

desider

July 2014 Issue 74



Ministry
of Defence



the magazine for defence equipment and support



UK's biggest warship ready for Royal naming

Latest Finance and Military Capability wallchart [See inside](#)



Perfectly
formed



Airseeker
take-off




A warm
welcome



Trucks on
the front line



Families inspect
Abbey Wood



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The first of this summer's Families Days at DE&S headquarters has proved a resounding success



Picture: Andy Fallon

cover image

The first of the *Queen Elizabeth* class aircraft carriers is due to be officially named this month. *Queen Elizabeth* is in Rosyth where the various component parts have been integrated following construction at yards around the country

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Assistant Head, Corporate Comms:

Ralph Dunn - 9352 30257 or 0117 9130257
DESSec-CorpComms-AsstHd@mod.uk

Editor:

Steve Moore - 9352 30537 or 0117 9130537
stephen.moore544@mod.uk

Distribution Manager:

Dick Naughton - 9352 34342 or 0117 9134342
dessec-corp-busmgr1a@mod.uk

Advertising:

Richard Stillman - Ten Alps Media, 1 New Oxford Street, High Holborn, London WC1A 1NU
Tel: +44 (0)20 7657 1837
Fax: +44 (0)20 7379 7155
richard.stillman@tenalps.com

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CDM Commendation winner 2014

desider magazine's performance in the commercial market earned it an award from Bernard Gray, Chief of Defence Materiel, in his recognition of top-performing staff at DE&S over the previous 12 months. Advertising revenue from the magazine and its family of supplements and wallcharts reached more than £500,000 in 2013-14.

insiderguide

14 hour days. Full body armour at 50°C. Medals. And he's only IT Support.

Most people just soldier on in the same old job. But Paul D. isn't most people. He and his teammates put in weeks on end in Helmand, even in combat zones and lockdowns, for home leave that's over all too soon.

It sounds a bit like the army. And Paul has proudly picked up four medals in war zones from Iraq to Afghanistan. Like everyone else on the team, he's a different kind of service man.

A civilian who happily commits to 14-16 hour days to implement changes to military IT systems when they're in downtime. Because for obvious reasons, you can't work on them when they're in use.

Like many others, Paul is always ready to go back, again and again. Hardly the attitude of a cog in a machine.

It's the teamwork of people dedicated to a vital task. Maintaining systems that cannot be allowed to fail, despite the climate, the conditions, the intense situations.

If IT Support went down here, it would be all over the front page. This is the first time Paul has appeared in print. **Commitment passes unnoticed.**

hp.com/uk/publicservants

Make it matter.



Bernard Gray

Chief of Defence Materiel

‘Together we can shape a bright future for the organisation and for you all’



THE appointment of Paul Skinner as the first DE&S non-executive Chair is one of the most important moves made since our launch on 1st April to transform DE&S into the world class procurement and support organisation we know it can be.

Paul is highly regarded in his field and there is very little he does not know about large scale project and programme management. In short he has ‘been there and done that’ in the world of business, he has amassed great experience and developed many useful skills.

If we are to deliver on our business objectives we need the sort of skills and experience that Paul brings. He will lead a Board which, with more appointments on the way, will be a team of talents which can advise us, challenge us, point us in the right direction, even criticise us, to make sure we are providing the right equipment at the right time and at the right price for our Forces.

Paul and I have already had meetings to discuss the future direction of DE&S and it’s clear to me that we will work well together as we move towards making the organisation ‘match fit’ to face the future. Paul was a member of the Defence Board when DE&S was formed, and believes that bringing procurement and support under one roof was completely the right thing to do and that we have come a very long way since, combining two very different organisations.

Together we can shape

a bright future for the organisation, and for you all.

Paul is a non-executive Chair, which means he will focus on the big strategic issues facing DE&S – leaving the day-to-day management of the business to the Executive Team. He does however intend to get out and about to meet as many of you as time will allow. I hope he will become a familiar figure around Abbey Wood and our other sites as he seeks to get a handle on the challenges you all face in your roles. Please give him a warm welcome. He is as enthusiastic as I am about the direction of travel that we are all taking, and he will welcome any positive input you may have to shape his forward thinking.

We have already begun the process of inviting interest from private companies to help run our business through the procurement of the Managed Service Providers.

I was pleased to see one of our major projects has successfully passed significant milestones. As I have said before it is frustrating when some of our successes do not get the recognition they deserve, but it was heartening for me to see wide and positive media coverage of the successful on-schedule delivery of the first three of 14 new Chinook Mk6 helicopters to the RAF.

The excellent teamwork between DE&S staff and our colleagues in industry and the Front Line Commands is an example of the great work of which we are capable.

DE&S HAS taken on a UK business leader with extensive experience in both the private and public sectors to be the chair of the new trading entity the organisation has become.

Paul Skinner has been appointed to lead the board for the reformed DE&S which was established on 1st April this year. As non-executive Chair, he will provide strategic leadership to the organisation and be accountable to Ministers at the MOD for the work of DE&S.

Mr Skinner is a former Group Managing Director of Royal Dutch/Shell and Chair of Rio Tinto, the global mining and minerals company.

He was a member of the Defence Board from 2006-2009 and was non-executive Chair of the Advisory Board of Infrastructure UK at HM Treasury during its initial phase which saw the development of the National Infrastructure Plan.

He is a non-executive director at Standard Chartered plc, Air Liquide SA, the Tetra Laval Group and was a member of the Board of INSEAD, the European/Asian business school.

Mr Skinner will work alongside Bernard Gray, who will continue in his role as Chief of Defence Materiel.

Announcing the appointment, Minister for Defence Equipment, Support and Technology Philip Dunne said: “Paul Skinner brings wide and hugely valuable experience across both the private and public sectors – including defence – to this new role as non-executive Chair of Defence Equipment and Support.

“He has extensive experience of delivering major capital projects and managing complex supply chains.

‘Paul brings huge experience across public and private sectors’

“DE&S is being transformed as it operates in its first year with extensive freedoms from cross-government controls.

“As Chair of the DE&S Board I will be looking to Paul to bring his wealth of experience to bear in establishing non-executive governance structures for the organisation and, working with the Chief of Defence Materiel, to ensure both effective delivery of the equipment programme and implementation of its substantial change agenda.”

Mr Skinner made a visit to Abbey Wood on 4th June to meet senior staff.

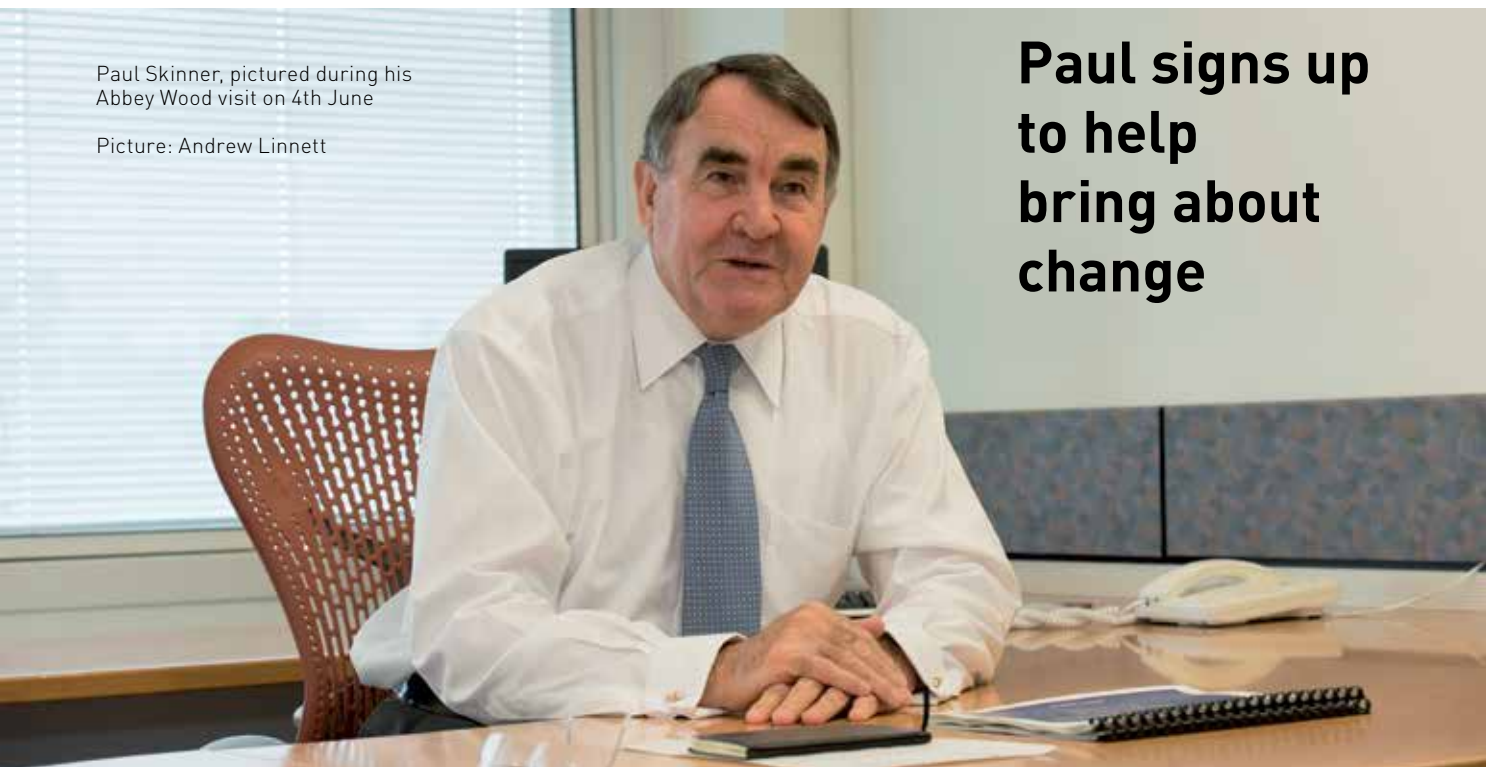
He said: “I am delighted to take on this new role and I am particularly looking forward to helping DE&S make the changes it has planned to assure the continuing delivery of cost-effective defence capability.

“I have already spent some time with Bernard Gray and his senior team. I look forward to supporting them in building on recent performance improvements and in developing strong and effective governance for DE&S in its new operating model.”

Paul Skinner, pictured during his Abbey Wood visit on 4th June

Picture: Andrew Linnett

Paul signs up to help bring about change



'DE&S has come a long way since it began life in 2007' – Paul Skinner interview pages 38 and 39

DE&S continues the hunt for private sector expertise

FURTHER MOVES have been made to provide vital private sector expertise – in the form of Managed Service Providers – to help DE&S project teams deliver equipment and support to UK Forces.

Invitations to Negotiate for Work Package 3 – Human Resources – have been

issued to five companies (Accenture, Deloitte, Ernst & Young, PA Consulting and PWC).

Shirley Spencer, People Strategy Head, said: “This is very good news for the development of Human Resources in DE&S.

“There are many important questions to be answered about how we can blend the best HR practices from the public and private sectors to ensure we manage our people in ways which best support the specialised needs of this business.

“All these things are hugely important to our staff as we transition to full operating capability as a bespoke trading entity. I’m looking forward to getting the support we need in due course from an MSP.”

Invitations to Negotiate for Work Package 1 which involves Project Delivery have already been issued to eight companies (Atkins, Bechtel, CH2MHill, Deloitte, Jacobs, KBR, McKinsey and URS).

A contract notice for the final Managed Service Provider for Work Package 2, looking for improved operation of Finance/Management and Information/Information Technology capabilities, has yet to be issued.

MSP procurements are run under fair and open competition. DE&S remains responsible for its outputs, but MSPs will provide high quality, private sector expertise to support delivery of the programme, and transformation of the business.

Babcock to support Shaman system

A SEVEN-YEAR contract to support the Shaman shipborne maritime communications electronic support measures system on Type 45 destroyers has been signed with Babcock.

The contract is one element of delivering Shaman into service and supporting through-life. Babcock will deliver infrastructure upgrades to shore support sites and to the Shaman system on Type 45 vessels.



Type 45 destroyer
HMS Defender



Equipment earns its D-Day stripes

THE SOUND of Merlin engines has once again filled the skies of Normandy as the Battle of Britain Memorial Flight, accompanied by an RAF Typhoon painted with invasion stripes, left, made a symbolic flypast over Pegasus Bridge in Normandy, close to the site of the first Airborne Landings in 1944.

Flt Lt Noel Rees, who flew the Typhoon said: "To have the opportunity to commemorate such an important historic event 70 years on is a great privilege. Not only did I have the honour of performing a flypast where one of the operations in support of D-Day began on the night of 5th June 1944, but to do so in formation with one of the most iconic aircraft of World War Two, the Spitfire, made it even more poignant."

The 2014 display season back-up Typhoon is pictured with its black and white D-Day stripes to commemorate the markings worn by Allied aircraft from 5th June 1944 over the invasion period. The stripes were intended as an aid to identification for friendly ground, naval, and other air assets.

The aircraft represents Hawker Typhoon MN526, coded TP-V, of 198 Squadron, all of the World War Two RAF Typhoons, and all their pilots, particularly on the D-Day operations.

None of the current Typhoon squadrons was equipped with the World War Two version over the D-Day period.

Staff earn rewards in changing ways of work

PRIZEWINNERS IN the contest to find the best suggestions for ideas to change the way staff work in DE&S have received their rewards.

As part of the Launch Day event on 1st April Chief of Materiel (Joint Enablers) Pete Worrall and Director General Resources Michael Bradley held a competition in neighbourhood two to submit the best staff suggestion of ways to change ways of work in DE&S.

There were six categories to choose from under the headings of:

Question 1: Issues in the workplace – how would you deal with them?

Question 2: The Red Tape Challenge – what would you change?

Question 3: Getting to and from work – how could it be improved?

Question 4 : Improving the way the Armed Forces are supported. How can it be done better?

Question 5: Things I enjoy about working in DE&S – What should be kept the same?

Question 6: Pay, performance and conditions – What do you think about yours?

Hundreds of suggestions were received and Bernard Gray, Chief of Defence Materiel, was so impressed by the staff engagement that he asked for the posters to stay up over the course of another week to encourage more participation.

Winners of the competition were: Roger Price, MACr Jim Stewart, Vicky Eccott, Angie Egginton, Robert Houghton and Diana Maslin.

The winners were presented with a £20 M&S voucher from Mr Worrall and Mr Bradley, funded from their own pockets, for their innovative or inspiring suggestions on 28th May.



Pete Worrall, left, and Michael Bradley, second left, are pictured with some of their prize winners while, below, Air Marshal Simon Bollom, Chief of Materiel (Air), presents prizes to winners in the Air domain



BAE SYSTEMS

INSPIRED WORK

A GREAT COMBINATION.

F-35 and Typhoon fly together over the skies of Edwards Air Force Base, California and conduct their first airborne link. Interoperability between the F-35 and Typhoon is being optimised through a series of simulated scenarios led by BAE Systems which allow operators, pilots and engineers to collaborate to help deliver effective air power for the UK.

That's inspiration. That's BAE Systems.



Credit Tom Reynolds

www.baesystems.com/fia2014

NEWSREEL

GoCo costs revealed

THE final cost of supporting work on the Government Owned Contractor Operated (GOGO) competition is £7.4 million, Minister for Defence Equipment, Support and Technology Philip Dunne has revealed to Parliament. "This investment has provided valuable insight into the challenges involved in establishing a successful GoCo," he said. "The outputs from this work will be retained to inform any future GoCo competition should a decision be taken to re-examine this model as part of the continuing transformation of Defence Equipment and Support."

Dstl launches contract trials

A new commercial framework, called R-Cloud (Research Cloud) is being trialled by the Defence Science and Technology Laboratory (Dstl) to help suppliers bid for contracts. Dstl is looking to broaden access to its supply base, reducing the cost of trading and making contracting easier. R-Cloud will provide easy-to-use access to current and future research requirements. It is expected to be rolled out across all Dstl's capability areas.

