark from their Operation Herrick deployment

VOYAGER IS an ambitious Private Finance Initiative contract that is delivering on time and to cost.

The £10.5 billion fixed-price Voyager contract with AirTanker placed in March 2008 is not simply about the procurement of aircraft, but covers all aspects of an integrated aircraft service over a 27-year contract term.

This ranges from provision of the infrastructure, personnel, training, and aircraft maintenance to despatch and ground support.

The contract is structured to provide MOD with an expected number of hours per year with a surge capacity for time of

crises, with nine aircraft in the core fleet to meet the RAF's peacetime requirements and a further five aircraft available for civil charter when not required by the RAF.

Seven Voyager aircraft have now been delivered with two more to be delivered by next month.

The remaining five are due to be delivered between September this year and September 2016.

Delivery remains on track despite problems in developing the air-to-air refuelling equipment and some industrial issues.

However, MOD has incentivised industry to

address any issues and this has maintained the programme.

Changes in military airworthiness regulation has proved a significant challenge which is being met by close working between all parties.

Voyager took over the Camp Bastion airbridge from TriStar last December, around three months earlier than planned following an accelerated modification programme on its defensive aids suite.

The effect has been immediate with personnel describing Voyager as a big uplift in capability over its predecessors.

Project team leader Chris Dell said: "Voyager represents a step change in the UK's strategic airlift capability, air-to-air refuelling, comfort and reliability.

"What better satisfaction can all of those involved in Voyager take than the positive feedback from those who use the service?"

"But this is the beginning, not the end of a journey on which there are many challenges as the focus of the project changes to service delivery."

Elements of the service include:

- **Training:** a training service comprising a fully staffed training school including a fully dynamic simulator, and part task trainers.

- **Equipment:** development, production, conversion and delivery of 14 Voyager aircraft which is a derivative of the Airbus A330-200 aircraft. The aircraft can refuel and carry 291 passengers.

- **Personnel:** AirTanker employs 14 Sponsored Reserve pilots and 127 ground crew of which 101 are RAF personnel placed with the company. Of the civilian ground crew 15 are Sponsored Reserves.

- **Infrastructure:** infrastructure includes a modern aircraft hangar and the maintenance infrastructure plus everything else needed to support Voyager.

- **Engineering and logistics support:** the company is responsible for engineering, maintenance, overhaul and spares support through life.

'What better satisfaction can all involved in Voyager take than the positive feedback from those who use the service?'
– Chris Dell, Voyager team leader

'People will watch closely to ensure we live up to our promises'

✓ In the last few years we have made a great deal of progress and delivered major improvements in a number of areas – but we have deliberately not made a big fuss about them.

For example, we've made significant improvements in Inventory Management – we've cut our stockpile by several billion pounds' worth of unnecessary items and we've saved about £500 million in each of the past two years by not ordering stock we did not need.

We've also now got a much better handle on the costs of the programme and the recent Major Projects Report was about as good as we could hope it to be.

In the maritime domain, the recent deal with industry on carrier, rationalisation and offshore patrol vessels puts the department in a much stronger position than it was in a few years ago and those involved are to be commended.

At the same time, teams across the business have been taking significant sums of money out of the Equipment Support Programme.

These are just a few examples of some of the very good pieces of work

that DE&S has been doing in the past few years and the entire workforce should be proud of what we have collectively achieved.

There has been a lot of uncertainty about the future direction of DE&S and I know this was unsettling for our staff. We've had reductions in manpower – there are many fewer people working here than there were a few years ago – and there has been a wage freeze that have reduced the spending power of our staff.

There have also been the constraints we have faced as part of the mainstream Civil Service – constraints that have prevented us getting people with the right skills through the door to join us.

That's why I want to say thank you to you all on behalf of the DE&S Board. We are getting better at what we do against a difficult and challenging background, with more and more evidence that the organisation is getting stronger and that people here are doing some really impressive things.

From today we are going to start removing many of the constraints that

Director General Resources Michael Bradley acts as Finance Director DE&S and is responsible for financial accounting, planning, analysis and the Cost Assurance & Analysis Service. He is a member of the DE&S Board, has a team of 600 staff and is functional leader for a further 900 finance staff in DE&S

frustrate us all. We now have the Human Resources freedoms we need and we are going to be able to structure the organisation in a way we judge is best for our business.

For me, and I hope for you, these are genuinely exciting times. DE&S is going to be a better and more enjoyable place for you to work. When you look back and see what we managed to achieve, within the constraints that we operated in, I am very confident that we will be able to do more in the future.

One note of caution: with these freedoms will come more responsibility, higher levels of expectation from our customers and of course scrutiny of our performance.

People are going to be watching us closely to ensure that we live up to the promises we have made. Your performance to date has won the support and trust in DE&S that this organisation needed to help win the argument to ensure we received new freedoms – now we will be expected to perform better than we have done before and take this organisation to the next level.'



Chief of Materiel (Land) Lt General Chris Deverell leads the DE&S Land Domain, which is composed of the Land Equipment, Weapons, Inventory Management and Logistic Commodities and Services (LCS) Operating Centres. Annual spend is some £3 billion a year and the domain employs more than 5,000 civilian and military staff in sites all over the country

'We need to optimise o

“The Land Domain is a big and complex business. We execute 33 projects that have a value of more than £100 million, and many others besides, for all four Front Line Commands. We also store and distribute much of the Defence Inventory.

We haven't been standing still. There is plenty of evidence that we have got better at what we do over the last three years. We are managing our business more effectively.

There are several dimensions to this. Among

other things, we have a management information programme called Aragon which is starting to pay significant dividends. And we have significantly improved our forecasting.

I have also established the Land Domain Executive to oversee our activity, which includes two non-executive directors who bring considerable and very senior experience in defence and wider markets.

We have got much better at inventory

management – initially through the



Scout moves full speed ahead

SCOUT SPECIALIST Vehicle, the Army's flagship Armoured Fighting Vehicle reconnaissance project, comprises a number of variants and provides a step change in the British Army's reconnaissance capability.

It is much more than a replacement for the in-service 1960s design CVR(T) fleet. As a tracked vehicle, its mobility is very high, while designs include the latest environmental, safety and human factors guidance putting the soldier at the heart of the system.

Roddy Malone, Scout SV team leader, said: “Recent achievements signal the beginning of the end of difficult number crunching trade-offs and the start of the instrumented trials activity.

“It shows our customer evidence of the capability coming to life and raising user confidence. These are important for industry too, recognising their work and offering the supply chain rising confidence for their plans.”

All vehicles incorporate fuel efficient Euro 3 power packs, crew habitability conditioning and Barracuda external skins which lower temperature in the vehicle while reducing thermal, radar and visual signatures.

Scout sports a two-man turret with a high performance sensor suite and fully computerised fibre optic data handling, giving the crew fast information processing and secure intelligence transmission and storage.

Packing a lethal 40-millimetre punch, the capability is equipped for global combat – Arctic to desert – in all Army 2020 operational scenarios, while the open systems digitised electronic data

Project success

and power buses readily enable through-life upgrades, and high reliability targets aim to remove the need for costly base overhauls.

Full scale blast trials last year confirmed challenging threat survivability while sensor testing assured crystal clear images and accurate intelligence at long stand-off ranges in extreme environmental conditions.

Mr Malone added: “Army 2020 provided a welcome opportunity to clarify new opportunities with industry. This is rewarding for everybody and shows that Levene and Materiel Strategy reforms are helping to provide a more stable environment for project teams to work in.

“To underline this, people often ask what my biggest project risk is. I rarely reply technology; it's usually problems caused by changing external priorities affecting project plans. I'm looking forward to the defence reforms contributing to a more certain departmental planning horizon.”

Prototypes are due to finish validation trials in 2016, with initial rate manufacture expected to start later that year, building to an anticipated initial operating quantity later in the decade, ready for training and unit conversion.

Planning assumptions, subject to MOD approvals, are that delivery will rise progressively until full operating capability completion in the next decade.

The prime contractor, General Dynamics UK, has an extended supply chain across UK and Europe with around 2,000 people on the project.

ur organisation to meet its tasks'

intervention that we have called Inventory Management Transformation, and latterly through the creation of the Inventory Management Operating Centre which will take the lead in professionalising the function of inventory management, in the same way that Director Technical has done for project and programme management, and engineering. Alongside this, we are running the Logistic Commodities and Services (Transformation) programme which is on track to deliver an outcome by the end of the year.

As far as output is concerned, we continue to support operations very successfully, primarily, but by no means only, in Afghanistan. And we are heavily involved in planning for the return from Afghanistan, which is going to be markedly bigger and more demanding than previous redeployments. Here I would like to commend Defence Support Chain Operations and Movements for the part they play in moving people and stuff to and from operational theatres and Logistic Commodities and Services

for its role in the efficient storage and distribution of our equipment and materiel.

Among many other things, we have also delivered the Terrier armoured engineer vehicle and the Foxhound protected mobility vehicle to the Army, the Sea Viper air defence system to the Royal Navy and the JAMES and MJDI engineering and asset management systems into Afghanistan.

We have also done good things contractually, such as protecting value in the Scout contract. We have got the maritime and land versions of the Future Local Area Air Defence System on contract, and we have done a lot of good work on moving Urgent Operational Requirements into core, something that is vital to the success of the Army in future. Good work is being done all over the domain.

The last three years have been characterised by a lot of success and by continuous improvement, but that is not to say there isn't more to do. We still have

a long way to go because what we are doing is immensely complex. We need to continue to get better.

We need to optimise our organisation to meet its tasks, which are different from those done by other elements of the civil service. That was the idea behind GoCo and, though it will be done in a different way, it is also the idea behind the Bespoke Trading Entity.

This means that, despite all that we have done to date, there are still changes to make, and this is going to be demanding because we have to do it ourselves. We will have some help from Managed Service Providers that will support us in the Bespoke Trading Entity, but we will have to direct their work, and integrate it.

And we will have to get more efficient to create the headroom to recruit and retain the talent we need to deliver our highly challenging portfolio. But my last three years in DE&S have taught me that those in the Land Domain are entirely up to the task.'

Inventory management: pages 22 and 23



Plains in Spain: the Scout SV full-digitised GVA fibre optic-enabled base platform on 10,000km trials near Seville

Forward strides

- start of 10,000 kms Mobile Test Rig automotive endurance trials at the General Dynamics European Land System track, with oversight from UK Armoured Vehicle Trials Unit;

- successful Base Platform Critical Design Review launching build of pre-production vehicles for verification and validation trials later this year;

- completion of qualification firings for the new Anglo French 40 millimetre Cased Telescope Cannon and first two natures of ammunition required for Scout and Warrior Capability Sustainment projects.

'I am confident in maritime we are up to the challenge'

Chief of Materiel (Fleet), Vice Admiral Simon Lister, is responsible for the delivery of the maritime equipment programme and the availability of ships and submarines, including the Continuous at Sea Deterrent. He is a member of the DE&S Board, the Navy Board and is also Chief Naval Engineer Officer

By 1st April I will have been in post for 123 days; in this time, and previously as Director Submarines, I have seen significant achievements across the maritime domain which has set the stall for major equipment programmes and support, testament to the dedication and professionalism of our people across all specialisations.

The recent big ticket success stories include the re-negotiation of the carrier and shipbuilding deal, the purchase of *HMS Protector*, the commissioning of *HMS Ambush* and the first use by a nuclear submarine of the new Valiant Jetty in Clyde naval base.

These should in no way mask the incredible effort which keeps the Royal Navy sustained on operations around the globe including *HMS Daring* in the Pacific, and the 100th *Vanguard* class deterrent patrol last year.

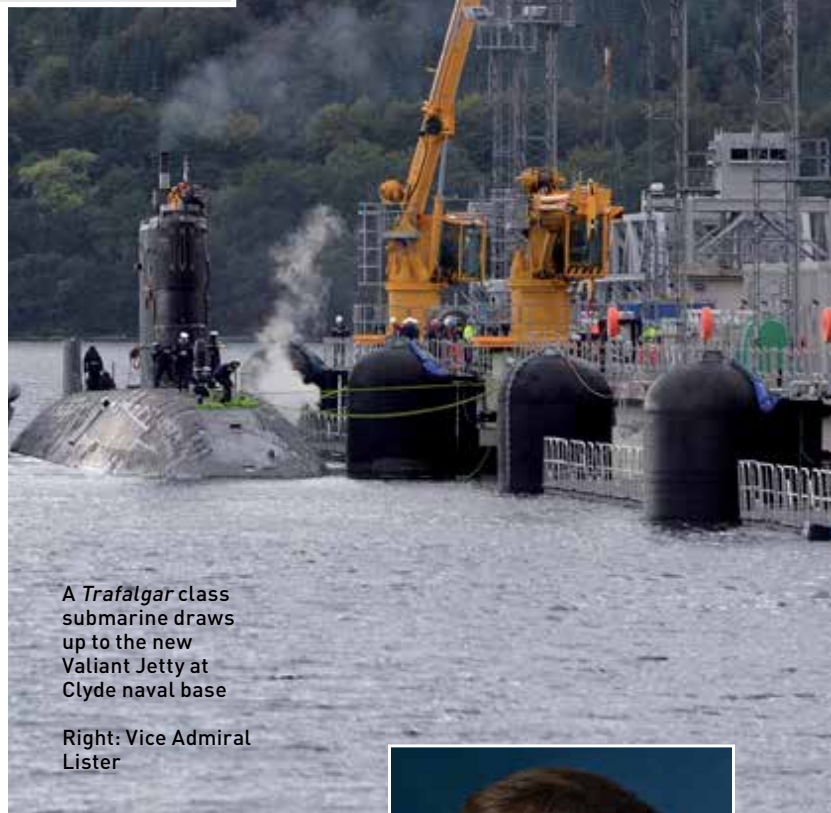
We have also been preparing for the transfer of the naval bases to Navy Command to bring force generation issues under their more direct control.

All this is in the context of driving efficiency savings into the business both in programme and manpower costs – real challenges, and uncertainty about the future direction of DE&S which has been unsettling to some. So thank you for keeping focused on our core business and delivering real positive results.

The senior team's remit is to create the environment for success. We aim to remove many of the constraints which cause frustration and stifle progress in our core business. Specifically this will include winning HR freedoms to improve our recruitment and retention of our civilian staff in a very competitive market and also making changes to the infrastructure to make this a better place to work. These freedoms will come with

additional responsibility to deliver even better results than before.

I am confident that in maritime we are up to the challenge and, through embedding a performance culture with these changes, we can deliver with reducing risk and increasing efficiency; ultimately to enable the Fleet Commander to confidently deliver his operational outputs around the globe.'



