

desider

Nov 2014 Issue 78



Ministry
of Defence

de&s

the magazine for defence equipment and support

DE&S answers the call



Logistics staff pitch into Ebola mission supply task



Artful
in trim



Weapons
must be legal




Keeping Navy
fit to fight



Maintaining a
front line watch



Falcon soars
to new heights



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BBC's *The One Show* helped DE&S' annual cooking extravaganza, Exercise Joint Caterer, go with a swing



Picture: South West News Service

cover image

From protection suits to post office services, DE&S logistics staff moved into rapid action when the call came to equip personnel for the fight against the Ebola virus in Africa. *RFA Argus*, above, was loaded up in Falmouth before departure for Sierra Leone

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Watchkeeper has made its debut on operations over Afghanistan with its first operator describing its capability as 'amazing'.

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

Bernard Gray

Chief of Defence Materiel

'I very much want to finish the job I began in 2011'



Since I joined DE&S I have spent a lot of time with all of our stakeholders, the DE&S workforce, our customers, industry and our international colleagues in order to increase my understanding and to see at first hand the depth and breadth of our equipment and support programme delivery. There is always more that I would wish to do with each of these groups, but the reality of the day-to-day leadership of DE&S keeps me anchored to Bristol or London for much of my time.

Over the last few weeks I have visited a number of RAF stations, learned of the intricacies of nuclear propulsion at Rolls-Royce in Derby – a particular interest of mine after my time with the Atomic Energy Authority – heard of the weighty responsibilities crews in our Trident nuclear submarines shoulder every day, and performed a steel cut in Glasgow on the latest offshore patrol vessels for the Royal Navy. I was also fortunate enough to take part in a flight over Scotland in a Hawk training aircraft, routine for our aircrew colleagues, but certainly one of the highlights of my time at DE&S.

Details of some of my visits can be seen elsewhere in this edition, but on every visit I was struck by how vital our work is in providing equipment for our Forces and also how much recognition there is of what we do. I have said before that I feel our role is sometimes overlooked in the great scheme of Armed Forces operations. But in many areas it very much is appreciated, and there is an increasing number of people in the services willing to give positive feedback on the equipment we procure and the support we provide. I am often in awe of the professionalism of our Armed Forces, but I'm heartened that, in return, there is recognition of the dedication DE&S staff brings to our side of the bargain. Our reputation for reliability is growing and it is good to hear that, at first

hand from those who matter – the users.

Many of you will have noticed the role of the DE&S Chief Executive being advertised widely last month, the job I took on as the Chief of Defence Materiel in January 2011. I was asked in 2009, by the then-Defence Secretary John Hutton, to look into how military equipment procurement and support could be improved. I was firmly of the view that it would benefit from more private sector expertise and discipline. Nothing has changed my opinion since then. I was invited to put my money in the same place as my mouth and deliver solutions to the problems I had identified and given the opportunity to lead DE&S through a substantial process of change, while delivering a highly complex and demanding programme of work that meets the needs of our Armed Services and delivers value for money to the taxpayer.

Since 2011, DE&S has come a very long way with the MOD's finances now on a more sustainable footing, and more of our major projects being delivered on time and to budget. Much of this is down to you and the dedication you have shown at a particularly difficult time of worldwide recession and consequent austerity measures.

While the Government has decided not to proceed down the road to a full Government-owned, Contractor-operated business model, we are for the time being embarked upon a journey of significant transformation. I am confident that our change programme and of course our people, will succeed in driving our transition to a much more business-savvy, customer-focused organisation, a destination at which we will arrive in 2017.

I very much want to finish the job I began in 2011. I look forward to facing and, with your commitment and dedication, overcoming the challenges that the next few years will bring.

BERNARD GRAY, Chief of Defence Materiel, cut the steel for the first of three new Royal Navy offshore patrol vessels (OPVs) at a ceremony in Glasgow last month.

The vessels, which will be used by the Royal Navy to undertake tasks in support of UK interests at home and abroad, are being built at BAE Systems' shipyards in a £348 million contract that has protected more than 800 Scottish jobs.

The first OPV will be named *HMS Forth* and is expected to be handed over to the Royal Navy in 2017. The second will be named *HMS Medway* and the third *HMS Trent*.

Mr Gray started the computer-guided plasma cutter to cut the first piece of steel. He said: "I am proud to be able to start production work on this new class of ships, which will maintain the vital UK expertise needed to build the warships of the future.

"This contract, which will benefit the local economy in Glasgow, continues a 200-year tradition of building the nation's leading ships on the Clyde and will sustain hundreds of jobs across the region.

"I'm also pleased that we've moved from contract award in the summer to start of manufacture in such a short time. The contract is excellent value for money and our joint working has enabled us to work quickly.

"Being able to turn our vision into reality so quickly is a great achievement. I would like to congratulate all who helped make this happen, especially the teams within DE&S and BAE Systems."

Defence Secretary Michael Fallon added: "This investment by the UK Government is vital for the sustainment of naval shipbuilding in this country and the hundreds of specialist manufacturing and engineering roles that play an important role in providing warfighting capability for the Royal Navy."

The 90-metre OPV is based on a BAE Systems design already in service in several countries. Engineers have modified the design, ensuring it meets the requirements of the Royal Navy.

The vessels will include a modified flight deck capable of operating the latest Merlin helicopters, larger stores and more accommodation for embarked personnel.

Mick Ord, Managing Director at BAE Systems Naval Ships, said: "This is a significant day for our business and the UK shipbuilding industry, as we begin construction on a new class of warship for the Royal Navy.

"We're making investments in our operations at Glasgow to reinforce our position as a world class UK naval engineering business and the OPV programme provides an opportunity to truly embed our new ways of working and new technologies, helping to pave the way for our future and ensure that we can compete with the world's best shipbuilders."

After the ceremony Mr Gray toured the fabrication site where the OPVs

Pictures: Andrew Linnett



'A chance to show what we can do'

Far right: Bernard Gray, Chief of Defence Materiel, before the steel cut in Glasgow for the first of three offshore patrol vessels

Work begins on latest series of Royal Navy patrol ships

will be built and met members of the workforce. He also visited a visualisation suite at BAE Systems' Scotstoun site where the company is using virtual reality technology to turn ship designs into interactive virtual prototypes.

This has enabled them to inspect OPV compartments, examine the position of equipment and review the layout of systems in a way never before possible, by immersing them as avatars inside realistic 3D prototypes.

Mr Gray said: "Now we must work hard to deliver the ships to the Royal Navy.

"This is a fantastic opportunity for all of us to play our part in delivering this project on time, on cost to the standards the Royal Navy requires.

"In doing so we will help build a renewed confidence in the UK's maritime enterprise and provide a fresh impetus as DE&S continues the journey to becoming a world class operation.

"The whole of the country is watching us. Let us use this opportunity to work together and show what we can do."

THE ROYAL NAVY'S NEW OFFSHORE PATROL VESSELS

Key specifications

Displacement: 2,000 tonnes
 Length: 90 metres
 Maximum speed: 24 knots
 Range: Over 5,000 nautical miles
 Endurance: 35 days
 Accommodation: 60
 Crew size: 34



'A sortie in a fast jet is perhaps one of the most exhilarating experiences you can have, and I thoroughly enjoyed my flight' – CDM at RAF Valley, page 40

Reaper heads for Syria tasking



Reaper at Kandahar

THE UK's Reaper Remotely Piloted Aircraft Systems will fly surveillance missions over Syria along with RAF Rivet Joint aircraft.

The deployment will see the RAF gathering intelligence as the UK ramps up efforts to protect national interests from terrorist threats.

Defence Secretary Michael Fallon said: "The surveillance capability of Reaper will see it provide vital situational awareness, making it an invaluable asset."

The deployment is the first operational use of UK Reaper outside Afghanistan.

Reaper is the UK's only armed remotely-piloted aircraft but is not authorised to use weapons in Syria.

■ Watchkeeper tasks: page 25

Public consultation starts on nuclear submarine waste sites

FIVE UK nuclear facilities – identified on a shortlist last February – have been confirmed as potential sites to store waste from decommissioned nuclear-powered submarines.

A public consultation process will now help to determine which site is selected.

The sites, which already hold radioactive materials, are either owned by the MOD, the Nuclear Decommissioning Authority (NDA) or industry.

They are:

- the Atomic Weapons Establishment sites at Aldermaston and Burghfield in Berkshire which are owned by MOD and run by AWE plc;
- Sellafield in west Cumbria, owned by the NDA;
- Chapelcross in Dumfriesshire, owned by the NDA;
- Capenhurst in Cheshire, which is run by Capenhurst Nuclear Services.

Philip Dunne, Minister for Defence Equipment, Support and Technology, said: "When submarines in the Royal Navy fleet reach the end of their lives we need to dispose of them in a way that is safe, secure and environmentally sound.

"This open and transparent public consultation provides the opportunity to work closely with local communities near to potential sites to listen carefully to their views with the aim of delivering a solution that achieves these objectives.

"We value the views of those who have something to say about the Submarine Dismantling Project. All of them will be considered properly as part of our decision-making process.

"After consultation we will publish a report on our findings and after we have selected a site, we will explain why we reached that decision."

The Submarine Dismantling Project

run by DE&S will oversee disposal of 27 submarines that are due to have left Royal Navy service by the mid-2030s and be defuelled, including 19 submarines that have already left service and are stored afloat at Rosyth and Devonport.

The submarines can only be completely dismantled once reactor components, which are categorised as radioactive waste, have been removed.

The initial dismantling process will support up to 60 skilled jobs.

Public consultations will start on 14th November and run until 20th February next year.

There will be a series of exhibitions and workshops close to all five sites, plus two national workshops.

The site chosen will be used for interim storage of reactor components until after 2040, when the UK Geological Disposal Facility is planned to come into operation.

- Further information: <https://www.gov.uk/government/publications/submarine-dismantling-project-interim-storage-of-intermediate-level-radioactive-waste>

Consultation dates . . .

ALDERMASTON:
17th November: AWE Recreational Society, West Gate, Plantation Road, Aldermaston RG7 4PR.
22nd November; 23rd January: Tadley Community Centre, Newchurch Road, Tadley RG26 4HN.

BURGHFIELD:
18th November: Village Hall, Recreation Road, Burghfield

Common, Reading RG7 3EN
20th November; 22nd January: Community Sports Association, James Lane, Burghfield, Reading RG30 3RS.

CHAPELCROSS:
28th and 29th November; 15th January: Victoria Halls Complex, Downie's Wynd, Annan DG12 6EE.

CAPENHURST:
9th and 10th December; 20th

January: Macdonald Craxton Wood Hotel, Parkgate Road, Ledsham, Chester CH66 9PB.
11th December: The Village Hall, Capenhurst Lane, Capenhurst, Chester CH1 6HE.

SELLAFIELD:
17th December; 28th January: Cleator Moor Civic Hall and Masonic Centre, The Square, Cleator Moor CA25 5AU.
18th December; 27th January:

The Beacon Museum, West Strand, Whitehaven CA28 7LY.

BIRMINGHAM:
6th January 2015: The ICC Birmingham, Broad Street, Birmingham B1 2EA.

GLASGOW:
8th January 2015: Scottish Exhibition and Conference Centre, Exhibition Way, Glasgow G3 8YW.

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NEWSREEL

New work at Lossie

TURNER Estate Solutions has taken on a £23million contract to build new accommodation and support facilities at RAF Lossiemouth to help enable Typhoon fast jets to operate from the base. The contract has been awarded by the Defence Infrastructure Organisation. Turner will undertake the work in around 14 months, building on £17 million of works already in progress at the Moray airbase. Earlier this year two squadrons from RAF Leuchars – Nos 1 and 6 – relocated to RAF Lossiemouth. They will be joined by 2 Squadron next April.

Career launch

HUNDREDS of Armed Forces families are launching small businesses. An annual Armed Forces survey showed a key worry for personnel was being unhappy with the effect of military life on their partner's career. The Dependents' Business Start Up Programme was launched in June last year. Wolverhampton University has developed a course providing dependants with transferable skills and support required to build a business.

Naval fellows

BMT Defence Services, the international maritime design, engineering and risk management consultancy, has announced it will be funding a Fellowship in Naval Design at University College London.

Training deal kicks in on Latvia vehicle sale

LATVIAN SOLDIERS will begin training on British surplus armoured vehicles in the New Year.

The Disposal Services Authority (DSA), part of Logistic Commodities and Services, sold more than 120 CVR(T) armoured vehicles including Samson, Scimitar, Spartan, Samaritan and Sultan in a deal worth just under £40 million to the Republic of Latvia, announced in September.

Latvian officers and soldiers are in the UK completing an 18-week language programme. From January they will receive six months intensive instruction from UK Forces in driving, maintenance, gunnery and tactical operation of the vehicles.

The training brings another source of revenue to the MOD while developing close ties with Nato allies, improving fighting cohesion and ability. This

is additional to the Government to Government sales agreement negotiated by the DSA, which covers delivery of fully operational vehicles following a major overhaul.

The DSA is unique as the only UK organisation that can sell surplus capital equipment on a government-to-government basis.

"The sale of these vehicles to Latvia with long-term support provided by the UK is a fantastic example of how the DSA helps develop political relationships," said Maddy Southey of the DSA.

"Government to Government sales of surplus capital equipment often achieve the best value-for-money return to UK plc, and not just in monetary terms.

"Engagement on this basis contributes to the building of closer strategic relationships with governments worldwide. We thank platform and inventory managers across DE&S for their input which is highly valued by us."

DSA co-ordinated 18 months of work between DE&S, primarily the Armoured Fighting Vehicles team, the wider MOD, the British and Latvian armies and the Latvian defence minister and delegates.

This included visits to and from Latvia covering performance and maintenance of the vehicles and helping to create a training package for the Latvian army.

Neil Firth, Director of DE&S' Logistic Commodities and Services, said: "The DSA is a real credit to LCS and the MOD. Staff have done brilliantly to convert an enquiry into a contract that strengthens the relationship between the UK and our Nato allies."



Combat Vehicle Reconnaissance (Tracked) in Afghanistan

Lockheed Martin all set to provide 245 Scout turrets

LOCKHEED MARTIN UK has been awarded a \$1 billion contract by General Dynamics UK to deliver 245 turrets for the Scout Specialist Vehicle.

It follows the announcement in September that DE&S is to buy 589 Scouts in a £3.5 billion contract to provide essential armoured vehicle capability for the British Army.

Lockheed Martin's turret will be integrated onto the Scout variant of the Specialist Vehicle to improve capability, situational awareness and operational effectiveness for the infantry.

Roddy Malone, DE&S Scout team leader, said: "This new sub-contract award, following recent completion of the Turret Critical Engineering Design Maturity Review over three days, demonstrated further progress on the execution of the demonstration and long lead item activity for Scout and is a good stepping stone towards the full Systems Critical Design Review Anchor Milestone 2, expected next year."

Design, manufacture,



Sustaining jobs: a Lockheed Martin Scout turret

integration and testing of all 245 turrets will sustain 880 jobs at Amptill in Bedfordshire.

Some small and medium-sized companies across the UK involved in the supply chain will also benefit from the production

contract.

The first turrets will be delivered to General Dynamics UK for assembly onto the Scout SV hull next year ahead of the first vehicles being handed over to the Army in 2017.

Missile contract sharpens up RAF's cutting edge



ASRAAM, pictured on the left wing of a Typhoon

A NUMBER of highly skilled technology jobs have been protected across the country by a £40 million contract negotiated by DE&S staff to support an RAF air-to-air missile system.

The contract with MBDA, which designed and manufactured the Advanced Short-Range Air-to-Air Missile (ASRAAM), will provide support infrastructure and maintenance for the weapon for the next five years.

The deal will sustain missile technicians, logistic specialists, field and design engineers and procurement specialists, at the company's factories at Lostock in Greater Manchester, Stevenage in Hertfordshire and in Bedfordshire.

The contract will continue to assure effectiveness of the missiles, which equip the UK's Quick Reaction Alert aircraft, as well as on operations in the Gulf and Libya.

