

desider

Sep 2014 Issue 76



Ministry
of Defence



the magazine for defence equipment and support

Navy puts on a show of force



DE&S new non-executive Chair visits Abbey Wood [See inside](#)



RAF A400M
revs up



Inventory
progress




A toast to the
new carrier



Fanfare for
the families



Sailing into the
record books



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FEATURES

21 Abbey Wood hosts successful Families Days

The weather was good and a host of youngsters joined their parents for the final two Families Days at DE&S headquarters. Operating centres put on a series of interactive displays while the MOD Police's dog section demonstrations proved very popular. A five-page picture special: pages 21-25

26 Airseeker makes further progress

The first aircraft in DE&S' Airseeker project is involved in important work in the skies over northern Iraq, using its capability to provide information to the UK's humanitarian mission. Team leader Bill Chrispin provides an update on progress of the next two aircraft, one undergoing conversion in the US, the other supporting a flight test programme

28 Apprentices fight out annual awards

The best of the MOD's apprentices, many of them from DE&S, have been battling out the annual Tom Nevard competition which was held at Shrivenham for the first time. Under the watchful eye of Director Technical, Air Vice-Marshal Julian Young, the apprentices learned much about performing under the pressure of top competition



Picture: www.leehowardphotography.co.uk

cover image

Six Royal Navy Wildcat helicopters which boast an upgrade in capability on the current Lynx are pictured on a flight from RNAS Yeovilton. Squadron reorganisation at Yeovilton will see a dedicated Wildcat training squadron to prepare new pilots and aircrew

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Options for future Families Days at Abbey Wood are to be considered after the last of three successful open days last month

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

‘Paul is a consummate professional. I understand, respect and value his role’



I want to thank those of you who attended the town hall session at Abbey Wood last month for the warm welcome you gave our new non-executive Chair Paul Skinner.

Paul has had a successful career in the private sector and is very used to the sort of bespoke, complex capital projects we are involved in and how to deliver them. He has also had jobs within Government and has an understanding of how Government works. He has already remarked on the relative stability we now enjoy because of the balancing of the equipment budget. He has spent time in the Treasury as Chairman of Infrastructure UK and his understanding of the way the other side of Whitehall works is no bad thing.

Having worked with Paul over the last couple of months I have found it a real pleasure. He is a consummate professional. I understand, respect and value his role. He has already been a source of sage advice and his sheer personality makes him a formidable figure in every way. It is important to me that Paul feels he is contributing to what we are trying to do and should feel comfortable in his dealings with DE&S and his interaction with those of you he will meet on a regular basis.

He told me he has been impressed with the enthusiasm and commitment of people he has met so far and he was delighted to be able to address many of you who attended the town hall session. He is open to new ideas, anxious that we improve our ways of working, and become even more efficient in our procurement and support of military equipment.

He is also, I know, a hard taskmaster and will not be shy in speaking his mind if he detects areas where the pace of change may not be rapid enough. He is there to advise and to challenge. We have a long way to go in a short

time and if we are to be fully up and running – match fit as we now call it – by 2017 then Paul’s role in having a hand on the tiller will be a valuable one.

Paul will be getting around to see the business and our customers. We must expose him to the full complexity, breadth and depth of what we do. To have people with experience and independence from outside, able to form their own view of us and what we can do, can only be helpful to us. It is a vote of confidence in us that he has become our chairman.

Paul and I are keen that the new DE&S continues to develop the careers of all staff working for it. We must retain and recruit the right people with the necessary skills and experience. Which is why another appointment I view with great importance is the arrival of Susanna Mason in the newly-created post of Director General (Commercial) for DE&S. Susanna brings abilities and enthusiasm to DE&S which she has gained from massive experience at senior level in industry and business. She has a mandate to strengthen our commercial capabilities which will make us a more formidable negotiator in our dealings with our industrial partners. She also has a broader remit to help improve commercial skills across other government departments. It is a huge role, and one I know she is more than capable of fulfilling.

I said last month that I regarded the Families Days we have had as very important for staff to reward their close relatives with a day out at Abbey Wood as a thank you for the support they are given at home. I commend those who organised the three days this year for their hard work, and teams for their imagination in providing plenty of activities for youngsters to enjoy.

A BOARD of directors which will support DE&S’ leaders in their efforts to make sure the organisation is performing at its highest level will be the initial aim of the new non-executive Chair Paul Skinner.

Mr Skinner took part in his first town hall session at Abbey Wood last month, hosted by Bernard Gray, Chief of Defence Materiel, outlined his new role and pledged to meet as many people as he could to gain an insight into the issues which affect the equipment programme. This, he said, would enable him to help shape DE&S into the world class procurement and support organisation he believes it can be.

“The intention is to get to know the organisation at large. Meeting more people puts me in a much better position to know what the issues in the programme really are,” he said.