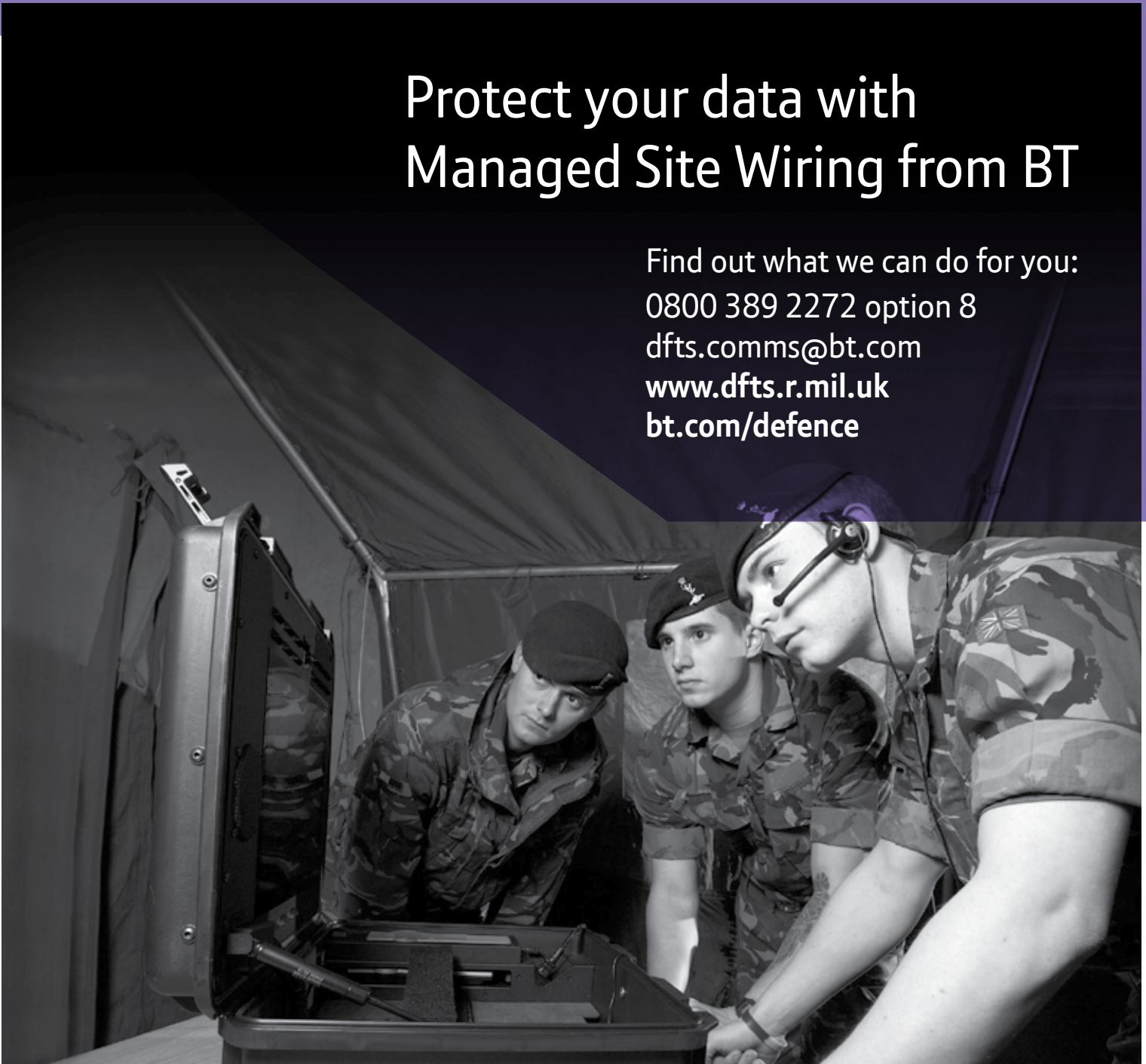
A Trafalgar class submarine draws up to the new Valiant Jetty at Clyde naval base

Right: Vice Admiral Lister



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Collaboration brings benefits to Submarines

THE SUBMARINE Enterprise Performance Programme (SEPP) is a business transformation programme in which three Tier 1 suppliers within the Submarine Enterprise (BAE Systems, Babcock and Rolls-Royce) work collaboratively with the MOD.

The purpose is to work together more effectively to avert delays and increasing costs in the Submarine programme.

Additionally, the Strategic Defence and Security Review committed the Submarine programme to savings of £900 million over a ten-year period to be enabled through SEPP.

The SEPP objectives are 'performance up, cost out and sustainability in'. 'Performance up' means working with industry to improve performance on new and existing submarines. 'Cost out' means realising significant efficiency savings. 'Sustainability' in means protecting the UK's ability to retain and sustain the capability to design, build and support nuclear submarines as identified in the Defence Industrial Strategy. The



Project success

initial focus centred on defining the programme structure (including roles and responsibilities), establishing the governance regime and building enduring relationships across the Enterprise.

These were embodied within Memorandum of Understanding and Design Management Arrangements. The main building block is through bi-lateral Foundation Contracts which commit industry to greater transparency and delivery of savings through efficiency improvements.

As a result of SEPP, there is closer working between project teams and industry with a commitment to collaboratively resolve portfolio issues and deliver the SEPP objectives.

This is underpinned by robust governance through a monthly executives board chaired by Director

Submarines and attended by company MDs, and a quarterly steering group chaired by the Chief of Defence Materiel and attended by company CEOs, Chief of Materiel (Fleet), HM Treasury and the executives' board.

Andrew Avison (pictured), Head of SEPP, said: "The SEPP process has enabled greater communication and relationship building which continues to build co-operation across the Enterprise to deliver the Submarine programme.

"This fosters greater openness and a willingness to address issues together for the overall benefit of the programme. Great progress, but still more to do."

SEPP is delivering a robust approach to benefits management. Opportunities are identified and matured and when independently audited are offset against the target and from project teams control totals. The programme is on track to deliver the benefits target, though it remains a significant challenge.

SEPP is continuing to develop collaborative relationships and embed the SEPP ethos throughout the organisations ensuring that enduring benefits are delivered throughout the Submarine Enterprise.

New contracts keep boats buoyant

THE MOD owns and operate approximately 2,700 boats across the maritime environment in a range of roles from the Ministry of Defence Police, to training establishments, Royal Marines, Royal Navy and Army.

Boats are employed on military taskings around the globe and DE&S' Ships Commercially Supported Shipping team makes sure they are maintained safely and available for use whenever and wherever they are needed.

The Boats Support project will replace contracts from this year worth more than £110 million for up to five years support which includes maintenance, upkeep, repair, defect rectification, technical support and provision of spares and replacements.

The open competition attracted interest from across the marine industry including small and medium sized businesses, proving the MOD's commitment to seek best value for money from the commercial market.

The project team has worked at pace over the last year to conclude the competition and to

Project success

engage with the key stakeholders and in the assurance and approvals teams across the



department. Clear and focussed engagements and a pragmatic approach from all involved means the project is on track to deliver as planned.

The replacement enabling contracts will provide value for money through improved contractor performance monitoring using key performance indicators; inclusion of an increased number of firm

price tariff items; and a clearer definition of requirements and indicative work packages enabling better planning.

The contracts do not commit

the department to volume of work over the contract period and therefore provide the MOD with a degree of flexibility while a review of the Boats capability requirements takes place.

On current plans it is anticipated that work will start under the new contracts in the summer following formal approval.

Alistair Hughes, Boats team leader said: "Successful endorsement of the Boats Support business case marks a significant milestone for the project and shows what can be achieved against an aggressive timeline by working with key stakeholders.

"Our commercial approach has maximised the potential for small businesses to deal directly with the MOD and ensure we get value for money through an open competition."

Pictured: HMS Monmouth's Pacific 24 makes good speed through the water

Military customers line up to welcome the new DE&S

FUTURE CHANGES at DE&S have been welcomed by the military customers.

Fleet Commander, Vice Admiral Philip Jones, said: "The work of DE&S is vital to maintaining operational authority of the Royal Navy, daily deployed worldwide.

"Together with my colleagues in Navy Command, I look forward to building on the work to date to develop the maritime enterprise together with DE&S to instil a collaborative yet disciplined relationship.

"The launch offers the opportunity for DE&S to start to maximise its organisational freedoms to deliver to our jointly agreed demanding targets for new equipment and support.

"I also recognise that, as with Navy Command, DE&S' greatest asset is its people, and I hope this launch can play its part in the motivation and incentivisation of talented specialists in the work they do to support us."

Director General Logistics, Support and Equipment, Major General Richard Semple, said: "From the Army's perspective the most important successful deliverables in the past few years from DE&S were the £7 billion worth of UORs that delivered the enhanced fighting capabilities needed in Iraq and Afghanistan, many of which are now being brought into the core programme.

"For the future the Army wants to see increased skills levels in DE&S – as well as in my Army customer teams, improved information exchange between DE&S and the Army, more capacity in DE&S and increased efficiency in the programme so the Army can get the maximum bang for its buck."

Air Marshal Baz North, Air Member for Personnel and Capability, said: "Air Command has seen positive changes in the DE&S air domain over the last 12 months as we have jointly worked to put the Soft Contract 13 into action. There is now a more effective working practice and a greater mutual understanding of all areas of the programme.

"We have developed a meaningful and effective set of governance arrangements, which allow us to concentrate on critical path issues and decisions in a timely fashion.

"As DE&S moves to a new operating model with much greater freedoms and responsibilities I trust the momentum built over the last year will continue to develop and that a more disciplined relationship will deliver greater customer requirement satisfaction founded on a comprehensive understanding of the service's capability needs, in order to meet the mandate placed upon it by defence."

DE&S – how governance will work

FROM 1st April DE&S will operate under the auspices of a Framework Document, which is an agreement between DE&S and MOD about how it will be governed.

As well as setting out the role of DE&S, the Framework Document describes the structure of the Owner's Council and Boards and the responsibilities of key individuals.

The DE&S Corporate Plan complements the Framework Document and provides the overall strategic direction for DE&S for the next three years.

Within that strategic context, the Corporate Plan sets out the DE&S intent for successful leadership, delivery and transformation – and more importantly, how this will be achieved in terms of high level objectives and resources.

The Corporate Plan is expected to be refreshed annually to reflect the changing nature of DE&S business.

Both the Framework Document and Corporate Plan will be available on the Defence intranet.

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A green light to move forward

✓ I am delighted to add my own personal welcome to our new Bespoke Trading Entity. Based on Your Say feedback and my floor plate walks I am well aware of the concern that the uncertainty on our future 'status' has generated.

So it's great news that we now have the green light to take our new organisation forward so that, together, we can bring about the changes we need to manage our work to the best of our ability.

Having started my career in the MOD as an apprentice some 33 years ago this is truly the most exciting opportunity that I have seen to enable us to shape our business environment and tackle some of the long standing issues that frustrate us all.

Many of us have been through acquisition change before like Smart Acquisition, the formation of DE&S from the DPA and the DLO, and PACE, and some may say that they have heard all this before.

But this is different. Our organisational change to become a Bespoke Trading Entity brings with it the 'freedoms' that we never got under previous change. Such freedoms and the responsibility that goes with them will enable us to manage our specialist business and careers based on the bespoke nature of our work.

So the time for study is over and we now, collectively, need to take control and

start to use our new found freedoms to make DE&S world class in all that we do and be the benchmark for defence acquisition organisations around the world.

Your DE&S Board has already made a start ahead of our 1st April Launch Day. For example, issues that many find annoying are being dealt with, such as: the refurbishment of our Abbey Wood site; more internal disabled parking; and action to realise an extra 300+ car park spaces. We are also acting on your feedback to give you back 'trust'; the first part of this concerns lowering the levels of delegation on such things as overseas travel.

There is of course much more the Board and senior management need to do, including on pay and performance. But these are not the only areas we need to address. We also need to invest in you, our people, to provide you with the development and the tools you need to do your job.

I am committed to playing my part in improving all we do in DE&S and I ask you to please play your part to support our collective success. Everything we implement over the next few years will require an open mind to change and flexibility from us all if we are to

Pete Worrall is Chief of Materiel (Joint Enablers) which includes helicopters and ISTAR. The domain employs 1,400 civilian and military staff with an annual spend of about £2.1 billion



maximise our freedoms for our collective benefit and, very importantly, the benefit of our Armed Forces. If we don't seize this unique opportunity then we will only have ourselves to blame.

I look forward to seeing you and chatting with you about our new bespoke organisation on Launch Day and beyond.'

On time, in budget, with a taut, aggressive timescale

THE LATEST Mark 6 version of Chinook is due to enter service shortly with the RAF – on time, within budget and providing capability much in demand at the front line.

This follows the delivery of the first three aircraft to their base at RAF Odiham last December and the first test flight in the UK in the middle of last month.

The programme has met a very taut and aggressive timescale and is an excellent example of project delivery performance.

The Mk6 Chinook is the RAF's new,

heavy-lift cargo helicopter and features a machined monolithic airframe, UK-specific avionics, forward-looking infrared system, a rescue hoist, advanced defensive systems, and interoperable communication and navigation equipment.

The aircraft provides enhanced situational awareness for improved flight safety and mission effectiveness.

Adrian Baguley, Director Helicopters at DE&S, said: "Chinook Mk6 has been an outstanding example of a complex major

UK test engineers were given many of the same responsibilities as the Boeing test engineers.

"This open and transparent approach represents a sense of trust by the customer," said Ramy Moura of Boeing Test and Evaluation.

"Both Boeing and the UK shared a sense of pride and accomplishment at the successful completion of the challenging test programme."

The new aircraft will have a high degree of commonality with the existing fleet of aircraft, including the digital ('glass') cockpit that is currently being retrofitted to the legacy fleet.

However, the Mk6 aircraft will be fitted with a new Digital Automatic Flight Control System which will allow the pilots to operate much more safely in the most difficult conditions, including hot and dusty environments such as those encountered in Afghanistan.

Captain David Childs, Chinook team leader at DE&S, said "This project marks a pinnacle of achievement for the Chinook team. The last four years has seen, first the Mk4 Julius upgrade, and now the Mk6 produce an unprecedented advance in this battle-winning capability.

"These are advances that are all the more impressive as they were delivered while the fleet was meeting an unrelenting operational tempo."



Chinook Mk6

Project success

project delivered at pace.

"From contract signature on 29th July 2011, the first three Mk6 will enter service with the Joint Helicopter Command this month having been designed, manufactured and undertaken over 300 flight test hours.

"The alignment of DE&S, customer and industry has been at the heart of this project success and is a great example of what we do best in DE&S."

Key to this achievement was the successful test flights undertaken in the US last year – both in terms of their outputs but also the flawless execution of the combined test team.

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Combating the chemical threat

A TEAM in the ISTAR operating centre has delivered two projects helping to eliminate Syria's chemical warfare agents.

A formal request for the MOD's help was made last October by the United States in support of a UN Security Council resolution which imposed on Syria responsibilities and a timeline for destruction of its chemical agents and related production facilities.

Part of the support included provision of Large Access Devices (LADs), a unique system for drilling and subsequently sealing chemical storage containers. These devices would be essential to ensure that the US operators of the destruction facility could access all Syrian storage containers.

DE&S' Chemical, Biological, Radiological and Nuclear delivery team joined with stakeholders and MMIC EOD, a specialist engineering firm, to develop a system that would support the high priority US destruction operation. This represented a significant engineering challenge; developing an innovative solution to a complex problem within a short timeline.