Carl McDermott, DE&S' UK Air-to-Air Missiles Manager, said the project team had been negotiating the new contract with MBDA over the past 12 months to get the best deal possible.

He added: "This is the ideal combination of partnership with the design organisation and the MOD project teams, utilising the best aspects of both organisations to ensure timely support to the front line at optimum cost to the taxpayer."

The contract with MBDA will provide spares, repairs and technical support and assurance to the front line user.

Minister for Defence Equipment, Support and Technology, Philip Dunne, said: "This contract is more positive news for MBDA and the UK's Complex Weapons sector. It will sustain highly skilled jobs and is another example of the MOD's continuing commitment

to British technology.

"ASRAAM continues to provide the RAF with crucial battle-winning capability for within visual range combat missions.

"This contract will enable MBDA to maintain the skills required to ensure that the RAF continues to perform at its very best on operations."

Welcoming the news, David Thornton, MBDA Customer Support Business Development Executive added that the company never loses sight of the fact people are relying on the missiles being there when they are needed and doing the job they were designed for.

"Often the focus is on developing the missiles of the future but supporting our products is a vital capability that ensures that the Armed Forces have the weapons they need, where and when they need them," he said.

NEWSREEL

Type 26 naming

NAMES for the Type 26 class of Royal Navy warship will follow a theme and are under consideration, Minister for Defence Equipment, Support and Technology Philip Dunne has said. "Names chosen by the Navy Board are forwarded to the Secretary of State for Defence before being submitted to the Queen for final approval. Final decision is not expected until the Type 26 Global Combat Ship programme has completed its assessment phase and any subsequent investment decisions are complete," he said.

Astute comms

SEA, a Cohort company, has been awarded an initial £23 million contract by BAE Systems to provide its External Communications System (ECS) for the whole of the Royal Navy's submarine fleet. It covers long lead procurement to late 2016 and design activities to next March. SEA already provides ECS for five *Astute* submarines and the new contract extends the system to other submarines under the Royal Navy's command as well as further *Astute* boats.

New roles

THIRTY two personnel formerly deployed on RAF Nimrod aircraft are now overseas in maritime patrol aircraft roles with another seven on traditional exchange programmes, according to a Parliamentary answer by Defence Minister Lord Astor. 115 personnel are in other flying roles in the UK.

DE&S experts get together to put the focus on tax

DE&S HAS formed a new team to support intensified focus on taxation in the public sector.

The team, to be fully staffed by Christmas, will be the focal point for DE&S teams and will provide assurance to underpin preparation of business cases and in support of the equipment programme.

The need to improve taxation compliance and efficiency has seen the MOD expand its Financial Management Policy and Accounting (FMPA) taxation team. It is refreshing policy on VAT, Customs/Duty and personal taxation.

DE&S also recognises the need to enhance

taxation knowledge and internal processes. Its tax experts have recently helped FMPA to prepare training material for a VAT awareness training course aimed at everyone involved in acquisition.

They are now turning their attention to new VAT practitioner level training.

Kym Shaw, Taxation Assistant Head with DE&S Financial Accounting, said: "The DE&S in-house taxation team will bring together subject matter experts who can focus on the challenging and diverse nature of DE&S contracts, acquisition and support arrangements."

NEWSREEL



Paul joins Defence Board

DE&S non-executive Chair Paul Skinner, above, has been appointed as a non-executive member of the Defence Board. Mr Skinner attended a Defence Board town hall event in late September and his first Defence Board meeting on 2nd October. He is one of three non-executive members on the Defence Board, and efforts to recruit a fourth continue.

Reserve boost

THE MOD is considering introducing a post-nominal decoration for all Reservists serving ten years or more to recognise their contribution to the Armed Forces. Defence Secretary Michael Fallon said: "Reservists make a tremendous contribution to our national security. Each is truly twice a citizen, and it is right that we publically recognise this."

PFI figures

THE Private Finance Initiative (PFI) liability for the MOD over the next 20 years is £29.4 billion, according to the latest figures. The current MOD PFI portfolio covers 41 projects, including the Strategic Sealift Roll-on Roll-off Ferry and Heavy Equipment Transporter logistics vehicle, which directly support the front line.

A £10 MILLION study into the next generation of military identification equipment has begun.

Raytheon UK and Selex ES will progress the competitive assessment of Mode 5 Identification Friend or Foe (IFF) systems which reduce the risk of so-called "blue on blue" engagement by identifying friends and separating out enemies.

The year-long study will see work take place in Harlow, Southampton, Bristol and at naval bases and air stations across the UK.

They will look into costs and technical issues of fitting Mode 5 IFF equipment across a range of

Study looks at future IFF systems

aircraft, ships and vehicles, after which the MOD will assess who has the best solution. The Nato-ratified identification system will offer UK forces an improved, more secure system. UK Forces currently use Mode 4 IFF.

Minister for Defence Equipment, Support and Technology Philip Dunne said: "It is an essential piece of kit for future operations and interoperability with our allies. This study is an important step forward in bringing this capability to our Armed Forces."

A deployable vehicle maintenance facility; that's Fitter Section in a Box



Deployable Machine Shop



Above, right: Tactical Reconnaissance Deployable Imagery Systems

SUPPORT FOR a range of deployable containerised equipment has achieved full operating capability inside four months of contract award.

Marshall Land Systems and subcontract partner G3 Systems – known as Team M3 – were awarded a four-year enabling support contract in June for equipment which helps engineers and other personnel work closer to the front line.

The contract brings together a number of individual equipment-based contracts and is expected to result in manpower, time and cost benefits to the MOD, mainly through reduced administration.

Already this is saving up to 30 per cent on like-for-like work compared to last year.

Ms Sam Rawle, Head of DE&S' Operational Infrastructure Programme, said: "I am delighted that we have

been able to declare FOC within four months of contract award. This has been achieved through considerable effort in building a strong working relationship between Deployable Technical

□ Deployable Technical Support Systems is part of DE&S' Operational Infrastructure Programme and responsible for the through-life management of a wide range of deployable ISO-container based technical capabilities – such as the Transportable Operational Office, Deployable Engineering Workshop, Tactical Reconnaissance Deployed Imagery System (TARDIS), Deployable Machine Shop and Fitter Section in a Box.

Support Systems and Team M3 personnel and a collective focus on delivering the best possible service to our Front Line Command customers.

"This is a positive outcome for those in the team who were involved right at the beginning of the Amphora concept and worked tirelessly to turn it into reality. I am very proud of their accomplishment."

Ray Cutting, Marshall Land Systems Managing Director, added: "I am equally delighted to have achieved this milestone ahead of schedule and to be able to continue our excellent relationship with OIP. We look forward to building upon it in the forthcoming years, and to working together to provide outstanding support to the Front Line Command."

The contract, initially for 12 types of containerised equipment, permits additional equipment to be included if required, such as when their current contracts lapse.

Minor changes can now be handled with agility, thanks to easier planning of scheduled maintenance. There is more flexibility to undertake simple repairs and maintenance up to container reconfigurations, mid-life upgrades and post-deployment regenerations.

Deployable kit support is up and running in rapid time



Rugged and Reliable

AW109
TREKKER

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NEWSREEL

Damage control

WORK to repair damage to five Hercules aircraft, grounded by a 2013 hailstorm at Kandahar which won DE&S' Hercules Integrated Operational Support Team a Chief of Defence Materiel Commendation, has also seen industry rewarded. Marshall Aerospace and Defence has won a Manufacturing Excellence Award from the Institute of Mechanical Engineers, adding to a Chief of the Air Staff's Commendation for helping to get the aircraft back into the air again.

Bio hunt is on

THE Defence Science and Technology Laboratory's Centre for Defence Enterprise is looking for innovative applications of synthetic biology for defence and security. There is up to £4 million of funding available. Synthetic biology includes engineering, bioscience, chemistry and information technology. It opens new avenues in protecting the Forces and civilian populations.

High praise

RANGE, quality and versatility of clothing issued to UK troops is far greater than it has ever been with continued work to make further improvements, new Defence Minister Julian Brazier has told Parliament in answer to an MP's question. "We apply rigorous technical specifications and quality standards; these are reviewed regularly to ensure they remain fit for purpose," he added.

It's an Astute 1-2-3



Ambush home after showcasing her capability as Artful takes first dive

Home: *HMS Ambush*, in the background, arrives to a welcome at Clyde from *HMS Astute*, left

JUST TWO days after her sister ship *HMS Astute* arrived home from her inaugural operational deployment last month, the second of the Royal Navy's new *Astute* class submarines, *HMS Ambush*, also returned to the Clyde after a successful maiden mission.

Her arrival comes as *Artful*, the third submarine of the class, completed her first dive – a landmark in preparation for sea trials next year.

HMS Ambush left Faslane on 4th July to visit Rio de Janeiro in Brazil before heading for the North Atlantic and the United States.

She joined delegates from 34 other nations, including France, the US and Peru, where she helped mark the Brazilian navy's submarine forces'

centenary celebrations.

Commanding Officer, Cdr Justin Codd, said: "*HMS Ambush* is one of the most capable submarines in the world and the successful deployment has proven that she is now ready for deployment anywhere.

"There was much interest

in the vessel from international navies and we were delighted to be able to host senior military personnel on board and to demonstrate the capabilities of this formidable submarine."

Below: *Artful* pictured in Barrow during first dive



□ *Artful's* dive operation, known as the 'trim and incline test', took place over two days last month, to prove the submarine's safety and stability in the water.

The maiden dive was undertaken in the dock on BAE Systems' site in Barrow-in-Furness and involved a team of 80, including naval architects, engineers and Royal Navy crew members.

The submarine was submerged to a depth of 15 metres to allow naval architects to calculate its precise

weight and centre of gravity – calculations that are essential for the boat to dive and resurface safely when deployed.

The dive also gave the crew the opportunity to test for the first time in the water the submarine's sonar, navigation and optical systems.

The remaining four submarines of the class – *Audacious*, *Anson*, *Agamemnon* and the yet to be named seventh – are in various stages of construction.

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NEWSREEL

Capability replacement

LORD Astor has told the House of Lords that staff from Joint Forces and Navy Commands, including from the Maritime Warfare Centre at *HMS Collingwood*, and Air Command are involved in studies on the best way to replace the maritime capability which was to be provided by the Nimrod MRA4. The Air Information Superiority Target Acquisition and Reconnaissance Optimisation Study is considering options for wide area surveillance, including use of manned and unmanned aircraft and use of space-based assets to inform the forthcoming Strategic Defence and Security Review.

First Scouts built in Spain

THE first 100 of the 589 Scout Specialist Vehicles DE&S is procuring for the Army will be built in Spain with 60 per cent of the value of each vehicle sourced from the UK supply chain, Minister for Defence Equipment, Support and Technology Philip Dunne has told Parliament. The MOD is now considering options for building the remaining vehicles in Spain or the UK, he added.

On the March

THE Ministry of Defence has issued five Invitations To Negotiate in relation to companies interested in leasing Marchwood military port in Hampshire. Names of the companies are being kept confidential.



London pride: a Merlin takes to the skies in September before the handover to the Royal Navy

A NEW era has begun for the Royal Navy as the official handover of the Merlin HC Mk3 helicopter from the RAF took place in a ceremony at RAF Benson.

It marks the next stage in the transition of the Merlin helicopter from the Support Helicopter Force to the Commando Helicopter Force.

Since 2012, aircrew and engineers from the Commando Helicopter Force of the Royal Navy have been integrated into the Merlin Force at RAF Benson, working alongside their RAF counterparts to absorb more than a decade of experience of operating and maintaining the technologically advanced aircraft.

This transition programme saw the RAF's 78 Squadron disband and 846 Naval Air Squadron stand up on 30th September. 846 NAS will remain at Benson until next spring when personnel and several Merlin aircraft will return to the home of the Commando Helicopter Force at RNAS Yeovilton.

Transition will continue at RAF Benson when 845 Naval Air Squadron will stand up in place of 28 Squadron later in 2015. When fully operational, 845 NAS will also return to Yeovilton to reunite the fleet within an optimised Integrated Merlin Operational Support environment under the combined management

of Navy Command and DE&S Helicopters.

The handover of the Merlin is concurrent with DE&S' Merlin team delivering the Merlin Life Sustainment Programme (MLSP) which sees AgustaWestland upgrading the Merlin HC Mk 3/3a fleet to the new HC Mk 4/4a variant, via an interim capability.

MLSP seeks to re-use and exploit successful design work done under the Merlin HM Mk 2 programme, delivering improved commonality and supportability.

The £450 million MLSP involves new glass cockpits and avionics as well as a folding main rotor head, folding tail and improved undercarriage to equip the aircraft for ship-borne

use. Seven interim aircraft are due to be delivered to the Royal Navy in 2015 and 2016 with all 25 delivered at the final standard before 2020.

Under the Commando Helicopter Force, the Merlin Mk3/3a aircraft will provide support to the Royal Marines, who are currently supported by the Sea King HC Mk 4 which is going out of service in 2016.

Capt Niall Griffin, Commanding Officer of the Commando Helicopter Force, said: "I'm genuinely thrilled; it's a real honour to take on the capability from the RAF. They have done an amazing job over the last few years to get them ready to hand over; it's really exciting to be able to take the Merlin Force forward."

Merlin moves mark a new chapter



□ The RAF and Royal Navy have been ensuring the correct amount of suitably qualified and experienced personnel are available to work on the Commando Helicopter Force.

In early 2012 more than 30 engineers from experienced elements of the Commando Helicopter Force, Sea King and Royal Navy Merlin contingents made a new home at RAF Benson.

This marked the beginning of the balancing act of RAF and RN personnel, maintaining suitable levels of experience in all areas while keeping the numbers moving towards Navy majority in time for transition.

Left: RAF Senior Aircraftman (Technician) Richard Evans (in green) works alongside Leading Aircraft Engineering Technician Francis McGarrity, a Royal Navy engineer at Benson

Contracts to provide long list of equipment for the Royal Navy

TWO SEVEN-year contracts for supply of meters, gauges and atmosphere monitoring equipment have been awarded to Babcock by the Maritime Equipment Transformation team.

Under each of these 'Spares Inclusive Upkeep' contracts, Babcock will provide and repair complete new units and assemblies, spares and maintenance.

The company will, where required, provide technical assistance including post-design services to the team to resolve obsolescence issues and allow technical update, upgrade and/or modification.

New assets and spares will be delivered within an agreed lead time and maintenance provided within an agreed turnaround time.

Under the meters and gauges contract, Babcock's role relates to equipment such as pressure transducers, thermometers, fluid level and pressure gauges, and instrumentation for a range of warship and submarine classes.

Under the Atmosphere Monitoring Equipment contract, equipment such as sensors, gas monitors and test kits will be supplied to a range of naval platforms.

Refresh to make for better decisions

MOD STAFF will be able to make quicker, better and more informed procurement decisions following a refresh of Aspect, the MOD's acquisition management system.

Aspect allows the MOD's commercial, finance and project management staff to more effectively navigate their way through the procurement process and manage their contracts.

It also provides vital management information, including visibility of all contracts. Improvements have been made to the formatting of contract documentation, training/self-help tools, and the introduction of a dedicated helpdesk and user group.

DE&S Director General Commercial, Susanna Mason, said: "The Aspect Review Project has allowed us to take significant steps to enhance the user experience, bringing major benefits to the procurement process as a whole."

"Aspect can greatly assist commercial, finance and project officers to efficiently undertake their respective roles during a contract let or contract management."

Aspect is one of a number of e-procurement tools in use prior to the launch in 2016 of the next generation Contracting Purchasing and Finance (CP&F) project.

Introduction of CP&F will, for the first time, provide a single integrated eProcurement solution that will be driven by policy, and encompass all steps of the acquisition and contracting process, spanning the commercial, purchasing and finance functions as well as industry.



Pilot's eye view: a C-130J gets set to accept fuel from Voyager

THE RAF'S Hercules C-130J transport aircraft has been fully cleared to conduct air-to-air refuelling operations with the Voyager KC3 aircraft.