“Today is a good opportunity for me to have this first broad interaction with the Abbey Wood team. My aim will be in the years ahead to get to know a lot more of you individually. I have found that real understanding of what people think in an organisation is helpful in steering it towards its best outcomes.”

Mr Skinner explained that the DE&S Board he will lead, including a range of private sector expertise, will not be there simply to provide governance.

“The board is there to challenge and support the executive team to ensure it is performing to the highest level it can,” he said. “I am working on the recruitment of a number of people to bring particular skills to the board. In addition to contributing to governance they can provide comparative experience in judging where our organisation is moving.”

‘We are not looking for people just interested in filling their CV. We want people who can really contribute’

“We are looking for at least one director with experience of managing large-scale capital projects. We are looking for another in procurement and supply chain management and someone in the area of HR and organisational transformation. I am confident we will arrive at a group of people who can make a significant contribution to what the organisation can achieve.

“The one thing I will be looking for are people who have a genuine and serious interest in defence. What you do is very special. It has strategic importance in the defence of this country. So we are not looking for people just interested in filling their CV. We want people who can really contribute.”

Mr Gray said he was delighted that

Teamwork: Bernard Gray, Chief of Defence Materiel, left, and new non-executive Chair Paul Skinner at Abbey Wood on 1st August



DE&S' future advisors – now the hunt is on

Mr Skinner was leading the Board. “Paul has had a successful career, and is very used to bespoke, complex capital projects and how to deliver them,” he added. “Paul knows the kind of business we do well. He has also done jobs within Government and has an understanding of how Government works. He has seen at first hand the conditions which can allow the defence budget to get out of control. He has already remarked on the relative stability we are in now and that’s because of the balancing of the equipment budget.”

Mr Skinner had already been to Abbey Wood before his first town hall meeting. He said: “I have already met a lot of highly professional and committed individuals. It is very reassuring to see that. We have an excellent base for what we want to do in the next phase of our journey. The organisation has made a huge amount of progress since 2007 and to become a world class organisation is not a pipedream at all.

“What you do is really special and rather unique in supporting an important area of our national interest in markets which are very exposed to competition. Now we must be prepared to be more flexible and innovative in the way we approach the development and recruitment of people. That will be a more important focus for us.

Mr Skinner sounded a note of caution about current projects. “We have some big capital projects and they are not problem-free,” he said. “The programme is comparable to what Shell would do on a global basis every year. While we are doing all these good things to change the way

we do business we have to make sure we don’t drop any balls on the way. Some of our projects are at a really critical juncture. A huge effort will be required to ensure their safe delivery. I am very alert to that.”

Mr Skinner also stressed the importance of job satisfaction and said DE&S needed to aspire to carry out its tasks in a manner which was enjoyable and satisfying for its staff.

“There’s a lot of pressure in our programme and pressure on all of you individually. One of the responsibilities of your leaders is to ensure there’s satisfaction and enjoyment for all of you. The way that jobs are structured and tasks are defined will allow every individual to feel real satisfaction in what they do. If that is absent, organisations do not achieve their aspirations.”

Answering a question on the role of smaller companies, Mr Skinner said: “Some of the best quality innovation comes from small companies who have then gone on to become larger companies by virtue of their technical success. We have to keep this continuously in mind.

“We must devote an appropriate amount of time thinking about where our next best ideas will come from; they won’t always be from the larger companies. We should always be scanning the horizon for new ideas. High performing organisations always do this. The SME community has a big part to play and we need to respond to them in a way which fosters that contribution. We need to be more alert to what is going on around us.”

DE&S takes stock on long term plans

WORK HAS now begun on the longer term programme coming out of the DE&S staff suggestions scheme.

The scheme began on Launch Day in April when Materiel Strategy staff set themselves the challenge of improving the organisation in four parts: to group together and take forward suggestions which could be actioned in 30, 60 and 90 days, and those things which the team thought would take longer.

Last month’s *desider* took stock of progress with the 30, 60 and 90-day programmes.

“We’ve reached the end of the time-bounded programmes, and we’re on the case with the longer term actions,” said Stephen Palmer of the Materiel Strategy team.

☐ continued on page 8

NEWSREEL

Cash to spend on maritime

THE MOD is making £9 million available through the Defence Science and Technology Laboratory (Dstl) to support the future of Maritime Autonomous Systems (MAS) including clearance of sea mines and persistent wide area surveillance. Philip Smith of Dstl said: "The opportunities presented by Maritime Autonomous Systems are very exciting. However if we are to fully exploit these opportunities we need to invest in key areas to position the UK as a world leader in next generation Maritime Mission Systems. The funding we are making available is a significant step towards achieving this."