Despite tight timelines and high engineering risk, in February, after four very busy months, the tested capability was accepted and delivered to the US ship where the weapons destruction operations would take place.

The head of operations on the ship told his Principal Deputy Assistant Secretary of Defence that they were impressed with the quality and performance of the devices which had given them very important container accessing capability which the US had previously lacked.

At the same time the CBRN team is responsible for the Networked Biological, Radiological And Chemical Information System (BRACIS) project fielded with UK personnel as part of the removal of the chemical weapons in Syria.

Team's work helps identify and eliminate chemical weapons in Syria

Project success

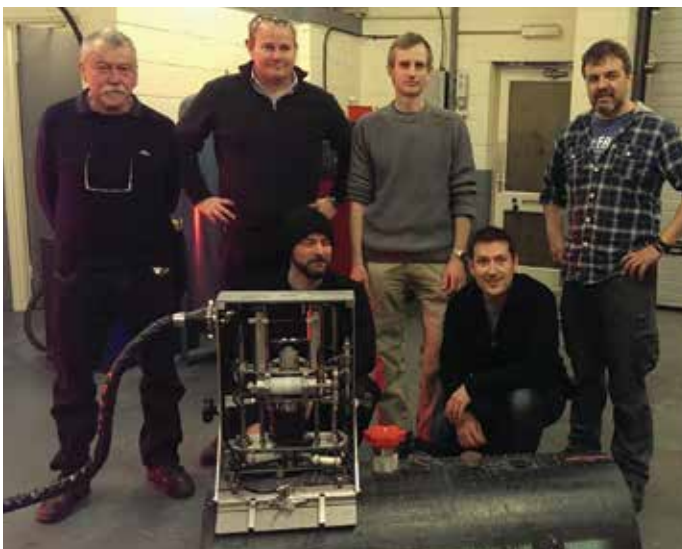
This is a software tool that collates CBRN data with military mapping, messaging and weather applications to calculate and present a predicted hazard area for a CBRN threat. This enables rapid dissemination of warnings and CBRN reports using in-service electronic messaging, enabling commanders to make informed decisions on the appropriate actions to take.

The Networked BRACIS project team successfully achieved a significant milestone at the end of last October, delivering initial operating capability ahead of schedule by fielding Networked BRACIS with the Bowman combat and infrastructure platform.

The project will move towards a



Ian Matthews, CBRN team leader (centre) attends the Networked BRACIS user trial at the Land System Reference Centre, Blandford



Acceptance testing of LAD – back row, from left: Dr Steve Sales (MMIC EOD, managing director); Lt Col Al Fox (CBRN Pol-Ops); Dr Dave Jobson and Steve Kennon (MMIC EOD). Front: Nick Sales (MMIC EOD, Technical Director) and Neil Jarvis (DE&S CBRN)

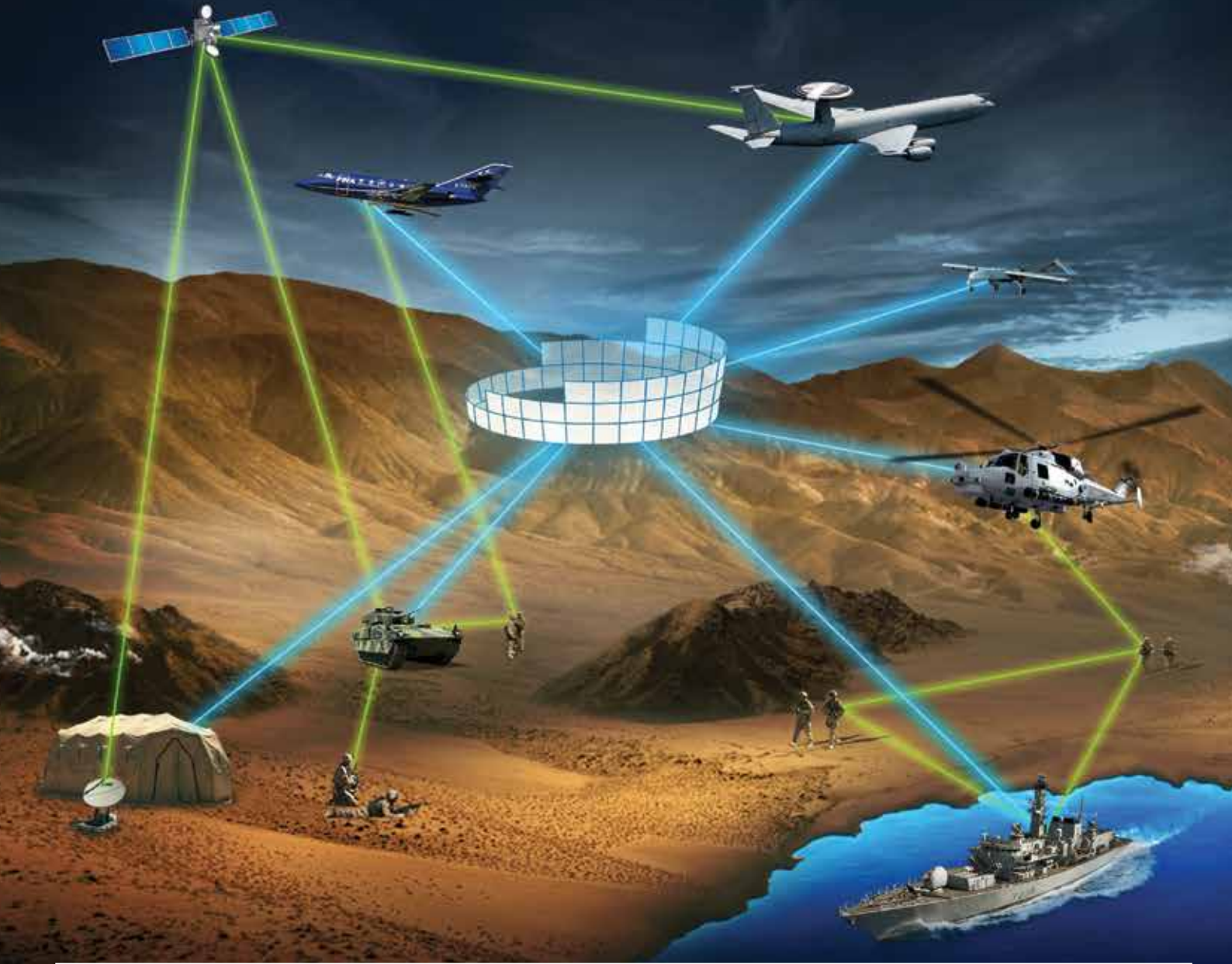
full operating capability by delivering a Networked BRACIS capability integrated with the Defence Information Infrastructure, providing a consistent and coherent CBRN warning and reporting capability.

Air Commodore Jon Ager, Assistant Chief of Staff Capability Delivery, Air Mobility and Air Enablers, said: "Until now, warning and reporting has used formal military messaging systems as its primary communications bearer.

"This requires operators to produce warning and reporting signals on the joint CBRN laptop and then manually transfer those messages onto a separate message handling system; this method of working is prone to human error and is slow. The move to a networked system negates these two big disadvantages."

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Merlin update makes progress

Project success



THE MERLIN Capability Sustainment Programme updates 30 Merlin Mk1 Maritime Multi Mission aircraft to sustain this vital capability well beyond the next decade.

The prime contractor is Lockheed Martin with AgustaWestland acting as a significant sub-prime.

The £800 million contract updates cockpit and mission systems to remove obsolescence and provide an 'open systems architecture' providing enhanced sustainability for the future. The in-service date is due this year.

An extensive trials programme with a multi-stakeholder combined test team has gathered evidence to support qualification, compliance and release-to-service.

As a complicated and extensive project requiring each aircraft to be in the factory for nine months while every wire in the aircraft is removed and new avionics fitted, the development has been undertaken in parallel with the early production.

This has allowed the Royal Navy to start training early and maintain a minimum number of aircraft at the front line.

The programme has delivered a number of software upgrades, delivering more capability, with corresponding updates to the support and training systems, each with an appropriate release-to-service.

The initial aircraft were delivered to the Royal Navy at RNAS Culdrose to form the

training squadron. The Merlin Training Facility (simulators, curriculum and computer-based training systems) has also undergone a full upgrade to reflect the new Mk2 aircraft.

Personnel have completed their training, and conversion of the existing Mk1 crew to operate and maintain the Mk2 has completed.

Twelve aircraft have been delivered with in-service date on schedule to be achieved by the end of next month.

Commander Ben Franklin, Commanding Officer of the Merlin Helicopter Force, said: "The Merlin HM Mk2 continues to build on the success of this versatile and capable maritime helicopter.

"I am very proud of the Merlin Force and recognise the considerable efforts of the Merlin DE&S team in driving the programme forward to meet initial operating capability in late May and, shortly after, the nine aircraft embarkation for Exercise Deep Blue in *HMS Illustrious*."

The Merlin Mk2 will become a significant asset in supporting the Royal Navy to protect UK interests across the Globe. Arguably, it will be the world's most technologically advanced helicopter primarily as a result of its highly-anticipated class-leading anti-submarine warfare mission system. The programme remains within its cost and time approvals.

WARSHIPS

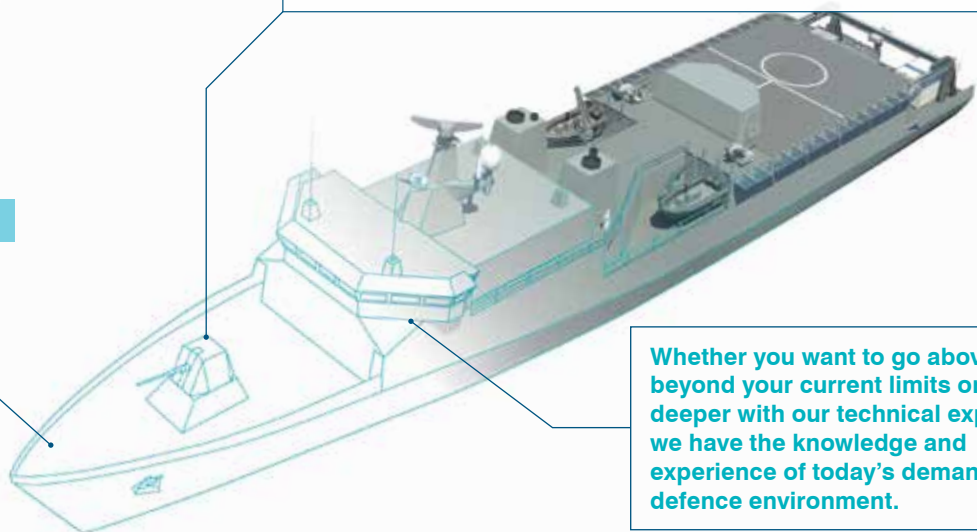
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Spring clearout the milit

DE&S' Inventory Management Operating Centre is seven months old and making good progress in reducing the amount of equipment the MOD holds. *desider* reports on work to reduce the defence inventory

It may be just 'stuff' – but maintaining the supply of materiel is essential to keep the Forces fit to fight; the cost of support typically makes up two thirds of the whole life cost of an equipment project.

In November 2012, Chief of Defence Materiel Bernard Gray pledged to address the unsustainable level that the defence inventory had reached – valued at £39.4 billion with £1.7 million more of inventory bought per day than was consumed.

Mr Gray's initial target was to reduce the inventory to £30.8 billion by the end of March 2016.

So far the stock level has been reduced by about £6 billion, 58 per cent of this initial target already; another £1.05 billion has been saved on inventory purchasing. This success has been achieved across DE&S without affecting operational capability and means funding can be spent on higher priorities.

"The end is when defence holds the right stock, at the right level of availability, with purchasing and consumption in balance – and there is still some way to go," said Roger

West, Director Inventory Management. "Current levels of inventory holdings are still higher than necessary, we're still purchasing more than is forecast and there remains the requirement to build the inventory management capability across DE&S to better sustain defence's future support needs.

"In a supply chain, having too much stuff, buying more than is consumed, buying the wrong item or the right item on the wrong lead time, paying too much, not getting an order delivered on time, having inaccurate information, not being able to find the right item, not keeping suppliers to their contract or having the wrong skills and tools is ineffective by any standards. The new focus on inventory management is much wider than just cutting stock levels and stopping purchasing; these are addressing the symptoms and not the cause."

Mr West added: "The issues emerge from decision-making right across the acquisition cycle, from the design of a capability, its support solution and the forecast of activity set by the customer, to the terms and conditions of a contract, the accuracy of data, financial planning

and the management of the supply chain. Almost all decisions across acquisition have an impact upon the support chain."

The Inventory Management Operating Centre aims to build a better support chain for the Front Line Commands. DE&S staff are working alongside external people with commercial supply chain experience, and with consultancy from Ernst and Young, to build capability across the inventory management function in DE&S. Operating Centres are delivering against demanding inventory control totals; there is work to develop a single defence disposals process and further work with the Treasury on financial reclassifications.

Brigadier Mark Dunn, Head of Support Chain Engagement, said that delivery is taking place against a dynamic backdrop that includes the redeployment from Afghanistan, drawdown in Germany and continued support to Joint operations and training worldwide. "This adds another level of complexity to the challenge," he said. "We are closely engaged with project teams, Front Line Commands and PJHQ to ensure that the improvements will continue to deliver



ary way

Project success

the optimal level of support to ongoing operations, while ensuring that we can support future commitments.”

While there has been a focus on reducing purchasing and inventory holdings, the next steps are about building sustainable capability and skills across DE&S. It will include a focus on improving accuracy and quality of supply chain data and better management of suppliers. Improvements in data are vital to successful delivery of effective military capability and new information systems will change the way in which today’s business is conducted. The LogNEC programme is delivering successes with the roll out of JAMES (Joint Asset Management) and MJDI (Management of Joint Deployed Inventory) systems.

So what of the future? The Inventory Management Operating Centre is a great example of DE&S’ intent to be more customer and future facing. The future for inventory management is about building a better support chain. DE&S processes will be fitter, equipment support staff will have better systems with continuous professional development, and DE&S will be more flexible to the needs of future equipment programmes.



Army cleared to fly next generation eye in the sky

The Army's next generation Unmanned Air System, Watchkeeper, has been cleared to begin military flight training with the Royal Artillery.

The unarmed Thales UK Watchkeeper had been trialled by industry but approval has now been given for the Army's own pilots to begin live flying from Boscombe Down in Wiltshire.

Gathering crucial information from the battlefield, Watchkeeper will provide UK troops with life-saving surveillance, reconnaissance and intelligence. It will also give personnel on the ground much greater situational awareness, helping to reduce threats.

Since 2010 Watchkeeper has been put through its paces by industry at the MOD ranges in west Wales. It has now achieved around 600 hours of flying time and the move to Wiltshire was the final stage of the trials process.

Over the coming weeks, 1st Artillery Brigade pilots will be trained to fly Watchkeeper in a restricted airspace over the Salisbury Plain training area. The flights, which will take place between 8,000 and 16,000 feet, will be overseen by military air traffic controllers.