Pompey move

NINETEEN expressions of interest to the MOD's marketing agents Lambert Smith Hampton are being followed up for the facilities being vacated by BAE Systems' shipbuilding operation at Portsmouth, Defence Minister Dr Andrew Murrison has announced

Wildcat set to take on second attack missile

Navy's new helicopter gets capability to combat fast attack craft



Above: how FASGWL will look on the new Wildcat

Left: from left, Philip Dunne, Jonathan Barratt (head of Team Complex Weapons at DE&S), Victor Chavez (CEO Thales UK), David Beatty (Managing Director - Thales Belfast)

THE PARTNERSHIP between DE&S and Thales has been praised as the foundation for a £48 million contract to design and manufacture a new missile for the Royal Navy's attack helicopters.

More than 60 jobs will be protected by the work on Future Anti-Surface Guided Weapons Light (FASGWL) at Thales' factory in Belfast.

DE&S Director Weapons Laurence Bryant's staff were in charge of procuring the missile. He said: "This contract is the result of a great deal of hard work between the MOD and Thales and brings us a step closer to providing the Royal Navy with a highly sophisticated weapons system for the future."

The contract covers development, qualification and integration of the FASGWL system – which comprises a five-barrel launcher and a laser guidance system – and deployable test equipment.

This will equip the Royal Navy's new AW159 Wildcat Maritime Attack helicopters with Thales' Lightweight Multirole Missile (LMM). The missiles are capable of attacking small boats and fast attack craft.

During a visit to Belfast, Minister for Defence Equipment, Support and Technology, Philip Dunne, said: "This contract is great news for Thales and Northern Ireland. The 60 jobs sustained represent experts in advanced weapons system design and manufacturing, and I am pleased that a similar number of jobs will be sustained throughout the programme's supply chain.

"This highly complex weapon system will provide Wildcat helicopters with unparalleled strike capabilities. I take great pride that these missiles are being made in the United Kingdom."

The FASGWL contract follows the contract award to

MBDA in March to provide the joint UK/France FASGW (Heavy) capability, which will also be fitted to the Wildcat to defend against larger targets. The new weapons will replace the Sea Skua missile.

The Minister was hosted by Victor Chavez, Chief Executive of Thales UK, and David Beatty, Vice President of Advanced Weapon Systems for Thales UK, who briefed him on the technologies, products and capabilities at the site.

Mr Chavez said: "Thales' LMM is the first lightweight missile in the world to be designed to integrate onto tactical air, land and naval platforms and there is much global interest in the capabilities it can deliver.

"This contract award will provide a great boost for our overseas prospects, as it shows the trust that the MOD has placed in Thales to deliver this new advanced weapon system."

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Millions of critical decisions are made every day to protect people, infrastructure and nations. Thales is at the heart of this. Our integrated smart technologies provide end-to-end solutions, enabling decision makers to deliver more effective responses, locally and globally. Everywhere, together with our customers, we are making a difference.



Small but perfectly formed!

New contract keeps 'critical component' of military capability up and running



A rigid inflatable boat returns to HMS Lancaster

UK COMPANIES

- Devonport Royal Dockyard Ltd, based in Bristol and Plymouth;
- UK Dock Tyne Slipway & Eng Co Ltd, based in Tyne and Wear;
- Berthon Boat Co Ltd, based in Lympington;
- MPI Services (UK) (trading as Manor Marine) Ltd, based in Portland;
- Marine Specialised Tech Ltd, based in Liverpool;
- BAE Systems Surface Ships, based in Portsmouth.

A 'CRITICAL component' of maritime military effect is to be maintained with new contracts worth £111 million.

The 1,450-strong fleet of small boats operated by various parts of the MOD, including the Royal Navy, will be maintained by six UK companies over five years

The fleet of boats used by the Navy, Royal Marines, Army and MOD Police includes offshore raiding craft, pontoons up to 50 metres long, police launches and Pacific 24 rigid inflatables.

"Small boats make up a critical component of the UK's military effect, operating in the UK and globally," said Alistair

Hughes, leader of DE&S' Commercially Supported Shipping Boats team.

"These boats can be seen in all areas of maritime operations from policing the UK's naval bases to counter-piracy operations off Africa to training new recruits into the Royal Navy.

"Award of contracts follows 18 months of intensive activity between the team and industry to ensure the continued support of the numerous craft that make up the small boat fleet and find the best deal for the Armed Forces."

The contracts will provide maintenance, upkeep, repair,

chartering, defect rectification, technical support, provision of spares and replacements.

Minister for Defence Equipment, Support and Technology, Philip Dunne, added: "These contracts provide the UK's marine support industry with a steady volume of work, helping to maintain technical and engineering skills in this sector.

"The competition attracted interest from across the marine industry, and is another example of the MOD's commitment to seek best value for money from the commercial market."

New engines propel Bangor back to the Fleet

SANDOWN CLASS minehunter *HMS Bangor* is due back in the Fleet this month after a successful six-month Support Period (Docking) at Babcock's Rosyth yard.

Upgrades and improvements have been carried out under the Surface Ship Support Alliance Class Output Management arrangements by the Babcock-led Sandown class team.

This includes modernised IT, an updated fire detection system, major galley and laundry updates, and several upgrades to enhance the ship's ability to operate in hot climates.

HMS Bangor is also the first of class to be fitted with modern, economical, environmentally friendlier diesel generators, easing the maintenance load and improving reliability.

DE&S Mine Countermeasures team leader Capt Giulian Hill said: "I am delighted *HMS Bangor* is returning to sea, especially having completed the first of class installation of the new diesel generators.

"This along with other important upgrades will help to sustain her capabilities into the future."

Departure: *HMS Bangor* is now ready to rejoin the Fleet



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NEWSREEL

Trousers cut to fit

A small Staffordshire business has designed innovative clothing for wounded soldiers. The Centre for Defence Enterprise awarded family-run specialist supplier Rackety's £27,000 to research trousers that can be worn by service personnel who suffer serious leg injuries. Personnel who injure their legs wear specialist external supporting frames which means they cut trousers to fit or wear shorts. Rackety's has developed trousers that can be worn over the top of frames that help to reduce infection and give wearers the comfort and usability they need.

JSF landing

THREE high-temperature concrete vertical landing pads will be constructed to accommodate the Joint Strike Fighter in the UK, Minister for Defence Equipment, Support and Technology Philip Dunne has announced. They will be built at RAF Marham with an estimated cost of around £7.5 million. The figure will be refined once planning progresses.

Warning tests

PROGRESS continues with testing of a Collision Warning System for Tornado GR4, Minister for Defence Equipment, Support and Technology Philip Dunne has announced. Work is ongoing with BAE Systems to ensure a delivery as soon as practicable, he said.

Queen Elizabeth carrier systems track Red Arrows D-Day show in Portsmouth

You are being watched!

THE RAF'S display team the Red Arrows found themselves tracked by air traffic control systems from the *Queen Elizabeth* aircraft carrier as they performed at the Portsmouth D-Day celebrations.

The ship may be in Rosyth but her air traffic control sensors are being tested at a specially constructed site on the Isle of Wight.

In the middle of a field in West Cowes the Aircraft Carrier Alliance has constructed a replica of the ship's aft island.

This landlocked facility has been temporarily fitted out with the ship's primary air traffic control radar (Radar Type 997), her Identification Friend or Foe (IFF) secondary radar system and her Direction Finder (DF) system used to determine an aircraft's relative bearing based on the pilot's radio transmissions.

The information from these sensors was displayed on air traffic control screens using the same software which will be installed in the carriers.

As the aircraft approached

Southsea the DF system correctly displayed the Red Arrows' relative bearing while RT 997 generated and held tracks on all nine aircraft. Confirmation that the aircraft were the Red Arrows was provided by the IFF response from the lead aircraft's transponder code.

During the Arrows' display an accurate picture of all manoeuvres was pieced together by air traffic management software, which successfully fused together data from all three sensors.

From an engineering point of view the display proved the ship's systems' ability to hold,

correlate and display multiple aircraft while all conducting 'high G' manoeuvres.

Cdr Steve Roberts, DE&S Ships' carrier combat system manager, said: "This is a great example of how building and testing the carrier's combat systems well before they are fitted to the ship is ensuring the successful integration of the ship's mission systems."

QEC medium range radar and IFF antenna mounted at the trials site at Cowes



MOD reveals partner for the DIO

CAPITA, IN conjunction with URS and PA Consulting, will be the strategic business partner for the Defence Infrastructure Organisation.

The decision was announced in Parliament by Defence Secretary Philip Hammond who said the introduction

of a partner would enable the DIO to make a significant contribution to MOD savings and would strengthen the service provided across defence.

The contract is for ten years on a predominately incentive based gain-share arrangement.

NEWSREEL

Event unveils main theme

DEFENCE and security through partnership and co-operation will be an over arching theme of DSEi in London next year. The event has become a high profile platform for senior military commanders and leading specialists in operations, doctrine and procurement to address important audiences. The 2015 event will be a forum where top defence figures from established and emerging nations will describe how co-operation ranging from joint operations to strategic alliances is transforming the ability to counter threats to peace and security. Visitors from 121 nations attended DSEi 2013. The event will be on 15th-18th September 2015; more information at www.DSEi.co.uk

ABW coach to RIAT

INVITATIONS are now out for this year's Royal International Air Tattoo – the world's largest military airshow. The event is at RAF Fairford on 11th-13th of this month and will play host a record number of defence chiefs and senior industry representatives from across the globe, presenting a unique stage for the UK military to exhibit and network. Organisers will be providing a complimentary shuttle service from Abbey Wood to Fairford on Friday 11th July. To book a place contact RIAT Guest Management Department via david.winstone@rafcte.com

Company to manage safety for vital front line support

SAFETY MANAGEMENT support for Operational Support Programmes (OSP) – delivering vital support to front line equipment – will be provided by BMT Isis.

OSP is made up of the Operational Support Vehicles Programme has responsibility for procurement and in-service management of specialist and logistic vehicles, while the Operational

Infrastructure Programme is responsible for the infrastructure, utilities, support and test equipment across the land environment.

BMT will deliver independent safety management which will include maintenance of safety cases, safety statements – up to 350 hazard logs and 50 safety statements for more than 10,000 consumable items and assets.

Scout helps DVD make maximum impact

Show puts DE&S and Army plans in the shop window



Continuing successful trials: the Scout vehicle

THE UK'S biggest military vehicle demonstration – DE&S and the Army's Defence Vehicle Dynamics (DVD) – took place last month offering an insight into the vast array of British military equipment.

Equipment that has supported the Army on recent combat operations including Mastiff and Foxhound were on show at the 25th-26th June event at Millbrook in Bedfordshire.

Visitors also had the chance to see some of the next generation of Army vehicles. The UK's first fully digitised tracked armoured vehicle, the Scout Specialist prototype, was on display to demonstrate how technology and capability requirements are evolving to meet the needs of Future Force 2020.

Minister for Defence Equipment, Support and Technology Philip Dunne said: "Operations over the last decade have demanded that our vehicles were created or adapted to suit the challenges our Armed Forces

faced in two very different campaigns.

"As we move to an age of contingency, DVD provides a glimpse as to how we are preparing to meet the needs of Future Force 2020.

"It highlights the innovative technology that industry has developed to enable the Armed Forces to deliver the capability required on operations. It is technology made in Britain and world class; it is technology I want British industry to export worldwide.

"I am also delighted that KBR, which already provides 100 Sponsored UK Reserves in Afghanistan, has signed the Corporate Covenant and I hope it encourages other defence contractors to come forward and pledge their support."

Major General Paul Jaques, Director Land Equipment in the DE&S, said: "The impact of DVD has been significant; relationships with industry have been developed, and innovation

in equipment has been driven forwards.

"In this time we have been able to bring capability into service much faster to meet the demands of operations in Afghanistan, and now we want to bring it into core."

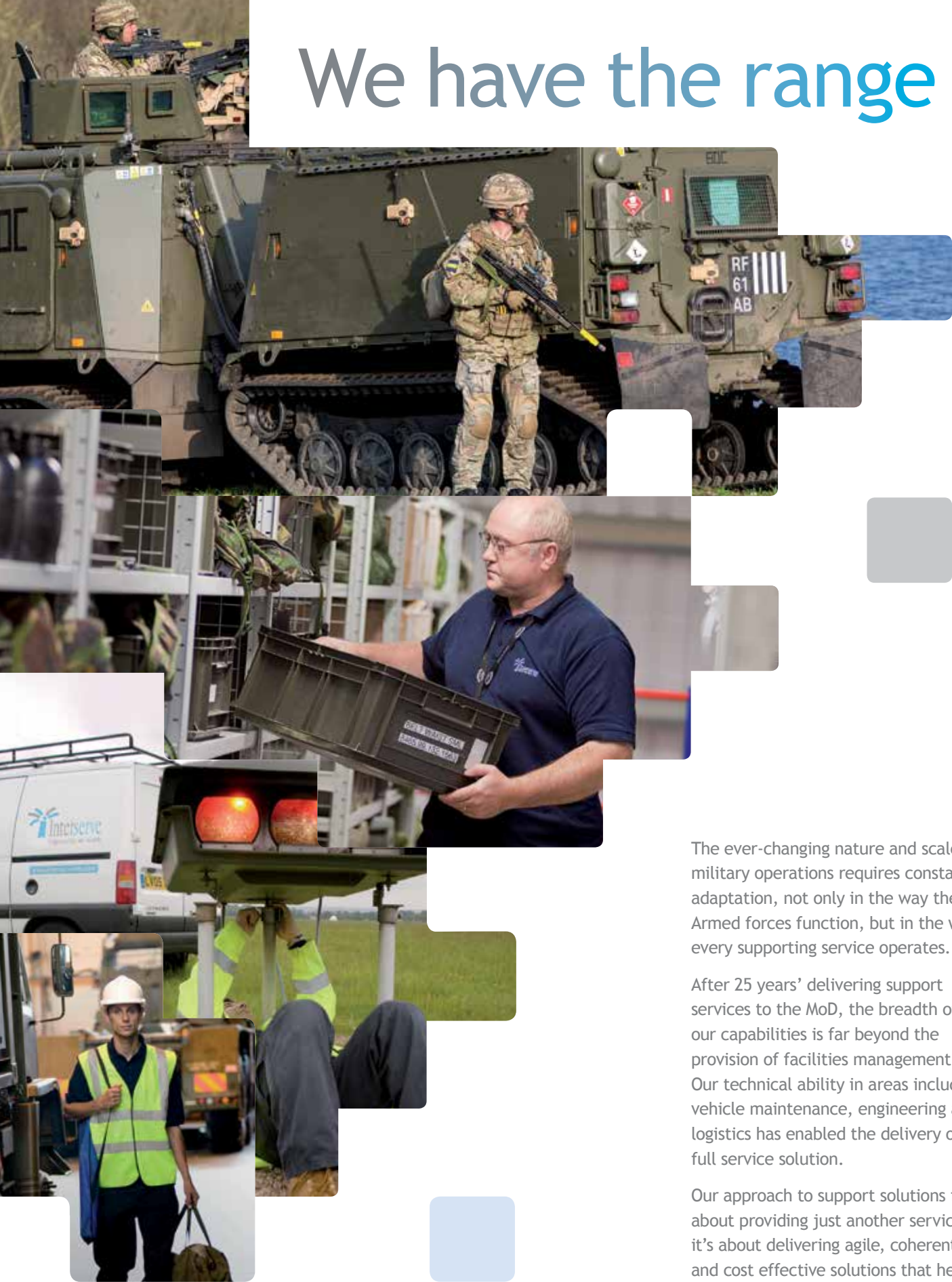
Director General Logistics, Support and Equipment from Army Headquarters, Major General Richard Semple, added: "As the Army returns to a contingent posture we need to reset the breadth and depth of military capability to cope with the range of potential future commitments.

"This will require continued innovation and flexibility, but above all further strengthening of the close relationship now developed between the MOD and industry."