This builds on the limited clearance granted last March to ensure a continued capability before the retirement of the TriStar aircraft.

Since March, experienced Hercules crews, who previously conducted air-to-air (AAR) refuelling with the TriStar and VC10 tankers, have been undertaking conversion training with the Voyager.

Training was successful and the first course for inexperienced AAR pilots began in September.

Flt Lt Liam Butterworth, the AAR project manager in the Hercules TriStar project team, said: "Conducting AAR with Voyager proves what a fantastic aircraft the Voyager is but it also gives our C-130J aircrew

Refuelling operations are given the green light

the flexibility and reach when conducting operational sorties as we prepare for a return to contingency after the end of Operation Herrick."

Flight trials were concluded last November by 206 Squadron in conjunction with a number of industry partners: Lockheed Martin, who designed and built the Hercules, Dowty, who designed and built the propellers, and QinetiQ, who provided technical evaluation of the AAR capability.

All had to work closely

to deliver an effective trials programme that provided the evidence the project team needed to underwrite the continued airworthiness of the platform.

Due to the complexities of AAR three safety contractors (ERA Technology and Ebeni, along with Atkins who independently audited the project) have been helping the Hercules TriStar team to make sure AAR is as safe as possible before training started.

Flt Lt Butterworth said: "All parties worked hard to deliver early notification of trial findings so that an initial clearance could be granted once sufficient safety evidence had been compiled before TriStar reached its out-of-service date. This final step now reflects the culmination of all the other strands of activity."

"Co-ordinated by DE&S but drawing expertise from a variety of parties, this project has been an excellent example of teamwork and partnership and it has delivered a vital capability to the front line."

□ The Hercules TriStar team will be known as the C-130J project team from 3rd November following withdrawal from service of the TriStar and C-130K aircraft.

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THE RAF is the first service to have used an innovative mobile military communications hub – known as Falcon – on operations.

Falcon is a secure broadband voice and data communications system, and was used by 1 (Field Communications) Squadron, 90 Signals Unit supporting Operation Azotize in Lithuania.

The operation, which ended in September, included four RAF Typhoons policing Baltic airspace with Falcon providing essential communication networks to crews.

The system, which came into service last year, provides tactical data links, managing large amounts of critical information provided by intelligence, surveillance, target acquisition and reconnaissance assets. This information is shared on a secure network through radios, telephones and video links.

Falcon has the compatibility and flexibility to plug into other communication networks which means that information can be shared securely and efficiently between the UK and its allies.

Gp Capt David Rowland, Commanding Officer 90 Squadron, said: "Besides important intra-theatre connectivity, Falcon provides vital connectivity between deployed operating bases and the UK, reducing the number of personnel required in theatre without compromising efficiency of data analysis for intelligence and planning purposes.

"Putting Falcon through its paces for the first time on Operation Azotize has proved this. The team from 90 Signals Unit was able to deliver secure voice and data to critical customers within 30 minutes of arrival and all systems were fully operational within 72 hours. I am convinced that this capability is now a vital tool for the whole of the British Armed Forces."

The Army is now in the process of deploying Falcon to support British teams in Sierra Leone to help tackle the Ebola virus.

Falcon soars to new heights



Above: SAC(T) Ethan Hardwick of 1 Field Squadron, Tactical Communications Wing, configures equipment at Sialiai, Lithuania.

Below: Falcon in use on Operation Azotize



□ Phillip Harvey, Deputy Head of Falcon, part of the BATCIS team, said: "This capability highlights the MOD's commitment to delivering cutting edge communications kit to the front line, and knowing that Falcon has been used successfully for the first time on operations is a huge milestone for the delivery team.

"I am delighted that the equipment delivered has provided the required capability to quickly deploy secure and robust communications required by defence."

RAF puts comms hub into service for the first time

NEWSREEL

Company links up with A400M

ENGINEERING consultancy Frazer-Nash has been awarded a new contract to support the Engineering Authority of the A400M military aircraft. As the aircraft nears entry into service, the Engineering Authority team is required to develop processes and procedures, covering airworthiness and safety, to enable the aircraft to be operated through life and to meet the Type Airworthiness Authority responsibilities. The firm has updated the aircraft Safety Management Plan and Airworthiness Strategy in line with latest regulatory requirements and project lifecycle.

Powering up

LINCAD has been awarded research and development contracts by the MOD to take development of three new products to production. The company has been developing specialist solutions for the MOD's battery and charger requirements for more than 12 years.

Medic praise

THE head of Army medics has praised the response to the call for help in the fight against the Ebola virus in Africa. Director General Army Medical Services, Major General Jeremy Rowan, said: "Within five weeks we have responded to an urgent operational requirement and deployed 200 medics with first class training. My medics are well prepared and are relishing the challenge."

□ DE&S response: pages 30 and 31

Llanbedr open for air system testing

QINETIQ AND Llanbedr Airfield Estates have declared Llanbedr Airfield in north Wales officially open for business to support test flight operations of Remotely Piloted Aircraft Systems (RPAS).

Flying is scheduled to start early next year, subject to 90-day notice for establishing segregated airspace required to re-link Llanbedr to the

existing test range over Cardigan Bay.

The airfield has a 7,500ft runway enabling operation of all classes and sizes of RPAS, augmenting the current capability for small/medium RPAS testing at Aberporth.

The newly-expanded Welsh RPAS environment will ensure that the UK maintains a leading role in the development of RPAS in Europe.



Above: how Tomahawk will look in the Science Museum

Main picture: Tomahawk is fired from a submerged *HMS Astute* during trials off the US

Tomahawk preserved as the leading edge of weapons science

A FULL-SCALE model of a Tomahawk Land Attack Missile (TLAM) is taking centre stage at London's Science Museum as part of a new Information Age gallery which has just opened to the public.

The Block IV model was gifted to the Science Museum by TLAM manufacturer Raytheon Missile Systems in the US, who have worked in close consultation with DE&S' Torpedoes, Tomahawk and Harpoon (TTH) team and Science Museum staff to ensure it was delivered on time.

The display, which is due to run for 20 years, tells the story of the increased use of Global Positioning System (GPS) satellites during the First Gulf War, during which Block II TLAMs scanned the desert terrain using programmed map information to track targets.

The display is backed up by other items that help convey that story, including a military map of the Saudi desert, an atomic clock from a navigation satellite and GPS receivers from that period. GPS now

comes as standard in the Block IV TLAM operated by the Royal Navy.

Cdr Bruce Cotterill of TTH, who helped in delivery of the model to the Science Museum, said: "I hope the display of the model in a popular London attraction that sees millions of visitors each year will positively associate the Royal Navy and the MOD with new and modern technology.

"We couldn't pass on an opportunity to emphasise how the MOD is at the forefront of the information age and promote interest in MOD as an employer that offers appealing and dynamic career opportunities."

TLAM continues to provide the Royal Navy with a highly effective, all-weather, long-range precision strike capability.

A £30 million contract for a quantity of new missiles was placed with Raytheon via a Foreign Military Sales arrangement with the US Government for which members of the team received a Chief of Defence Materiel Commendation this year.

Sea Viper proves Duncan's power

THE SIXTH Type 45 destroyer has announced her readiness to defend the UK by firing her main Sea Viper missile system for the first time.

Seconds after erupting from *HMS Duncan's* silo, the 450kg Aster 30 missile accelerated to four times the speed of sound over the Atlantic to down a moving target.

The destroyer had hoped to launch Sea Viper on the fourth anniversary of her launch – 11th October – but weather off the Outer Hebrides scuppered the firing.

At 3pm on Sunday, 12th October however, conditions were perfect.

"The speed of the missile as it manoeuvred to strike the target was staggering," said Lt Jacqui Orr, navigating the ship at the time of the Sea Viper firing.

"We had practised all the procedures and I've seen the pictures before, but there's

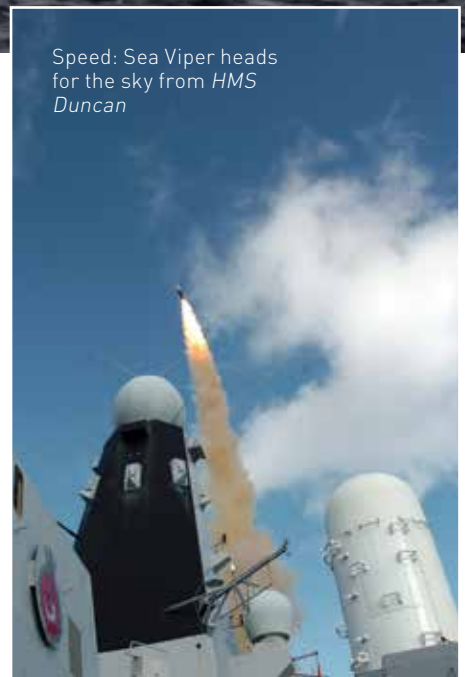
still quite a buzz when you stand there on the bridge and can actually see our defence systems do their job so well."

The Sea Viper success is the final weapons milestone for *HMS Duncan* – she has now tested every weapon aboard and has already completed her basic pre-deployment training.

Sea Viper is the combination of the Sampson radar system – the distinctive spinning spiked ball on top of a Type 45 destroyer's foremast – and the Aster missile system in a silo on the forecastle.

Depending on the missile used – the shorter range Aster 15 and longer range Aster 30 – the system can deal with aerial threats up to 75 miles away, protecting not just the ship herself but a task group, as *HMS Defender* has been doing in the Gulf with the *USS George H W Bush*.

Speed: Sea Viper heads for the sky from *HMS Duncan*



TO THE
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TOGETHER WE REMEMBER.

This Remembrance Day we honour the dedication of UK servicemen and women and their families. We remember all they have achieved and sacrificed. Together.

Sutherland passes first stage

HMS SUTHERLAND has emerged from the refit sheds at Devonport after the first stage of her upgrade.

The Plymouth-based Type 23 Frigate entered refit nearly a year ago. After significant work on her hull and upper deck she is again in full view outside ready for the next stage.

The captain of *HMS Sutherland*, Commander Stephen Anderson, said: "This marks a major milestone in *HMS Sutherland's* re-generation. It is the culmination of many months of hard work involving Babcock, numerous contractors and my ship's company. We can now look forward to the final preparations for moving back on board in less than three weeks, while focussing our combined efforts on returning to sea and back to the Fleet in early 2015."

□ Vote of confidence in UK naval bases: pages 26-29



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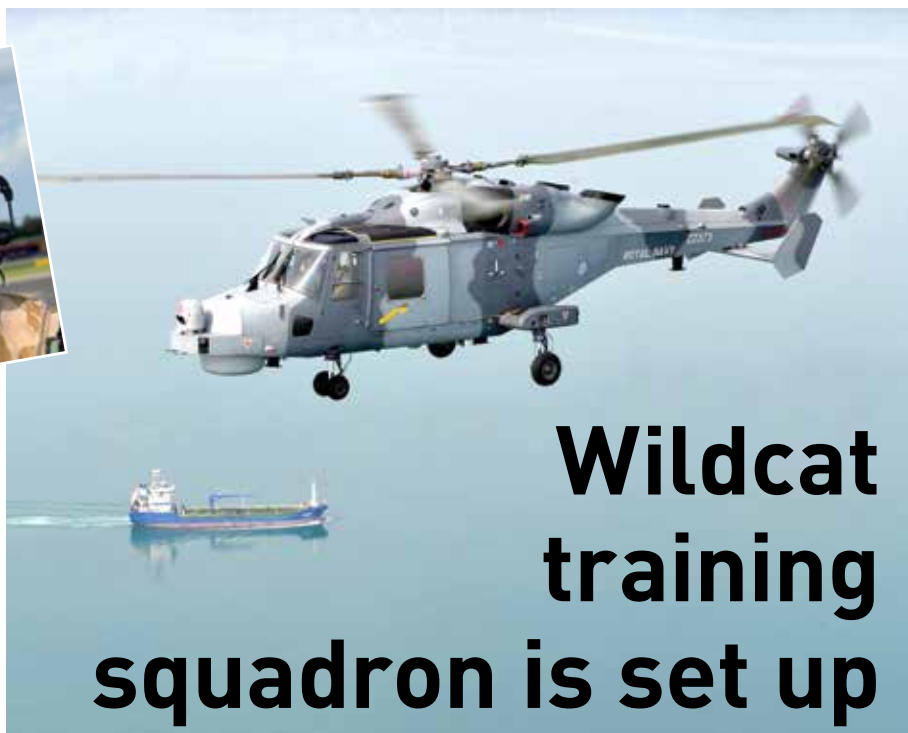


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Wildcat,
right,
and First
Sea Lord,
Admiral
Sir George
Zambellas,
above



Wildcat training squadron is set up

THE NEW Wildcat training and initial front line parenting squadron – 825 Naval Air Squadron – has been commissioned.

The move – a ceremony was held at RNAS Yeovilton on 10th October – brings the Fleet Air Arm's helicopter another step closer to service.

Admiral of the Fleet, The Lord Boyce, a former Chief of the Defence Staff, was the Guest of Honour at the ceremony. He is Patron of the Channel Dash Association that commemorates 825 NAS's role in historic action during World War Two.

Cdr Glyn Owen, the Commanding Officer of 825 NAS, said: "Wildcat offers the Royal Navy and the Fleet Air Arm enormous potential over the coming years. The aircraft represents a real step change for us as operators and engineers.

"As a squadron we will be focused on developing that full range of capabilities, and ultimately the deployment of these aircraft to Front Line

operations in early 2015."

Earlier in the month, First Sea Lord, Admiral Sir George Zambellas visited Yeovilton for an update on the new Wildcat Training Centre.

The visit was rounded off with his first flight in the maritime version of the Wildcat helicopter.

Admiral Sir George is an experienced Fleet Air Arm helicopter pilot having flown Wildcat's Lynx predecessor.

Yeovilton's Commanding Officer, Commodore Jock Alexander said: "It's a great pleasure to welcome back the First Sea Lord and to update him on the business and operations at Yeovilton.

"Naval aviation is a demanding and fundamental element of the Royal Navy's operational capability and we relish the opportunity to highlight the essential contribution of this air station."

And new buildings are on the way too

THE FINAL CONTRACT to deliver new facilities for Wildcat helicopters at RNAS Yeovilton has been marked with a turf-cutting ceremony.

RNAS Yeovilton will soon be home to the new Wildcat helicopters of the Royal Navy and Army, with Army regiments moving from Gütersloh in Germany, and Dishforth in Yorkshire to the naval air station.

The Defence Infrastructure Organisation signed the first contract with industry partner Carillion last February to provide the new training and office facilities that will ensure that servicemen and women at the air base are able to train for operations using both the existing fleet of Lynx helicopters and the Wildcats.

The final contract will deliver new and improved messing, accommodation, sports and medical facilities. The project will be completed in November 2016 to meet the deadlines of the Wildcat transition programme.

Runway upgrade at Gibraltar is all set for take-off

A RUNWAY upgrade and stronger recognition for troops serving in the territory has been announced for Gibraltar by Defence Secretary Michael Fallon.

Mr Fallon has agreed the UK and Gibraltar will share equally the cost of the first resurfacing work at Gibraltar Airport in 20 years. The improvement will support both commercial and military use of Gibraltar Airport. He also re-affirmed the commitment to transfer Defence Fire and Rescue Services to the Government of Gibraltar.

Legislation will be introduced to place the Royal

Gibraltar Regiment on the same footing as its British Army counterparts.

Mr Fallon said: "The runway resurfacing agreement – with the UK investing millions of pounds – will ensure the future operation of the airport, and play a critical role in helping to ensure Gibraltar's continuing economic development.

"And the measures to beef up the Royal Gibraltar Regiment demonstrate both its importance in Gibraltar itself and how highly valued it is within the British Armed Forces."