Minister for Defence, Equipment Support and Technology, Philip Dunne said: "Watchkeeper will provide real-time information for troops conducting

operations on the ground, allowing them to understand better and thereby overcome threats they may face. The release-to-service is a major milestone in this important programme.

"Watchkeeper is the first Unmanned Air System developed and built in the UK to become operational. It will be a significant surveillance and reconnaissance capability for the Army for years to come and there is no doubt that it will prove to be a battle-winning technology."

Head of the DE&S' Unmanned Air Systems team, Air Commodore Pete Grinstead, agreed: "Watchkeeper's release-to-service is a major milestone



and represents the culmination of many months of determined certification and assurance activity.

“As the first system of its kind developed and built in this country, Watchkeeper has provided many challenges but now it’s delivered to the Army, serving military personnel can start training and building an understanding of what this new capability can bring to the battlespace.”

The Army already operates four types of unarmed unmanned air systems in Afghanistan which play an important role protecting soldiers on the ground by providing them with vital intelligence and reducing the need to deploy to potentially dangerous areas. Once in service later this year, Watchkeeper will



provide an additional capability to give the Army better situational awareness.

Watchkeeper has a wingspan of 35 feet and can fly at an altitude of up to 16,000 feet. It will operate alongside helicopters and other aircraft from the Boscombe Down airfield.

Colonel Mark Thornhill, Commander of 1st Artillery Brigade, said: “The arrival

of Watchkeeper at Boscombe Down is an important milestone in this programme and we are excited about being able to begin training on this new and impressive capability.”



Watchkeeper is unarmed and will provide surveillance and intelligence.

Will provide enduring tactical UAS capability.

Remotely piloted by trained members of the Army’s Royal Artillery.

Features state of the art sensors and laser designators.

54 aircraft have been procured from Thales UK.

More than 600 hours flown in UK to trial the system ahead of going into service.

Total approved cost of around £1 billion.



The DE&S perspective

Director Submarines, Rear Admiral Mike Wareham, said: "The three announcements are fantastic news for the future of submarine building in the UK and for Barrow in particular. Infrastructure works are starting soon to make sure the facilities are ready for the Successor build in 2019, subject to permissions for the programme to go ahead. Even without Successor, the facilities investment will be of massive benefit to the *Astute* programme and future classes of UK non-ballistic submarines.

"I was also pleased that we have signed a £23 million, five-year contract with BAE Systems Marine, making best use of the technical skills that the company brings to the table.

"Events like these are so encouraging because we are able to show off just how far along the *Astute* class is, with two boats in service, five boats being built at Barrow and a new announcement that steel has been cut for Boat 7, getting the build of the final submarine of the class properly underway.

"Obviously I am confident that progress in all these areas will have a positive outcome for the Royal Navy but the effect on securing jobs in Barrow and throughout the country via the supply chain should also never be underestimated."

Deals boost Barrow future

A series of announcements is set to transform the UK's submarine construction yard in Cumbria to support current and future build boats for the Royal Navy

Defence Secretary Philip Hammond has announced a £300 million infrastructure programme to transform BAE Systems' Barrow-in-Furness yard.

The good news was made public during Mr Hammond's visit to the yard, where he met workers including apprentices and took a tour of *Astute* class Boat 3, named *Artful*.

Infrastructure works on the site will make it ready for the build of the Successor class submarine, if it gets the go ahead and funding in 2016. In the meantime, the improvements – including changes made to the Devonshire Dock Hall – will have a positive impact on the *Astute* class submarine build.

Taking place over the next eight years, the work will be part-funded by the MOD.

Mr Hammond said: "Barrow has a proven track record of designing and building submarines with a battle-winning edge for the Royal Navy.

"The world-leading engineering skills that are currently delivering the *Astute* class are vital to ensure we can deliver the submarines of the future.

"The next-generation nuclear deterrent submarines that will be built in Barrow will be the largest and most advanced submarines ever operated by the Royal Navy."

He added that the infrastructure work will protect 6,000 highly skilled jobs at the site, and also provide thousands of additional construction jobs. At its peak about 850 contractors will be employed on the infrastructure programme.

Standing alongside Mr Hammond was the Australian defence minister Senator David Johnston who toured the yard and *Artful*.

Mr Johnston said: "Barrow's shipyard is one of the premier capability manufacturing centres in the UK and it's a tribute not just to BAE Systems but to the men and women working here in Barrow. I hear of the *Astute* class submarine's capability wherever I go in the world."

He spoke about the long and illustrious relationship between the UK and Australia when it comes to submarine building that stretches back around a century.

Assembled media from both the UK and Australia were briefed on the latest submarines being built at Barrow. Now that steel has been recently cut on the seventh boat, there are now five *Astute* class submarines in build at the shipyard.

The first two boats in class, *Astute* and *Ambush*, are already in service with the Royal Navy.

To complete a trio of announcements,

the Defence Secretary also revealed a £23 million contract with BAE Systems has been signed to provide in-service support, maintenance and technical assistance for the *Astute* boats over the next five years.



About the infrastructure work

Demolition of some existing buildings will start this month.

This will be the first major activity of a programme that will include:

- an extension to the Devonshire Dock Hall construction facility at Barrow to include a new manufacturing and installation facility
- two new major buildings that will house pressure hull units ready for shot blast and paint and the integration of submarine equipment modules
- refurbishment of the site's main fabrication facility, together with its existing plant and machinery
- an intention to build a 28,000 square metre off-site logistics facility to store submarine parts and materials



The science of tomorrow's world

Abbey Wood brings together the best in science and technology with a view on the future front line

DE&S has gathered industry, academia and Government together at Abbey Wood to bring the best research and development to bear on the present and future front line.

Project teams had the chance to see how their work can influence research and bring it through towards the development of future military equipment.

Hundreds of staff attended the research and development showcase at Abbey Wood on 11th March – entitled Defence for Today and Tomorrow – to discuss current and future capabilities and enhance understanding of research, development and delivery.

“Science and Technology will give us the battle-winning capability of tomorrow,” said Philip Dunne, Minister for Defence Equipment, Support and Technology, who opened the event.

“One of our aims is to bring the research ideas of the boffins into practical capability. And that is what this showcase is all about.

“It follows on from one we held at Main Building last year where people could demonstrate to project teams the ideas of the future.”

Mr Dunne pointed to National Science Week as vital in promoting the cross-fertilisation of ideas. “Across Government, ministers are trying to promote what we are doing to support the science and technology community.

“It is good to be able to pre-empt the rest of Government with this event to show that the MOD is ahead of everyone else!”

All DE&S operating centres were represented at the showcase, with a number of representatives from industry as well as the Defence Science and Technology Laboratory (dstl).

Fifteen of DE&S’ major industry partners attended along with dstl and QinetiQ. There were also more than 60 external visitors including VIPs.

Meanwhile Defence Ministers on both sides of the Atlantic have committed to enhance science and technology collaboration,

develop joint programmes of research and strengthen engagement between industry and academia.

In the first formal science agreement between Mr Dunne and US Defence Under Secretary Frank Kendall, they agreed collaboration on:

- Cyber security,
- Space research, knowledge and capabilities, and
- Energy use and consumption.

The two countries have also agreed to build upon existing high-profile science and technology projects, including next generation aircraft, counter terrorism, force protection, and chemical and biological defence.

The US and UK are already each others’ largest international research partners.

Speaking about the communiqué,

Mr Dunne said: “There is no doubt that science and technology will matter even more in the future than it has in the past. Technological innovation is vital if we are to protect our battle winning edge – which is why the UK has protected annual investment in science and technology at a minimum of 1.2 per cent of the defence budget. This enhanced collaboration will ensure that our work is smarter and delivers more effectively for both nations.”

These agreements are underpinned by three strategic priorities for co-operation that maintain capability advantage and interoperability; improve mutual financial benefits through burden sharing; and support economic growth through innovation.

Work is being progressed by the Chief Scientific Advisers for both nations, and they will retain oversight of the enhanced programme.

US Defence Under Secretary Frank Kendall, below left, and Philip Dunne





The benefits of defence R&D

Identifies, quantifies and reduces delivery risk;

Sustains military operational advantage and freedom of action;

Reduces the cost of capability;

Underpins UK competitiveness on the global market;

Signals the technologies that are important in defence and security, encouraging industry to align investment and support exports;

Gains leverage from international partnerships. Reliable partnerships provide access to strategic influence and technologies;

Sustains and builds critical capabilities in industry and Government;

Defends against short term threats;

Identifies disruptive technologies so opportunities and risks can be assessed and capability enhancements or countermeasures developed.



NEWSREEL

BMT expands westwards

BMT Isis, the international maritime engineering consultancy, has opened a new office in Plymouth to expand safety, environment and security consultancy to defence and transport. It will also support the organisation's new weapons, ordnance, munitions and explosives capability to address the growing need for highly-qualified explosives safety personnel.

Support to continue

ALMOST £35 million has been allocated through the Armed Forces Covenant fund to support charities and others with 97 projects which will benefit the Forces community, latest figures show. The fund is now closed. Grants were made in three tranches between December 2012 and December 2013. From next April a new fund worth £10 million will be available, details of which will be announced in due course.

Redeployment

A number of lines of communication are in use to move personnel and equipment into and out of Afghanistan, including around 1 per cent of materiel being redeployed through the Northern Line of Communication, which includes Russia, Defence Secretary Philip Hammond has told Parliament. "We keep all lines of communication under constant review and stand ready to adapt our redeployment plans should the need arise," he said.

Pilots to be protected from dazzle threat

PILOT WORK is to be carried out to help protect aircrew from the rising threat of dazzle caused by sunlight or headlamp glare.

The work will be part of a licence agreement between the Defence Science and Technology Laboratory (dstl) and photonics company Qioptiq.

Traditional laser protection techniques do not block out such light and can leave operators, pilots and drivers vulnerable to the blinding effect of broadband radiation.

The agreement will allow Qioptiq access to dstl technology to commercialise for use across markets.

□ The former Brompton Road London Underground tube station used during World War Two as a command centre has been sold for £53 million.

It is expected to be used for residential development and the money raised will be ploughed back into the defence budget.

The tube station, opened in 1906, closed in 1934 after London Underground decided it was no longer financially viable.

The building was later taken over by the War Office and used as an operations room during times of conflict.



DVD, a must for those in Land equipment

BMT GROUP, General Dynamics Land Systems, Lockheed Martin and Selex ES are among the big hitters from industry who are backing this year's DVD event.

The companies join a line up of more than 150 who represent some of the top names in Land Equipment procurement. The number of exhibitors is well on the way to its target of 240.

With more than two months to go – DVD takes place on 25th and 26th June – there are still places available for companies to be represented at the event, the only one where DE&S, the Army and key industry stakeholders can get together to discuss Land equipment capability.

"It's good to see that some of the biggest names in the defence industry want to

Exhibitors list growing for key stakeholder event

be at DVD. Their endorsement is important to DE&S and the Army and shows that the event is the most important of its kind in the Land equipment calendar," said DE&S' DVD event manager Chris Williams.

This is the second year DVD at the Millbrook Proving Ground will be jointly run by Army headquarters and DE&S Land Equipment, recognising the new capability role taken on

by the Army as part of Defence Transformation.

DVD is aimed at everyone with an interest in equipment and equipment support, but particularly those in Army HQ, DE&S, Defence Academy and the Front Line Commands.

Major General Paul Jaques, Director Land Equipment at DE&S, said: "Attendance at DVD is crucial for DE&S personnel who are involved in land equipment and support, as they will have a unique opportunity to meet industry providers and validate their understanding of the military market and the challenges it faces."

Brigadier Mark Gaunt, Director Equipment at Army Headquarters, added: "DVD2014 will consider a whole variety of equipment and capabilities that may feature in the Army 2020 structure. There will be equipment from a variety of exhibitors."

□ To register as an exhibitor, a visitor or as press/media, go to www.theevent.co.uk

NEWSREEL

UK meeting
Nato targets

THE Nato-recognised figure for UK defence spending as a proportion of gross domestic product in 2012 was 2.3 per cent; the latest estimate for 2013 was 2.4 per cent, Defence Minister Dr Andrew Murrison has told Parliament. "Ministers and officials remind allies of Nato's resource guidance that members of the Alliance should devote 2.0 per cent of GDP to defence spending," he said.

No F-35 plan

THERE are currently no plans to station any of the F-35 Lightning II aircraft in the Falkland Islands following their acceptance into service, Armed Forces Minister Mark Francois has told Parliament.

RIAT support

LANCASTER, Spitfire, Hurricane, Dakota and Typhoon will join the Red Arrows in this year's Royal International Air Tattoo at Fairford on 12th and 13th July. The Typhoon will join Tucano on Friday, 11th July, as part of the special Red Arrows Pit Day. Tickets for the event are only available in advance. Specially-priced Earlybird tickets are available until 31st May from airtattoo.com or by calling 0800 107 1940. All accompanied under-16s go free. Free parking.

Forces' pay

THE Armed Forces Pay Review Body has recommended an increase of 1 per cent to base salaries for 2014-15, effective from 1st April.



Royal approval: the Princess Royal inspects facilities at the Radway Green factory, pictured, with, top, General Manager Nigel McVean and, above, staff in the packing department

MASS contract chalks up another success

TRANSFORMATION OF the UK's general munitions production capability has reached an important milestone in Cheshire.

The new £83 million Small Arms Ammunition manufacturing facility at BAE Systems Radway Green site, near Crewe, was officially opened by the Princess Royal on 26th February and replaces one opened by her father Prince Philip in 1979.

It will have the operational capacity to maintain a production rate of one million small arms rounds per day, and provide a 30 per cent increase in annual production capability when compared to the existing facilities at Radway Green.

Transformation is a significant element within the 15-year MASS (Munitions Acquisition, the Supply Solution) partnering agreement between BAES Systems and DE&S' Defence General Munitions team, which was signed in August 2008 and is worth at least £2 billion.

MASS covers more than 80 per cent by volume of the general munitions used by UK Forces on operations and training.

This includes small arms and medium calibre ammunition, mortar bombs, tank, artillery and naval gun shells, but not complex weapons such as guided missiles.

Philip Dunne, Minister for Defence Equipment, Support and Technology, said: "This investment will protect 450 local jobs and leaves no doubt of British expertise and skills in manufacturing. This is a vital boost for the local economy and will improve supplies to our Armed Forces on the front line."

Ian Anderton, Managing Director of BAE Systems Munitions, added: "The official opening is a major milestone in the modernisation of our UK munitions manufacturing facilities.

"This facility alongside similar transformed facilities at Glascoed, South Wales and Washington, near Newcastle will help drive down costs and

maximise future efficiencies to the benefit of our customers in the UK and in our export markets."

The Leader of the Defence General Munitions team said: "Wherever they are deployed on operations throughout the world, our troops need to know that sufficient quantities of high-quality ammunition are available and can be delivered to them in the timescale required, often at short notice.

"The BAE Systems workforce at Radway Green has done an outstanding job in meeting a significantly increased demand for ammunition supply in recent years.

"Modernisation at Radway Green and other BAE Systems munitions sites over the last few years is helping to ensure that an efficient, effective, flexible and sustainable capability is available within the UK for continued supply of munitions for years to come. This is good news for the taxpayer, for local jobs and importantly for the front line."