■ Armament progress: see page 17

■ More DVD coverage: see August's *desider*

We have the range



The ever-changing nature and scale of military operations requires constant adaptation, not only in the way the Armed forces function, but in the way every supporting service operates.

After 25 years' delivering support services to the MoD, the breadth of our capabilities is far beyond the provision of facilities management. Our technical ability in areas including vehicle maintenance, engineering and logistics has enabled the delivery of a full service solution.

Our approach to support solutions isn't about providing just another service, it's about delivering agile, coherent and cost effective solutions that help ensure every operation is executed to the highest standards.

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Email info.defence@interserve.com or visit defence.interserve.com



desider cover picture earns top Navy award

THE ROYAL Navy photographer whose stunning picture of countermeasures flares fired over *HMS Dragon* at sunset adorned the front of *desider* magazine last November has won a prestigious award.

LA(Phot) Dave Jenkins' picture showed the Type 45 destroyer's Mk8 Lynx helicopter conducting a day into night sortie which included firing 60 of its flares as the sun set over the ship.

The picture has been awarded a prize for the best single image judged to create the most impact as a news photograph in the annual Peregrine Trophy awards in London.

Open to the 42 photographers in the Royal Navy Photographic Branch, there were more than 400 images entered.

Head of the branch, Captain Ian Stidston, said: "I could not be more proud of the Navy's photographers who have managed to capture compelling images that vividly tell the story of the Royal Navy and Royal Marines on operations."

Armament system OK for move to the next stage



Ammunition and gun: CTAS can now move to the next stage

MANNED FIRING demonstration phases of the new armament system for two of the DE&S' high profile armoured vehicle programmes can now begin next year.

CTA International, the joint venture company between BAE Systems and Nexter created to develop and manufacture the 40mm Case Telescoped Armament System, has achieved qualification certification for the cannon and armour piercing and target practice rounds from the MOD and the French Direction Générale de l'Armement.

This allows both the Scout and Warrior Capability Sustainment Programme to move into their next phases.

CTA International has already delivered required weapons for UK and French demonstration programmes and is delivering the ammunition.

"The issue of the Ordnance Safety Certification after three years of extensive trials is a significant achievement in the development of the UK's future medium calibre cannon. This will make a big difference to our armoured vehicle fleet," said Lt Gen Chris Deverell, DE&S' Chief of Materiel (Land).

The news came as a prelude to DVD2014 towards the end of last month, DE&S' annual stakeholder event where the Army and those who procure and support kit get together to discuss future equipment needs. A Scout vehicle was expected to be on show at the event in Bedfordshire.

The qualification certification is a major vote of confidence for the Anglo-French co-operation as both nations are now able to move towards procurement of series production weapons and

ammunition.

The UK is leading the way and is working with CTA International to initiate the series production of 40mm case telescoped weapons in readiness for the Scout and WCSP vehicle production phases.

Pierre Clouvel, CTA International chairman, said: "The programme is continuing with completion of the certification testing for the other natures of ammunition expected to complete over the next two years, in time for the first delivery of French and UK series production vehicles.

"It is a very proud moment for me as one of the founding members of the CTA Interna

NEWSREEL

Hawk flies in UK airspace

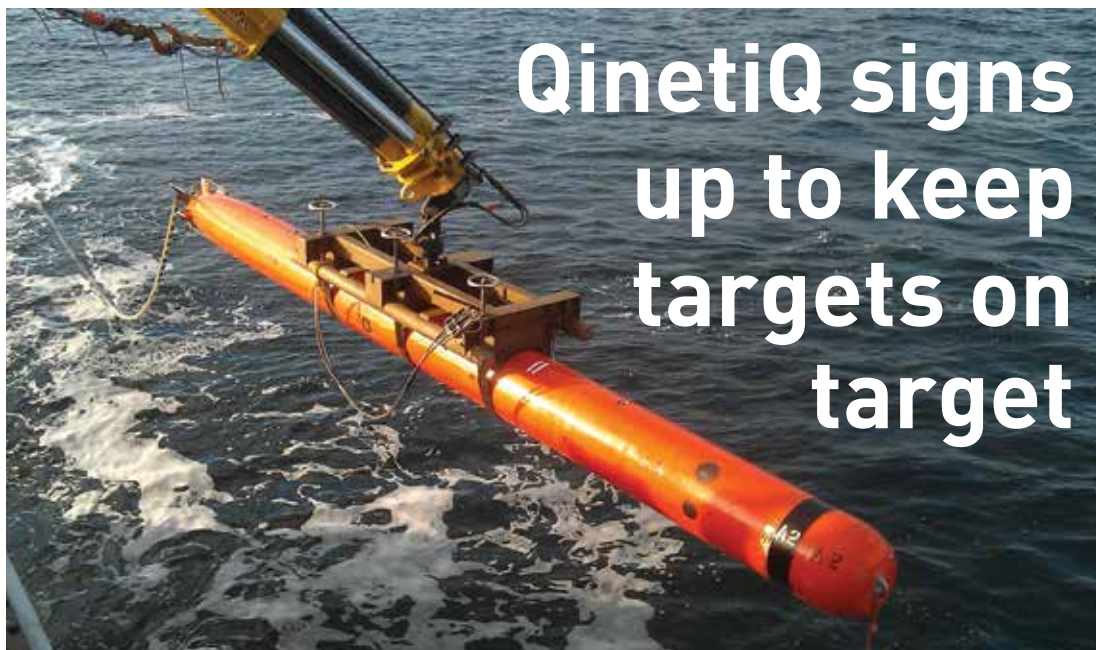
GLOBAL Hawk, the US Air Force remotely-piloted aircraft, has flown in UK airspace for the first time. The aircraft flew from a base in the Mediterranean and across several European countries, including the UK, as part of a Nato trial known as Unified Vision 2014. The flights aim to assist the development of the Nato Alliance Ground Surveillance system, which is expected to become operational with five Global Hawks. The trial comes ahead of the Nato Summit in September, where world leaders will gather in Wales to discuss issues including terrorism, piracy, unstable states, cyber attacks and the challenge of building stability in an unpredictable world.

Depot closure

THE MOD's main storage and distribution depot in Dulmen, Germany, is to close. The depot will cease non-core activities by October next year with a view to closure by September 2016 and releasing it to the German authorities. The closure announcement was made by Philip Dunne, Minister for Defence Equipment, Support and Technology on 5th June.

Handover

THE third and last 99-metre corvette built by BAE Systems in Portsmouth for Oman has been handed over. Al Rasikh will complete a training programme with the Royal Navy in Devonport before sailing for Oman.



QinetiQ signs up to keep targets on target

Underwater effects: an Autonomous Mobile Acoustic Submarine Simulator in use at Kyle of Lochalsh in Scotland

A £5.3 MILLION contract will see QinetiQ deploy and maintain underwater mobile acoustic targets for the next five years.

The torpedo-sized targets are used at the British Underwater Test and Evaluation Centre (BUTEC) based at Kyle of Lochalsh in Scotland.

The centre is operated by QinetiQ on behalf of DE&S and the Royal Navy.

Targets comprise the lightweight Self Propelled Acoustic Target and the more advanced Autonomous Mobile Acoustic Submarine Simulator, a heavyweight target which employs a towed array capable of producing multiple spatial highlights.

They are used for training submarine crews to detect and/or classify targets and for firing

training torpedoes as part of weapon and platform acceptance trials for the Royal Navy's submarine fleet, including the latest *Astute* class.

Tony Rodriguez, Trials and Targets Manager at DE&S Weapons (Torpedoes, Tomahawk and Harpoon team), said: "QinetiQ has a long history of providing a comprehensive range of high quality, value for money platform readiness services in support of the Royal Navy.

"This record combined with their extensive capabilities and knowledgeable and experienced staff gave us the confidence to award them this important service contract."

Sarah Kenny, Managing Director with QinetiQ Maritime, added: "We are very pleased

to have won this significant contract, further strengthening our extensive and deep working relationship with the MOD and the Royal Navy."

Work on the contract will be carried out by QinetiQ's Platform Readiness Services team based at BUTEC.

The services are underpinned by extensive facilities and equipment to support introduction of new and refitted/upgraded ships, submarines and helicopters into service while maximising available programme time.

Platform readiness services have also been delivered to other countries and their navies including the US, Norway, Canada and Sweden and naval constructors including BAE Systems, Babcock and Thales.

More companies sign up to Type 26 development

NEW DESIGN contracts have been announced for the Type 26 Global Combat Ship which will play a vital role in the programme to deliver the Royal Navy's next generation surface warship.

Six Design Development Agreements have been awarded by BAE Systems covering key areas such as propulsion, ventilation and electrical equipment, as well as combat and navigation systems. The design contracts have been awarded to the following companies:

- Babcock for the ship's air weapons handling system
- DCNS for work on the vessel's propulsion shaftlines
- GE Energy Power Conversion for the electric propulsion motor and drive system
- Imtech for the heating, ventilation and air

conditioning system, and the low voltage electrical equipment

- Raytheon to develop integrated navigation and bridge systems

- Tyco Fire and Integrated Solutions for the ship's fixed firefighting systems

Latest contract awards build on the first four suppliers – Rolls-Royce, MTU, David Brown Gear Systems and Rohde and Schwarz – to the programme and announced last September.

Assessment Phase for the Type 26 programme began in March 2010. Proposals are to be submitted later this year.

Under current plans, 13 Type 26 ships will be delivered to the Royal Navy, with manufacturing scheduled to start in 2016. The first vessel is due to enter service after 2020 and the class will remain in service until 2060.

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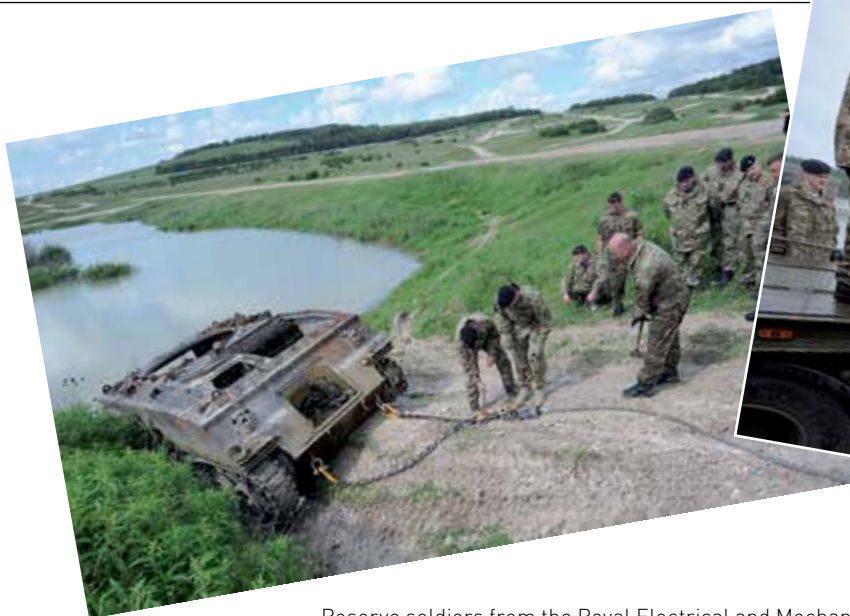
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Reserve soldiers from the Royal Electrical and Mechanical Engineers trained on operational vehicles and equipment last month while on exercise on Salisbury Plain. Above left: a MAN Support Vehicle (Recovery) crew prepares to recover a partially submerged tracked vehicle. Above right: CVR(T) being loaded onto a Support Vehicle Trailer

Army 2020 well on track

THE MOD has robustly defended plans to implement Army 2020 following criticism from a Government spending watchdog.

In a report to Parliament the National Audit Office warns that transition to the new structure – reducing the regular Army and increasing the number of trained reserves – comes with significant risks.

The Army will be reduced by around 20,000, down from 102,000 by December 2018 with trained reserve soldiers up by at least 11,000 from 19,000. This should save around £10.6 billion over ten years to 2022.

In response to the report Defence Secretary Philip Hammond said: “We have now seen the trained strength of the reserves climb for the first time in nearly 20 years. While

Focus continues to move to reserve forces

there is much still to do, we are confident of achieving the target of a 35,000 trained reserve across all three services by the end of financial year 2018.

“The Armed Forces are being restructured to ensure they can defend against new and emerging threats to our security.

“In future, they will be smaller but better equipped, able to deploy rapidly to protect our interests anywhere in the world and supported by an integrated reserve force.”

Increasing the Army Reserve to 30,000 will take time but there is no longer the

decline that has plagued the UK’s reserve forces. The MOD said it is confident of delivering reinvigorated reserve forces by 2018.

Amyas Morse, head of the NAO, said: “Military judgement played an important role in decisions but committing to moving towards an Army structure with fewer regular soldiers and an increased number of reserves within the planned timescale should have been subject to more rigorous testing of feasibility.

“The department and Army must get a better understanding of significant risks to Army 2020 – notably, the extent to which it is dependent on other major programmes and the risk that the shortfall in recruitment of new reserves will up the pressure on regular units.”

Remote vehicles support

A CONTRACT to support offshore Remotely Operated Vehicles for the next four years has gone to engineering company James Fisher Defence.

The contract allows Salvage and Marine Operations team 24-hour, on-demand access to JFD’s engineering support cell for specialist support with ROV maintenance, mobilisation, operations, provision of spares and equipment hire services.

Technical support, advice and expertise will be provided to the team by eight Inchinnan-personnel including ROV pilots, technicians, subsea engineers, project engineers and project managers.

JFD enjoys a lengthy history of safe ROV deployment and operation and offers similar support for a range of sub-sea and offshore scenarios to the defence and commercial industries.

JFD’s support network also includes James Fisher’s sister companies Osiris and Rumic, as well as Babcock and a number of specialist providers.

... and Reservist survey reveals progress too

MORE THAN nine in ten Reservists are proud to serve their country in their spare time, a new survey has revealed.

The survey, which also revealed that 82 per cent of Reservists would recommend their friends and family to sign up too, was published as Reservists at Abbey Wood were preparing for the 25th June Uniform to Work day.

The first Tri-Service Reserves continuous attitude survey also found that three quarters of Reservists are satisfied with their Army life, with seven in ten receiving the support they need from their employer.

The survey has been published for the first time nearly a year after the Government set out its new improved offer for Reservists and employers.

Boosted by an investment of £1.8 billion for better training and equipment, these measures are helping

to turn around the long term decline of UK reserves and increase their size to 35,000 by 2018.

The key findings revealed:

- 91 per cent of Reservists feel proud to be in the Reserves;
- 82 per cent would recommend joining the Reserves to others;
- 77 per cent feel well motivated;
- 73 per cent are satisfied with life in the Reserve Forces;
- 69 per cent feel that their employer supports their service; and
- 65 per cent say their service has given them useful skills in their civilian jobs.

Spicing up the ration packs

New contract injects a tasty tang to Forces' food

ARMED FORCES ration packs are being spiced up with the introduction of a new hot sauce, created by a former submariner.

Defence Food Services has awarded a contract to the makers of Hot Diggidy Dog pepper sauce to supply 75,000 bottles for the military's 24-hour ration packs.

The contract is the biggest ever for the small company that produces the sauce at its premises in Barry in the Vale of Glamorgan, south Wales and the business has doubled in size as a result.

Founder and Managing Director of Hot Diggidy Dog, Simon Llewellyn, said: "I lived and loved the Armed Forces for eleven years and so recognise the importance that food plays in morale. What began as experimentation using bags of dried chillies on board British nuclear submarines has now grown into a rapidly expanding business that, thanks to the MOD contract, is fast becoming a household name."

The 1.6 million 24-hour ration packs issued by the MOD every year are designed to give deployed military personnel the 4,000 calories they need daily to ensure they are at peak physical and mental fitness during long patrols or operations.

They include traditional favourites such as boiled sweets, baked beans and hot chocolate alongside newer items such as chicken tikka masala, chilli con carne and Oreo cookies. The 5ml vial of Hot Diggidy Dog sauce is the first addition to the MOD's ration packs since 2010.