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Designed with purpose: The new modern building in Yeovil, above, will house DE&S and industry staff working on helicopter support
Right: Mr Dunne is shown around the new offices

**Helicopter
support
takes on a
'match fit'
look**



IN A significant commitment to joint working between DE&S and industry, a purpose-designed building on the AgustaWestland site in Yeovil has been opened by the Minister for Defence Equipment, Support and Technology.

Centenary House will provide a modern and flexible workplace for DE&S and company staff to help innovative and enhanced ways of working. As such, it is contributing to DE&S' drive to achieve 'match fit' status by 2017.

The Minister, Philip Dunne, toured the joint working facility and was introduced to DE&S staff.

Mr Dunne said: "This facility by DE&S represents further investment in the UK's helicopter fleet, which will improve helicopter availability for the next decade and beyond.

"It is an excellent example of the innovative ways that defence can work alongside industry to maximise efficiency, to increase availability of our helicopter platforms and maximise value for the taxpayer."

The Centenary House building was built in the 1960s and, in 2013, the MOD and AgustaWestland agreed to develop a joint working facility as a home for the UK's Integrated Operational Support (IOS) helicopter support contracts.

These contracts deliver aircraft availability to sustain training and front-line flying requirements for the AW101 Merlin, Apache WAH Mk1, Sea King and AW159 Wildcat helicopter fleets.

The building has clear line of sight to aircraft operations and flight test as it is next to the site air operations area. There are

also enhanced video conference facilities to promote integrated working with DE&S HQ staff in Abbey Wood and front line personnel to minimise travel burden and costs.

DE&S Director Helicopters Adrian Baguley said: "I am immensely proud of the joint facility we have opened with our colleagues from AgustaWestland. The visualisation environments for each floorplate are designed to connect the teams with real-time data on aircraft availability to help focus both DE&S and our industry partners on delivering to the front line helicopter operations.

"We have created a modern joint support environment that is truly world-class and I look forward to realising its full potential over the coming months."

Team members' critical work proves they are just the TickIT

A DE&S software team has graduated to a higher level of assurance for its mission-critical work.

The E-3D Software Support Team – a mixture of service and civilian personnel – develop and maintain the RAF Waddington-based Sentry aircraft's vital mission system software and associated data.

As a developer of aircraft software the team must be Design Accredited Organisation Scheme-certified, in this case TickIT certification which is a software specific scheme from the 1990s aligned to international quality management standards.

Steve Murphy, the team's Business Improvement Team Manager, began groundwork into assessing

the changes that would be needed to meet the new TickIT Plus standard.

The new standards recognise changes in the modern world of software development.

The team has ensured consistency in working practices and business outputs meaning Mr Murphy and his team of Steve Bennion and Jo Flear made the transition to TickIT Plus with relative ease.

Following an external assessment by the British Standards Institute the team has achieved TickIT Plus and ISO 9001:2008 certification, which will provide an increased level of assurance to stakeholders in DE&S' Air ISTAR operating centre.

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Keeping watch

Unmanned Air System makes its operational debut in the skies over Afghanistan

Watchkeeper – the Army's next generation Unmanned Air System – has made its debut on operations over Afghanistan with its first operator describing its capability as 'amazing'.

This new capability has provided force protection for British troops as they prepare to draw down from Afghanistan.

Footage has been released showing Watchkeeper carrying out surveillance tasks and gaining situational awareness via its cutting edge cameras and radar capability, a new asset for the UK's Armed Forces.

"It's been a real privilege to be the first to fly the Army's new Watchkeeper Remotely Piloted Air System on operations," said Sgt Alex Buchanan, Watchkeeper pilot and payload operator.

"It's an amazing capability and has already provided important information to the troops, enhancing the safety of everyone that lives and works at Bastion. The video and images we provide are a bit like what you might have seen during police chases on TV – the main differences are the videos and pictures are a much higher resolution and we fly the aircraft from a control centre on the ground."

Defence Secretary, Michael Fallon, made the announcement while on a visit to Afghanistan last month with Chief of the Defence Staff, General Sir Nicholas Houghton – who also visited Camp Bastion where he met the Army personnel and saw Watchkeeper flying operationally.

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

"Watchkeeper will provide real-time information for troops conducting operations on the ground, allowing them to understand better and thereby overcome threats they may face."

His thoughts were echoed by General Houghton, who said: "The enhanced real-time situational awareness Watchkeeper provides means that our local understanding is greater, our tactical decisions better informed and that, ultimately, personnel on the ground are safer."

Before reaching this milestone, Watchkeeper, which is unarmed, underwent extensive flight trials at West Wales Airport, Parc Aberporth followed by the Army's highly skilled Watchkeeper pilots completing their training at Boscombe Down airfield.

Watchkeeper, built by Thales UK, completed more than 125 operational and qualification flying hours in theatre by the middle of last month and, following the handover of Camp Bastion in Afghanistan, the Unmanned Air System will return home to Wiltshire where Royal Artillery troops will continue to train with the system in a restricted airspace over Salisbury Plain.

DE&S is procuring 54 Watchkeeper air vehicles from Thales UK. Deliveries should be complete by March 2016.



“These significant contracts represent a strategic investment in the Royal Navy’s essential infrastructure. Without the stalwart and tireless support provided by each of the three naval bases ashore, the ships and submarines of the Royal Navy would not be able to deploy as a credible, strategic and global presence at sea” – First Sea Lord, Admiral Sir George Zambellas

HMS Iron Duke, pictured in Portsmouth during an earlier maintenance period



Fit to fight

DE&S' new arrangements with Babcock and BAE Systems at the UK's three naval bases will keep the Royal Navy's ships and submarines fighting fit until the end of the decade. DE&S press officer Robin Clegg reports on big investment for three diverse communities

DE&S has negotiated the second-largest defence contract to be placed by the current Government directly sustaining more than 7,500 jobs across the UK.

The £3.2 billion Maritime Support Delivery Framework contracts (MSDF) will see Babcock and BAE Systems manage the UK's naval bases and maintain and repair the Royal Navy's warships.

Babcock, which manages naval bases at Devonport and Clyde, has been awarded a £2.6 billion contract, while BAE Systems, which manages the base at Portsmouth, has been awarded a £600 million contract.

The deal, which brings five existing contracts under one framework, represents excellent value for money for the MOD and the UK taxpayer with more than £350 million of savings secured.

Defence Secretary Michael Fallon said: "This is a huge investment in our naval bases, directly sustaining more than 7,500 jobs and skills across the UK and also ensuring that the Royal Navy's fleet of 56 warships and submarines are in the best possible condition and available for operations.

"Following the award of the £3.5 billion Scout armoured vehicle contract in September, this is the second-largest defence contract placed by this Government and reflects our commitment to providing our Armed Forces with the capabilities they need.

"As a former Minister for Portsmouth I know how important the bases are for the local economies in those areas so I am delighted that these contracts have been awarded."

The contract will sustain around 1,500 jobs at Clyde and up to 4,000 jobs at Devonport for Babcock and more than 2,000 BAE Systems jobs at Portsmouth.

Bernard Gray, Chief of Defence Materiel, praised the way DE&S had again performed following negotiations around the contracts.

He said: "These contracts are another example of how DE&S is delivering on its major procurement programmes and finding both the right deal for the Armed Forces and driving down costs.

"The three bases in the UK play a vital role in the defence of this country and in the economic well-being of the regions in which they are located. This major investment will ensure the Royal Navy

is properly supported for the rest of this decade."

It was a busy time for DE&S' public relations team which organised media events and despatched press officers to each base to mark the announcement. A host of media including regional ITV and BBC TV covered the announcement and spoke to DE&S staff, Commodores

■ continued on page 28

"Over the remainder of this decade, the contract with Babcock Marine will support the growth in activity at the site as we transition to the single integrated submarine operating base, and will continue to support the other base ported units such as 43 Commando Royal Marines and the seven Sandown class mine countermeasures vessels" – Commodore Keith Beckett, Naval Base Commander, Clyde



Spotlight: the media took a keen interest in the story, here with Commodore Keith Beckett at Clyde

■ continued from page 27

Tim Hodgson, Matt Harrison and Keith Beckett at Devonport, Portsmouth and Clyde respectively.

Clyde is the Royal Navy's main presence in Scotland and is home to the core of the Submarine Service, including the nation's nuclear deterrent and the *Astute* class submarines.

Devonport is the largest naval base in western Europe and home to the UK's amphibious ships including *HMS Ocean*, survey vessels and some of the Type 23 frigate fleet. It also houses the training hub of the front line fleet and is the sole nuclear repair and refuelling facility for the Royal Navy.

Portsmouth is home to almost two-thirds of the Royal Navy's surface ships, including the Type 45 destroyers and seven Type 23 frigates. It will be home to the two new aircraft carriers – *Queen Elizabeth* and *Prince of Wales*.

Speaking during the announcement at Portsmouth, Commodore Matt Harrison, DE&S head of ships support, was pleased that, following complex and challenging negotiations, agreement had been reached.

He said: "MSDF replaces a number of legacy contracts and delivers substantial savings to the taxpayer. It is excellent news for the Royal Navy and for the vital capabilities provided by each naval base."

Addressing media on the dockside in Plymouth, Commodore Tim Hodgson, head of in-service submarines and DE&S'

MSDF programme director, said: "This is a fantastic contract giving us some certainty for the next five-and-a-half years to support ships and submarines and to run the naval bases.

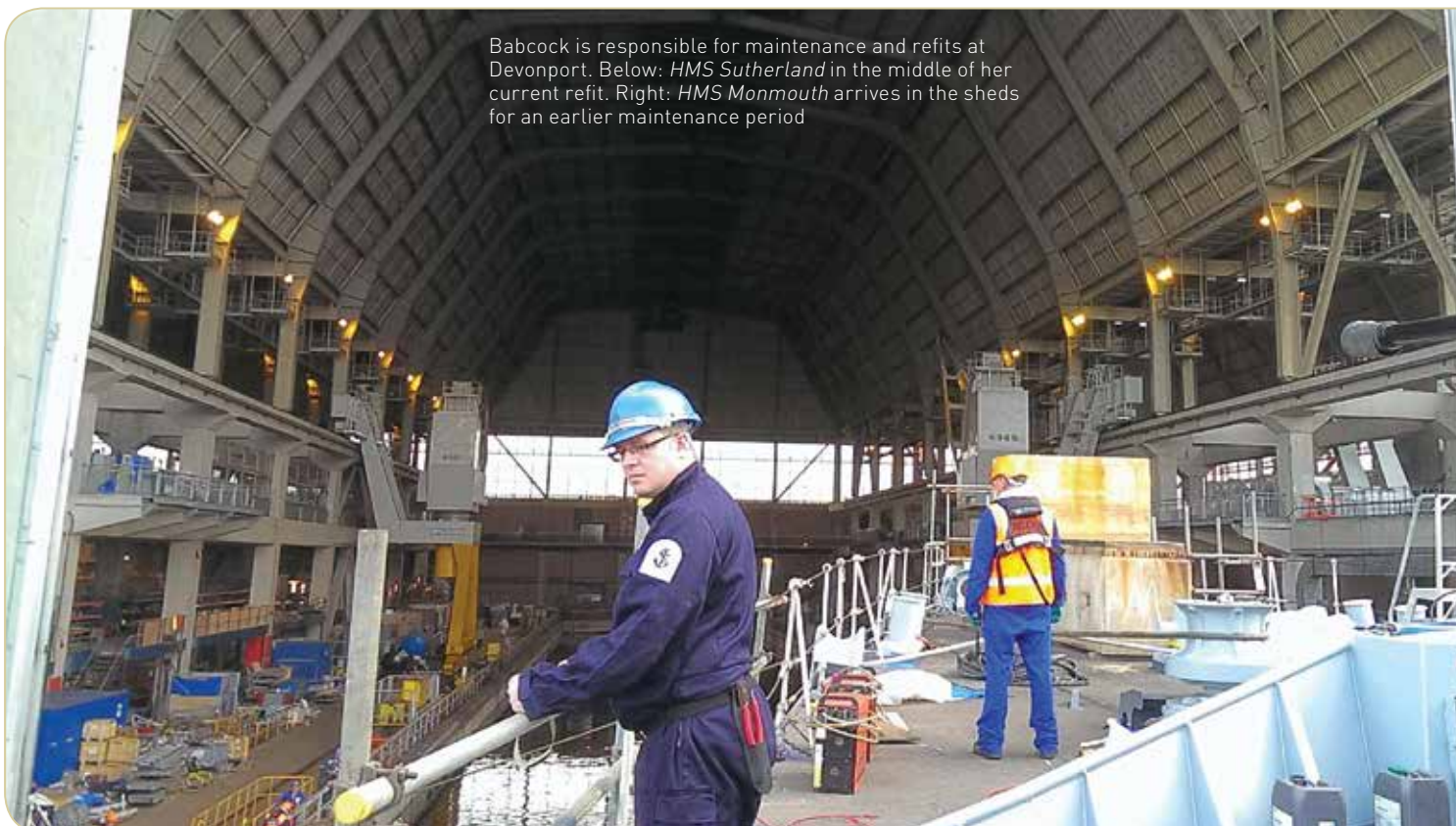
"What it really means is stability and the ability to plan moving forward, because we can move away from negotiating contracts to actually delivering the output which the Royal Navy needs and industry wants to deliver. So from a naval perspective and from the DE&S perspective, which has been working hard to deliver this, it is great news."

The contracts will keep the three Royal Navy bases running at the highest standards and will ensure its ships and submarines are in the best possible condition and operating at top capability.



DE&S, BAES and the Royal Navy: partners at Portsmouth, along with Commodore Matt Harrison

"This contract is an excellent example of our continued commitment to work collaboratively with the Royal Navy. Working together, we will prepare the base for the arrival of the *Queen Elizabeth* class aircraft carriers and continue to use our ship design and build knowledge to support the surface Fleet in service" – John Hudson, Managing Director Maritime at BAE Systems



Babcock is responsible for maintenance and refits at Devonport. Below: *HMS Sutherland* in the middle of her current refit. Right: *HMS Monmouth* arrives in the sheds for an earlier maintenance period

“Together with support for defence exports, technology and skills through the Defence Growth Partnership, this longer-term commitment will help develop and strengthen the capabilities of the UK’s world-class defence industry”
– Paul Everitt, chief executive of aerospace and defence trade organisation, ADS Group



DE&S goes on Ebola alert

From protection suits to post office services, logistic staff answered the call for equipment and supplies in rapid time as the UK geared up to battle life-threatening disease in Africa

The departure of *RFA Argus* from Falmouth with hundreds of UK personnel aboard was a high profile example of the Government's commitment to defeat the outbreak of the Ebola virus in Sierra Leone.

But behind the scenes Logistic Commodities and Services (LCS), working with their colleagues in the Defence Support Chain Operations and Movements (DSCOM), have been leading the response for equipment, an effort described by Bernard Gray, Chief of Defence Materiel, as 'impressive'.

Since late September LCS staff have been working overtime to supply equipment in short time. They picked and packed vast quantities of new stock that they haven't had to handle before and equipment that hadn't been codified, and reconfigured many medical supply modules to fit the needs of this unique operation. Supplies already transported to Sierra Leone include

personal protection suits, tents, water tanks, three incinerators for disposing of clothing and other materials, generators, radios, lighting sets, chlorine for sanitation, latrine slabs, air conditioning units and isolator equipment. DSCOM orchestrated delivery of vehicles, including ambulances, in conjunction with the Department for International Development which is the UK lead for support to Sierra Leone.

As *desider* went to press LCS was continuing to provide materiel for flights delivering essential supplies to the affected zone. These flights are part of an inter-departmental joint support chain ensuring the optimum solution while providing the frequency and control needed for time- and temperature-sensitive medical resupply.

Staff from British Forces Post Office set up a full range of manual services together with the electric hybrid mail system e-bluey. Defence couriers began delivering protectively marked materiel

while the Enduring Families Free Mail Service has been authorised so families can deliver packages up to 2kg to MOD personnel in Sierra Leone for free.

Mr Gray said: "Nobody could have predicted the devastating outbreak of Ebola in West Africa but LCS and DSCOM have used their expert knowledge and responded with their characteristic speed and commitment."