THE ROYAL Navy's largest warship *HMS Ocean* is pictured on the move in the latest stage of a £65 million refit at Devonport.

The 21,500 tonne ship slowly made her way through the narrow exit of 5 Basin to sail round to her jetty on 16 Wharf at Weston Mill Lake.

HMS Ocean's refit has included a full

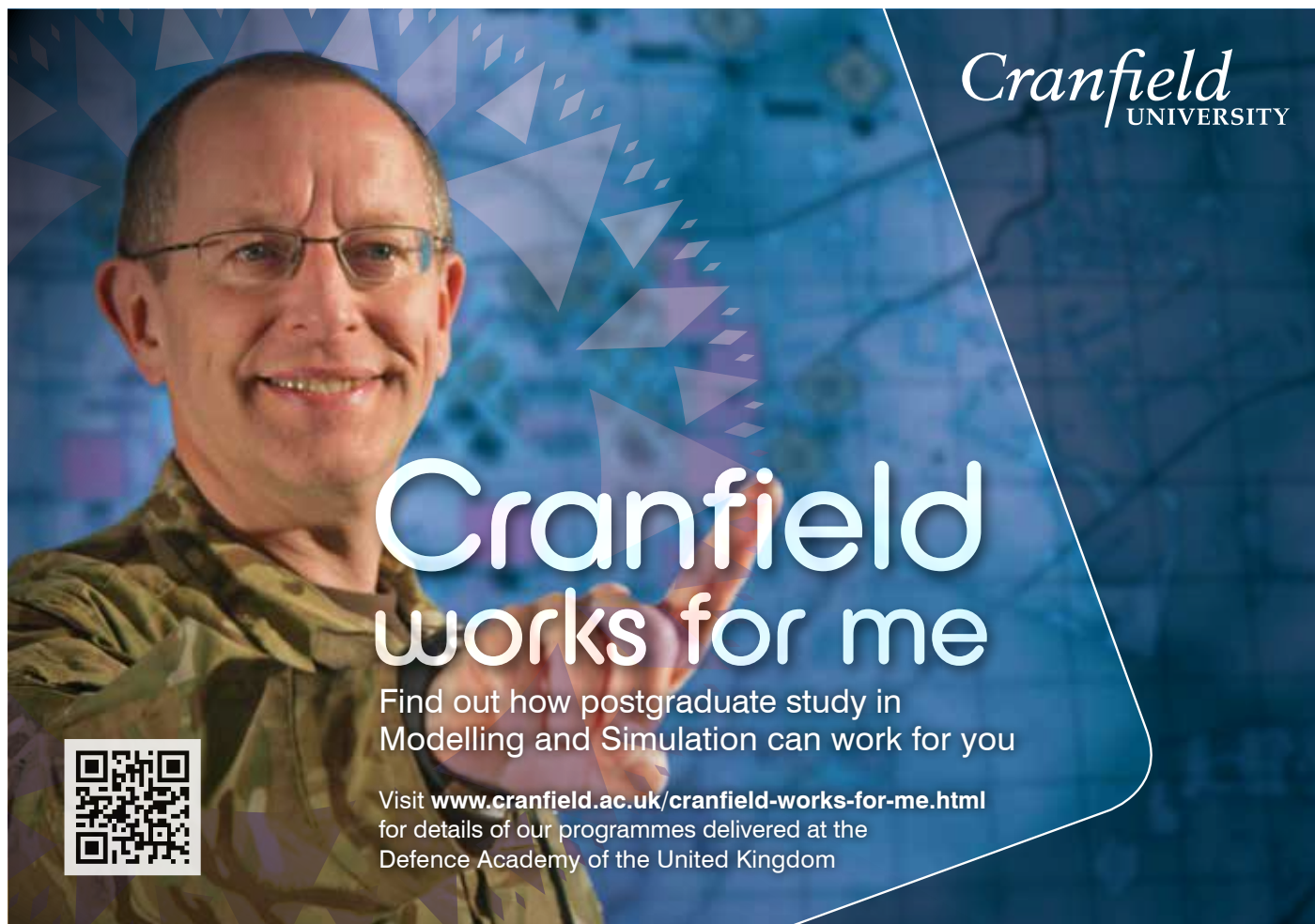
refurbishment of her flight deck, hangar and aviation facilities, an overhaul of much of her mechanical and engineering equipment, and replacement or refurbishment of many of her communications and weapons systems.

Improvements include a new enlarged and upgraded medical area and enlarged galley and the interior has been remodelled.

Around 1,200 metres of new pipe work has been laid and around 100,000 litres of paint has been applied to the ship.

The ship's upgrade has been the largest programme of its kind at the docks in more than 20 years and has been carried out by Babcock. The company is also working on three other surface ships in Devonport.

Ocean on the move




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£20 million is committed for parts as . . .

Patrol vessels take first steps

THE MOD has signed a £20 million contract to buy parts for the Royal Navy's three new Offshore Patrol Vessels.

It was announced in last November that the MOD would purchase the ships which will be built, subject to approval, by BAE Systems.

Last month, during a visit to the company's shipyards on the Clyde in Scotland, Defence Secretary Philip Dunne announced that £20 million has been committed to the programme.

The contract will enable BAE Systems to begin work on parts such as engines and gearboxes, which require a longer time to make and therefore have to be ordered in advance of the main shipbuilding programme.

The Royal Navy's vessels are to be built later this decade by BAE Systems at their Clyde shipyards, which currently employ around 3,000 people.

Minister for Defence Equipment, Support and Technology, Philip Dunne said: "This is a significant milestone, critical to the successful delivery of these three vessels for the Royal Navy.

"The vessels will provide an additional capability for the UK and, at its peak, the programme will safeguard more than 800 vital skilled roles in the shipbuilding industry."

The patrol vessels can be used to support counter-terrorism, counter-piracy and anti-smuggling operations in the waters around the UK and other UK interests abroad.

Compared to the current River class ships, the new ships will have more storage and accommodation and a larger flight deck for Merlin helicopters. The first is expected to be delivered to the Royal Navy in 2017.



Full speed ahead: a patrol vessel similar to those to be built for the Royal Navy

Lock, stock and barrel to Babcock

MEDICAL AND General Supplies team has awarded a four-year contract to Babcock to supply locks, keys and hinges to the Royal Navy, Army and RAF.

Under the £8 million framework agreement contract Babcock now supplies more than 360 different lock, key or hinge items to various stores in the UK, and in some instances direct to UK military bases.

The items are delivered to strict quality standards and performance criteria, including guaranteed delivery within specified times.

The contract is one of the team's significant portfolio of equipment management contracts for timely and most cost-effective provision of a range of commodity items across UK Forces.

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Wellies, waders and sandbags make big difference in the nationwide water rescue



In at the deep end: around 5,000 Armed Forces personnel were deployed across the UK on flood relief efforts

Staff wade in on national flood alert

AS THE winter floods recede and the badly affected parts of the UK return to normal, DE&S can reflect on an excellent job in supporting the servicemen and women who were dispatched to help stricken communities.

Record rainfall which flooded the Somerset Levels

and areas of the Thames Valley, Gloucestershire and Worestershire saw the Defence Clothing team, part of Logistic Commodities, sail into action when the Armed Forces were deployed to help the rescue efforts.

With around 5,000 military

personnel on February stand-by, huge numbers of waders and wellington boots were needed.

The team was immediately contacted by Army Headquarters to supply waders and wellies for Operation Pitchpole, a tall order when demand across the country was at its highest.

Inventory managers from the team were able to provide 1,734 pairs of wellies and rapidly source around 2,000 waders within hours.

Work then continued through the next couple of days with another 1,080 waders supplied along with the replenishment of depleted stocks of wellies.

Another 1,278 waders were delivered a few days later.

The team's support to Operation Pitchpole was headed by Ray Brooks from the Customer Support Team and the Inventory Management Team at Bicester was led by Beverley Byrne.

Brigadier Andy Brown, Head of Logistic Commodities, said "The rapid, proactive and professional response of Defence Clothing has ensured that the military continue to be fully equipped to carry out their duties, whatever they may be."

DE&S' Operational Infrastructure Programme provided fuel tanks, pumps and a pipeline to guarantee an uninterrupted fuel supply for the massive pumps at Saltmoor, that cleared floodwater from the Somerset Levels.

The Programme also provided large numbers of sandbags and sandbag filling machines.



A Royal Marine of 40 Commando in Taunton helps pile up sandbags in the village of Moorland on the Somerset Levels as the Armed Forces help local authorities with flood relief

Flood relief by numbers

	Regular	Reservists	Recruits	Total
Royal Navy	1,050	0	235	1,285
Army	2,704	147	0	2,851
RAF	851	0	0	851

Total: 4,987

TWO HUNDRED staff attended the annual conference of the MOD Chartered Institute of Purchasing and Supply special interest group at Abbey Wood.

Speakers from inside and outside the MOD focused on the theme of 'Earning your place at the table'.

CIPS Young Professional of the year 2013, Gulam Choudhury told of his rapid career progression from procurement graduate through to chief purchasing officer at Manchester Airport.

DE&S Director Commercial Operations Stephen Morgan spoke on the steps in his career from naval officer in the American military to his current 2* role. He highlighted the importance of professionalism, continuous education, and being an intelligent client.

Bob Swales, Head of Commercial Combat Air, focused his talk on the concept of a 'Moment in Time' for the Combat Air Operating Centre.

Duncan Brock from CIPS updated the audience on changes to the CIPS organisation, supply management awards, and factors that make a winning proposal.

Paul Rodgers from the Department of Transport spoke about the West Coast Mainline franchise. He identified issues that occurred in the procurement and the implications to individuals and the wider department.

Gerard Chick, tasked with assessing development opportunities and training within MOD Commercial, identified several aspects including intensity, continued education, and becoming skilled analysts as ways of developing and progressing through the organisation.

Next year's event will be on Thursday, 19th February. For further information or any of the presentations from the day, email DES ComrcI-CIPS-SIG (Multiuser) mailbox.

Abbey Wood learns of career progression



A place at the table for Gulam Choudhury, top, Gerard Chick, above left and Stephen Morgan, right, at the annual MOD CIPS conference

NEWSREEL

Docking by computer

COMPUTER modelling has proved the *Queen Elizabeth* aircraft carriers will be able to navigate and dock at their Portsmouth home base and at Faslane as a contingency. Minister for Defence Equipment, Support and Technology Philip Dunne told MPs: "Desktop modelling has also demonstrated that the carriers can successfully enter other UK ports. If there is a need for the ship to dock at further UK ports, modelling will be undertaken if required."

■ Carrier round-up: page 38

C-IED zone

A Counter IED demonstration zone will form a centrepiece of this year's Counter Terror Expo at Olympia in London on 29th-30th April. The zone will showcase the latest developments from industry on topics such as clearing landmines, ordnance disposal and high risk searches.

Vector award

VECTOR Aerospace UK has been awarded Part 21G accreditation from the European Aviation Safety Agency. The recognition from Europe's regulatory aviation authority enables the company to perform sheet metal and composite manufacture; welding and machining, and loom manufacturing. The company provides a one-stop-shop for comprehensive aircraft maintenance.

Latest DII goes live in Kabul

System shows its flexibility and reach

THE LATEST version of Defence Information infrastructure is now working in Afghanistan – the first operational deployment of DII Land Deployed using the Type 2 node.

Operation Thracian, as it has been called, has been led by Capt Gary Christie of 2 Signal Brigade along with the Defence Information Services Team. Full operating capability is expected early this month.

The system's node sits in Kabul, the Afghan capital, and the additional networking equipment allows several clusters of DII users to operate securely over greater distributed distances from the Node than was originally designed.

The modifications to the

original system were procured and brought into service in urgent operational requirement timescales. Migration of users from the legacy systems which existed in Afghanistan is already complete.

Two sizes of node have been installed, allowing up to 150 terminals to be connected to a node.

Installation was led by Capt Christie and his Thracian Enabling Team, along with staff from partners Atlas and Cassidian. The team managed to keep to their deadlines despite last minute modifications and further location changes to support new plans. This was helped by the flexibility and reliability of the new equipment.

"As with most things DII, there hasn't been much more than a grudging acceptance it's working OK, but in fact it's a big piece of work that validates just about the entire DII Land Deployed strategy in demonstrating flexibility and reach in the deployed arena," said Lt Cdr Jonathan Parker of DIST Military Solutions at Corsham.

"But the extra bits of equipment have been so successful, DIST is now considering taking them into the Core Solution for Land Deployed as they provide greater flexibility to allow groups of users to exist away from a central node over just about any comms link, be it military or otherwise."



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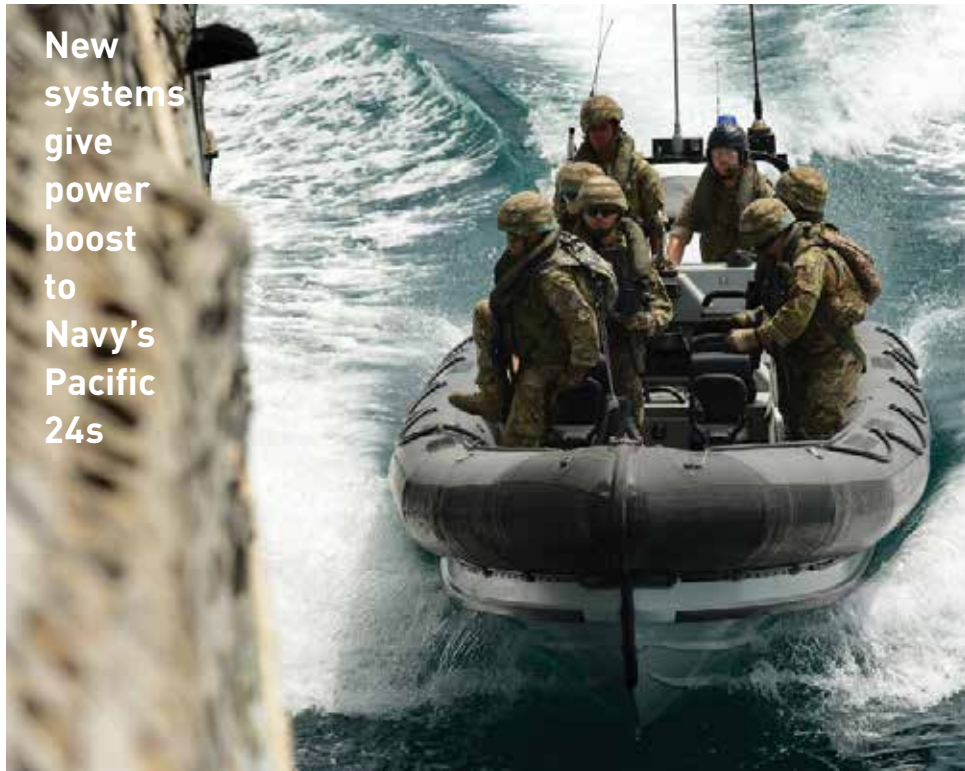


INTERMODAL



Boats keep up to speed

New
systems
give
power
boost
to
Navy's
Pacific
24s



Powerplay:
HMS
Monmouth's
Pacific
24 moves
around in a
ship's wake
where extra
power is
needed

NEW PROPULSION systems are to be fitted to improve performance of nearly 60 of the Royal Navy's rigid inflatable boats.