Mr Llewellyn says he hopes it goes down well.

"The feedback we have received from the troops has been overwhelmingly positive. We are delighted to have won this contract and have enjoyed sharing ideas back and forth with the MOD," he said.



System support gets another five years

BABCOCK HAS been awarded a five-year contract to support weapons handling and signal ejector equipment on all UK in-service submarines and associated training rigs.

Under the firm priced target availability contract, Babcock will assume the role of Technical Authority for the Weapon Handling and Launch System (WHLS) and Submerged Signal Ejector (SSE) equipment.

The role includes engineering support at the waterfront at any UK port, and overseas support as required, equipment safety management to meet statutory requirements, maintenance of equipment documentation and manuals, obsolescence management, and inventory management, as well as development of equipment availability improvement solutions.

Captain Martyn Williams, leader of DE&S' Submarine Combat Systems team, said: "I am delighted that, after much hard work and joint effort, we can take our support relationship with Babcock for all submarine weapon handling and SSEs to a new level, delivering

submarine availability for operations and value for money to the Royal Navy."

Jasper Saunders, who led the successful bid for Babcock, is the company's UK In-Service Support Business Manager. He said: "Babcock has previously supported the WHLS and SSE equipment on UK submarines and provided technical support and spares under different contracts.

"But assuming the role of Technical Authority under this new contract will permit a greater level of autonomy regarding design improvements and the provision of proactive support to the waterfront maintenance staff and the end user of the equipment, which will support the MOD's drive to increase platform availability."

He added: "Using Babcock's substantial inventory management and modelling capabilities we will be able to drive down the cost of ownership to the MOD over the duration of the contract, and assist in the reduction of current stockholding levels while ensuring demand requirements are met."

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Bernard Gray, Chief of Defence Materiel, signs the first of the Smart Contracts 14 with, above left, Air Chief Marshal Sir Andrew Pulford, and right, General Sir Peter Wall

**New
contracts
formalise
relations
with the
services**



THE FIRST of the 'Smart' contracts which govern the equipment and logistics DE&S will deliver to the services have been signed.

Bernard Gray, Chief of Defence Materiel, joined Chief of the General Staff General Sir Peter Wall in signing 'Smart Contract 14' between DE&S and Army headquarters.

And he joined Chief of the Air Staff, Air Chief Marshal Sir Andrew Pulford, for signature of the agreement which allows Air Command to hold DE&S to account for the equipment and support it provides.

Signatures come at the end of a year where the lead for managing the contract has moved from DE&S to the services in line with changes in the Acquisition Operating System.

It also reflects a maturing of the relationship as DE&S evolves into a bespoke trading entity.

Smart Contract 14 sets out the equipment and logistic services DE&S will deliver to 31st March next year, and the plan for the following nine years, and provides the baseline against which DE&S will be held to account.

CDM said: "Delivery of Smart Contract 14

represents a key step in the Materiel Strategy, as DE&S works closely with the Front Line Commands to understand their requirements more accurately and seeks to deliver them in the most cost-effective and efficient manner possible."

Sir Andrew said: "Smart Contract 14 is a major step forward in formalising our relationship with DE&S. It not only gives us a better understanding of what we are being provided with but allows us to be a much more effective – and demanding – customer."

In line with Customer Design and Materiel Strategy the contracts will evolve into the Command and Acquisition Support Plan from 1st April next year enabling defence to ensure there is a clear audit trail from defence outputs to the work carried out in DE&S project teams.

Brimstone and Typhoon – a lethal combination

A £5 million study contract has been awarded to BAE Systems to look at integration of the MBDA Brimstone 2 air-to-ground precision weapon with the Typhoon aircraft.

The work has been led by DE&S' Fast Air Support Team, with support from Maritime and Air Weapons systems team. MAWS leader Richard Murray said: "The Maritime and Air Weapons Systems team has put a lot of effort into this programme. This study will help us define our plans to bring this weapon into service."

The Brimstone 2 weapon will add to the swing-role capability of the Typhoon aircraft as it is effective against high speed and manoeuvring targets over land and sea. The study contract will transition the Dual Mode Brimstone capability that is combat proven on Tornado GR4 to Typhoon using the Brimstone 2 missile.

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Defender helps T45 pass another milestone



THE LATEST in the Type 45 class of destroyers sailed from Portsmouth last month on her maiden deployment to the Middle East where she will carry out maritime security operations.

HMS Defender is the fifth of the Royal Navy's Type 45s and her departure marks another milestone in the six-ship programme. Built by BAE Systems on the Clyde, she was commissioned into the Fleet in March 2013.

HMS Defender is primarily designed for air defence but is able to conduct a multitude of tasks such as air surveillance, anti-submarine operations, counter piracy, peacekeeping or humanitarian missions.

Contract keeps Type 45 support reaching across the globe

SUPPORT, MAINTENANCE and upgrade of all Type 45 destroyers will begin this month on a new contract extension with BAE Systems to run until the end of November 2016.

The £70 million contract will support the six ships at Portsmouth naval base and on all their operations in the UK and globally. It will sustain 100 roles at BAE Systems in Portsmouth.

The company already services the Royal Navy's four River class vessels under a £22 million contract awarded last year and services all Type 23 ships based at Portsmouth.

Minister for Defence Equipment, Support and Technology Philip Dunne said: "This £70 million contract is good news for Portsmouth. It will protect the skills of around 100 expert engineers and makes clear that the future of the city's ship support industry is bright.

"Our Type 45 destroyers are the most powerful ships the Navy has ever had. It is essential that the ships receive top class support and Portsmouth has the

skills needed to do this. This is another demonstration of the Royal Navy's commitment to the shipyard, which will continue to play an important role in the city's future."

Commodore Matt Harrison of DE&S' Ships Support Alliance, added: "This support contract extension secures the effective working relationship with BAE Systems and the wider UK supply chain, ensuring that the right support can be delivered to the destroyers, at the right time and at the right price.

"The Type 45 is setting the standard for the modern Royal Navy, combining modern equipment, weapon systems and crew accommodation and this is a support contract that will enable this class of ship to perform at maximum potential."

Servicing and support of all the warships in the *Daring* class is managed by the Type 45 Class Output Management (COM) team based at Portsmouth.

Comprising Royal Navy, DE&S and industry personnel, the team ensures the Type 45 ships are available to

meet all Royal Navy requirements and manage capability upgrades as well as the provision of spares and support worldwide.

The COM team provides one point of contact for Type 45 personnel on board.

The six ships – *HMS Daring*, *HMS Dauntless*, *HMS Diamond*, *HMS Dragon*, *HMS Defender* and *HMS Duncan* – were designed and built by BAE Systems.

The vessels' design takes into consideration future engineering, maintenance and upgrade requirements, thus ensuring their longevity.

John Hudson, Managing Director, Maritime at BAE Systems, said: "We are proud to continue our support to the Royal Navy fleet.

"Our objective is to ensure ships are ready and available to be deployed and to continue that support while they are on operations around the world.

"This contract is an excellent example of industry and Government working collaboratively to achieve efficiency and effectiveness."

BETTER DELIVERY, harnessing digital power, developing skills, strengthening leadership and better co-operation are the foundations of the continuing reform of the Civil Service.

Hundreds of civil servants – including many from DE&S – attended the latest Civil Service Live event at the Colston Hall in Bristol on 18th June.

In his keynote speech Sir Bob Kerslake, head of the UK Civil Service, outlined his hopes for the reform programme and what staff need to do to create a modern Civil Service.

“It’s about how we can work smarter and understand what it takes to provide exceptional team leadership, how we motivate staff in a rapidly changing world,” he said. “I hope you come away better informed about the Civil Service and more inspired about working for the Civil Service. Reform is as big a change programme as at any time in the history of the Civil Service and it is touching every part of it.”

Sir Bob said civil servants

Civil Service reform at top of Bristol agenda



Left: Gaurang Patadia of Director Technical on the stands at the Colston Hall

Below: Director HR David Ball gets some expert tuition on the Javelin anti-armour missile from the weapon’s support manager Will Mellors of the International Guns, Missiles and Rockets team at Abbey Wood



had to deliver better service with less resources. The Civil Service had reduced in size by 17 per cent since 2010, yet trust in it was at an all-time high, having doubled over the last generation.

Sir Bob also urged continued harnessing of the power of digital communication. “Nearly three

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quarters of transactions are now done on line,” he said. “This delivers a better and quicker service which can more easily be tailored to public needs.”

He urged more collaboration across Government departments, saying a unified Civil Service was a better one, while also welcoming the increasing skills of many civil servants and investment in developing good leaders.

“Reform is now reality,” Sir Bob said. “It is what we do every day and it has a momentum of its own. We still keep the values, but we have added to them to be more unified, more skilled and more digital. The success of the programme will depend on you now.”

A lively programme of events, talks, presentations and demonstrations was laid on for staff from a range of government departments in the west country

and beyond. Secretariat and Communications, Engineering Skills Development and Operational Support Infrastructure were among Abbey Wood teams represented at the event.

Bristol’s Civil Service Live was the first in a series which sees others in Liverpool, Newcastle (3rd July) and London (15th and 16th July).

Below: Katrina McCabe of DE&S Internal Comms provides Colston Hall directions to MOD National Engagement Manager Nigel Sutton



MASS production

With demand for ammunition set to fall as UK Forces draw down from Afghanistan, DE&S' contract with BAE Systems Munitions moves into a new phase. *desider* looks at how the manufacture of small arms ammunition is facing the future

Pages 30 and 31

Pictures: Andrew Linnett



From Sennelager to Suffield, Salisbury Plain to Sangin the British soldier uses small arms ammunition on the training ground to develop and maintain the skills needed for the challenging environment of Front Line operations.

With millions of rounds – 5.56mm for the SA80 rifle and Light Machine Gun, and 7.62mm for the General Purpose Machine Gun, Sharpshooter and sniper rifles – regularly consumed on Operation Herrick, it's vital to ensure UK troops are kept supplied with enough ammunition to meet operational commitments.

This is where MASS (Munitions Acquisition, the Supply Solution), the long term munitions contract signed between the MOD and BAE Systems in 2008, comes into play. MASS covers about 80 per cent of general munitions consumed by UK Forces including small arms ammunition, medium-calibre ammunition, tank ammunition,



Nigel MacVean

mortar bombs, artillery and navy shells but not complex weapons like guided missiles. Depending on the tempo of future operations, MASS will be worth at least £2 billion over its 15-year contract life.

One of the key elements within MASS has been modernisation of the BAE Systems Munitions UK manufacturing sites at Glascoed (south Wales), Radway Green (near Crewe) and a move from Birtley to a new site at Washington, near Newcastle upon Tyne. Construction of a new small arms ammunition production facility at Radway Green, with an investment of £83 million (of which £47 million is funded under MASS), completes a journey at the Cheshire site. This began with formation of Royal Ordnance Factory No13 in 1940 where 15,000 people worked in fire, flame and foundry – almost Victorian in its concept – to around 400 people operating today in the hi-tech environment of a modern, purpose-built building spanning 23,000 square metres capable of producing up to one

million rounds of ammunition a day.

“BAE Systems has always produced high quality munitions, but MASS has enabled us to transform it into a business which manufactures these products in a much more efficient, safe and cost effective way,” said Radway Green manager Nigel MacVean. “At Radway Green MASS has created a streamlined production process, building in greater design safety features and for the first time working under one roof.”

DE&S and BAE Systems work closely to ensure the MOD's future general munitions requirements can be met. As demand is now anticipated to reduce with the drawdown from Operation Herrick, the company is pursuing export opportunities across the globe. Mr MacVean said: “BAE Systems has regular discussions with the MOD but we see that demand reducing, post operations, so we have to look at doing things differently. It's about taking the investment that has been made and utilising the capability we now have to best effect, offering it to customers around the world. We have to find multiple strands to our bow; that's the change in focus; that's how we've reacted to the drop in demand.”

The business-winning approach is showing signs of success. “Last year we had one export customer, but already in 2014 we have secured four export orders for small arms ammunition from which MOD will also receive benefit through a cost-sharing arrangement,” said Mr MacVean. “It shows BAE Systems Munitions can offer market leading value in a tough competitive business. Ten per cent of our small arms ammunition business last year was for export, this year it's 34 per cent, and we can only do that with our transformed manufacturing at Radway Green.”

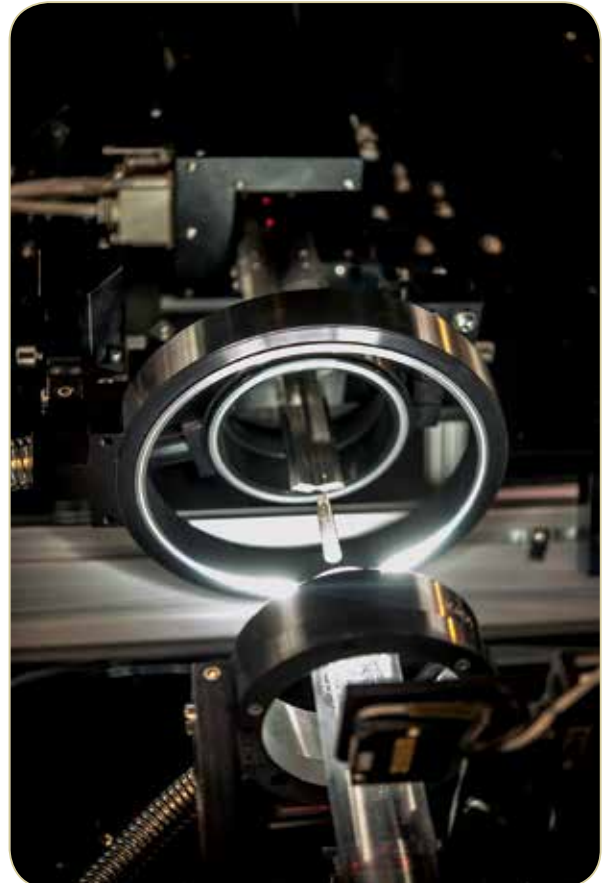
Recent examples have seen BAE supply 5.56mm ammunition to Bermuda and 7.62mm ammunition to Sweden, while enquiries from Nato countries are increasing. There is also a seven-year supply partnership with France, which no longer has a small arms ammunition manufacturing capability of its own. The company supplies ammunition components, such as cartridge cases, to Switzerland and Denmark.

Mr MacVean stressed that export demand for small arms ammunition will not prevent BAE from meeting sudden or unexpected surge in UK Forces requirements to deal with emergent commitments. Operating two

shifts, Radway Green can produce 230 million rounds of small arms ammunition a year but Mr MacVean said: “Ultimately we reserve a whole third shift for surge capacity, so we always have 100 million rounds extra per year we can pull in, should we need to; that's what we can do for the MOD under MASS. Our close working relationship with the MOD ensures that if there is a surge requirement, we'll know about it as early as possible and be able to prioritise our activities accordingly.”

As well as munitions supply, MASS also includes innovation, research and development within its scope. BAE engineers are constantly looking to enhance the company's product portfolio through greater innovation, such as infra-red tracers, together with improvements to existing products like investigating alternatives to lead for the bullet cap, and reducing the weight of the brass case to give soldiers less weight to carry. Sustainability is also high on the agenda with Radway Green recycling 95 per cent of its waste materials, including unused brass cases.

“At Radway Green we now have one of the most efficient small arms ammunition manufacturing facilities in the world,” said Mr MacVean. “Without the MOD and MASS this wouldn't have happened and we wouldn't have the opportunity of being able to compete with other world-wide munitions suppliers as strongly as we can today.”





Building the future: carrier construction at Rosyth

Pictures: Andrew Linnett



'Vanguard of power projection'

Sixteen years ago a Strategic Defence Review confirmed plans to replace the Royal Navy's three *Invincible* class carriers with two larger ships. The new carriers were ordered in 2008 and the 2010 Strategic Defence and Security Review endorsed the strategic requirement for them. Now, as the first of class nears her launch and is to be officially named this month, DE&S Director Ships Tony Graham looks back on the project's challenges and successes

DE&S Director Ships Tony Graham was on a visit to Falmouth, as part of his work leading the team bringing the *Bay* class auxiliary landing ships into service when he learned he was going to be asked to take over the leadership of the aircraft carrier programme.