Defence Secretary Michael Fallon added: "British military expertise can be used to support the Government of Sierra Leone as together we tackle the spread of this appalling disease. We are leading the effort in Sierra Leone."

Aid flights from the UK to Sierra Leone have delivered personnel and vital supplies for construction and operation of the treatment centres in Sierra Leone with the UK building at least five in the country from scratch. This aid will go towards getting the treatment facilities up and running as soon as possible. It will also ensure that health workers on the front line have the best protection equipment available to tackle the disease.

The UK has pledged £125 million to support the global effort. This includes support for 700 Ebola treatment beds providing direct medical care for up to 8,800 patients over the next six months along with vital supplies such as chlorine and protective clothing for thousands of health workers. Around 750 MOD personnel will be deployed to help with the establishment of Ebola treatment centres and an Ebola training academy.

Pictures courtesy of
South West
News Service





Setting sail: RFA Argus

Bridging the gap

DE&S helps make replenishing warships a safer, more efficient task

Replenishment at Sea – where Royal Navy ships take on stores and fuel from the support vessels of the Royal Fleet Auxiliary (RFA) – is one of the most complex seamanship tasks, and not just for those whose job it is to keep two ships the right distance apart in rough seas.

For those involved in the transfer, the skills they need are just as important. Transfers should be rapid, efficient and, above all, safe.

Now a new facility has been opened at *HMS Raleigh* in Torpoint which replaces the base's existing trainer to take RAS skills to a new level.

New equipment consists of a steel structure to replicate a Royal Fleet Auxiliary vessel. Across a divide of 55 metres are three structures which mimic the reception points for transferred stores on a Type 23 frigate, a Type 45 destroyer and the *Queen Elizabeth* class aircraft carriers. It will be used

to train Royal Navy and RFA personnel to carry out this complex seamanship task. International navies will also use the facility while undergoing training in Plymouth with Flag Officer Sea Training.

Captain Rob Bellfield, the Commanding Officer of *HMS Raleigh*, said: “The ability to take on stores and fuel at sea is vital in allowing ships to remain on sustained operations rather than returning to port to re-supply. It is one of the most dangerous seamanship tasks the Royal Navy and RFA engages in; RAS operations are conducted using high tension wires strung between two underway vessels, in all sea states, both day and night. It’s therefore important that we are able to train people in a safe

and controlled environment to ensure the transfer runs smoothly at sea. This new facility is world-class and is the most up-to-date training system available for this type of operation.”

The facility also includes a working Type 23 ship’s bow structure and a building for administration and classroom-based tuition, which has been named ‘Deakin Building’ after Warrant Officer Dave Deakin. WO Deakin, a training officer at the Royal Navy School of Seamanship (RNSoS), has 27 years of RAS expertise and has been heavily involved with the project from the start through to completion.

He said: “To have the building named after me is an absolute honour. More importantly, RAS training has now



Main picture: Type 45 destroyer *HMS Defender* conducts a Replenishment at Sea with the American supply ship *USNS Big Horn* in the Arabian Gulf

Insets: training at *HMS Raleigh*

been taken to the next dimension with representative platforms and training equipments; enabling staff at the RNSoS to deliver realistic individual and collective professional training in a controlled environment. This facility will stand the ‘test of time’ and mature respectively.

“As I approach the end of my naval career, it has been encouraging to note that we are embracing change and as a result, enhancing the operational capability of our Navy.”

Rolls-Royce was awarded the £25 million contract to build the facility on 18th January 2011. Construction started later that year and was completed last year. Since then the facility has been used as a demonstrator to trial the designs and equipment which will be used to transfer bulk stores and munitions to the new *Queen Elizabeth* carriers from the next generation of RFA vessels underway at sea. The trials, by Rolls-Royce as part of the original contract, allowed the company to develop and demonstrate the technology to transfer an increased load. The trials completed in the summer

and the company then converted the demonstrator to a training facility.

Nigel Andrews, HRAS Project Manager for DE&S Ships’ Commercially Supported Shipping, said: “This project has been a great example of teams working together to deliver the infrastructure, equipment and working trainer. The HRAS trials programme has been a great success and has proven the five-tonne replenishment at sea equipment capability and reliability, delivering more than 20 sea container loads between the ship platforms, per hour, in replicated high sea state conditions. The conversion of the five-tonne demonstrator to a two-tonne representative trainer is now complete and I am delighted that the facility is being handed over on time to *HMS Raleigh’s* RNSoS for training to commence.”

Tomas Leahy, Director for UK Programmes for Rolls-Royce, added: “Rolls-Royce is proud to have designed and demonstrated the capability that will be required to support the nation’s future flagships, the *QE* class aircraft carriers, once they enter service. Within the same contract we have also delivered to the Royal Navy a world leading training facility that will train Royal Navy and RFA crews for many years.”

The innovative design, procurement and construction of the new facility

was recently recognised with a Royal Institute of Chartered Surveyors South West award, which showcases the most inspirational regional initiatives and developments in land, property, construction and the environment.

Rear Admiral Ben Key, Flag Officer Sea Training, opened the facility on 24th September.

The equipment now transfers to DE&S Ships Maritime Platform Systems/ Maritime Combat Systems team as the project owner through-life.



Keeping weapons legal

Before weapons enter service they must be reviewed to make sure they comply with international law. *desider* looks at the task of lawyers who work closely with DE&S project teams in a part of procurement well away from the public eye

Dealing daily with weapons, the procurement process and the relevant project team is the job of three military lawyers, based not at Abbey Wood but at the Development Concepts and Doctrine Centre in Shrivenham.

The lawyers, one from each service, review all new weapons and methods or means of warfare to ensure that they comply with the UK's treaty and other obligations under International Humanitarian Law.

Cdr Kara Chadwick, who joined at the start of the year, is the Royal Navy member of the team. She explained that the legal review process



is mandated by 1977 additions to the Geneva Conventions of 1949 establishing international standards for the conduct of war. The UK is a party to this. And it doesn't stop at guns, rockets and missile systems. Article 36 states:

“In the study, development, acquisition or adoption of a new weapon, means or method of warfare, a High Contracting Party (e.g. the UK) is under an obligation to determine whether its employment would, in some or all circumstances, be prohibited by this Protocol or by any other rule of international law applicable to the High Contracting Party.”

Cdr Chadwick said: “While it is fairly obvious what is meant by weapons, the phrase ‘means or method of warfare’ is less obvious. It covers weapons in the broader sense of that word, but also includes the ways in which weapons are used and warfare is conducted.

“For example, sighting equipment, laser designators, target acquisition equipment and software used for processing target data would all fall within this category and would require legal review. Novel uses of existing capabilities or equipment, as well as equipment upgrades, may also require legal review.

“Weapons reviews, or legal reviews as they are known, should be conducted



for all weapons and related equipment before Initial Gate, Main Gate and In-Service Date. The idea is that any legal issues that arise can then be dealt with at the earliest possible stage to ensure that the final product is fully compliant with international law. Urgent Operational Requirements (UORs) are also subject to this process and a legal review must always be obtained before the UOR equipment enters service.

Cdr Chadwick said: “When conducting the reviews the team looks at whether the equipment is already prohibited under international law, whether it is of a nature to cause unnecessary suffering and superfluous injury, whether the equipment is capable of distinguishing between combatants and civilians, whether it would cause widespread, long-term and severe damage to the environment, and finally whether it is likely to be affected by any future

changes to international law.

“To make these assessments we work closely with the equipment project team, discussing the issues and reading the relevant documents that the team provide.”

Without a weapons review there is a risk that the UK could be operating equipment that is unlawful and could find itself in breach of international law.

“It is a fascinating job”, said Cdr Chadwick. “In the last couple of years the team has reviewed everything from fighting knives and weapons like the Sig Sauer pistol to the *Astute* submarine and Scout Specialist Vehicle, as well as everything in between.

“While the procurement process can take years, the reviews themselves can take anywhere from a couple of days to a few weeks to draft, depending on how complicated they are. There are not many jobs where you get such a comprehensive understanding of the weapons and associated bits of kit that the UK military has, as well as ensuring that we stay on the right side of international law.”

She added: “We do our best to ensure that we keep up to date with all ongoing procurement projects but we do rely on the project teams to contact us. Our biggest problems arise when either people don't contact us, or they contact us at the last minute. We are here to help, but the sooner we can be involved in a project, the better.”

■ Details of weapons reviews can be found in 2013DIN 04-15 or by contacting Cdr Chadwick, DCDC Legal 1 SO1 at Shrivenham.





One contest, one force, One Show

TV cameras add an edge to the annual services' culinary challenge. Emma Hallett serves up a taste of the action

Pictures: Andrew Linnett, David Tucker and Richard Cave



The cameras of BBC's *The One Show* have turned their attention to the caterers of the Armed Forces to showcase the skills of those who keep the services fed and watered.

Attending the three-day Exercise Joint Caterer – an annual flagship event for cooks and chefs from across the three services – the popular BBC TV programme focused on the Field Catering competition.

Chefs showcased their skills in tensely-fought, live competitions.

In one of these, the Senior Grand Prix, competitors were given a mystery box of ingredients with which to produce the best three-course meal they could against the clock.

The Royal Navy took the overall crown, after coming 'Best in Class' in more events than the other services.

Deputy project officer WO David Ashmore, from DE&S' Defence Food Services, said: "To have *The One Show* take an interest and put the national spotlight on military catering is just fantastic.

"The competition showcases the qualities of military catering and is judged by those who judge in the most prestigious competitions in the world."

Now in its 14th year, the event took place from 14th-16th October at the Defence Capability Centre, Shrivenham, its home for the second successive year.

Chefs and supporting caterers competed in a wide range of classes with a focus on operational catering.

The event is also an opportunity to showcase the work carried out by Defence Food Services, led by Lt Col Nigel Shepherd, which organises the event and supplies food for all the competitions.

The team, part of General Commodities and Services, supplies food to UK Armed Forces and provides most of this support through a prime contractor which delivers 1,100 food products to around 1,200 military locations worldwide.

Head of Logistic Commodities, Brigadier Andrew Brown, said: "Military chefs and stewards are absolutely critical enablers of operations.

"In the months to come the 'value added' of this event will appear both in field kitchens and galleys of ships and submarines far away from the UK."

Each of the three services had teams entered over the three days, covering all aspects of catering.

While it is highly competitive – with more than a little inter-service rivalry – the atmosphere remained friendly with chefs showing great pride in their work.

Navy sous chef AB Robert McCabe and his team took Best in Class for Field Catering. "To win Best in Class is just fantastic, to win overall...words cannot begin to explain the euphoria we are feeling," he said. "I was here in 2000 albeit as a baby chef and to be part of the team winning today is brilliant."

WO1 Danny Taylor, one of the judges of the field competition, added: "The standard we have been seeing here this year is first class. The chefs are given skeleton ingredients and equipment, exactly the same as they would take with them if they were deployed, and they are producing first class food. This gives the chefs the platform that can lead to competing on a world stage."

There were also 55 stands presenting a variety of food, drink and catering equipment. Products ranged from coffee to energy bars and included freshly prepared pizzas, seafood and frankfurters. Also on show were ration pack samples, cereals, cakes, and dried and fresh sauces.

Logistic Commodities and Services Director Neil Firth said: "LCS is proud to supply our military caterers, who do an outstanding job for our servicemen and women."



Naval focus sharpens up for next year's DSEI showcase

Advertising
feature

DSEI 2013 in London was attended by more than 32,000 people including high-level delegations and military staff, and included 40 international pavilions hosting nearly 1,500 exhibitors from all over the world.

The event also played host to an extremely strong maritime element that included an impressive flotilla of visiting warships and waterborne demonstrations, as well as showcasing a wide spectrum of prime contractors alongside technology and equipment providers.

Building on the success of the 2013 event, DSEI 2015 will see the return of the waterside display and demonstrations with a strong warship presence expected, as well as an expanded naval focus within the exhibition itself.

Recent trends and the increased naval spending by key emerging powers and developing nations has highlighted the continuing relevance of naval forces and importance of maritime security throughout the world. It is critical for nations to use the maritime space to defend not only their national interest but also maintain security over trade and energy supplies. Therefore it is critical that MOD can showcase systems developed in the UK to support UK industry for possible investment and foreign exports, and also to keep our own Armed Forces at the cutting edge of technology and combat systems.

A key feature of the strong maritime element is the pre-DSEI day zero conference due to take place on Monday 14th September 2015, the day before the exhibition opens its doors. The Royal Navy's First Sea Lord will host the maritime element of the conference which will provide a platform for key stakeholders to explore the latest strategic thinking on maritime issues and innovative opportunities for the use of naval forces. The conference will also stimulate a discussion within the community regarding the latest updates in maritime security, anti-piracy and an analysis of future strategy and capabilities.

The educational and bilateral aspect of DSEI was a particularly strong aspect of the 2013 event. The enthusiasm for the event across the Armed Forces and within the MOD itself is a key part of the previous success of the UK pavilion and the wide involvement from UK industry. The conference provides an excellent conceptual component to the already strong maritime element of DSEI 2015.

DE&S and industry, with RN backing, want to use the opportunity of DSEI



Strong element:
Naval vessels line up at DSEI 2013, above, while, right, *Queen Elizabeth* has been a huge success for the Aircraft Carrier Alliance



2015 to showcase the best of integrated, innovative and collaborative Maritime Mission System capabilities from within the UK. The success of Carrier Alliance and the development of Type 26 Global Combat Ship, MARS Tanker and the Maritime Combat System platform are a strong reflection of UK-focused partnership between MOD, industry and the Royal Navy in securing investment through the Defence Growth Partnership (DGP) that safeguards British jobs, security and growth.

The UK pavilion at DSEI offers a space to demonstrate this 'joined-up' approach between key stakeholders within the DGP. UK participation in DSEI 2015 will be relevant, attractive, and noteworthy

in order to drive the value proposition for those attending from the customer side of the house.

The last day of the exhibition will host a number of events focused on the future of the international defence and security sector. This will include the DSEI Innovation Challenge, which has been successfully staged at the last two editions of DSEI. The Innovation Challenge provides a unique showcase of the industry's latest and most pioneering inventions, such as the 2iC Battlefield Interoperability Software, winner of the 2013 Innovation Challenge; and for those in the Armed Forces to see the future of defence and security equipment and technology.

'Unique opportunity for dialogue on future capabilities'

RAF PARTICIPATION at DSEI 2013 included an address by the Chief of the Air Staff, Air Chief Marshal Sir Andrew Pulford, and a series of interactive briefings by members of the Air Force Board on future capability plans and challenges.

The RAF is planning to repeat and enhance its presence at DSEI 2015. Air Vice-Marshal Malcolm Brecht, Chief of Staff Air Capability, said: "We are delighted to have the opportunity to help shape DSEI 2015 to help meet the challenges presented by the future operating environment. DSEI offers the RAF a unique opportunity to continue its dialogue on future capabilities and the importance of the early harnessing of research and development funding not only with industry, but with our colleagues from overseas and academia as well.

"DSEI 2015 enables us to highlight themes that will influence future UK air capability, and we will continue to pursue the excellent opportunity that DSEI 2013 provides to engage in high-level industry briefings and bilaterals."



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HMS Vigilant in 9 Dock at Devonport, where Babcock services frigates and submarines

BAE SYSTEMS

How Artisan will look on Royal Navy Type 23s



■ Eight hundred objects at once, spotting tiny items travelling at the speed of sound and five times more efficient – just some of the accolades for Artisan, the medium range 3D surveillance radar for the Royal Navy by BAE Systems. The system, installed on HMS Iron Duke, is capable of cutting through interference equivalent to 10,000 conflicting mobile phone signals.

Artisan is made out of the same lightweight carbon glass fibre materials in Formula 1 cars. Weighing no more than 700kg, it takes engineers just 21 days to fit – a vast improvement on predecessor systems.

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We look forward to meeting you at DSEI 2015 and to discussing how we can support current and future customers, particularly in the international arena.