The systems, known as turbo impellers, will quicken acceleration and response times in aerated water – the 'frothy' waves that a moving ship leaves behind – which will help personnel during boarding operations.

Pacific 24 boats are fitted with Hamilton waterjet propulsion systems which are safe because there are no

exposed rotating parts and they offer excellent maneuverability but performance tends to drop away in aerated water.

Hamilton has developed a turbo impeller with two rows of blades instead of one to improve the boats' agility.

"This will be particularly important during boarding where boats need to operate alongside and in the wash of their target vessel where there is a significant amount of aerated water," said Tom Bibby, project manager in the Commercially Supported Shipping team.

"We have conducted trials of the turbo impeller fitted to a Pacific 24 alongside another Pacific 24 fitted with the standard waterjet propulsion. This showed a 75 per cent increase in acceleration between 0 and 30 knots and a significant improvement in performance in aerated water.

"Performance of the boat when fully laden was particularly impressive."

The team has ordered 57 turbo impellers to fit to front line Pacific 24 craft this year at a cost of around £181,000.

F-35Bs get into formation for the first time

TWO F-35B aircraft – the type to be flown by the UK – fly in close formation, pictured left, while in short take-off, vertical landing mode for the first time.

Meanwhile RAF pilot Sqn Ldr Hugh Nichols has become the first UK instructor pilot to undertake a short take-off and vertical landing in an F-35B.

One of three UK pilots based at Eglin Air Force Base in Florida, Sqn Ldr Nichols is part of a US Marine Corps exchange programme. Nearly 50 UK maintainers (ground support technicians) have also completed their F-35 training.

The UK has taken delivery of its first three F-35B, based at Eglin. BK-1 and BK-2 will move to Edwards AFB to participate in operational testing next year, and BK-3 will move to MCAS Beaufort this year to continue to support core pilot and maintainer training. A fourth UK F-35B is scheduled to be delivered next year.



DIO moves step closer to taking on a business partner

A STRATEGIC Business Partner to help improve the running of the 230,000 hectare defence estate has moved a step closer.

Capita, working in conjunction with URS and PA Consulting, is the MOD's preferred bidder for the Defence Infrastructure Organisation.

The ten-year contract, worth around £400 million, will help transform the facilities and services that allow UK Armed Forces to live, work, train and deploy on operations. It also has the potential to save more than £300 million a year during the contract.

Defence Secretary Philip Hammond said: "Working with a Strategic Business Partner will bring in private sector expertise to enhance the DIO and deliver value for money.

"This is another step along the way in implementing Lord Levene's reforms and will allow us to tap into the innovation and expertise of the private sector so that we can deliver the best

possible infrastructure and services for our Armed Forces."

Key areas where a Partner will provide the greatest benefit and additional capability include:

- Developing a strategic plan to help identify potential savings and commercial opportunities;
- Improving access to market-competitive knowledge and skills;
- Better access to private funding for key efficiency improvements; and
- Improving how change is managed across the Defence Infrastructure Organisation.

Once the contract is awarded, the DIO will work with the Partner to prepare for the contract becoming fully operational in the summer.

The DIO will continue to be 100 per cent owned by the Defence Secretary and the MOD will oversee the activities and performance of the Strategic Business Partner.

Vanguard to get a second refuel

HMS VANGUARD'S nuclear reactor is to be refuelled for a second time during its planned deep maintenance period which begins next year.

The decision was announced in the House of Commons on 6th March by Defence Secretary Philip Hammond following details of a leak at the naval reactor test establishment at Dounreay in Scotland in 2012.

Dounreay's reactor is a prototype of the same class as *Vanguard's* and helps assess how submarine reactor cores will perform over time.

"In January 2012, low levels of radioactivity were detected in the cooling water surrounding the prototype core," said Mr Hammond.

"The reactor was restarted in November 2012. It continues to operate safely. Against the International Atomic Energy Agency's measurement scale for nuclear-related events, this issue is described by the agency as 'below scale - no safety significance'.

"This occurrence does not present any safety risk. It does, however, potentially present additional risks to future submarine availability."

Mr Hammond said that refuelling *Vanguard*, the oldest submarine of the class, was 'the responsible option'. The extra cost of refuelling the submarine is estimated to be about £120 million over the next six years.

A decision on whether to refuel the next oldest submarine, *HMS Victorious*, when she enters her next planned deep maintenance period, does not need to be made until 2018.

The implications for the *Astute* submarines will be the subject of further analysis, said Mr Hammond. These decisions do not affect plans for the Successor submarine that will replace the *Vanguard* class.

Two-year Torbay work comes to an end



HMS Torbay, pictured alongside at Devonport. Her RAMP has lasted two years

HMS TORBAY is now 'fit to fight' again following the largest maintenance period of its type performed on the *Trafalgar* class submarine.

The two-year programme - a Revalidation and Assisted Maintenance Period, or RAMP, for short - involved 513,000 hours of planned work as well as a large sub-contract requirement for equipment upgrades, overhauls and commissioning.

During the RAMP by Babcock in Devonport HMS Torbay received 27 upgrades and improvements in a substantial maintenance programme.

Cdr Neil Moffatt of DE&S' In-Service Submarines, said: "Getting the submarine to this stage has been extremely demanding and has required the full focus of the Joint Project

Team to ensure success.

"We must learn the lessons from this project to continue to improve future RAMPs on these ageing submarines."

Work on *Torbay* in dock last year included non-destructive examination of the hull and ship's systems including the reactor primary circuit, as well as overhaul work including a full rebuild of one of the platform's combined coolers and a revalidation of the circulating water system.

The weapons and communications programme included sonar system improvements, a full overhaul of the torpedo tubes, and improved communications for the vessel when in port.

Following flood-up and undocking of the boat last year,

more work included a first-of-class planned reactor system modification led by Rolls-Royce, supported by Babcock and completed in July.

Since then motor and diesel generator rotors have been replaced along with a full fit of the Eddystone Communications Electronic Support Measures system.

Babcock Boat Manager Christopher Freeman said: "We are delighted to have successfully completed this high profile RAMP to deliver an improved vessel and play a significant part in supporting UK submarine operations.

"This has been a highly demanding project, not least due to the significant emergent work, with considerable challenges for the project management team."

NEWSREEL

MOD signs up to fenders

FENDERCARE Marine will supply fenders to the MOD in a three-year contract. The company has provided 18 3.3m by 6.5m pneumatic fenders, with potentially more to follow. Fendercare Marine has been working with the MOD to design a protective tyre net to be non-marking to a ship's hull with minimal fender maintenance. From a base in Devonport the company also provides fabrication, welding and painting for the MOD, having worked on nuclear submarines, warships and support vessels.

Plug and play

PLUG-IN vehicle charge points will be installed at the Royal Military Academy in Sandhurst, RAF Northolt and possibly RAF Halton, Defence Equipment, Support and Technology Minister Philip Dunne has announced. Thirteen more will be installed at Dstl sites primarily in Wiltshire, Hampshire and Kent over the next two years. Funds were announced by the Office for Low Emission Vehicles in January.

Card sharp

NEARLY 450 national and 1,400 local businesses have signed up to the Defence Discount Service, offering discounts to personnel. Around 40,000 serving and former Forces personnel and civil servants have bought a Defence Privilege Card.

Carrier charting system shows the way to go

HMS QUEEN ELIZABETH'S electronic charting software has successfully completed its sea acceptance trial.

The display of accurate navigation information to a ship's bridge team is a fundamental requirement to operate safely at sea.

Under the latest Safety of Life at Sea regulations all large ships are required to be fitted with electronic charting systems.

To meet this requirement the design and development of *HMS Queen Elizabeth's* electronic charting software – known as Electronic Charting Display Information System (Navy) UK – has been in progress for a number of years, culminating in the fit of trials hardware to *RFA Orangeleaf* to test the software.

The sea trial took place last month while *RFA Orangeleaf* was operating off Plymouth.

Following a series of demanding trials, including manoeuvres testing entering and leaving harbour and passage planning, the system was certified safe to use for navigation by the Maritime Commissioning and Trials Agency (MCTA) and the Fleet Navigation team.

ECDIS(N)UK is a Northrop Grumman Sperry Marine product which has been



ECDIS(N)UK being trialed in *RFA Orangeleaf*. From left: Barry Perfect (Northrop Grumman Sperry Marine), Jonathan Humphrey (NGSM), John Taylor (MCTA), Lt Ollie Judd (MCS)

developed with the support of Royal Navy navigators and DE&S Maritime Combat Systems engineers.

The system is based on Northrop Grumman's existing commercial ECDIS product but enhanced to meet Royal Navy and Nato user requirements.

Maritime Combat Systems trials officer Lt Ollie Judd said:

"Achieving a successful sea trial has been an important milestone for the Aircraft Carrier Alliance team.

"I'm very grateful for the support provided by *RFA Orangeleaf*, the Fleet Navigation team and MCTA who have all played vital roles in the successful development of this key system."

Queen Elizabeth to name first carrier . . .

THE QUEEN will officially name *HMS Queen Elizabeth* at a ceremony in Scotland this summer.

The naming ceremony at Rosyth dockyard in Fife on Friday 4th July will mark the completion of the 65,000 tonne ship.

During the ceremony, the ship will be given a traditional champagne christening and later that month the dock will be flooded to allow *HMS Queen Elizabeth* to float for the first time.

The end of the build phase means the ship can now work towards beginning sea trials in 2017 and flight trials with Lightning II aircraft in 2018.

Members of the crew, and industry workers who have helped to build the ship will be among the thousands of people expected at the event on the shores of the Firth of Forth.

Defence Secretary Philip Hammond said: "This will be a proud and historic day, not just

for the Royal Navy but for the entire nation. It is great news that Her Majesty will officially name the first aircraft carrier."

Work is already underway on *HMS Queen Elizabeth's* sister ship *Prince of Wales* which will start to be assembled in Rosyth dockyard later this year.

. . . and first skipper is unveiled too

THE FIRST seagoing captain of the Royal Navy's aircraft carrier *HMS Queen Elizabeth* will be Commodore Jerry Kyd, the former Captain of *HMS Ark Royal* and *HMS Illustrious*.

Cdre Kyd has extensive command experience both at sea and ashore. As well as the two carriers he has commanded the Type 23 frigate *HMS Monmouth* and more recently served for two years as the Captain of Britannia Royal Naval College in Dartmouth.

He will join *HMS Queen Elizabeth* following his appointment as Commander of the UK's Response Force Task Group.

TVS SUPPLY Chain Solutions has opened a new bespoke defence warehousing facility in Bicester, bringing the company's total number of facilities in the UK to six.

The new facility moves the company's defence warehouse operation from the MOD site at Bicester to alternative premises nearby.

The new 44,000 sq ft facility, which is 4.5 miles from the original MOD site, will house more than £10 million of inventory, 14,000 parts lines, 250,000 individual parts and nearly 18,000 pieces of equipment.

TVS, the global supply chain

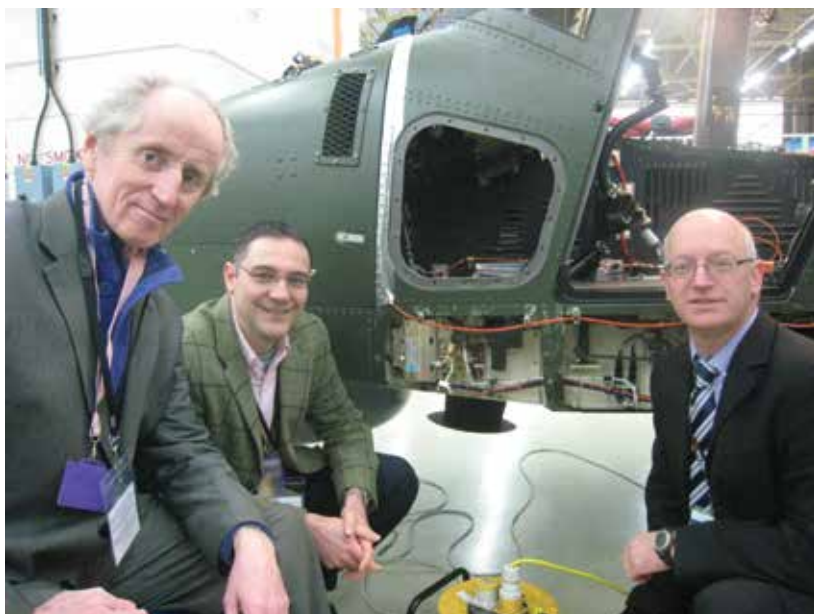
and logistics specialist, has been supporting the MOD for nearly a century. It opened its first spares stores in 1919, the same year the company produced its first "military special": the "RAF Type" 2-ton truck.

Through the 1940's and 50's, TVS manufactured the Cromwell, Comet and Centurion tanks, and built and supported the Chieftain tank engine into the late 1980's.

The company operates from regional hubs in Bicester, Crick, Daventry, North Luffenham, Wakefield and its 268,000 sq ft headquarters in Chorley.

New facility set to house more of DE&S inventory

Rotary wear and tear – a thing of the past?



Good vibrations – from left DE&S project manager Nick Hales, DE&S Engineering Fellow Simon Ransom, who provides technical input, and Martyn Redford, project manager at Augusta Westland

A PROGRAMME to reduce helicopter vibration which causes wear and tear on airframes and aircrew is nearing completion.

Trials on a Wildcat form the final phase of efforts to reduce the risk of vibration injury to crew and passengers, improve reliability of avionics and sensor systems and reduce fatigue on the airframe and mechanical systems.

It will also save money and make it easier for the MOD to comply with health and safety at work regulations.

The technology demonstrator programme is part of Helicopter Active Vibration Management, run by the Technical Delivery team within DE&S Director Technical.

If successful it could

Programme looks to reduce crew injury and airframe fatigue – and save cash

be incorporated into other helicopters, for example Chinook.

Sensors across the airframe send signals to a centralised computer which interprets the data. In micro-seconds, commands are sent to 'force generators' which 'input' opposite forces.

"Flight trials should confirm the predicted effectiveness of the system to reduce vibration across the helicopter and will

also be used to determine the optimum design of a production system," said Nick Hales, senior engineer for critical avionics with Director Technical.

Eight force generators have been fitted for the HAVM demonstration but the active vibration management production system is likely to use between two and four.

Overall mass of the system is likely to be less than the currently fitted head absorber which it would replace.

Mr Hales added: "We're also looking into whether the system could be used to reduce discomfort casualties may experience on the way from the battlefield to hospital; also whether the technology would be useful in the land and maritime domains."

NEWSREEL

Wildcat – meet Dragon!