"It was a hugely exciting moment," he said. "Although I was not told immediately which project I was being asked to lead, I had a pretty good idea. I never underestimated the challenges involved in the programme and took the weekend to reflect on its many challenges before saying 'yes'. It was one week before the ships were to be ordered in 2008.

"We planned to construct the ships across the UK in many sections – something never done before on anything approaching this scale, using an Alliance industrial construct that was again new to the UK – and we still had to get some large scale infrastructure work done on the dry dock in which the ships were to be assembled in Rosyth.

"I recognised that in order to succeed, we – and here I mean all stakeholders involved in the programme – needed to quickly develop the momentum necessary to guarantee and sustain achievement of our goals."

Mr Graham said the Aircraft Carrier Alliance (ACA) had proved its effectiveness in bringing together and managing the work of about 120 tier one suppliers. Beneath the top level of suppliers huge swathes of UK industry continue to be involved in the programme, which employs thousands of people across the country. Despite its many challenges we could not have progressed or sustained the programme without the glue of the Alliance.

"Now that Her Majesty the Queen is to name the first of class *HMS Queen Elizabeth*, it's worth reflecting that the UK is still one of a very few nations across the globe that can design, build and operate a ship of such complexity and capability.

"We are hugely excited by the naming. However we and the industry partners

now face the challenging task of setting the ship's systems to work in order to fully prepare her for her sea trials in 2017.

"I believe *HMS Queen Elizabeth* will become an important and unique part of our national life for the next 50 years or so. Her name evokes this country's great naval heritage and prestige and her many unique and innovative design features will I believe attract the interest and admiration of other navies. *HMS Queen Elizabeth* and *HMS Prince of Wales* will be in the vanguard of our power projection for decades to come."

Mr Graham, who sits on the ACA management board alongside Chief of Materiel (Fleet), said designing the *Queen Elizabeth* was like dealing with a fantastically complex three-dimensional jigsaw puzzle, in which a change to one part of the ship could have a massive impact throughout the design.

On a hull possessing all the regular warship features, provision had to be made for the operation and maintenance of several squadrons of aircraft. If operated ashore, a carrier's aircraft would require an airfield extending over several square miles with aircraft control, hangar maintenance shop, fuel stowage, bomb storage, barrack blocks and messes, transport and runways thousands of feet in length.

In a carrier, all of this had to be integrated into a ship about 280 metres long and with a flight deck area of around four acres. The ship would also be the Task Group command centre, bringing demands for complex information technology networks.

The ship's facilities must also have the most modern medical, dentistry and recreational facilities to meet the expectations of a contemporary and highly educated ship's company.

Mr Graham said: "The carrier construction has been a national endeavour. The Aircraft Carrier Alliance itself is made up of Babcock, BAE Systems, Ministry of Defence and Thales.

"Around 13.2 million man hours will be spent on the design (10 million completed to date), 25 million man hours will be spent on production and

870,000 man hours will be spent on core commissioning for two ships.

"Over a hundred contracts flowed from this partnering arrangement into the UK supply base. Over 17 million items have been delivered to-date and there are over 5.2 million items currently in stock,

■ continued on page 35



- The ships will be 65,000 tonnes at full displacement – more than three times the size of the current *Invincible* class carrier
- Length: 280m – 90m longer than the existing aircraft carrier. Breadth: 70m – twice the width of the existing aircraft carrier
- 56m from keel to masthead – 6m taller than Nelson's Column
- Each ship will have a crew of 679. Including the air group, the total complement will be 1,600
- Each ship has two propellers weighing 33 tonnes each; together they will output 80MW of power – enough to run 1,000 family cars or 50 high speed trains
- The distribution network on board will generate enough energy to power 300,000 kettles or 5,500 family homes
- Each ship needs 1.5 million square metres of paintwork, which is 370 acres

'Her scale is extraordinary and never ceases

Director Ship Acquisition Rear Admiral Steve Brunton, who is Tony Graham's deputy and is responsible for all warship shipbuilding including the *Queen Elizabeth* class and other shipbuilding programmes, said the project had provided the most challenging period of his career.

"I have been with the *Queen Elizabeth* class programme since 2011, which covered a turbulent period of designing for a conventional take-off version of the Lightning II and then changing to STOVL and then re-baselining into the new contract announced last November by the Secretary of State.

"This project has provided the most challenging period of my career and there's no let up in pace as I prepare for retirement in the week following the naming ceremony after 36 years in the Royal Navy.

"I am always hugely impressed by *HMS Queen Elizabeth* whenever I visit Rosyth. She is looking great in the dock as the scaffolding is taken down and the assembled ship in warship grey is revealed.

"The two great viewpoints are being under the stern around the rudders/prop shafts – being underneath the ship is a breathtaking sight, appreciating it as an engineer and as a naval officer; and from the top of the ramp looking down the flight deck.

"Her scale is extraordinary and never ceases to make me smile. The statistics are eye watering in almost every aspect of the ship – her sheer size and the numbers of pieces of equipment and fittings."

Admiral Brunton said that the second ship in the class,



to make me smile'

HMS Prince of Wales is now well advanced and in a much better position than the *Queen Elizabeth* at the same stage. This reflected the maturity of the design and the fact that the MOD and Aircraft Carrier Alliance had learned a lot from the construction of the *Queen Elizabeth*.

He said: "There is still lots to do. Shortly after I retire from the Royal Navy we will move *HMS Queen Elizabeth* out of the dock onto the commissioning berth in the basin. Very quickly *Prince of Wales* blocks will arrive and the real challenge will start – assembling and setting to work two ships simultaneously.

"Finally, I could not leave this job without wholeheartedly praising my team, who have dealt with change and challenge in an extraordinary way to keep the project moving forward at every stage."

■ continued from page 33

of which 300,000 items are handled per month. There are over 120 tier one suppliers, of which three-quarters are UK based.

"We have placed £1.9 billion worth of sub contracts for work on the *Queen Elizabeth* class have been placed with companies across most regions in the UK, with a further £600 million spend within individual industry participants.

"Around 10,000 people have laboured on the project with over 800 apprentices learning their craft on the back of a project that will have lasted for over a decade at completion.

"Probably every corner of the United Kingdom has delivered a person or a component that has been essential for the delivery of the biggest construction project in Europe and the largest maritime manufacturing project in this nation's history."

HMS Queen Elizabeth will eventually be fitted with a unique lighting system called the 'Bedford Array' (a UK invention) that will allow Lightning II jets to fly in at low speed to land on the ship – rather than landing vertically – which permits jets to carry extra weight.

Mr Graham said: "Naming a ship is a Royal Naval tradition that goes back many centuries. I believe that the new *HMS Queen Elizabeth* will be seen as just as innovative and standard-setting as the last ship to bear the name – the 15 inch gun battleship that served in both world wars."



New look Chinook

The first of the new Mk6 Chinooks, with improved handling qualities and stability, has been handed over on time to the RAF, less than three years after contract signing

DE&S' head of helicopters has saluted the work of his team as the Chinook Mk6 was delivered into service in rapid time at a media facility at RAF Odiham last month.

Adrian Baguley, Director Helicopters, and his operating centre are responsible for the Mk6, and the engine support contract which goes with it. And he was keen to praise the work of his staff.

"The Chinook Mk 6 has been delivered into service on time less than three years after the MOD signed the main contract with Boeing. This is a truly outstanding achievement," he said.

"This has been achieved through the excellent work of DE&S working together with our industry suppliers, Boeing, and the Front Line to deliver this exceptional new heavy lift helicopter capability for UK defence."

The first of the RAF's 14 new Chinooks were unveiled at the Hampshire base, the home of the Chinook force, on 16th June by Defence Secretary Philip Hammond following its entry into service on time.

Mr Hammond also announced a new £115 million agreement with Boeing Defence UK to maintain the engines of the RAF's increased fleet of 60 Chinooks. It is a move that will replace five existing support contracts with one arrangement, saving the taxpayer more than £20 million.

The new Chinooks were ordered in 2011 as part of a £1 billion programme.

The Defence Secretary and the Chief of the Air Staff, who himself is a Chinook pilot, were given a tour of one of the brand new aircraft and shown the upgraded capabilities that the helicopters provide to pilots and crew.

Benefitting from a new Digital Automatic Flight Control System that provides improved handling qualities and aircraft stability, offering increased safety, the Mk6 is the most advanced heavy-lift helicopter ever operated by the RAF.

Mr Hammond said: "These aircraft will provide a significant uplift in helicopter capability operating as the battlefield workhorse of the RAF, supporting the Army on the front line for decades to come. The 14 new Chinooks will boost our fleet to 60, already the largest in Europe.

"The new aircraft are part of an £11 billion investment to update, replace and support all of the MOD's helicopter capability over the next decade that will sustain truly world-class rotary wing capabilities for the UK Armed Forces."

Chief of the Air Staff, Air Chief



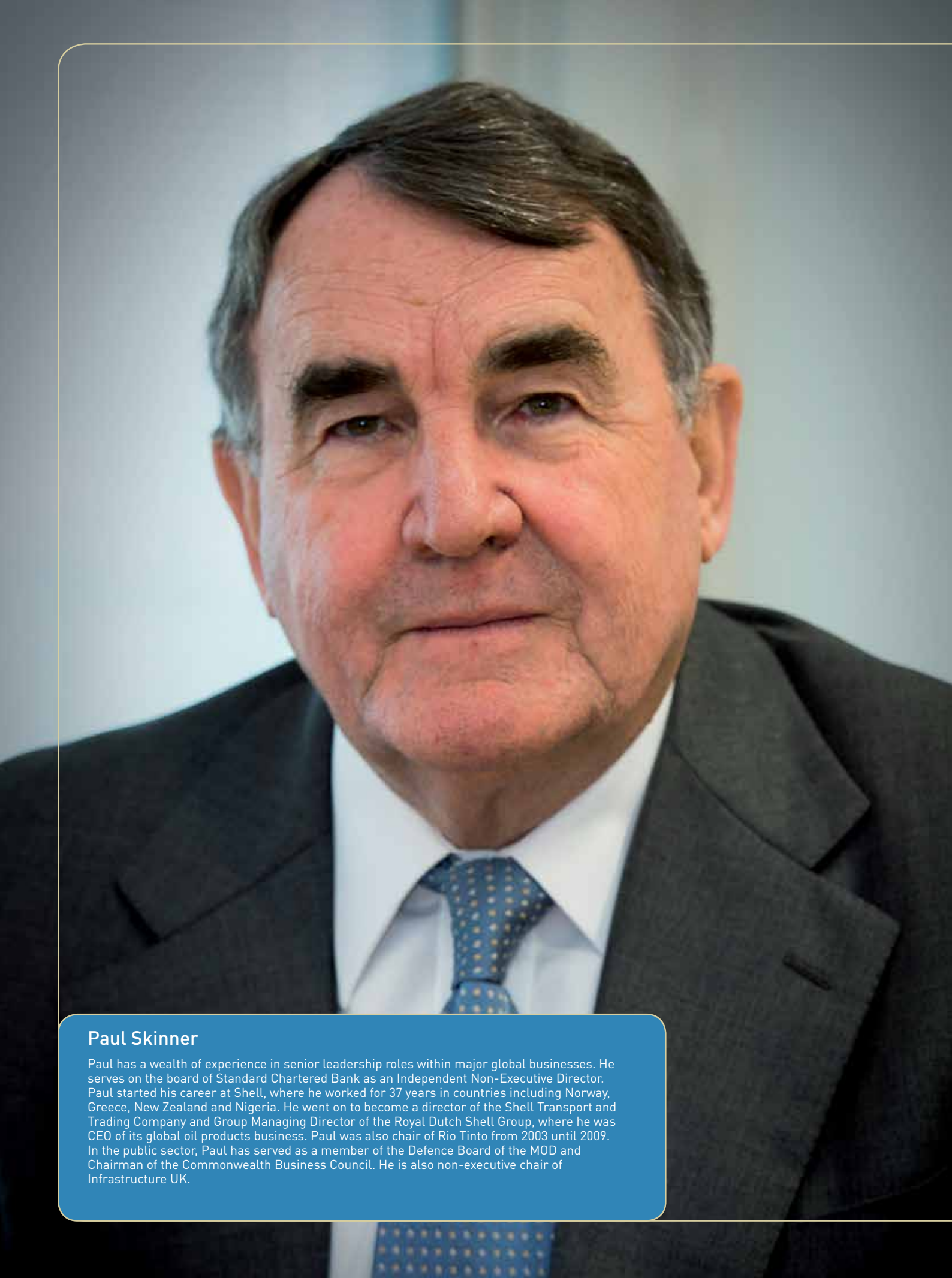


Marshal Sir Andrew Pulford, said: “The Chinook Mk6 represents the pinnacle of the RAF’s heavy lift capability. Chinook has proved itself time and again on operations, most recently in Afghanistan. The new Mk6 variant will ensure the Chinook fleet is able to continue to play a key role in future operations, wherever they may be.”

David Pitchforth, managing director of Boeing Defence UK, has described the programme as a pathfinder for MOD-wide performance-based contracting. “As Boeing expands its presence in the UK, our customers benefit from the expertise and support of the entire Boeing enterprise,” he said.

All 14 aircraft will be delivered to the MOD before the end of next year and are on track to be fully operational by early 2017.

Defence Secretary
Philip Hammond at
RAF Odiham



Paul Skinner

Paul has a wealth of experience in senior leadership roles within major global businesses. He serves on the board of Standard Chartered Bank as an Independent Non-Executive Director. Paul started his career at Shell, where he worked for 37 years in countries including Norway, Greece, New Zealand and Nigeria. He went on to become a director of the Shell Transport and Trading Company and Group Managing Director of the Royal Dutch Shell Group, where he was CEO of its global oil products business. Paul was also chair of Rio Tinto from 2003 until 2009. In the public sector, Paul has served as a member of the Defence Board of the MOD and Chairman of the Commonwealth Business Council. He is also non-executive chair of Infrastructure UK.

To challenge, to support

Paul Skinner is the new Non-Executive Chair of the DE&S Board. He shared some early thoughts with *desider* on how he can influence future direction of the organisation

I am very pleased to be able to make a contribution once again on defence issues and particularly now on the challenges that face DE&S.

I worked on the Defence Board between 2006-9 and during that period it was clear to me that defence is a vital element of the Government's national security apparatus but also that it is a highly complex environment populated by talented and committed people. I enjoyed working with my civilian and military colleagues as a Board Member as we tried to address a range of issues. I now have the opportunity to renew my involvement with the Defence Board but also to focus on DE&S as it works to deliver its programme and to incorporate the substantial change begun under the Materiel Strategy.

I am taking up my role as the DE&S Board Chair as a result of the recent change in the organisation's operating model. Governance is an important element in the operation of any sizeable enterprise and the launch of DE&S in April this year as a bespoke trading entity required a change in approach.

The non-executive governance of DE&S that I now lead will help better define the boundaries of DE&S and will challenge and support it to deliver on its objectives. The first priority will be to build a strong non-executive board which has the relevant specialist experience which aligns with what DE&S is doing and will provide helpful comparative experience and challenge for the organisation. The sorts of skills I hope we would be able to factor into the non-executive cadre of the Board are in finance, large scale project management, management of the supply chains and, given that we have an opportunity to reshape our people policies, individuals who have good backgrounds in human resources management.

We must find people who have enthusiasm for the DE&S agenda; that's very important. We are not just looking for people who have a specialist skill base; we want people who find defence an important and compelling field in which to operate. I would like the board of

DE&S to have, and actively demonstrate, a real passion for the subject.