On land, on sea and in the air



Hawk flies high over Scotland

A FLIGHT in a Hawk training aircraft proved the highlight of a visit to RAF Valley by Bernard Gray.

The aim was to see the UK's current flying training system at the Anglesey air base. The most modern synthetic trainers combine with the T2 version of the Hawk aircraft as part of a 25-year contract with Ascent – a joint venture between Lockheed Martin and Babcock International – to train UK Armed Forces pilots and rear crew.

During a tour of the Hawk maintenance hangar, Mr Gray was briefed on improvements to aircraft availability brought about over the past 12 months as a result of impressive working between the station, DE&S, 22 Group and several industry partners.

Following a medical and pre-flight brief Mr Gray was taken on a sortie across Scotland in a T2 aircraft.

"A sortie in a fast-jet is perhaps one of the most exhilarating experiences you can have, and I thoroughly enjoyed my flight," said Mr Gray afterwards.

"While there is still a lot of work to be done to optimise the availability of aircraft for training, I have been encouraged by the approach and attitude of the team in embracing the Whole Force Concept to work together more effectively."

RAF CAPABILITIES of the past, present and future along with capabilities surrounding submarine propulsion made up a busy agenda for Bernard Gray, Chief of Defence Materiel, on high profile visits in the last few weeks.

Latest developments on Typhoon at RAF Coningsby, future pilot training at RAF Valley, and the intricacies of nuclear propulsion in Derby and Devonport were all part of his briefings.

The Lincolnshire base hosts Typhoons of the RAF's Quick Reaction Alert, the front line of defence against threats to the UK homeland. It is also home to the Spitfire, Hurricane, Dakota and Lancaster bomber of the Battle of Britain Memorial Flight (BBMF).

And it also looks to the future with essential support staff helping to upgrade the multi-role aircraft with a further suite of enhancements.

Tours of the Ground Maintenance Squadron and Typhoon's National Support Centre were followed by chats between Mr Gray and personnel who supported London Olympics security and September's Nato summit. He ended

with a tour round the BBMF by one of the Spitfire display pilots.

Coningsby has hosted the only two airworthy Lancasters this summer, the Flight's own bomber and its Canadian counterpart 'Vera' which have been popular on the airshow circuit.

CDM said: "I enjoy hearing how vital the support role DE&S plays is to our Armed Forces and was delighted to see that our work supports not only the hugely capable Typhoon fleet of the present and future, but also the Battle of Britain aircraft which bring pleasure to so many."

Progress on regeneration of the UK's nuclear submarine reactor design capability and specialist manufacturing facilities formed part of Mr Gray's visit to the Rolls-Royce Raynesway site in Derby.

He received an update on the company's progress on the Naval Nuclear Propulsion Programme, which will continue to be a key enabler for the UK's submarine force. Mr Gray was briefed by Mike Helme, president of Rolls-Royce Submarines, on design of the latest Pressurised Water

Reactor plant, which will power the new Successor class of submarines from 2028.

CDM was also briefed on the company's latest developments under the innovative ten-year support contract worth £1 billion signed between the MOD and Rolls-Royce in 2007 to help keep the Royal Navy's submarines at sea.

"For more than 50 years Rolls-Royce and its workforce at Raynesway have performed vital work to deliver the nuclear propulsion plants for the UK's submarines," he said.

"The recent MOD investment in new facilities and capabilities now ensures that the company has the right platform from which to deliver what the Royal Navy of the future needs."

CDM visits show the value of DE&S support to the Armed Forces



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ENGAGEMENT WITH stakeholders and promotion of learning from experience were the aims of the annual open day of Air Systems, Equipment and Training (ASET) at Abbey Wood.

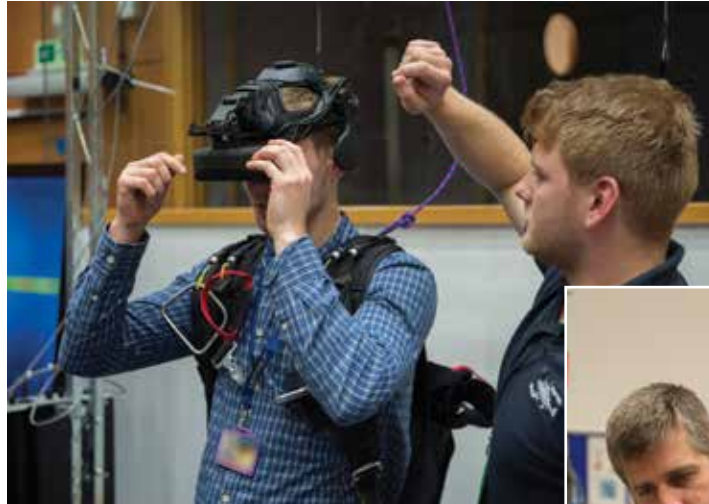
Head of ASET, Ann Mackie, who opened the 17th October event, said: "For the second year the open day has proved highly successful and vital in raising awareness of the scope of the work within the ASET programme area.

"It provided the ideal opportunity for colleagues to come and find about our contribution to defence outputs and talk to experts within the Air Commodities, Air Platform Systems and Flight Simulation and Synthetic Trainers project teams."

Teams within ASET organised interactive displays of their equipment, including the Virtual Reality Parachute Trainer, Royal Navy Lynx Mk8 Helicopter Trainer, Aircrew Safety Escape and Survival Equipment, all of which proved popular with visitors.

A cake stand for the South West Children's Hospice raised £105.

Visitors get to grips with training and escape kit



ASET's annual open day attracted interest from across Abbey Wood and beyond



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Pay and grading lead the latest Board agenda

HUMAN RESOURCES was the main focus of discussion as DE&S Board members met staff at the latest Abbey Wood Talk to the Board 'Live' event.

The 30th September event was hosted by Chief of Materiel (Joint Enablers) Pete Worrall, Director Human Resources David Ball and Director Technical Air Vice-Marshal Julian Young.

HR matters included the new DE&S Board bonus awards, recruitment and higher starting pay, the new pay and grading structure, performance appraisal and professional development.

Mr Ball said: "Staff feedback on the new Executive Board bonus awards has been favourable. We wanted to do

something positive with our new freedoms and give something back to staff and we have deliberately not been prescriptive on the criteria for these.

"If line managers believe someone has done something remarkable that it would merit Board consideration, they should nominate their member of staff up through their line management chain.

"Another significant

change for our staff will be the introduction of a new DE&S pay and grading structure. The Board recognises that what we have at the moment is not ideal in terms of meeting the needs of our business.

"Many of our staff are on the bottom of their pay scales – there are also staff doing similar roles on very different salaries. The new pay and grading structure will seek to address these anomalies.



David Ball

"The new structure will need to be affordable and demonstrate value for money and we will have to balance the need for higher pay against the need for additional people.

"Hard choices will have to be

made. Our HR Managed Service Provider will help us develop this and we would hope that the first moves into the new pay structure will take place in 2015 with further change in 2016."

Questions can be submitted to the Board through the Talk to the Board mailbox. The relevant Board member will reply.

The next Abbey Wood Talk to the Board 'Live' event is due to be in early 2015.

Babcock takes on another lift contract

BABCOCK HAS been awarded a Lifting Equipment and Handling contract by the Maritime Equipment Systems (MES) team – the latest in a series of general equipment contracts to the firm recently – to supply and support a range of lifting and handling equipment for use by the Royal Navy, Army and RAF.

Under the seven-year contract Babcock will provide design, supply, manufacture, support and repair of general lifting equipment in use in the marine and land-based environments.

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Maritime puts forward potential autonomous systems

PLANS ARE in hand to show off the potential of Maritime Autonomous Systems in Europe's largest annual military exercise.

Technical demonstrations are planned for Exercise Joint Warrior 2016, the UK tri-service multinational exercise.

This was announced by First Sea Lord, Admiral Sir George Zambellas at last month's three-day Maritime Autonomous Systems (MAS) Conference at Haslar in Gosport.

The conference was hosted by the MOD and QinetiQ and was attended by military, civilian and industry delegates from seven nations, including Rear Admiral Matt Klunder, the US Navy's Chief of Naval Research.

The successful event forged closer working relationships across the MAS enterprise.

The potential offered by autonomous systems is significant and represents the opportunity for the biggest transformation in the conduct of naval operations in decades.

At the conference and subsequent wargame, the maritime community debated the future of MAS and explored enabling technologies, military/industrial structures and the legal, ethical and policy framework for transformation.

Admiral Zambellas said he believes in MAS and the conference concluded that, while there were many challenges to overcome, there are no major blockers to making this transformation happen.

The large scale conference was oversubscribed and as well as presentations from a range of speakers there were practical demonstrations and exhibitions. The event was described as having been delivered in real style and a closing vote indicated that it exceeded everyone's expectations.



Panel discussion after the first conference session with, from left: Rear Admiral Matt Klunder (USN Chief of Naval Research), Brigadier Matt Holmes RM (Defence Concepts and Doctrine Centre), Geraint West (National Oceanographic Centre), Commodore Alex Burton (Navy Command HQ) and Alex du Pre (DE&S). Standing up is Tony Graham (Director Ships, DE&S), head of the sponsors, who included Rear Admiral James Morse of Navy Command, Sarah Kenny of QinetiQ and Jonathan Lyle of Defence Science and Technology Laboratory

Typhoon engine puts thrust into Bloodhound

THE TEAM building Bloodhound, the car bidding to hit 1,000 miles an hour, has fitted its EJ200 jet engine for the first time.

Normally found powering a Typhoon, the EJ200 jet engine weighs one tonne and produces 20,000 lbs or nine tonnes of thrust.

Five technicians spent eight hours ensuring the jet engine is a perfect fit with the upper and lower chassis and the carbon composite air intake, validating 30 years of world leading design.

Along with the Nammo hybrid rocket the two power plants together produce the equivalent of 135,000 thrust horse power or 180 F1 cars.

Chief Engineer Mark Chapman said: "This is a fantastic moment in the project, it's great to see the jet engine fitted; it validates the many years of hard work by our team of motor sport and aerospace engineers."

The workshop is a hive of activity as the 3,000-plus individual components are delivered from leading manufacturers all over the world and assembled in the Bloodhound Technical Centre in Bristol.

The project, which has been supported by DE&S engineers, is on course for the finished car to roll out for low speed testing (up to 200mph) at Newquay's Aerohub next summer.

Bloodhound will then be flown to South Africa's Hakskeen Pan for the start of the land speed record campaign.

Going fast is not its primary aim, though. It is designed

to inspire a generation by showcasing science and engineering in the most exciting and accessible way possible.

With aerospace being an

important aspect of the UK economy, and future skills a key concern, government and the UK's manufacturing sector endorse Bloodhound's mission.



Preparation: the Typhoon engine is made ready for Bloodhound.

Picture: Stefan Marjoram

Oli's vision earns him top award

AIRCRAFT ENGINEERING Officer Major Oli Morgan has been named as the 2014 Modern Day Visionary by the Institute of Mechanical Engineers (IMechE).

Major Morgan, from the Royal Electrical and Mechanical Engineers, has been chosen as the IMechE's Modern Day Visionary for his work leading Bloodhound.

Recognition is part of the IMechE's Vision Awards which showcase talented people who are inspiring change and driving innovation.

As the Army team leader on Bloodhound, his role combines leadership of a small team of expert technicians helping to build the supersonic car along with the management and training of more than 150 Bloodhound educational ambassadors.

Oli said: "Bloodhound gives kids a unique opportunity to engage with engineering – it's science fiction made very real. We can place kids at the centre of the story by mixing educational workshops with informal learning on the internet.

"This year more than 40,000 children have received a lesson on Bloodhound. The goal by 2018 is that every child in the country will have had a lesson on the car."

The UK is an attractive place to invest – Philip Dunne



Minister backs moves to show how open UK supply chain is

SOME OF the world's leading overseas defence companies have invested nearly £1 billion in the UK in the last two years as a 2012-launched Government initiative continues to grow.

The principal aim of the Defence and Security Industry Engagement Policy is to sustain and enhance capability in the UK's defence and security industry to support front-line capability.

This is achieved by encouraging overseas-based companies to engage voluntarily with UK companies and other institutions to attract supply chain work, research and development, and inward investment to the UK.

Companies sign up to DSIEP through Letters of Engagement and interact with MOD primarily through annual reports.

Last year, DSIEP tracked the inward investment of three companies and more than £400 million was reported. This year, five companies submitted annual reports and nearly £500 million of inward investment into the UK was reported. With eight companies now signed up to DSIEP, this figure is expected to increase next year.

The companies have met Philip Dunne, Minister for

Defence Equipment, Support and Technology to discuss their investment experiences.

Of particular note was the challenge of identifying Small and Medium Enterprises (SMEs) in their supply chains so that this could be reported to MOD, which in turn has a target of ensuring that 25 per cent of the value of its contracts flows to SMEs.

Topics such as the Defence Growth Partnership and incorporating exportability into MOD procurement were also discussed.

Mr Dunne said: "I am pleased with the progress being made and the spirit of partnership between industry and MOD that is being fostered under initiatives

such as DSIEP.

"This policy initiative builds upon the principles outlined in the National Security Through Technology White Paper. It demonstrates to international defence contractors and partner nations that the UK defence supply chain is the most open in Europe.

"This helps to make the UK defence sector an attractive place to invest for overseas based companies. It sustains UK defence capabilities and keeps the UK at the forefront of technological advance giving us operational advantage and freedom of action."

Companies signed up to DSIEP are:

Airbus Military
Boeing Defence UK
L3 Communications
Raytheon
Rheinmetall Defence
Rockwell Collins
RUAG
Saab

LTPA

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Confronting the cyber threat

Staff urged to increase awareness at home and in the office



OCTOBER WAS National Cyber Security awareness month and DE&S launched a new Cyber Spotlight leaflet and awareness videos during Get Safe On Line week and at the Information Professionals Conference.

The message is that cyber security is everyone's responsibility at work and at home.

Air Vice-Marshal Julian Young, in his role as Chief Information Officer for DE&S, said: "Advances in information technology and digital communications are revolutionising the way we live and work. Indeed, almost every aspect of our daily life depends on technology.

"Cyberspace has

delivered many opportunities and benefits, and is fundamental to the business of DE&S. However, with such prolific use of technology comes risk and potential threats through the loss or compromise of our information, which would impact significantly on the success of our business, and therefore to military capability and defence as a whole.

"This risk must become a conscious part of our daily working practices, so we can minimise it by ensuring we adopt appropriate behaviour to safeguard our data and information."

Air Vice-Marshal Young added: "Plus, we all need to understand the vulnerabilities specifically we have to cyber

attack, and how to build the necessary defences into capability, plans, tactics and our procedures.

"These defences, along with ensuring all of our staffs are aware of how to recognise a cyber attack and how to react, form an important pillar of overall risk mitigation."

■ There will be a Cyber stall at the IMWOW Tour in Abbey Wood during weeks beginning 17th and 24th November where staff can meet the experts. Further awareness will be cascaded via the Cyber Awareness Working Group members. More information is available on the Information Portal via the Security page or by using the A-Z link.

Get the IMWOW factor!

GET THAT IMWOW moment during the Information Management Ways of Working Tour in the weeks beginning 17th and 24th November.

This month, CIO and iHubs are running activities to help DES staff improve their knowledge and skills in Information Management, thereby increasing overall efficiency and reducing the risks of information loss.

The fortnight will include face to face training from Atlas and market stall activity in Abbey Wood, Yeovil, Donnington, Waddington and Bicester.

Across all sites there will be daily Information Management hints and tips via DES intranet, all aimed at helping staff to improve in what is a key but sometimes neglected element of day to day work. Topics will include Outlook housekeeping, MOSS and Meridio.

Further details are available on the DE&S intranet by clicking on the IMWOW symbol.



Above and right: security advisor Toby Liggins outlines cyber risks and threats

Managing information – 'DE&S must lead from the front'

NEARLY 200 information professionals from across DE&S gathered at Abbey Wood for their twice-yearly conference to hear an appeal from Director Technical Air Vice-Marshal Julian Young.