THE next generation Wildcat helicopter has made its first landing on a Type 45 destroyer. Pilot Lt Dave Neyland and Flight Observer Lt Sammy Haynes brought Wildcat ZZ377 safely on to *HMS Dragon* as she ploughed through the Irish Sea following a visit to Liverpool. Wildcat is undergoing trials with 700W Naval Air Squadron, formed to help introduce the helicopter into service. The aircraft has been working at the MOD's aerial range in Cardigan Bay. From next year, Wildcat will begin to replace the Lynx Mark 8.

Echo makes a first visit

SURVEY ship *HMS Echo* has become the first Royal Naval ship to enter the port of Duqm in the Middle East. No ship under the White Ensign has come alongside in the Omani harbour – a major new port which owes its success in part to help from the Royal Navy. The approaches to the port were extensively surveyed by *HMS Echo's* sister *HMS Enterprise* in 2010 to ensure they could be safely navigated by vessels large or small. The port is on Oman's east coast, roughly half way between the capital Muscat and the southern city of Salalah – both regular ports of call for Royal Navy vessels operating in the Arabian Sea.

Our Husky

OUR picture of a Husky vehicle on page 8 of the March edition was, in fact, an Oshkosh MATV. Our apologies for the confusion.

'We'll meet again' – last two Lancasters to unite

THE LAST two Lancaster bombers still flying in the world will come together for a series of events this summer in a meeting unlikely to happen again.

The RAF Battle of Britain Memorial Flight based at RAF Coningsby and supported by DE&S, will welcome the Canadian Warplane Heritage Museum's prized Avro Lancaster for the month-long visit.

The news comes as the latest major maintenance for one of the Flight's Spitfires continues to make progress.

Canada's Lancaster will arrive in England on 8th August following stops at Goose Bay in Labrador, Narsarsuaq in Greenland and Keflavik in Iceland.

Fans of summer airshows will then see both Lancasters in a series of displays and fly-pasts during August.

Battle of Britain Memorial Flight commanding officer Sqn Ldr Dunc Mason said: "To see these two aircraft flying

at events together will be a unique sight and an opportunity to truly commemorate those who paid the ultimate sacrifice. *Lest We Forget.*"

Meanwhile Spitfire Mk5B AB910 is being maintained by the Aircraft Restoration Company at Duxford.

Work is taking place on spars for both wings, the aerial mast and supporting structure is being reinstated and returned to original design, structural repairs are



Lancaster 'Vera' pictured over Lake Ontario, Canada

being carried out to fuselage while there are a host of other repairs and repaints.

The aircraft is due to return to the Flight in September.

Contract helps team take on expert advice

A DE&S team is to take independent expert advice on development of communication and information systems in the Land environment.

Customer Friend is a three-year £10.9 million contract for the Battlefield and Tactical Communications and Information Systems (BATCIS) team awarded to engineering consultants Atkins.

The contract will be supported by sub-contractors Actica Consulting and C3IA Solutions.

They will provide technical and commercial support to define the Morpheus Programme – which is looking to keep UK Forces ahead of the game in information superiority.

It is part of the wider Land Environment Tactical Communications and Information Systems (LE Tac CIS) change programme.

The first in a series of projects under the Morpheus Programme, the Customer Friend team will be assisting BATCIS in the next major evolution of capability for tactical CIS equipment and systems used in the Land environment, including

littoral and air components.

The Atkins team will lead on production and shaping assessment phase evidence. It will also support preparation for competitive selection of a potential delivery partner in 2016.

Brigadier Ivan Hooper, BATCIS leader, said: "I'm delighted to welcome the Customer Friend team and look forward to working with them. Customer Friend will bring unique and essential skills.

"This is the first tangible step on the road to delivering Morpheus and, with this appointment, we expect to move forward at pace on the assessment phase."

Alan Buckland, Managing Director, Atkins Defence added: "Our specialist engineering and technical experience coupled with complex acquisition programme support will allow us to ensure that the desired assessment phase outcomes are fully achieved."

The Customer Friend project was led by Project Manager Jayne Revie with support from Commercial Manager Ian Bourne and Andrew Brittain (Commercial Graduate).

'Customer Friend will bring unique and essential skills' – Brigadier Ivan Hooper

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Classified change

Government security classifications are to be overhauled for the first time since World War Two

New changes to classifications are part of the Government's Civil Service Reform programme, designed to strip away bureaucracy and give civil servants greater responsibility for the work they do.

The shake up will see the six existing levels of protective marking replaced with three: Official, Secret and Top Secret.

The new system is designed for the digital age - it will be more straightforward to understand, and give greater clarity and an emphasis on personal responsibility. The current system dates from a time when civil servants worked exclusively with paper. Carrying forward essentially clerical processes into IT has led to unnecessary controls, complexity and misunderstandings that obscure common sense protections. Reforming the system will help save the taxpayer money, enabling government to buy standardised IT rather than costly bespoke solutions.

The new markings will be used by more than 700,000 civil servants and military personnel from 2nd April, and are set to be adopted by the wider public sector in due course.

Minister for the Cabinet Office Francis Maude said:

Whitehall uses a security classification system designed decades ago. We are changing that and introducing a new system fit for the digital age. It will speed up decisions, make it easier to share information and save hard working taxpayers' money. There has been a tendency to over mark documents rather than to manage risk properly. This can devalue the basic security principles.

We think the most important and sensitive materials should be protected as 'Top Secret' or 'Secret' but for other information the new 'Official' category, with its renewed emphasis upon personal responsibility and accountability, will be appropriate for most of what government does.

The three distinct and clear protective markings will enable information to be classified in a more consistent way, minimising the scope for error, and making it easier to share information between departments and with partner organisations without undermining security.

Suppliers to DE&S will also start to use the classifications. The Defence Security and Assurance Services (DSAS) have been working with various trade associations (Defence Industry Security Association (DISA), UK Council for electronic Business (UKCeB), Aerospace Defence Security (ADS), Intellect and Admic refining the details.

UKCeB has been working with DE&S to develop informal guidance documents needed by industrial users to ensure that they handle 'Official' material appropriately. This guidance was created by members of the UKCeB joint MOD/Industry Security Working Group and is provided to help organisations develop their own actions to address the new requirements. Freely available to all industrial users from the UKCeB website, following best practice is vital to realise the simplicity, cost and security benefit potential arising from this once in a generation opportunity to streamline information flows across the enterprise.

Changes to IT systems, applications and contracts to take account of GSC will be rolled out over the coming months.



The 3 new security classifications are:

OFFICIAL - The majority of information that is created or processed by the public sector. This includes routine government business, public service delivery and commercial activity. The new 'Official' classification will cover 90 per cent of government business and is based on commercial good practice. The new system gives managers the opportunity to be clear in their expectations of staff. In turn, civil servants will be required to use their own judgement much more actively rather than just over-classifying in order to avoid responsibility.

SECRET - Very sensitive information that justifies heightened protective measures - for example, where compromise could seriously damage military capabilities, internal relations or the investigation of serious organised crime.

TOP SECRET - The most sensitive information requiring the highest levels of protection from the most serious threats - for instance, where compromise could cause widespread loss of life or else threaten the security or wellbeing of the country or friendly nations.

The six current security classifications which are to be replaced are:

Unclassified, Protect, Restricted, Confidential, Secret and Top Secret.

The most significant changes will be at the former level of confidential. Project Managers will need to be aware of how the new classifications impact on any confidential aspects of their work.

NEWSREEL

Detection in early progress

A PROGRAMME to develop infra-red detector technology has shown significant advantages over current products after only four months. The Defence Science and Technology Laboratory is collaborating with Amethyst UK, Selex ES on a new design of infrared detectors which will support stand-off detection of explosives and chemical agents. Amethyst is now partnering with academia to consider how to take the novel detector technology to the next level of refinement and production.

Wider scans

THREE portable Philips-made CT scanners identical to that procured by DE&S and supplied by Marshall Aerospace are to be used by French medics. The contract has been placed by the Nato Support Agency. The scanners will support French military operations worldwide.

New powers

THE powers of the Service Complaints Commissioner will be boosted to create the Armed Forces' first Service Complaints Ombudsman. The new Ombudsman will, for the first time, have powers to make a real difference to individual complainants. The office will continue to offer a vital alternative route for those who do not wish to approach their Chain of Command directly with their concerns in the first instance.

Pay and skills lead the agenda at Abbey Wood



From left: David Ball, Michael Bradley, Pete Worrall, Air Vice-Marshal Julian Young and Vice Admiral Simon Lister

DE&S STAFF had the opportunity to engage with Board members at the latest Abbey Wood Talk to the Board 'Live' event.

The event was jointly hosted by Chief of Materiel (Fleet), Vice Admiral Simon Lister; Director General Resources, Michael Bradley; Chief of Materiel (Joint Enablers), Pete Worrall; Director Technical Air Vice-Marshal Julian Young; and Director Human Resources, David Ball.

A range of questions included higher starting pay, manpower substitution, transferable skills, flexible working, change and IT.

On recruitment, the Board acknowledged that there had been difficulties in the past in externally recruiting people

with particular skills. As a result of the HR freedoms DE&S has requested, limited freedom has recently been granted to offer higher starting pay for the latest

■ Questions can still be submitted to the Board through the Talk to the Board mailbox. A written response will come from the relevant Board member

engineer recruitment campaign, aiming to address the shortfall.

The cost of and extensions to manpower substitute contracts was raised as a concern. Mr Worrall said: "Manpower substitutes do important work

and there will continue to be a role for them in certain areas. However, our intention is to draw down on the number of manpower substitutes and replace them with Crown servants."

Vice Admiral Lister added: "There is an important point about continuity. If someone is of value to us and there is no prospect of replacement, OC Directors are able to come back to the Board to request an extension to essential contracts."

The Board confirmed that, with new HR freedoms from 1st April, they would be reviewing the pay structure needed to underpin future business needs and work with the managed service provider to develop this.

Staff take on board the 'travel to work' message

SUSTAINABLE WAYS of getting to work were top of the agenda as Abbey Wood's Infrastructure team hosted a successful event on 5th March as part of Climate Week.

Staff were encouraged to consider travelling to work by bicycle or public transport including bus and train.

Outside organisations supported the event, including Dr Bike, First Great Western, Kings

Ferry Coaches, First Bus, Co-Wheels and the Local Sustainable Transport Fund team.

DE&S staff looked at different travel to work options including rail transport, electric cars, cycle and bus route availability.

Staff were also able to find out about some of the initiatives that are going on within DE&S relating to fuel efficiency, material security and the importance of integrating

sustainability into daily activities.

DE&S Director Human Resources, David Ball, visited Woodpeckers Nursery to present awards to the children who had painted 'How Mummy and Daddy Get to Work' for a competition. Mr Ball said: "This event provided a great opportunity for our staff to find out about the alternative transport options available to them."

Hayley joins Navy's top management

A BUSINESS breakfast, high-powered meetings, fire-fighting and damage-control training.

Not-so-normal fare for 26-year-old Hayley Barnden of Abbey Wood who shadowed First Sea Lord, Admiral Sir George Zambellas, for a day as part of National Apprenticeship Week.

The day with Admiral Zambellas, on a visit to the Portsmouth area, was a reward for being one of the MOD's top apprentices.

Hayley has completed a three-year apprenticeship, including six months in Barrow where *HMS Ambush* and *Artful* were under construction.

This helped her to the Sir David Cardwell Memorial Prize, presented to the apprentice who has done the most to overcome challenges to complete her education.

Hayley works as Platform Safety Officer for In-Service Submarines.

Her day shadowing Admiral Zambellas was one of the prizes for the Cardwell award and began by joining the First Sea Lord for a business breakfast (porridge and poached eggs, for the record) with the head of personnel, Second Sea Lord Vice Admiral David Steel.

After that it was a short trip to Whale Island to visit Phoenix, home of fire-fighting training and the DRIU (Damage Repair Instructional Unit) to see how sailors shore up flooding compartments with wood and hammers.

Then it was to Navy Command HQ in Leach Building to observe meetings.

"It's been really good fun and also really interesting," said Hayley. "What's really surprised me is how quickly decisions are made – so much faster than at my level."

Other apprentices to take part in shadowing included Tom Vaulters, who shadowed Permanent Under-Secretary Jon Thompson, Parag Bhatt and Andrew Hall.

Alan makes waves at rally

DE&S' Alan Paramore is pictured back at the wheel of his Land Rover as the Army's rally team took part in the Legend Fires North West Stages Rally, based in Blackpool.

Major Paramore of DE&S' Land Equipment was joined by a new co-driver Colin Fisher of Catterick for the first major event of the year.

The pair overcame torrential rain, strong winds and standing water on the stages to finish first in class and 45th overall in a time of just over two hours.

Picture courtesy M and J Brinkman



Fitness rules at Yeovilton



Commodore Alexander, Big Cig and golfer Simon Greatorex of Yeovil Golf Club join fitness staff at Yeovilton

YEOVILTON SEIZED the opportunity alongside supporting No Smoking Day on 12th March to hold a Health Promotion Day.

In the Junior Rates Dining Hall this year's message was V for Victory as supported by the British Heart Foundation and was combined with other areas of general health appealing to all staff on the station led by Petty Officer (PO) Dental Hygienist Lesley Higgs.

Display stands included dental health; healthy

lifestyles and No Smoking, along with advice from welfare, chaplaincy and gymnasium team.

Commodore Jock Alexander, Commanding Officer of Yeovilton, showed his support to the health and fitness of his personnel when he encountered 'Big Cig' by stamping it out! He said: "It's a great turnout with some very useful information on the stands. It's an excellent way to further encourage people to look after themselves".

DE&S partnering reaches a House of Lords landmark

THE RELATIONSHIP between the MOD and Microsoft – supporters of Defence Information Infrastructure – has been formally recognised in the House of Lords.

The Defence Information Services team began qualification for the BS11000 certification, believed to be the first such national standard in the world, more than two years ago.

Members of the small MOD and Microsoft core team believed they had a good working relationship but it had not been independently measured.

The BS11000 recognises collaborative business relationships which have delivered benefits, enhanced competitiveness and performance while adding value to organisations. It is regarded as a landmark for business.

The latest assessments were completed at the end of February with presentations carried out in the House of Lords by Lord Evans and attended by staff from the MOD, Microsoft and the British Standards Institution.

Microsoft and the MOD support 180,000 DII devices and 300,000 user accounts worldwide.



Co-operation, from left: Frank Lee (BSI), Nick Corrigan (Microsoft), Brian Dubrie (Defence Information Services), Doug Banks (MOD project lead), Phil Penfound (Microsoft project lead), Mike Rogers, (MOD Commercial Partnering Support Group)

Some of Plymouth Argyle's players on their high-speed tour



Players get a kick out of high-speed thrills

TAKING PROFESSIONAL footballers on a high-speed dash around Plymouth Sound was always going to be an exciting affair.

And so it proved as players and staff from Plymouth Argyle Football Club took to the sea for a team-building exercise with the Royal Marines.

The League Two club's players, club physiotherapist and club performance manager enjoyed a soaking during their roller coaster ride of high speed turns and wave-riding in the off-shore raiding craft in a heavy swell.

The thrills were provided by Royal Marines of 10 Training Squadron (part of Plymouth-based 1 Assault Group at Devonport) showing off their highly manoeuvrable boats.