My own experience has been in the basic resources industries – oil and gas, metals and mining – which are about the delivery of large scale, complex capital projects often with a high technology component, and managing supply chains of comparable dimension to those of DE&S. I'm not put off by the scale of the task. I have had experience of what I would call 'big system management' of key functional support activities in organisations of comparable size to DE&S. I'm hoping – and my early engagements bear this out – to be able to use that experience to support DE&S in what it is trying to do.

The measure of whether DE&S is performing well is the way it develops and maintains relationships with its customers, essentially the Front Line Commands, but also its suppliers in the defence industrial base. I hope to contribute towards taking those relationships to a different level such that, at both ends of the business, we are performing in line with global best practice.

That is a high aspiration and, from what I can see from initial interaction with the DE&S leadership team, both of those journeys are not finished and we need to go further. We in DE&S and our industrial partners need to be as innovative as we can in structuring our relationships. We need to bring as much intelligent goodwill as we can on both sides of the table to make those relationships work in the national interest but also in the corporate interest of the companies who form part of our supply base. I've learned a lot of lessons in what counts in building and maintaining those relationships and I hope to bring some of that to bear in DE&S. My sense is that DE&S, relative to other parts of the public sector, is reasonably well placed in commercial capability. So I don't think we should be too self-critical but we should still be ambitious about how much better we can be.

A non-executive chair and a non-executive board are not there to run the

organisation. They are there to challenge and support and help it improve performance. DE&S will benefit from a different set of skills from a group who are essentially an extension of the team. I've never believed that organisational change should occur without a compelling business case. I hope that anything we do to change our modus operandi, for example in the new service provider arrangements, will reflect that. I am very mindful that the ultimate beneficiary of that business case is the taxpayer. We should always remember that.

I see my relationship with the Chief of Defence Materiel as a partnership and I'm looking forward to working with him. I'm certainly not seeking to run an organisation through him, more in working as a partner to deliver a more successful organisation. My role is part time. I will put in a lot of time in the initial phase to understand DE&S and it will then settle down to between one and two days a week.

I've already had a few days of engagement with the DE&S senior leadership. I certainly plan to try and get around the organisation to understand the immediate context in which people are working and to form a view of what the challenges are across the base of the organisation. That's something I really want to do.

I was involved in the formation of DE&S in 2007 when I was on the Defence Board and we put the component parts together. I think it was the right thing to do and in the intervening years DE&S has come a long way. It has shown the adaptability to take another big step to becoming a high performing organisation within the new operating freedoms it has been given.

"I have noted in my early contacts a high level of personal enthusiasm, dedication and commitment from people, which I applaud, and a willingness to accept, where it makes sense, new ways of working. This is a very different organisation to the one which started out on life in 2007 – by a long way."

Spy in the sky

The maiden flight of the UK's newest surveillance aircraft has drawn huge praise for the DE&S team working to deliver the capability for the RAF



Wg Cdr Tom Talbot

A UK Rivet Joint RC-135W signals intelligence aircraft took off from RAF Waddington – its home base – towards the end of May after receiving the stamp of approval for it to be flown by RAF aircrews.

It is one of three aircraft that DE&S is buying from the US which, as part of the Airseeker programme, will provide the UK with real-time signals intelligence and surveillance capability for forces in the air and on the ground.

DE&S Chief of Materiel Air, Air Marshal Simon Bollom, oversaw the procurement of the aircraft. He said: “The first flight of the UK’s Rivet Joint RC-135W aircraft as part of the Airseeker programme

with an RAF crew is a proud moment for all in DE&S’ Airseeker team who have, and continue to, work so hard to deliver this outstanding capability to the front line.

“We have procured an aircraft with a proven track record which has been successfully operated by the United States Air Force with RAF crews under co-manning arrangements for a number of years.

“We have worked very closely with our colleagues in the US on this project and today’s first flight signifies the commencement of a new and potent air ISTAR (Intelligence, Surveillance, Target Acquisition and Reconnaissance) capability in the RAF inventory.”

The aircraft gathers data and vital intelligence using its sensors and is also able to carry out on-board analysis and



distribute the information to ground based exploitation systems via its communications suite.

Since 2011, members of the RAF's 51 Squadron have been operating USAF Rivet Joint aircraft and ground stations in the USAF Order of Battle to familiarise themselves with the aircraft and its capability.

Defence Secretary Philip Hammond said: "These highly specialised aircraft and their supporting ground systems, bought off-the-shelf, provide Britain with a first-class intelligence gathering capability that is value for money and another key part of our ability to interoperate with the US.

"Having jointly operated US aircraft with British and American personnel for three years, this proven strategic intelligence and surveillance capability

will be an excellent addition to the RAF's fleet."

His thoughts were echoed by the Officer commanding 51 Squadron, Wg Cdr Tom Talbot, who said the squadron was delighted to have participated in the milestone of the first aircraft in RAF service. "The squadron looks forward to being a part of the long and productive service that Airseeker will bring to defence," he said.

The aircraft, converted by L-3IS in Greenville, Texas from a Boeing KC-135 tanker, have been bought direct from the US Government at a cost of around £650 million.

The Airseeker capability is made up of all three UK Rivet Joint RC-135W aircraft and ground exploitation systems and is operated by highly-skilled aircrew, ground crew and analysts. It is due to be fully operational by mid-2017.

Airseeker joins the RAF's ISTAR Force which includes Sentry, Shadow, Sentinel and Reaper as well as the reconnaissance capabilities of UK fighter aircraft.



Truck of war

Reservists are set to take a growing role in the formation of Army 2020. *desider* looks at a contract for the Army's heavy equipment transport service, where Sponsored Reserves have been playing a vital part for the last ten years.

Entrusting a contractor with front line capability is a big step for an armed force. So a service which provides transportation for the British Army's heaviest equipment to and from the battlefield is one that needs to be treated with the utmost importance.

The MOD signed a £290 million 20-year concession contract with Fasttrax in 2001 to provide a heavy equipment transport service. The army's Scammell tank transporter fleet was coming to the end of its service and the Army was short of Regular manpower to operate it.

The result was the purchase of 92 Heavy Equipment Transporters from Oshkosh, capable of carrying a 72-tonne Challenger 2 tank at up to 50 miles an hour, to be operated by FTX Logistics, a subsidiary of Kellogg, Brown and Root. The company has 85 Sponsored Reservists to keep vehicles in readiness for work and to operate up to one third of the vehicles for warfighting or peacekeeping missions. The contract reached ten years of full operation this month. When not transporting

vehicles and equipment to and from the front line, transporters can be seen on the motorways of the UK and beyond, moving vehicles around for exercises and combat readiness.

"The contract was the pathfinder in the use of Sponsored Reserves," said Simon Frame, Logistics Vehicle Solutions manager in DE&S' Operational Support Vehicle Programme. "These are permanent employees of FTX, who, as part of the service, can be 'called up' for military duty in times of conflict, wearing military uniform and coming under military command. When not required to operate transporters, SRs are contracted out to third party agencies as civilian HGV drivers.

"The SR concept was designed so that military employment will normally be on duties in continuation of their civilian employment in support of the Armed Forces. Consequently, they are trained in basic military skills and are obliged

to take and achieve the same standard as a regular soldier in all annual training requirements. They are all affiliated to the regular Tank Transporter Squadron for operations, training and tasking during peacetime.

He added: "Armed and under military command, they are the first privately-contracted soldiers to operate in high risk combat zones. Two have already received commendations.

"More than 150 SRs have served in Iraq or Afghanistan, and wide military experience which otherwise would have been lost to the Army is being recycled and available for use by the unit to



enhance its own training and operational capability.”

A 2011 contract change removed lower limits on the weight of vehicles carried, which means the Warrior fleet, plus patrol vehicles like Mastiff and Wolfhound can now be carried. Since then FTX has carried more than 1,500 loads under 25 tonnes, more than doubling usage and saving third party haulage costs. In the contract’s ten years, nearly 7,000 loads have been carried and the fleet has covered more than 6.5 million kilometres.

Under the contract FTX must either replace or repair damaged transporters as they return from operations. To save replacement costs FTX uses UK companies with experience of repairing accident-damaged HGVs. Some parts, including cabs supplied by Oshkosh, gearboxes and engines have been overhauled and re-built by UK-based Allison and Caterpillar dealers.

Two companies – West End Garage of Somerset and Commercial Contract Engineers of Rochdale – rebuilt six tractors

damaged by roadside bombs while King Trailers of Market Harborough regenerated several of the vehicles’ trailers. The work saved the MOD several million pounds in replacement costs.

Four of those tractors were accepted back into service last summer from CCE in Rochdale by Brigadier Peter Rafferty, Head of Operational Support Programmes at DE&S. He said at the time: “A capability contract like this means the MOD gets highly-skilled drivers when and where it needs them on operations overseas or here in the UK moving tanks to different locations.

“Sponsored Reserves are trained to the highest standards to

use the vehicles, whether on public roads in the UK or when they are called up. That expertise is mirrored in the service we have received.”

With the redeployment of equipment from Afghanistan and the drawdown from Germany FTX is keen to keep vehicles and SRs busy. There is capacity to move permitted loads for other DE&S teams as well as Army HQ.

From this summer when 16 Tank Transporter Squadron disbands FTX will base 14 transporters and ten Reservists in Sennelager to provide heavy lift support and help with cost effective drawdown and exercise requirements. This will save money on the Germany heavy haulage budget.



The DE&S family – tog at Abbey Wood

The first of this summer's open days for the families of DE&S staff was another resounding success

Abbey Wood hosted the first of this year's three DE&S Families Days on 30th May and again – with a capacity crowd of more than 800 visitors – the day surpassed all expectations.

Bernard Gray, Chief of Defence Materiel, accompanied by his wife and daughter, opened the event, welcoming everyone to DE&S Headquarters and wishing them an enjoyable day.

David Ball, Director Human Resources said: "Our aim was to create an interesting and fun day for staff and their families and thank you to everyone who helped organise it. These days provide a great opportunity to showcase the work of DE&S staff to family members, and demonstrate the quality of kit we procure for our Armed Forces. It is also an opportunity for our own staff to view the work of other teams, enhancing their own knowledge of DE&S."

Lynn Green, Infra Families Day project manager, added: "Thank you to all the teams who contributed to this event to make it such a great success. Everyone put a lot of thought into what to display with lots of visual and interactive opportunities for all ages."

DE&S teams displayed vehicles, food and clothing, decoy systems, weapons, bomb disposal equipment, aircraft ejector seats and medical and general supplies.

The MOD Police dog displays were one of the main crowd pullers. A German Shepherd dog named Ash demonstrated his firearm interception skills, tracking down the 'criminal' and bringing him to ground. The sniffer dogs put their noses to work seeking and finding a hidden stash of 'drugs'.

Teams used areas in their neighbourhoods to put on a host of displays using the kit they procure and support. From Firestorm, a precision targeting tool used to pin-point enemy locations, to Transtalk, an Android application that can perform two-way audio translations in a variety of languages, including English and the major Afghan languages Dari and Pashto, all proved hugely popular.

Missile trainers were on show, while there were plenty of items of clothing, including life jackets, available for youngsters to try out.

Defence Engineering and Science graduates held a tallest spaghetti tower competition. The winning tower soared to 78cm made by Ali Bailey, mother of Harriet Bailey from the Weapons Commercial team, and her god-daughter Tia Bale.

Children also took up the opportunity to get involved in the Ships operating centre's 'design a ship' competition. Three winners were chosen by CDM:

Under 8s – Harry Tottle – age 4 (Mum Lizzie Tottle from D Subs OC)

Age 8 -11 – Charlotte Osburn – age 8 (Mum Jo Osburn from D Ships)

Age 12 and over – Ben Shardlow – age 12 (Mum Georgina Benzies from DBS)



ether



What is GEMS . . . ?

GEMS attracts more than 2,000 new ideas a year from across the Armed Forces and civil servants in defence. The scheme asks for suggestions in any of the areas below:

- Achieving greater efficiency or savings to the MOD
- Improving operational effectiveness
- Raising quality
- Improving the design, use or maintenance of equipment
- Improving health and safety
- Benefiting the environment (including sustainable procurement)
- Removing unnecessary bureaucracy

Further information about the scheme and how to submit idea(s) is available on the GEMS homepage on the Defence Intranet

Latest successes boost rewards scheme

THE LATEST set of winners in DE&S has boosted the profile of GEMS, the MOD's ideas management scheme.

GEMS provides the opportunity for staff to submit suggestions for improvements and, where appropriate, receive a monetary award.

There have been a number of recent successes in DE&S, which include teams and individuals.

Logistic Services team members from Donnington won an award for their suggestion to use material in the design of the pallets that would not interfere with the sensors used in the Automatic Warehouse. The team, Mark Growcott, Andrew Gill, Michael Sprag and Kevin Beddal, received around £300 for their suggestion.

Team leader Mark



Growcott said: "We were delighted to receive recognition for our idea which saves money by using in-house materiel already purchased and negates the need to buy in commercial plastic storage containers."

John Brookes from the Land Equipment Training Simulation Team received around £70 for his suggestion to use freely available internet and smart phone applications where two dimensional barcodes (QR codes) can be generated containing all necessary contact information.

It is believed that not many users will have smart phones with QR Codes readers but this capacity is likely to become more widespread and the benefits will increase.

Mr Brookes said: "These QR Codes can be included as a picture on the reverse of business cards which can then be scanned onto smart phones to automatically store information on the device."

"This saves time and effort from manually inputting contact details, while streamlining data sharing and eliminating manual errors. In time fewer business cards will be required reducing office waste."

Peter Kerr, from the Defence Munitions Spearfish team in Beith, received around £370 for his suggestion of using a measurement fixture to correctly set anchor marking bands and reduce stress loading on link cables to aid prevention of flood alarms at torpedo launch.

Mr Kerr said: "I'm pleased that approval has been given to implement my suggestion. The use of a measurement fixture to load the torpedoes will help to prevent alarms as well as enabling staff to improve quality and confidence when loading a torpedo for launch."

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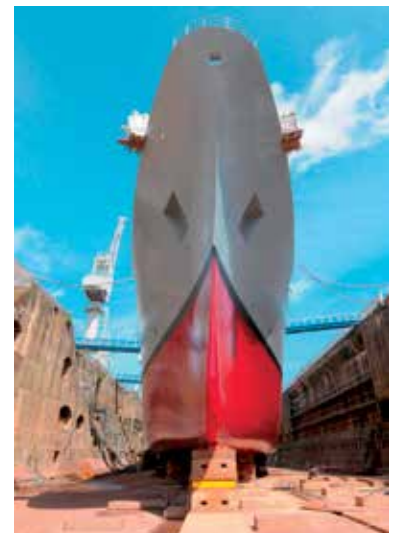


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Scott takes on a friendly coat of a different colour



ROYAL NAVY survey ship *HMS Scott* has left dry dock with new environmentally friendly paint on her keel and part of her hull which can save thousands of pounds on fuel.

The coating is a fouling-release material which prevents organisms like barnacles from clinging to the hull. These organisms create drag on the hull causing it to use more fuel in order to maintain speed.

In addition, the decreased levels of greenhouse gases produced by the main engines will also make the ship more environmentally friendly. In *Scott's* case this a potential cost savings of more than £200,000 per year.



Driver's seat: Andy Green's view of next year's record attempt
Pictures: Stefan Marjoram

New cockpit sees Bloodhound close in on record bid

THE COCKPIT of Bloodhound, the 1,000mph land speed racing car, has been unveiled in Bristol.

The carbon fibre monocoque has been tailored to the needs of driver Andy Green and will be his supersonic office during record attempts in the South African desert in 2015 and 2016.

Hand crafted by URT Group using five different types of carbon fibre weave and two different resins, the monocoque has taken more than 10,000 hours to design and manufacture.

The structure weighs 200kg and bolts directly to the metallic rear chassis carrying the jet, rocket and racing car engine.

The carbon front section will have to endure peak aerodynamic loads of up to

three tonnes per square metre at 1,000mph (1,609kph) as well as the considerable forces generated by the front wheels and suspension.

It will also carry ballistic armour to protect the driver should a stone be thrown up by the front wheels at very high speeds.