"Information is absolutely at the heart of everything we do in DE&S, and we need to raise our game in managing better the volume and security of it," he said in his keynote address.

"Largely, this is about changing behaviours, and I look to our information management professionals to set the example and lead from the front."

Sessions included presentations from Graham Curtis about his role as Chief Information Officer at BAE Systems and Samantha Milton on information management in the Ministry of Justice.

Delegates also got an insight from Michael Rogers who spoke about Records Management and the role of National Archives while Gareth Clark and Peter Summerfield from Information

Systems and Services gave an encouraging update on Defence Information Infrastructure quick wins.

During the afternoon session, iHub staff attended the SI suites for workshops and discussions presented by DE&S' Chief Information Officer team members on information exploitation and records management.

But the star of the show was the Cyber presentation from MOD Principal Security Advisor (Threats) Toby Liggins and Ray Smart, Assistant Head Compliance, where case studies and videos illustrated the cyber risks and threats staff are exposed to at home and work.

Air Vice-Marshal Young added: "The conference provides a great opportunity to get together our key information management professionals to discuss our achievements at embracing new technology and the challenges ahead in really making a difference in exploiting our information for the good of the business."

Forum hears latest progress on DE&S acquisition reform

SIMON ROUTH – Director Customer Design, pictured, below, at the latest Materiel Strategy open forum – and Director Materiel Strategy Barry Burton have explained the planned changes to the Acquisition System and their implications to DE&S staff at Abbey Wood.

Mr Routh talked staff through the work of the Customer Design team and the key features of the reformed Acquisition System.

“There are two fundamental tenets at the heart of the

Acquisition System which are absolute clarity on individual roles and accountability across the system with an agreed baseline for the programme against which we are all working,” he said.

Mr Burton added: “The changes being introduced as part of the Defence Operating Model will mean a fundamentally different relationship between DE&S and the Commands and Head Office, which will require changes to our behaviours and mindset.

“The Customer Design

team has delivered the framework for acquisition and is supporting improvements in the Commands to allow them to become more intelligent customers.”

Detailed work to define how the new customer interface will operate is being taken forward by the Materiel Strategy team, in conjunction with Customer Design team and the Commands.



Strategy helps to place project skills on the up

THE PROFESSIONALISM and capability of programme and project managers – the core function that drives DE&S acquisition activity – is being improved.

The Programme and Project Management Development Team is implementing a DE&S Executive Board-approved strategy which will increase professionalism and introduce better day-to-day work processes.

The team is working with the Materiel Strategy team on how this can help support Managed Service Provider Work Package 1 contractors on Project Delivery.

Professional PPM courses have been running for the past 12 months, with almost 700 DE&S staff developing skills and achieving qualifications

so far with a further 320 places set aside before Christmas on DE&S-specific PPM training events.

Forty new students have joined the Cranfield University PPM MSc course starting next January, building on 20 places filled last year, which was double the year before.

This is in addition to a commitment for six senior managers in DE&S to undertake the MSc in Major Programme Management at Saïd Business School, Oxford University’s high-profile centre of learning for undergraduate and graduate students in business, management and finance.

A Project Management Apprenticeship Scheme is being developed to enable DE&S to ‘grow its own’ delivery experts. The scheme

is being scoped and will add to the list of successful apprenticeships that DE&S already runs.

Director Technical, Air Vice-Marshal Julian Young, said: “Delivering complex programmes and projects successfully for the Armed Forces is the raison d’être of DE&S, and the Executive Board understands it is crucial that our managers are developed to the highest standards.

“I am proud of the role the team is playing in helping achieve this aim, and I am delighted with the progress made to upskill our people and create an ever-stronger PPM community. I look forward to working with the Managed Service Providers to improve our training and development programme even further.”

More missions, fewer emissions

DE&S’ Director Technical has hinted that the pace of placing sustainability at the heart of acquisition needs to accelerate.

Air-Vice Marshal Julian Young highlighted key challenges – resilience to energy and materials security, and climate change – to 200 delegates from industry, the Front Line Commands and DE&S staff at Abbey Wood.

“During 18 months in 2008-2009, transporting fuel to UK Forces in Afghanistan cost 125 drivers and contract security staff their lives and 147 fuel tankers were destroyed,” he said.

Reducing fossil fuel consumption through technological innovation and behavioural change saves lives, improves capability and ultimately reduces through-life costs.

The one-day sustainable procurement event discussed managing and optimising energy as a capability through sustainable projects, and understanding the global threats from climate change.

Speakers from MBDA, QinetiQ, and Ricardo described how recent advances in manufacturing can address risks to the security of supply of products while reducing waste, emissions and production time.

They also debated benefits of synthetic training on military exercises; and use of system modelling to increase performance and understand improvement options costs.

BAE Systems spoke about techniques to measure, manage and reduce energy consumption across the maritime and land areas.

Other presentations came from Brunel University, KBR, CH2M Hill, Airbus and Rolls-Royce while the conference also highlighted work by Dstl and the Met Office.

In closing, DCDS Military Capability, Air Marshal Sir Stephen Hillier, reflected on the requirement to reduce fossil fuel use by 18 per cent by 2020 with additional responsibilities to improve accountability, investment and cost control.

The Sustainable Procurement event will now be held annually and the next is planned for Thursday 1st October 2015.

Handbook helps teams with MoUs

A SECOND version of the Memorandum of Understanding Handbook – MoUs make international co-operation easier for the MOD – has replaced the 2009 version.

The handbook, published by DE&S' International Relations Group (IRG), sets out policy and guidance to help teams who are involved in international co-operation to set up MoUs.

One of the elements of successful co-operation is clear principles on how to work with international partners to achieve mutual benefits.

IRG is the authority in DE&S for equipment MoUs. Teams must consult it at the outset of any international activity that could range from exchanges of information to a new MoU, amendments and termination.

Although MoUs are not legally binding, they are of significant political importance signed at a senior or Ministerial level and there is an expectation that, once signed, the MOD will comply with what was agreed.

A poorly-worded MOU could result in political embarrassment for the UK.

IRG has broad experience of how each nation operates, and has good contacts in key countries. The Group has visibility of MoUs across DE&S and can help with consistency as well as avoiding any conflicts or precedence. IRG also provides the MoU course in conjunction with the Defence Academy.

Valerie Evans, Head of IRG, said: "MoUs are key to protect our interests when collaborating. Using the Handbook in conjunction with consulting IRG will provide teams with better capabilities to get the best deal out of their MoU."

More information from DESIRG-2c@mod.uk or 0117 9130274.

DE&S incident reporting is all set to go on line

THE WAY incidents reported to the DE&S Incident Reporting Cell (DINC) using the DINC Form 1 or Environmental Form is to change, with the introduction of self-reporting via an open access landing page on the Defence Intranet.

The date of the change is not yet known, but once system testing has been completed further information will be issued to Safety, Health, Environment and Fire (SHEF) staff.

Information currently input using the two forms will be input via an online page. The relevant site SHEF and the DINC will receive an email informing them an incident has been raised on the system. They will then be able to access all details input for

that incident and the site SHEF will be able to close off the incident following any relevant investigation.

The current reporting of incidents to the DINC varies from site to site. Sites can collate incidents and input them centrally – they will still get an email informing them the incident has been raised.

Staff can still raise anonymous Near Miss reports using the system by recording the incident without including personal details. The site SHEF will receive an email reporting this in the normal way.

Site SHEFs will be able to access all details of incidents raised for their site(s). Operating Centre OHSE staff will have access to recorded incidents but will not have access to personal details.

Value-added partners put pen to paper again

DE&S AND Boeing Defence UK have reaffirmed the partnering values which underpin their contract to transform and optimise logistic information for all three services.

Future Logistic Information Services is a ten-year contract, now in its fourth year and entitled MOD Support Chain Information Services (SCIS), part of Inventory Management Operating Centre.

SCIS head Steve Glass and Boeing's Information Services director Richard Wainwright reaffirmed the values by re-signing the Charter of Partnering Behaviours, witnessed by their team members in Milton Keynes.

The Charter is a reminder of the long-term commitment between the two parties, even during periods of change.

"Our priority must be to deliver and improve the capabilities and services that the customer requires," said Mr Glass. "This Charter helps to bond the team and increase its delivery focus."

Both leaders want the charter and behaviours to be a reminder to everyone working on and affected by the programme.

SCIS is already improving responsiveness and agility. The partnership has reduced support chain costs, simplified IT service processes, introduced a single service model with defined service level agreements, migrated existing applications to modern data centres at Bristol and Milton Keynes, and rationalised obsolete technology.



Partnership: Boeing and DE&S sign up on the values helping to transform logistic information for the Armed Forces

"Ensuring that we are structured effectively, with clearly defined roles and responsibilities, is critical to our ability to deliver," said Mr Wainwright.

The partnership's successes have been achieved by exchange of knowledge, investment in expertise, and integrated working practices. As a result, SCIS is the first Government-industry team to be awarded the British Standard of Collaborative Working BS11000.

Mike Rogers of the MOD's Partnering Support Group said: "This programme has embraced the principles of BS11000 and developed strong evidence not just to meet the standard but to push the boundaries, with particular regard to continuous improvement, innovation, opportunities, benefits costing, realisation and tracking without forgetting the need to encourage more opportunities to work in the reward and recognition field."

□ Eight individual awards and four team awards have been presented to staff of the Inventory Management Operating Centre to reward significant improvement of Inventory Management within DE&S.

Individual Awards: Fiona Etheridge, W01 Perry Mason (Support Chain Engagement Business Unit); WO Neil Cook, Flt Lt Gayle Griffiths, Sgt John Spanton, Maj Moira Watson (Support Chain Information Services Business Unit); Lt Cdr John Cunane (IMOC Business Support Team); Mr Pillai (OFD Singapore).

Team Awards: Defence General Munitions Project Team – Darren Meacham representing the team; Support Chain Engagement, BIWMS Release 1 Training Project – Ian Marshal and Rachel Bishop; 15 Signal Regiment (Information Support), 262 Squadron (LSS) – WO2 Robert Edwards and WO2 Paul Davenport; IMOC i-Hub – Stacey Harris, Eddy Spencer, Ben Biggs, Carolyn Callow-Evans, Rebecca Mellor and Toby Liggins.

Benson – our ‘man’ in Madrid!

**UK adds another name to Nato meeting's
list of representatives**

THERE ARE four guide dogs on the Abbey Wood site – Major, Frankie, Ralf and Benson. Major is a seasoned traveller to the States for Chinook; the others, Ralf and Frankie, (as far as is known) have never left the country. This autumn, it's been Benson's turn to fly.

The Nato NILE (Nato Improved Link Eleven) steering group took place in Veldepenas in Spain. This meant representatives from Canada, France, Germany, Italy, Spain, the UK and USA gathered to discuss the future of the latest Tactical Data Link L22. It was also necessary for Benson to attend. So how did he get on?

Pet Passport in paw, he entered Bristol Airport to be immediately recognised and have his seat upgraded. Escorted swiftly through passport control – setting off the alarms with his harness – he was petted and stroked before being checked through the assistance desk.

Paperwork in order, he was the first to board the flight to Madrid, receiving extra attention from the cabin staff. Seat taken and water bowl fixed to the floor, we took off to arrive two hours later. How did the Spanish react?

As we approached passport control two guards ran out to pet and pat him and we were ushered through. Demonstrating his usual calm demeanour, he took his place on the back seat of the hired car, a BMW of course. He watched 200km of the Spanish countryside flash past him in the dark before arriving too late for his owner to have dinner but Benson had brought his own and so had more than a Snickers bar and a can of coke.

The next day he was greeted by the representatives of the other six nations at the Spanish facilities who were hosting the meeting. He then watched/slept over the next two days discussion, only leaving the room for two walks and to see a visiting vet for administrative purposes.

The only slight diplomatic incident he almost caused was, when he thought no-one was looking, he decided he should check the lunch provided for drugs, poison, or taste.

With a way forward agreed on returning a financial surplus, updating test tools and introducing new waveforms, Benson headed for home. In heavy demand for stroking and photographs (his admiring public had to have their fill) he made his way back to the UK.

He was checked back by the Spanish Customs with less fuss than the stag do travelling before him. He sprawled out over his two companions on the flight home, raising himself for the occasional stroke or photograph.

In essence, Benson took it all in his stride, calm with slightly high interest and the ability to turn a waitress' eye at 30 paces.

Benson now has a taste for flying and is looking forward to Canada next year, when the NILE Steering Committee meets again.



Benson travelled with Alex Kennard of DES Situational Awareness Command and Control. Alex is chairman of ContactAbility, a quarterly forum open to all staff at Abbey Wood to raise any disability issues. The next meeting will take place on 26th November in the S1 Suites, all staff welcome.

Flying? As close to the real thing as you can get

Abbey Wood engineer enjoys the high life in a suit which helps him fly

THE NEAREST to flying like a bird as is humanly possible.

That's the definition of wingsuiting from a DE&S engineering manager who has produced a remarkable performance in the world series of a spectacular sport.

Colin Preece, pictured below, is an engineering manager with Operational Support Programmes at Abbey Wood. But in his spare time he dons a special suit which enables him to travel vast distances from the exit point of an aircraft, easily doubling freefall time.

Such wingsuiters can reach horizontal speeds of up to 235 kilometres an hour, faster than they are actually falling. The best can fly anywhere up to three minutes from 13,000 feet before deploying their parachute.

"Becoming proficient and safe at wingsuiting takes a lot of time and dedication but provides its own rewards with breathtaking views," said Colin. "And as an experience it's close to really flying like a bird."



Colin's participation in this year's World Series saw him finish fifth in the intermediate class held at the first

of four events in the skies over Salisbury Plain in May. He was also placed third in the UK Nationals.

In the third of the four events, this time in Marl, Germany, in August he took bronze, having 'flown' for nearly a minute (within a 1,000-metre vertical competition window), travelled more than three kilometres, a new personal best, and managed a fastest speed of 223.9km per hour, another personal best by 3km per hour in the three separate rounds.

The best scores at the end of the year will receive final placings in the World Series. But a lack of sponsorship to help with travel to events saw Colin miss the second series event in Hungary, and was



Above: Colin in his wingsuit, the best of which can cosat thousands of pounds

Right: wingsuiters in formation



also due to miss out at the end of last month in the USA.

Wingsuiters must complete at least 500 parachute descents before they can train under British Parachute Association rules, or at least 200 freefall descents in the previous 18 months. It is not a sport for the faint-hearted. Colin has done about 600 jumps, 230 of which have been in a wingsuit. He has done plenty of display jumping with a number of military display teams.

"Coupled with horizontal speeds up to 190 mph, the extra complications that being bound into a 'plastic straitjacket' with very limited arm and leg movement can bring increases the dangers

exponentially compared with 'normal' skydiving," said Colin.

"Competition brings its own added complications, challenges and pressures. Needless to say, the minimum number of required jumps before wingsuit training can begin is essential, as is the emphasis on safety during training and competition. With high quality training, the emphasis kept on safety throughout and careful management during day-to-day wingsuiting and competitions, the incident rate is kept remarkably low."

Anyone wishing to do a tandem jump with the Royal Electrical and Mechanical Engineers Parachute Team or find out more, Colin can be contacted via DII.

Team on a mission to earn bronze award

SUPPORT FOR the *Queen Elizabeth* aircraft carriers' mission system has won a BAE Systems award for a DE&S/industry team.

WO John Todd, mission system supportability engineer, joined colleagues from BAE Systems and consultants in receiving a 2014 BAES chairman's bronze award.

The award, one of 53 similar ones across the business, came in the Enhancing Customer Performance category.

WO Todd was part of the team, pictured right, invited to the award ceremony alongside Adrian Gath (BAES – QEC Mission System ILS

and Logistics Manager Maritime), Lt Cdr Steve Blackburn (Future Support Availability, Reliability and Maintainability Manager), Mark Buckley (BAES – QEC Mission System ILS Manager, Readiness and Sustainment), Steve Clark (BAES – QEC Mission System Supportability Engineering Team Lead), Alf Menzies (Director Xpedite – Engineering and Business Consultant).