The craft, designed for taking small raiding parties onto hostile enemy-held beaches under fire at speed and withdraw fast from danger can accelerate fast to more than 40mph, turn on a knife edge and stop rapidly.

Captain Mark Triggol, of 10 Training Squadron said: "The idea was for the players to have a taste of life as a Royal Marine on the water while enjoying an exciting activity together.

"And also put themselves outside their comfort zones, which I'm pleased to see we did successfully – all safely of course. Our lads also benefited from some boat-handling practice."

Valiant bell is all set to grace Clyde's Valiant Jetty

AN EMOTIONAL reunion took place at Clyde when a Ship's Bell from the Great War battleship *HMS Valiant* was returned to the Royal Navy, and fittingly, a new home on the Valiant Jetty at Faslane.

HMS Valiant was the third of five *Queen Elizabeth* super-dreadnought battleships, built at Fairfields (now BAE Systems) in Govan. She saw action at the Battle of Jutland and was sold for scrap in 1948.

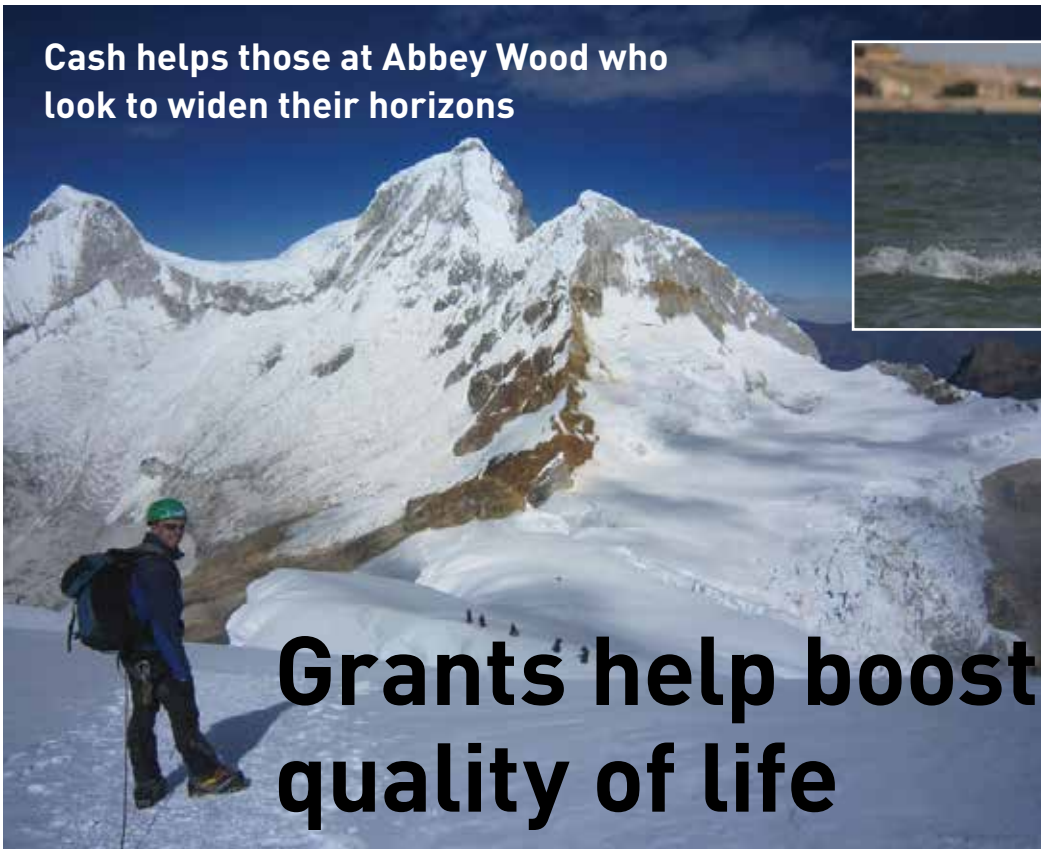
One of the ship's first 'torpedo lieutenants' went on to become Rear Admiral Brian Egerton (1886-1973), and when the ship was scrapped, he was presented with the bell. It was eventually passed through nephew to son, Patrick Dumas, who has donated the totem to the base.

The 68kg bell was stored at Faslane until the Valiant Jetty – which will berth the navy's fleet of attack submarines – formally came into service last year.



Mr Dumas and Naval Base Commander, Commodore Keith Beckett, pose with the Valiant Bell

Cash helps those at Abbey Wood who look to widen their horizons



Grants help boost quality of life



Main Picture: funds were provided for the Army Mountaineering Association's expedition to the Cordillera Blanca region of Peru last summer, including Major Terry Denton and Major Lee Shannahan of DE&S

Pictured, top is Staff Sgt David Emmerson. The newly-formed Abbey Wood Kite Surfing Club is encouraging members to qualify as British Kite Surf Association Level 2 surfers and were handed funding last summer



Pictured: Major Nik Dymow was part of a five-strong team in the 100-mile 2013 Ultra Trail South West, one of the most challenging non-stop point to point races in the world

TOTAL GRANTS to Army personnel at Abbey Wood to improve their quality of life has topped £20,000 in the last financial year.

The Enhanced Commanding Officers' Public Fund makes grants to personnel at Abbey Wood, including DE&S, Defence Safety and Environment Authority and Military Aviation Authority.

The aim is to improve the lot of UK soldiers by typically helping to subsidise adventure training, sports and welfare activities.

During 2013/14, the Abbey Wood fund supported a range of activities for Army personnel and their families from adventure training in the USA, Peru and Jordan, Iron Man events, marathons, the Abbey Wood field gun team and a multitude of other sports.

Grants were also made for picnic benches at a Bristol welfare house, and a children's Christmas party.

The fund is managed by a volunteer committee who award the grants and provide regulatory compliance and accountability.

The fund provides commanding officers of Army units with £50 per year for every regular officer and soldier on the establishment which underpins unit retention plans. With 419 Army personnel at Abbey Wood on 1st April last year, the fund contained £20,950.

Since then 35 grants have been handed out, ranging from £43 for a single entry into the Salisbury Triathlon, to £2,703 helping seven people on a sailing expedition.

Applications for grants can be made throughout the year and further detail and the application form can be found at: <http://>

cui6-uk.diif.r.mil.uk/r/235/ECOPF/default.aspx

Further information, please contact: BoardSp-XO-SO2, LDACT on 030679 34436.



W02 Brian Popkin was granted a last-minute place last November on an Army Air Corps freefall parachuting expedition to Lake Elsinore, California

Below: Major Stuart Langridge was helped towards his entry in last June's Bristol Harbourside Triathlon, of a lengthy swim, followed by a 20km bike race and 5km run



Kenny bows out in a blaze of glory

A DEFENCE Firefighter is looking to the future as he prepares to retire from his job at Clyde after 26 years service.

Kenny Richmond, 48, has worked at the military site since January 1988, beginning as an escort with the security department before joining the newly formed Defence Fire and Rescue Service in 1990.

Kenny is a well-known face at Faslane, for the past two years undertaking fire risk assessments and conducting staff fire awareness training the length and breadth of the base.

But before that he served for 20 years as an operational crew manager, responding to incidents and leading firefighters on the ground.

"I have mixed emotions about leaving," said Kenny. "I've found the job rewarding and have worked with some good people over the years, but I'm looking forward to the challenges ahead too."

"Although I'm retiring from the service I won't be resting on my laurels. I'd like to bring the skills I've gained over the years to a fresh job and will be looking for opportunities."

His most recent role, training naval base employees in fire awareness, and his hobby as a Thai Boxing instructor, has given him an enthusiasm for passing on his knowledge.

Kenny (fourth from left) with colleagues at Clyde



Now Geoff's got a fourth title!

GEOFF ELLIS of the Falcon team completed the set of British Orienteering titles with victory in the Male 35-40 category at the British Night Championships near Crawley.

To secure a British Orienteering title is a significant achievement. Geoff now has four titles across all disciplines.

Medics test life-saving kit and skills

MEDICS FROM the Royal Navy and RAF have demonstrated how high calibre emergency life-saving care can be delivered to combat casualties on a variety of amphibious craft.

The exercise explored how severely wounded troops on the front line could be treated in cramped fast boats, landing craft and a hovercraft, often in the open air.

The Maritime In Transit Care Exercise took place at 1 Assault Group Royal Marines in Devonport using their moored personnel and larger vehicle-carrying landing craft, and the smaller high speed open-air offshore raiding craft.

The tri-service teams of doctors, nurses and medical assistants explored working at speed in a hostile environment to stabilise and transport casualties for transport to care on land or a ship.

Surgeon Commander Simon Leigh-Smith said: "We are rehearsing the principles of the medical emergency response teams and civilian air ambulances by adapting them to the maritime environment where we do not need to be reliant on helicopters if they are not available to lift battlefield casualties with life-threatening injuries."

"The maritime domain is harsh and unforgiving from a medical point of view. We have to cope with a moving environment on small amphibious platforms, often exposed to the elements with little space and no comfort – all the time trying to perform invasive procedures such as opening up a chest and conducting internal cardiac massage."



MOTTO – the MOD Lottery January

£10,000: Richard Clarke (RAF Wyton). **£5,000:** Kathleen Richards (Bicester). **£2,000:** Christine Titterington (RAF Leeming). **£500:** Jacqueline Alner (Blandford), Kathleen Drury (Holywood). **£100:** Ian Stevens (Andover), Frank Inniss (Wolverhampton), Gareth Thomas (Gosport), Kieran Ragou (Paderborn), Andrew McDougall (Chilwell), Ashleigh Lane (RNAS Culdrose), Sarah Casey (Bicester), Patricia Vincent (RAF Halton), Stella Carter (Cheadle Hulme), David Herschell (RAF Marham), David Owen (Portsmouth), Kevin Marshall (RAF Marham), Henrietta Owusu (Northolt), Thomas Gardner (Longtown), Sarah Martin (Cambridge), Barry Lister (Poole), Susan Robinson (RAF Cranwell), Clare Sweetapple (Cromwell), Cyra Westwood (Whale Island), Eleanor McIntyre (RAF Wittering).

February

£10,000: James Robertson (Abbey Wood). **£5,000:** Ian Davey (Feltham). **£2,000:** Elaine Tripp (Hereford). **£500:** Richard Weeks (Blandford), Paul Middleton (Aldergrove). **£100:** Brian Thomson (Coulport), Sue Samuel (Abbey Wood), Linden Holder (Abbey Wood), Joyce Stretton (Tidworth), Margaret Currie (Clyde), George Kernaghan (Whitehall), Peter Cunningham (Wethersfield), Kenneth Ritchie (DSG), Kyle Millar (Abbey Wood), Graham Cole (Donnington), Michelle Williams (Yeovilton), Christine Ruddy (Glasgow), Jonathan Handyside (Wimborne), Becki Sanders (DSG), Jennifer Keeley (Abbey Wood), Karl McCaw (Lyneham), Ian Hooton (Whitehall), Paul Anstey (Andover), Debra MacDonald (RAF Cosford), Philip Shires (Abbey Wood).

■ Team intranet page: [http://defenceintranet.diif.r.mil.uk/Community/Social/Pages/DefenceSportsandRecreationalAssociation\(DSRA\).aspx](http://defenceintranet.diif.r.mil.uk/Community/Social/Pages/DefenceSportsandRecreationalAssociation(DSRA).aspx)

Abbey Wood team lands a close-up view of weaponry



Leading Engineering Technician Andrew Fannan of *HMS Collingwood* shows, from left, Karen Snowdon, Kelly Warner and Samantha Mealing the workings of a Minigun

Reds musical tour is announced

TICKETS FOR a concert tour celebrating 50 glorious years of the RAF Red Arrows later this year have gone on sale at box offices around the country.

The Bands of the Royal Air Force will provide the soundtrack to historic events since the Reds first took to the skies in 1965.

Compering duties will be shared by BBC Radio Two broadcasters Ken Bruce, Alan Dedicoat and Lynn Bowles.

The full tour is:
 October 16: Wycombe Swan, High Wycombe;
 Oct 19: Symphony Hall, Birmingham;
 Oct 25: Royal Hall, Harrogate;
 Oct 29: The Anvil Basingstoke;
 Nov 2, The Sage, Gateshead;
 Nov 18, Marlowe theatre, Canterbury;
 Nov 19: Colston Hall, Bristol;
 Nov 20: Congress Theatre, Eastbourne;
 Nov 23: Cliffs Pavilion, Southend;
 Nov 27: Bridgewater Hall, Manchester;
 Nov 28: Royal Centre, Nottingham;
 Dec 2: Cadogan Hall, London;
 Dec 6: Ipswich Regent;
 Dec 7: Theatre Royal, Norwich;
 Dec 12: Lighthouse, Poole.

STAFF FROM Abbey Wood visited *HMS Collingwood* for the chance to see the equipment they have responsibility for in action.

Members of the International Guns, Missiles and Rockets team also gained an appreciation of their role within the maritime capability support process.

During their time in Fareham the civil servants visited the Phalanx training section, Mantle Hall, where they received demonstrations of the Phalanx System, the Automated Small Calibre Gun, Minigun, 20mm Gambo gun and 30mm BMARC.

They also visited the 4.5in Mod 1 and

Goalkeeper sections, where they also received comprehensive briefs and demonstrations.

Lieutenant Nobby Clark, gunnery systems engineer with the team, organised the visit. He said: "The visit allowed a cross section of the project team to gain exposure to our gunnery systems equipment, including staff from finance, inventory, commercial and business management.

"Feedback has been fantastic and all attendees have increased their understanding of the capabilities delivered to the front line. Many thanks to *HMS Collingwood* for facilitating our visit."

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:

2014DIN04-027: This sets out the procedures for approval, planning and co-ordination of visits to view the *Queen Elizabeth* class aircraft carriers in build at Rosyth. It is recognised that there is a broad range of organisations across defence and wider government with a legitimate business reason for gaining first-hand experience of the ships.

2014DIN04-032: The Disposal Services Authority's waste contract with Veolia now includes a free of charge recycling service for waste cooking oil and fats. All waste oils and fats will be processed via a Veolia-approved facility where they are heated, cleaned and filtered before being transported to a processing plant for conversion to biodiesel.

2014DIN01-038: Members in any of the classic, classic plus, premium or nuvos sections of the Civil Service Pension Scheme who wish to pay extra to top up their benefits can now buy added pension. This DIN reminds members of this facility and how to apply.

2014DIN01-051: The Global Removals Management Service is provided by DE&S under Logistic Commodities and Services to manage the MOD's global removals contract. A busy Army rebasing period this year and next makes it imperative that the correct procedures are strictly adhered to.

Further information and more details on the latest DINs see:

<http://defenceintranet.diif.r.mil.uk/Reference/DINsJSPs/Pages/DINsindex2014.aspx>

CONGRATULATIONS ON 50 YEARS OF THRILLING THE CROWDS.

As the supplier of the Hawk aircraft used by the Red Arrows since 1979, we're proud to be associated with the world's premier flight display team and their role in showcasing the best of British. Happy 50th birthday to the Red Arrows!



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