Bloodhound is a project which has pulled in help from engineers across the MOD including DE&S.

The cockpit is also a showcase for the skills of UK manufacturing.

The project has been supported by a raft of companies who share the project's ambition to inspire a generation to follow science and engineering by building and racing what many regard as the most extraordinary car in the world.

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Speed king:
Bloodhound

F-35B makes a noise

THE LOUDEST operation to be conducted by the F-35B on board an aircraft carrier is a 'military power' take-off with a measured sound level of around 145 dB.

This is measured at 135 degrees from the aircraft nose centre line, at a distance of 50 feet from the rear of the aircraft, according to figures released last month in Parliament.

The noise is similar to that of the Harrier, F-18, F-15 and the same level as produced by an F-16.

Ministers have pledged that all flight deck personnel will be issued with the appropriate noise reduction headsets.

Field of creative runners gathers for annual Civil Service Awards race

NOMINATIONS FOR the Civil Service Awards, which celebrate innovation and creativity across government, must be in by 25th July.

Now in their ninth year, the awards are a unique way to reward and thank civil servants for achievements.

New awards have been introduced this year to recognise individuals who make an outstanding contribution through volunteering and another to acknowledge an individual or team who has innovated and taken sensible risks to improve

outcomes.

MOD Permanent Secretary Jon Thompson said: "The Civil Service Awards are an important way of recognising the excellent work that is done in defence.

Whether or not they win an award I ask that everyone looks at the remarkable work that takes place in defence and considers making a nomination.

"I am sponsoring this year's commercial award, which recognises exemplary commercial practice, achieving better outcomes for government.

"Defence deals with many of

the most complex commercial relationships in government, so I am optimistic that we will make a strong showing in this category."

The awards attract more than 800 nominations every year – nominations can be made by logging on to the Civil Service Awards website.

Nominations are open to any team or individual currently working for the Civil Service. People can self-nominate or nominate a colleague or team, including partnership non-Civil Service organisations.

DE&S launches a new strategy for Learning From Experience

Use yesterday, improve today, excel tomorrow

THE DE&S Executive Board has endorsed a new strategy for Learning from Experience with a senior figure as its champion.

Director Technical, Air Vice-Marshal Julian Young, has taken on the new role.

He said: "There are areas of good practice within DE&S, but there are also areas where we ought to do better.

"Standing up DE&S as a trading entity is an opportunity to improve the way we work and deliver more effectively and efficiently our outputs in support of the Armed Forces.

"To do this we must be better at sharing and using the knowledge learned from experience proactively, so that it can be used elsewhere in DE&S to good effect."

Learning from past experience helps avoid repeating mistakes, and is a vital part of improving ways of work.

Through building on successes and exploring different, more appropriate

ways of working, the ability to deliver is improved.

A monthly LFE seminar programme has been reinvigorated to share lessons from projects and individual experience to promote learning across organisational boundaries.

There is also an LFE group on 'Yammer', the business networking tool being trialled in MOD, and a website on DII will be launched soon.

"LFE is a key development tool, not just at the team and organisation level, but for personal development too," said Pamela Jary, lead for the LFE initiative.

"We learn new things all the time and then incorporate them in the way we approach our work. The trick is to help people access and share this hard-won knowledge more wisely so that we all benefit and make DE&S an organisation that others look to, as somewhere to learn from."

Learn more about LFE in DE&S from Pamela at DES TECH-AG PPM LFE.



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Contracting redesign aims to reduce time and improve delivery



QinetiQ work at Boscombe Down: time spent placing contracts is likely to be cut by new processes

THE TIME taken to place single source air sector work with major defence supplier QinetiQ may be reduced by at least 50 per cent with a set of new processes.

A team from DE&S and the company is redesigning contracting to reduce time and effort, freeing resources and enabling better delivery to project teams.

Poorly defined and communicated requirements along with excessive bureaucracy saw some basic requirements needing six tender rewrites before reaching agreement.

The team is led by DE&S' Chief of Materiel (Air) Air Marshal Simon Bollom and QinetiQ's Air Managing Director Gary Borland.

It includes staff from Helicopters, Combat Air and Air Support operating centres who are introducing the changes across the air sector.

"Embedding lean principles within the contracting process has been paramount to removing waste, with a single

entry point and tasking cell set up within QinetiQ, first-in, first-out principles introduced and a reduction in batching of requirements," said Charles Hanson of DE&S Combat Air Commercial.

"Effort has also been focused on improving requirement setting and solution delivery through increased joint working and information sharing."

He added: "Grouping requirements by complexity with contracting tailored appropriately, categorising requirements using a requirements menu, standardising documentation and introducing menu pricing will also improve the contracting process."

Contracting time and effort will be closely tracked and will be the officially-mandated process for single source contracting with QinetiQ in the air sector.

Further work will see if the changes can be rolled out more widely, and applied to more DE&S single source suppliers.

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Information management – an MOD priority

THE THIRD annual MOD Information Excellence Awards were held in May to recognise the efforts of defence people who have managed and exploited information effectively over the last year.

The awards were hosted by Information Systems and Services Director Gerry Cantwell and sponsored by TNT Business Solutions.

MOD Permanent Under Secretary Jon Thompson, who presented the awards, said: "For those of you who have done any work with me or read my blog, you'll know that information management is really important to me.

"I think it's fundamental to the business that we manage our information, marshal it, and that we analyse it and use it to the maximum – I don't think we've really done that in the past. So it remains a significant priority for me, and it's great to be here today to celebrate the excellence which these awards demonstrate."

There were more than 50 nominations in four categories; inspiring leadership, innovation, exemplary practice and Information Team of the Year.

Matthew Holbrook of DE&S' Chief Information Officer team was the winner of the Innovation award for his work to address server capacity issues.

Mr Holbrook, who administers the DE&S CIO IHub at Corsham, volunteered to analyse the data centre information, identifying and categorising issues with its structure so they could be addressed.

These issues included failure to delete obsolete information, orphaned role and account folders, and duplicate and incorrectly located folders.

Working with Atlas, Matthew developed tools that freed up huge amounts of storage capacity across DE&S. He applied his skills in other areas, most notably Army Headquarters, going well beyond the requirements of his role and leading to significant defence-wide benefits.

This resulted in clearing 2.5 terabytes of data and 175,000 roles and accounts.

Receiving his award, Matthew said: "I thoroughly enjoyed the day and it will be something I look back on with great fondness."

Other winners were the Army's Major Dan Ashton for inspiring leadership, Kedi Clutton of Navy communications for exemplary practice, and the Defence Major Programmes Portfolio team.

■ The Information Excellence Awards are held annually, with nominations received during the spring and the awards taking place in April/May. Information can be found at <http://defenceintranet.diif.r.mil.uk/Policy/Info/InfoSkills/Pages/WhatAreTheInformationExcellenceAwards.aspx> – keep an eye out for a new DIN towards the end of the summer.

Team celebrates new portal launch

MEMBERS OF the DE&S CIO team have celebrated the launch of a new Information Portal.

CIO Head Claire Fry presented the team with a cake to mark the occasion. The development of the intranet-based resource has taken place over months and Claire thanked the many DE&S staff involved in testing and contributing to its design.

She said: "The result is a one-stop shop catering for the information management needs of all DE&S staff

and our information professional community. It's an important resource and I would encourage everyone to use it and to feed views and suggestions back so we can continue to improve it."

CIO team members responsible for the Information Portal are Brian Morton, Jane Turner, Sarah Enos, Steven Wharram and Tina Gill. The Portal can be accessed from the DE&S page of the Defence Intranet, click on 'Policy and Guidance', then select 'Information Management'.



Jon Thompson, left, presents Matthew Holbrook with his Innovation award

Info professionals to benefit from DE&S progress

THERE WAS much debate about new opportunities at the DE&S Information Professionals' Conference at Abbey Wood on 10th June.

Delegates learned about how the changing DE&S will impact upon the Knowledge and Information Management (KIM) profession.

Jane Wharton, CIO lead on information exploitation, said: "KIM professionals are a key business resource for DE&S as we seek to develop our business capability, our management information, which underpins our projects and programmes, and also our digital capability."

Paul Winchcomb, HR Business Partner, talked about potential introduction of matrix management, a method of deploying resources so that DE&S has the right people, with the right specialist skills and experience.

The ability of KIM professionals to demonstrate and further develop their functional skills is ever more important. One way is to join the Chartered Institute for Library and Information Professionals.

Tiffany Pemberton Jewitt, CIO Info Skills lead, explained that funding for professional subscriptions is available for any KIM professionals wishing to join.

Tireless comes home for the last time



AS ONE nuclear powered submarine sees the daylight for the first time, another makes ready for decommissioning.

Following the unveiling of *Artful*, the third *Astute* class submarine, *HMS Tireless* returned to her base port of Devonport for

the last time ready for decommissioning after nearly 30 years of service. *Tireless* is the longest serving nuclear-powered hunter killer submarine in the Royal Navy and her last deployment saw her involved in the search for missing Malaysian Flight MH370.

Commanding Officer, Commander Hywel Griffiths, said: "It is with immense pride that I bring *HMS Tireless* into Plymouth for the final time. She gives way now to the modern and world beating capability represented by the *Astute* class."

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Apprentices enjoy a Royal day on the ranges at Larkhill



Above: apprentices from Abbey Wood line up at Larkhill during their familiarisation visit to look at the equipment used by the Royal Artillery

FIRST YEAR apprentices from Abbey Wood Group 1 of DE&S' Advanced Apprenticeship Scheme have visited the Royal School of Artillery at Larkhill.

The visit contributed towards their familiarisation of equipment in operation by the user, in this case The Royal Regiment of Artillery, which is part of standards-based training.

Apprentices were briefed over two days on everything used by the Royal Artillery, including the Bowman communication system, the variety of ammunition used and the various weapons.

They were tasked with acquiring simulated targets and giving the firing orders, driving in a Warrior simulator and experienced the Dismounted Close-Combat Training Simulator.

On the final day, apprentices were ferried around Salisbury Plain to see live firing exercises being carried out by troops using the L118 Light Gun and AS90 Mobile Artillery.

'Driving force' leads the DE&S honours parade

THREE AWARDS of Commander of the British Empire lead the list of those honoured at DE&S in the Queen's Birthday honours last month.

Brigadier Rob Meinertzhagen, Rear Admiral Steve Brunton, and Commodore Keith Beckett all became CBEs in the list, which also saw a number of OBEs and MBEs.

Brigadier Meinertzhagen, head of ISTAR programme delivery group 2, is described in his citation as the 'driving force behind a programme of capabilities which has already and will in the future save many UK service lives worldwide against insurgents, terrorism and chemical attacks.'

The citation added he had inspired his large mixed team of military personnel, civil servants and contractors and was thoroughly respected by stakeholders for his tenacious spirit and ability to get things done.

Notable achievements in ensuring retention of a world class shipbuilding capability and best value for defence earned Rear Admiral Brunton, Director Ship Acquisition, his CBE.

And expertise in nuclear propulsion as part of an 'enormous contribution to the UK's nuclear deterrent over a long period' was the reason for Commodore Beckett's honour.

Among those honoured with an OBE (Officer of the British Empire) was Julie Morris, Head of Submarine Production, for her work on the UK submarine construction programme.

She was joined by Steve O'Leary of the Operational Support Vehicles Programme, who combined services to operational capability with work for Help for Heroes in Somerset.

Vital work for the continuous at sea deterrent and the Successor programme earned Capt John Stanley-Whyte of Chief Strategic Systems Executive an OBE.

Commander Jim McNair, formerly of the Sea King team, led the safety and airworthiness programmes to ensure the helicopters continue to make a key contribution to supporting the front line.

He was awarded an MBE, along with Richard Card, an industry nomination, for his operational support working for KBR.

... and there's a host of MBEs too

MBEs (Member of the British Empire) were led by Gary Harris, formerly of the Force Protection team and now with Future Submarines, for services to operational capability.

There were also industry nominations for Gail Broadhurst of Babcock Marine at Clyde and Dr Roger Griffiths of MBDA UK.

Designing a management information tool to support agreement between the Army and DE&S earned Major Ben Taylor of the Land Domain and Army Customer team his MBE while unrivalled knowledge of Typhoon, plus leadership, vision and dedication in developing the aircraft's combat effectiveness resulted in an honour for Wg Cdr Richard Presland of the FAST team.

Capt Robert Clifford of Information Systems and Services, now part of Joint Force Command, earned his MBE after leading delivery of logistic information systems in theatre and a move of Headquarters Task Force Helmand, contributing to the success of Operation Herrick.



A classy contribution

DEFENCE MUNITIONS apprentices Craig Kitcher, Jack Bryant, Andrew Willoughby and Macauley Binner are pictured with their model of a J class yacht, a reminder of Gosport's sailing history, as reported in last month's *desider*. It is to be presented to the people of Royan in France to mark 55 years of twinning between Gosport and its French twin town.

Rowers feel the heat as Abbey Wood staff turn on the style

THE SWELTERING heat of the atrium in Abbey Wood's neighbourhood two played host to a demonstration of the art of rowing for charity.

Two teams of around ten members each – one made up of rowers from the Army, Royal Navy and RAF and joined by civil servants, the other from consultants Ernst and Young – raced each other in a bid to be first to 100km.

The services team finished in an outstanding time of 5 hours 30 minutes and four seconds. Their opponents finished in a respectable time of a minute above six hours.

Money raised, including bucket collections on the day, will go the Royal British Legion.



Above: Chris Della-Porta is on the rowing machine encouraged by organiser, team leader and concept2 rowing master Lt Col Mat Rawlinson, on the right

Right: the teams get down to serious rowing in Abbey Wood's neighbourhood two

Pictures: David Tucker



Team enjoys its walk in the sun

A GROUP of more than 40 staff from the MOD and industrial partners took part in a sponsored walk along the Clarendon Way to raise money for charity.

The team, including staff from the Defence Science and Technology Laboratory, QinetiQ and Serco, walked from Winchester Cathedral to Salisbury Cathedral through beautiful countryside on a hot day last month.

The group called themselves 'Team Evaluators 2014' as a reminder of the day job most of the walkers or their partners are involved in.

They set a target to raise £2,500 to contribute to the valuable work of Naomi House and Jackspace near Winchester, which supports children and young adults with life-limiting conditions.

There are plans for an ever bigger team for next year: anyone interested should contact Mike Dominy of Trials, Evaluation, Services and Targets team on 07788 566492.



Journey's end: some of the team with their medals at the end of their walk to Salisbury

Military wins out in Abbey Wood's latest 'Ryder Cup' battle



Above: Sqn Ldr Joe McKenna receives the Ryder Cup from Iain Clark

Above right: the victorious Military team

THE SECOND annual Abbey Wood 'Ryder Cup' golf match took place last month, with the Military gaining revenge over holders the Civilians.

Thirty-six golfers of all abilities from across DE&S and the Military Aviation Authority took part at the Vale Resort near Cardiff.

The Military, led by Sqn Ldr Joe McKenna, were narrowly ahead after the pairs competition played on the Lakes course.

After lunch, the play moved to the National course for a singles competition. Again, the competition

was close but the military team pulled further ahead and eventually ran out winners over the Iain Clark-led civilians.

There were individual competitions for nearest the pin and longest drive and prizes were awarded at the post-match meal.

Next year's event will be at the Vale Resort in early June.

Anyone interested in playing, regardless of handicap, should contact DES Ships CSS-Boats1b (Iain Clark), DES SPMAP-Shadow-ISSMgr (Joseph McKenna) or MAA-Cert-MPS2a1 (Neil Sykes).



Hattie Bailey, left, and Sabrina Moussa-Hynam sport their Engand colours

Cup proves a money-spinner

THE WORLD Cup proved a money-maker for Bristol Children's Hospital, thanks to staff in neighbourhood four in Abbey Wood.

Sabrina Moussa-Hynam and Hattie Bailey of DE&S' MASS (Munitions Acquisition - Supply Solution) commercial team randomly selected matches from the finals and sold entries across a number of departments with players accruing total goals to win the competition.