The awards have been running since 1996 and operate across all key markets to recognise extraordinary and inspired work. They acknowledge efforts and achievements of employees, partners and customers.



A piece of history on its way to Abbey Wood



A work of art: the memorial from World War One, getting ready for a new home at Abbey Wood

A WORLD War One memorial, containing names of those killed in action or who died of their wounds, is one of a number of historical items making their way from Ensleigh to a new home in Abbey Wood.

The rectangular wooden board which has three arched rosewood panels is in excellent condition. It contains names of permanent and temporary staff of what is thought to be the former Naval Stores, above which are a carved shamrock, rose, thistles and daffodils.

It was on display at Ensleigh for many years and will be joined by other memorials and commemorative boards which

Memorial one of a number to be rehoused from Ensleigh

were kept at the former DE&S site in Bath, on a Memorial Wall at Abbey Wood in due course.

The Imperial War Museum first recorded the memorial nearly 20 years ago but, with no stores establishment at Ensleigh before World War Two, the board probably came from somewhere else.

Records of military staff are kept but those for civilian staff are sketchy. For instance Norman Albert Taylerson, the final name in the middle panel, was recommended to become a bomber pilot during training, and died in aerial combat in May 1918.

He is buried in a churchyard in Zeebrugge and commemorated on a family headstone in Dover. But details of his civilian work remain unclear.

Any readers who can help with the memorial's history or where it was kept before it made its way to Ensleigh, please get in touch with *desider* and we'll pass the information on.

MOTTO - the MOD Lottery August winners

- £10,000:** Lee King (Portsmouth).
- £5,000:** Mandy Gregory (Aldershot).
- £2,000:** Michael Stubbs (Abbey Wood).
- £500:** Graham Robertson (Chicksands), Kevin Woods (RAF Wyton).
- £100:** Judith Ratcliffe (Beeston TAC), Edwin Davies (Brecon), Caitlin Scott (Abbey Wood), Shane Mcfarlane (Portsmouth), Karen Bolt (Andover), Rosemarie Russell (Corsham), Roger Howard (RAF Wittering), Lindsay Freeman (Tidworth), Mark Frost (Abbey Wood), Helen Stevens (DGC Feltham), Kerry-Anne Ryan (Andover), John Scorfield (York), June Kitcher (DSAE Cosford), Nigel Hector (Abbey Wood), Patrick Gorman (Whitehall), John Walton (Abbey Wood), Martin Shenton (Antwerp Barracks), Matthew Foley (Sutton Coldfield), Paul Moores (Stafford), Andrew Peterson (DSG).

Talking up a future MOD career

APPRENTICE ENGINEER Thomas Bignell showcased the MOD as a future career during a day at Gordano School, Portishead, near Bristol.

Thomas, on the apprentice scheme for just over a year, was able to show the wide range of careers available at the MOD.

He was accompanied by Katie Barrow and Operational Support Vehicle Programme leader Phil Burton.

Thomas explained the qualifications required, the ones you can go on to earn and the potential job roles.

In contrast Katie finished the graduate scheme two years ago after completing an engineering degree sponsored by the MOD.

Thomas said: "With university fees quite high at the moment the students were excited to hear there were schemes with the MOD that helped them towards these fees including guaranteed summer jobs for people.

"Both schemes allow you to experience wide variety in the MOD before settling in to a stable job, with some placement opportunities available overseas.

"It is vital for young people to understand all of their options, and being able to attend this event allowed us to showcase the variety of choices MOD has to offer.

"Most people don't know what we do and thought we were part of the Forces. After some explanations they found the MOD was a great middle ground allowing them the experience to work with and support the Forces."



Line up: sponsors and some of the society's committee prepare for action at Lansdown

Denise is on form to clinch first Captain's title



Above, from left: Dean Taylor of sponsors BMT Hi-Q Sigma, society captain Colin Sawyer and Denise Adlington, Captain's Day shield winner.

DENISE ADLINGTON created her own little bit of history by becoming the first woman to win the JSU Corsham Golf Society Captain's Day shield.

Denise saw off all comers, including her husband John, to take the title with an excellent score of 39 points under the Stableford system, ahead of John Smith in second place and husband John third.

The annual Captain's Day took place at Lansdown Golf Club in Bath and attracted 34 golfers in the various events.

After some fierce competition the Nett Prize had the society's statisticians working overtime to separate the leading four. After several countbacks John Elliott finished top of the pile with Dave Longley second and Trevor McMaster in third.

Other prize winners on the day included Dave Appleyard and John Elliott who scooped the two nearest-the-pin prizes; Kate House who collected the 'Most Golf' prize; and there was another award for Denise Adlington who, for shooting three under her handicap, was unanimously awarded the Bandit Trophy.

Biggest smile of the day went to Colin Sawyer who recorded the only score of two on the day to pick up a rollover pot of £98.

In the Fedup Cup, played for

throughout the season and awarded to the winner of the society's order of merit, Dave Longley was Mr Consistency, ahead of Tim Rickards and Rob House.

The society is open to serving and retired military and civil servants and their dependants/spouses and meets up to ten times a year at courses across the south west.

If you're interested in joining contact Neil Sykes at maa-certmps2a1@mod.uk or 030 679 84228.



Prize-winning style: from Dave Appleyard



Bonus award winners pictured with Bernard Gray, Chief of Defence Materiel and Board members

Nine benefit from Board commitment to new freedoms

THE FIRST nine Executive Board Bonus Awards were presented by Bernard Gray, Chief of Defence Materiel to successful nominees for their outstanding achievements at the DE&S Executive Board meeting on 24th October,

The Board decided to use freedoms DE&S has as a Bespoke Trading Entity to recognise, reward and incentivise staff to deliver exceptional performance and acknowledge this through the introduction of a new award.

The first DE&S staff to be recognised for their outstanding contributions are:

- Steve Wyatt of Land Environment Air Picture Provision (LEAPP) Team for his dedication and personal drive to uphold DE&S corporate performance and enable the successful delivery of LEAPP.

- Adam Lydford of the Queen Elizabeth

Class Team for his role in providing the lead for Acceptance and Assurance activities for the *Queen Elizabeth* Aircraft Carrier Programme;

- Richard Murray for the exceptional work he undertook in the Maritime and Air Weapons Team to investigate and develop solutions for support of *HMS Daring*, during her maiden operational deployment;

- Huw Cable of the A400M Team for his exceptional leadership and technical, commercial and financial achievements on the A400M air transport aircraft;

- Ian Barnett of the Typhoon Team for the outstanding personal contribution he has made to the team over the past five years;

- Paul McDermott of the Merlin

Team for his role in the delivery of Merlin helicopter capability in direct support of military operations;

- Roddy Malone of the Scout Team for his role in successfully delivering the Scout armoured vehicles project to its Main Gate production decision ahead of schedule;

- John Haiselden for his outstanding leadership of the Apache Team;

- David Vale of the Strategic Weapons Team for his outstanding personal contribution to work at the Atomic Weapons Establishment.

Nominations for these new awards can be submitted through the line management chain.

Nominations are considered by the Board every quarter.

DII clean-up is gem of an idea

STEVE MAULE and Matthew Holbrook led the way for DE&S as the latest set of winners were presented with their awards in the 2014 GEMS scheme.

Steve, who has since moved to Information Systems and Services, was one of two winners in the Evaluator of the Year category – alongside Chris Radburn of Defence Infrastructure Organisation – while Matthew picked up his award for improving business at the MOD.

As already reported in *desider*, Matthew took on work to improve the DII system when space was running out on its servers.

He worked with Atlas and investigated the whole system, raising the GEMS idea as DII waste affects all areas of the MOD. Most large sites constantly struggle with DII capacity, and Matthew's report provided the final evidence that a clean-up was needed.

Ben Cook, Atlas Continuous Service Improvement Lead, said: "Matthew's in-depth piece of data analysis carried out at Andover provided the catalyst for one of the largest improvement projects since the implementation of DII."

The whole system has been cleansed, deleting 220,000 user accounts and role folders and removing 3TB of old data.

Steve's award as evaluator of the year came out of his role as the focal point for the DE&S GEMS group – he is one of hundreds of evaluators across the MOD – for any suggestion relating to DII or information technology.

Other winners included a team from Defence Business Services, many based at Neighbourhood Five in Abbey Wood, for the Front Door Phase three project, which was set up to improve users' experience with on-line forms.



Above left: Matthew Holbrook. Right: Steve Maule

□ The GEMS scheme recognises exceptional ideas in a range of categories and the work of the suggestors, evaluators and GEMS teams. There have been around 1,500 suggestions over the last 12 months and an estimated £150 million has been saved to be reinvested in defence.



Airworthiness team proves just as worthy on a bike

MEMBERS OF the Defence Airworthiness Team are back at Abbey Wood having raised nearly £4,000 for Help for Heroes from their marathon cycle ride.

Cdr Nick Copeland, Lt Cdr Rob Evans, Lt Col Mark Leach (Apache team), Wg Cdr Phil Spencer and Janet Young made it from John O'Groats to Land's End in ten days.

Their journey took them via Inverness, Oban, Irvine, Carlisle, Lancaster, Bristol and Okehampton with stops at RAF Shawbury and RNAS Culdrose on the way.

Flt Lt Greg Coles and Sqn Ldr Jim Phillips also rode for part of the way while Lisa Young, Tony Lyndon, Kev Mulloy and Anton Burford formed an able support crew.

Pictured: cyclists drop in to see Culdrose's Sea Hawk gate guardian before the last leg to Land's (and journey's) End

Mark heads for awards bright lights

MARK HOLLOWAY of DE&S will be in London later this month as a finalist in a nationwide competition to recognise the best and brightest apprentices and technicians.

The Institution of Engineering and Technology (IET) Apprentice and Technician Awards scheme aims to raise the profile of the good work apprentices and technicians contribute to engineering businesses.

Mark was selected as a finalist in the IET Technician of the Year for his outstanding engineering and technical understanding and as a role model.

Mark joins the rest of the shortlisted applicants at a ceremony on 19th November where winners will walk away with £1,000, two years' free membership of the IET and payment of their technician professional registration fees (if they are not already professionally registered).

William Webb, IET President, said: "Finalists in our awards should be very proud to have reached this stage. There is an urgent need to encourage more young people into engineering and we hope that these awards will help to highlight just how diverse engineering is, and also encourage more young people to study science, technology, engineering and maths and start an engineering career."

Last year, the IET provided more than £1 million in awards, prizes and scholarships to celebrate excellence and innovation in the sector and encourage the next generation of engineers and technicians.

Mark is an equipment support officer, having completed placements in military laser safety, information systems, Typhoon propulsion and multiple launch rocket systems.



Oops! Alan loses his proud record

THE LAND Rover of Armed Forces Rally Team director Major Alan Paramore lies at a curious angle, having failed to negotiate a bend.

Alan turned in a rare 'failed to finish' – a first rally not won by him in 26 events over nearly three years – in the Yorkshire-based Trackrod Rally at the end of September.

He was well-placed when he slid gently into the trees at a muddy corner, where a number of big rally names, Hannu Mikola among them in a 1980s RAC Rally, also came to grief.

Thankfully Alan, of Protected Mobility Vehicles at Abbey Wood, and his co-driver were unhurt. The Land Rover was undamaged

RAFA Band keeps up ABW appearances

THE POPULAR band of the Royal Air Forces Association will be back at Abbey Wood for a number of dates before the end of the year.

The busy band, led by Peter Skellon of Land Equipment, has been around the west country this year, playing at regimental and Battle of Britain dinners, with lunchtime concerts at the Abbey Wood retail park for the Wings Appeal.

Members of the band – playing at the Poppy Appeal in Bristol's Colston Hall on 2nd November – will play a lunchtime piazza concert for the Abbey Wood poppy collection on Thursday 6th November from noon to 1.30pm.

A small ensemble will also be playing Carols to Christmas diners in the Central Facilities Building at Abbey Wood on 2nd-4th December. They will also accompany the lunchtime carol service in the neighbourhood two atrium on 10th December from 12.30 to 1.30pm.

New support chain head takes over

BRIGADIER RICHARD Parkinson, right, is the new head of Defence Support Chain Operations and Movements, succeeding Brigadier Angus Fay.

He began in his new post on 20th October and will report to Lt Gen Chris Deverill, DE&S' Chief of Materiel (Land).

A career in logistics has included being Chief of Staff of the Permanent Joint Headquarters Operation Telic drawdown (Operation Brockdale) and also Chief of Staff Joint Supply Chain in DE&S.

He was commissioned in 1986 and commanded 1 Logistic Support Regiment RLC in 2004, which deployed on Operation Telic 8 as the UK Logistic Battalion.

In March 2010 he was posted to MOD Main Building as Secretary to the Chiefs of Staff and then in September 2011, on promotion to Brigadier, to Army Headquarters as Director Logistics Army.

Married to Debbie with three children he is keen on sport and adventure training.



CAPTAIN TIM Currass, above right, has taken over as Surface Ship Support team leader in the Ship Support (Alliance) area of the Ships Operating Centre.

Capt Currass takes up his appointment on promotion to Captain, moving on from his previous post as Military Assistant to Director Ships.

A Royal Navy General Service Weapon Engineer, he has previously served in the Capability Customer in MOD Main Building and Personnel Division in Navy Command, as well as several sea going appointments, most recently as Commander Weapon Engineering in *HMS Ocean*.

He joins the Surface Ship Support Programme as it begins Phase 3, with a mandate to deliver a transformed and improved Common Support Model for all current and future complex warships, including the *Queen Elizabeth* class aircraft carriers.

He said: "Phase 3 of the Surface Ship Support Programme is of vital importance for the Royal Navy as it aims to drive up the quality of support delivery, drive out costs and improve the overall sustainability of the enterprise. I am thrilled to be given the opportunity to lead the team who will deliver it."

Other moves around DE&S:

The new head of Chief Strategic Systems Executive is Rear Admiral Keith Beckett, who starts on 4th November. He moves from his post as commander of Clyde naval base.

Mark Dannatt has been appointed Head of Ship Acquisition for the *Queen Elizabeth* class aircraft carrier programme.

Colonel Robert Pulman moves from a Nato post to Log NEC's programme head of strategy. The post has been vacant since March.

The new team leader of Type 26 IET is Capt David Heley, who moves to DE&S from Nato.

Chris Harris becomes team leader at B1 level in Maritime Combat Systems Naval Design Partnership.

Dale Coxon has moved from his post in Weapons to be the Finance team leader in DE&S Ships at B1 level, taking over from Andrew Hart.

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:

2014DIN04-170: This provides guidance on the process to be followed when leasing physical training equipment through a new enabling contract. While this is available to the whole of the Armed Forces it is anticipated the primary users will be the Royal Navy and RAF.

2014DIN04-178: This DIN provides information and instructions for aviation units who need aviation fuel additives AL-41 and AL-48. A number of amendments have been made to the demand process.

2014DIN04-195: This informs vessel and craft operators of the correct distress signalling sets they are required to carry on board and to provide information on those sets. Sets are available from Defence Munitions depots.

2014DIN04-196: The GQ360 parachute system, used by several teams for jumping out of different aircraft, has passed its out of service date. It is no longer supported by the Airborne Equipment Release Certificate, so cannot be used or repaired.











Further information and more details on the latest DINs see:

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



PUTTING
WHAT'S
WANTED,
PRECISELY
WHERE
IT'S NEEDED



-  SELF-PROPELLED HOWITZERS
-  HEAVY ARMoured VEHICLES
-  HEAVY HELICOPTERS
-  HEAVY ENGINEERING VEHICLES
-  LIGHT VEHICLES
-  TROOPS
-  PARATROOPS
-  PALLETS AND CONTAINERS
-  MEDICAL EVACUATION
-  MEDICAL SUPPLIES

A400M



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