The duo raised £220 plus £55 in Gift Aid for the hospital.



Alan pilots to victory again

ALAN PARAMORE of DE&S' Land Equipment is pictured, left with his co-driver following victory in his first rally on gravel forest tracks - the Pirelli Carlisle Rally - this season.

Action took place in Kielder and Kershope Forests and saw Alan and RAF co-driver Stacey Hadlum turning in the best Armed Forces Rally Team time in their Land Rover, nearly five minutes ahead of their nearest rivals.

Picture: Steve Partridge.



Air Systems team takes to the water in charity race

MEMBERS OF the Unmanned Air Systems team at Abbey Wood are pictured, above and below, taking to the water in Bristol's annual charity dragon boat event.

The team – named *Apis Cerana* (Honeybee) – qualified in second place for the semi-finals but were edged out to finish in fifth place overall.

Team members have so far raised around £700 and are well on their way to their four-figure target, helped by cake sales and a Christmas raffle.

The event on 8th June, run by the Rotary Club of Bristol and attracting dozens of boats from around the west country, raised money for its adopted charity, 1625 Independent People, helping those between 16 and 25 who need it to get their lives back on track.

Rolls-Royce Bristol Apprentice Association took the top race honour with second place going to Babcock Buccaneers and third SSMG Blazing Paddles. The event is expected to raise more than £30,000.



Martin Davey and Apprentimus Prime



Apprentimus is in his prime

APPRENTICES IN DE&S now have their own mascot – Apprentimus Prime.

The mascot, courtesy of the design skills of Martin Davey of DE&S Graphics at Abbey Wood, was named by Phase 3 apprentice Damien Cunningham of DE&S Ships who won a naming competition.

"We needed something which featured every piece of equipment that our apprentices would work on," said Tracey Cruse of DE&S' apprentices team.

"We felt it was a good graphical representation of the DE&S technician apprenticeship; it would appeal to the younger generation when we are recruiting and also when we are representing apprentices in the wider world."

Apprentimus Prime will be the mascot for at least the next couple of years.

Team-building takes on a spot of beach-building

HELPING OUT in the community has always been part of military service.

For a group of young Submarine Qualifier trainees from Clyde, life really was a beach when they enlisted to help out at the Loch Lomond and Trossachs National Park.

The trainees, from all around the UK, are being put through their paces at Faslane to qualify for the Submarine Service.

In a break in formal training, instructors took the young men on a two-day team-building exercise. A group stayed at the Park's Balloch headquarters to break up and shift a pile of cobbles while others travelled to Loch Venacher to assist the

Park rangers in removing debris from campsites.

The next day all 23 students and three instructors travelled to Inchcailloch island where they helped rangers in beach reclamation, moving the sand at the water's edge of the west coast beach up to the junction with the grass, recreating a beach front.

Below: young sailors help create a new beach on Inchcailloch





Fleetwood max: back row, from left: Richard Cope-Evans (Assistant Manager, MOD Guard Service, Abbey Wood), Ben Rhodes (DE&S), Josh Samphier (DE&S), Oliver Howard (Defence Commercial), Joshua Macey (DE&S), Calum Simpson (Babcock), Nick Pope (DE&S), Stephen Burke (Defence Commercial), Daniel Berry (DE&S), Kevin Wade (Manager, DE&S). Front: Daniel Foxley (DE&S), Andrew Forshaw (DE&S), Andy Ramage (DE&S), Nick Moore (Captain, DE&S), Josiah Mayled (Defence Commercial), Duncan Reade (DE&S), Mitchell Gould (Defence Business Services)

Abbey Wood – the glory boys!

THE FOOTBALLERS of Abbey Wood have covered themselves in glory for a second successive year by retaining their national Civil Service title.

The players made up the MOD's Defence Sports and Recreation Association team which defeated the HASSRA Wales 6-4 in a topsy turvy Lewis Cup plate final at Highbury, the home of League One newcomers Fleetwood Town.

HASSRA, the association supporting the departments of Health, and Work and Pensions, were looking good for the title after only ten minutes when they raced into a 2-0 lead.

But Andy Forshaw's free kick from 25 yards pulled one back for the holders and by 18 minutes DSRA were

level with a long range effort from Oliver Howard.

Almost immediately the HASSRA were in front again, only for Duncan Reade to set up Steve Burke and, when his shot was saved by the goalkeeper, Forshaw scored his second from close range.

Daniel Berry brought a remarkable first half to a close when he headed Forshaw's cross home to edge the DRSA 4-3 ahead at the break.

The holders took control in the second half and added two more, the first through Steve Burke's header from Daniel Foxley's corner. Man of the match Josh Samphier added the sixth. HASSRA pulled a late goal back with a penalty.

The MOD's players earned their place in the plate final at Fleetwood after coming through two days of qualifying rounds at Warwick University against other Civil Service departments.

The DSRA team finished runners up in Group A having won three games, drawn one and lost one, scoring 13 goals and conceding six in the process. The team finished ahead of the much-fancied DSRA A team – beaten finalists in the Cup final last year – in the same group.



Above: Stephen Burke, right, closes in on his opponent
Below: captain Nick Moore sets up another DRSA attack



DE&S' Josh Samphier, left, hurdles a challenge



Youngsters take centre stage

THE NEW Wildcat helicopter has again become the centre of attention at Yeovilton, this time for members of the Ilchester Beavers.

The visit gave the youngsters an insight into the Fleet Air Arm, a chance to visit a helicopter squadron and look around a Royal Navy Wildcat HMA Mk2.

After a brief in the squadron building, the group was shown around the Wildcat by 700 Naval Air Squadron commanding officer Lt Cdr Simon Collins. The capability of the Wildcat camera was demonstrated, as well as allowing the children to sit in the cockpit seats and imagine being a Fleet Air Arm aviator.

Lt Cdr Collins said: "It has been a fantastic opportunity for the children to get up close to the Wildcat, the latest generation of multi-role helicopter. It has been a pleasure to host what could potentially be our next generation of Naval aviators."



The future is here: Ilchester Beavers team up with Wildcat

Future lines up with the past in a lesson on Navy's flying heritage

ELLIE CARTER has enjoyed a visit to Yeovilton in the next stage of her quest to be a pilot.

Ellie, from Devon, has flown with US aircrews from Beale Air Force Base, and contacted the Fly Navy Heritage Trust after seeing an appeal for money to keep a Sea Vixen in the air.

"I give out leaflets for the FNHT so I would like to do my little bit to help keep the Sea Vixen flying as we must not forget our flying history," she said.

The Trust invited Ellie to Yeovilton to visit the Historic Flight to learn more about Naval aviation heritage.

Ellie got to sit in the Fairey Swordfish and the Sea Fury as members of the Trust explained their historic role in the Royal Navy and some of the engineering facts to the eleven-year-old whose favourite subjects at school are maths and science and who hopes to go to university to study aeronautics and astronautics.

It is hoped the Sea Vixen will come under the umbrella of the Trust and become one of the aircraft of the Flight, joining the Swordfish, Sea Fury and Sea Hawk aircraft.

Left: Ellie Carter on her visit to Yeovilton



NEW PARTNERING agreements have been signed to seal the thriving relationship between the Royal Navy in Plymouth and its charity of choice, The Royal Navy and Royal Marines Charity.

Two partnering agreements to document the relationship between the Royal Navy and the charity were signed. Captain Gary Pettitt (Captain of Devonport Naval Base) and Captain Justin Hughes (of Devonport Flotilla) on behalf of Commander of the Naval Base, Commodore Graeme Little and the Commodore of the Devonport Flotilla, Commodore Richard Farrington joined Vice Admiral Sir Richard Ibbotson (Chairman of the RNRMC, *pictured centre, right*), in marking their commitment.

Commodore Little said: "This partnership sets out the way by which the Royal Navy in Devonport and the charity will work together to improve the lives of all those who serve, or have served, and their families. The charity has come a long way in a short period and is very important to the Royal Navy."

Navy signs up to cement charity link



Mark makes pledge on engineering

GROUP CAPTAIN Mark Hunt of DE&S Air Support has become the youngest President of the Institution of Mechanical Engineers in its 167-year history. He is also the first RAF officer to be President.

Mark succeeds Patrick Kniveton, Head of Engineering Improvement at Rolls-Royce Marine Power.

Mark has been an engineer in the RAF for 20 years. He has a background in airworthiness and safety and has served four tours in Afghanistan.

Mark is now the Type Airworthiness Authority for the RAF's intelligence gathering, surveillance, target acquisition and reconnaissance fleets of Sentinel and Sentry aircraft.

His last role was as Chief Air Engineer at RAF Brize Norton.

The Institution of Mechanical Engineers, founded by George Stephenson in 1847, represents more than 106,000 mechanical engineers in 140 countries across diverse industries such as automotive, rail, aerospace, medical, power and construction.

Mark said: "I am thrilled to lead one of the fastest growing professional engineering institutions.

"I want to use my year as President to demonstrate what engineers have to offer society, and to broaden public awareness of how engineers are improving the world we live in.

"I also want to help galvanise action to inspire the next generation of engineering innovators.

"My challenge to every engineer is to ask themselves what they have done today to improve society and then to tell someone about it. We need to be proud of our engineering achievements."

The Institution of Mechanical Engineers was established in 1847 and has some of the world's greatest engineers in its history books.

New team enters fixture

THE ANNUAL fixture between the Police Services UK and the RAF Orienteers had previously been a RAF dominated affair.

Following star orienteer Geoff Ellis' retirement from the RAF and move into the Falcon team as an MOD Civil Servant, Geoff has made the original match a triangular fixture.

This year's fixture took place near Bewdley where Geoff covered the 6.1km course in 41 minutes, nearly six minutes clear of his nearest competitor.

In the Civil Service team Geoff was supported by Simon Kippin and Simon Poole in the Open category with Carole Chapman in the Open womens.

The RAF ran out clear winners over the PSUK in second with the MOD Civil Service in third.

Both Civil Service and Police teams could boast former RAF champions in the form of Geoff Ellis and Bob Hill respectively. Bob had been the RAF champion before Geoff was even born!



All the answers, from left: Alex Fairley, Emma Fairley, Alan Glover, Craig McLaughlin and Alex McLellan

DE&S HAS often had a broad knowledge base – and staff in Glasgow have proved it by beating the Eggheads on the BBC2 teatime quiz show.

The UK National Codification Bureau team – part of Inventory Management in Glasgow – pitted their wits against what is widely regarded as the most formidable quiz team in Britain made up of quiz and game show champions.

The team – Alex Fairley, Craig McLaughlin, Alex McLellan and Alan Glover – was completed by Alex's daughter Emma when colleague Robert Cleary, who had appeared on the audition with the team, was admitted to

Glasgow staff triumph in battle against TV's best quiz players

hospital for surgery two days before filming. Happily he is now back at work.

The team was named the Sensational Alex Fairley Band, as members were fans of 1970s Scottish rockers the Sensational Alex Harvey Band in their youth.

"Teamwork as always is vital in this type of situation and the

strategy worked in this instance," said Alan afterwards.

"In the final general knowledge round the Eggheads got their first two questions wrong, which has never happened before in the ten years the show has been running.

"Our prize money was £2,000 so unfortunately we will not be wintering in the tropics this year!"

The Jeremy Vine and Dermot Murnaghan-hosted show was first broadcast in 2003 and has seen some teams earn five-figure sums for defeating the Eggheads.

The DE&S team's triumph was broadcast on 21st May,

Abbey Wood leads cadet expedition

NEARLY 70 years to the day since the D-Day landings, 25 air Cadets from Bristol and Gloucestershire Wing have returned from Normandy, on a trip organised by an Air Training Corps sergeant from Abbey Wood.

The expedition, code named Operation Fortitude, saw the cadets visit historic sites as part of the bronze and silver Duke of Edinburgh's Awards.

Edward Smart of Movement Support Services at Logistic Commodities and Services said "All the months of careful planning (and re-planning) was completely worth it, when you saw the faces of our cadets after they visited the sites."

Cadets visited Pegasus Bridge, where they met Madam Arlette Gondrée, proprietor of Café Gondrée, one of the first buildings to be liberated on D-Day by British Forces. Madam Gondrée, a young girl when the Allies launched Operation Overlord, took the time to speak to cadets.

Right: Cadets at Pegasus Bridge



ABBEY WOOD may have introduced regular families days this year but Clyde wasn't to be outdone, hosting 58 children during its annual Kids at Work Day.

The children spent 8th May at the base to gain an insight into the diverse activity at the site.

Throughout the day there was the chance for the kids to experience Flag Officer Sea Training's giant ship simulator and to meet Royal Marines from 43 Commando who explained the use of their rigid inflatable boats.

The 12-16-year-olds were given a tour, courtesy of MOD Police Officers from Clyde Marine Unit, and also headed to the base's dry ski slope where they took part in sledging.

Another favourite was the Northern Diving Group where Royal Navy bomb disposal experts demonstrated their high-tech equipment.

Other visits included the Defence Fire and Rescue Service, the MDP's dog handling section and the Sportsdrome where fun games of touch rugby and football were organised.

The day concluded with a field gun run by *HMS Neptune's* Field Gun team, who demonstrated the physically demanding



So this is how it works! Youngsters at Clyde get an insight into exploring the deep from the Northern Diving Group

Kids give Clyde the thumbs up

naval tradition.

Chief Petty Officer Kevin Macaskill from Flag Officer Sea Training (North), brought 13-year-old daughter, Shannon.

"I've worked at the base for over 20 years," said Kevin. "But this is the first chance I've had to show Shannon around.

"The day has been fantastic and she

has particularly enjoyed the sledging at the Ski and Snowboarding Centre."

For Babcock employee Gareth Gittoes and his stepdaughter, 12-year-old Emma Willis, one of the highlights was taking to the water with the Clyde Marine Unit.

"The Police boats were brilliant, although quite scary at times as they can travel so fast," said Gareth.

"Emma's older sister, Amy, has visited before, but this is the first time that Emma has been old enough. This year's event has been particularly good – there is even more for the kids to see and do."

The event was organised by Debbie Walker from Lockheed Martin UK Strategic Systems and the First Lieutenant of *HMS Neptune*, Lt Cdr Jim Bark.

MOTTO – THE DSRA LOTTERY, APRIL WINNERS

£10,000: Jonathan Ross (Whittington). **£5,000:** Edwina Faramus (Andover). **£2,000:** Gareth Edwards (Devonport). **£500:** Joanne Hudson (Warminster), Peter Argent (London). **£100:** Mark Jones (Abbey Wood), Gillian King (RAF Mildenhall), Steven Powell (Riyadh), Sarah John (Abbey Wood), George Atherton (Preston), Ian Arbuckle (Glasgow), Anna Pearce (London), Colin Bailey (Corsham), James McIntosh (Beith), Isobel Emery (Portsmouth), Michael Green (St Athan), David Henry (Andover), Beverley Kaye (RAF Honington), Scott McGarvey (Clyde), Stuart Poynton (Gosport), Brian Thompson (Wimbourne), Ian Hill (Abbey Wood), Paul Cartwright (RAF Welford), Lesley Stephen (Clyde).

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:

2014DIN04-087: As part of an internal change programme to improve battery availability to the front line, responsibility for functions has moved from the Soldier Training and Special Programmes in Land Equipment to Medical and General Supplies team in Logistic Commodities and Services. Battery Technical Services has moved into the Engineering Group in Director Technical.

2014DIN04-091: Crown Commercial Service has been established to bring together Government's central commercial capability into a single organisation. The Crown Commercial Service has taken on responsibility for procurement of the MOD's consultancy and contingent labour needs.

2014DIN01-092: This DIN provides details of the Parcel Freight Contract, its operation and limitations. The service is for distribution within the UK and to EU member states under agreed service levels. The contract was awarded to Parcelforce Worldwide for four years.

2014DIN01-098: This DIN provides information on the procedure for booking in of trade deliveries to Logistic Services sites at Bicester, Donnington and St Athan.

Further information and more details on the latest DINs see:

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



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