Minister visits ISAF

DEFENCE Secretary Michael Fallon has visited Afghanistan as UK troops work towards the end of combat operations. During his visit to Helmand and Kandahar provinces, Mr Fallon met UK military personnel as well as civilians providing support and witnessed the progress being made by the Afghan security forces. He spoke to troops working on returning personnel and equipment to the UK and discussed how International Security Assistance Force personnel will conclude their combat role by the end of the year. Afghan forces, with their own helicopter evacuation capability, now lead 99 per cent of security operations and receive only limited support from ISAF.

Offshore patrol takes a giant leap forward

Contract signed for three new vessels

THREE NEW Offshore Patrol Vessels are to be built on the Clyde for the Royal Navy in a £348 million contract.

The first vessel is expected to be handed over to the Royal Navy in 2017.

The vessels will support a range of tasks supporting UK interests at home and abroad.

They will be built at BAE Systems' shipyards and safeguard more than 800 jobs.

Minister for Defence Equipment, Support and Technology Philip Dunne was joined by Chief Secretary to the Treasury Danny Alexander on 12th August to make the announcement and to meet some of the employees who will be involved when work begins this autumn.

Defence Secretary Michael Fallon said: "This sort of investment by the UK Government is vital for sustaining shipbuilding in the city and the hundreds of specialist manufacturing and engineering roles that play an important role in providing warfighting capability for the Royal Navy."

DE&S Director Ships Tony Graham was at Govan to hear the announcement.

He said: "It's not every



A Brazilian BAE Systems-built Amazon class patrol vessel, on whose design the new Royal Navy ships will be based



Right: Mike Holstead, DE&S' deputy head of OPVs, pictured during the announcement at Govan

Below: the three Royal Navy River class patrol vessels, HMS Mersey, HMS Severn and HMS Tyne (foreground), exercising off the coast of Cornwall

day you wake up to hear the UK Government is placing a contract for three new warships. This isn't a day when I needed a coffee to get me going at 5am to fly to the UK centre of warship building here on the Clyde.

"This order prepares the ground for the Type 26 programme and gives industry and the UK Government the chance to deliver a sustainable

future for what has previously been an industry with fluctuating workloads and over-capacity."

Featuring a redesigned flight deck to operate Merlin helicopters as well as increased storage and accommodation facilities, the 90-metre vessels will build on the proven capability of the Royal Navy's current River class vessels.

Engineers at BAE Systems have adapted the design already in service with the Brazilian and Thai navies to ensure it meets the requirements of the Royal Navy.

The contract announcement builds on the contracts for long lead items, such as gearboxes and engines, announced last March.

Mick Ord, Managing Director at BAE Systems Naval Ships, said: "We're making major investments in our people, technology and facilities to create a world-class complex warship capability and the OPVs provide an opportunity to embed new ways of working."



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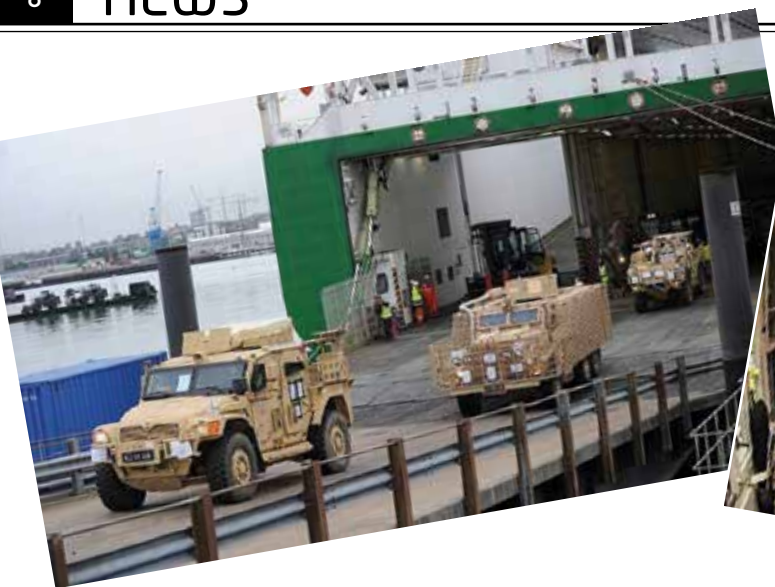
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Actions moving forward

□ continued from page 5

“We’ve managed to action some of the longer-term suggestions in parallel with the time-bounded programmes, such as purchase of new tables and chairs to refurbish the neighbourhood street meeting rooms at Abbey Wood, gaining approval and funding to provide extra lockers at Abbey Wood for motorcyclists, cyclists and runners, and reintroducing probation periods for new starters.

“There are around 50 actions still open and we’ll continue to work on these.”

Mr Palmer added: “The programme is continuing and we remain as committed as ever to delivering tangible improvements and we’ll keep people updated on our progress.

“I’m really grateful to everyone who has submitted a suggestion and I owe a particularly big thank you to those who are helping to take forward the actions.”

SUPPORT CHAIN analysts are widening the scope of their work to improve DE&S supply chain management and save time and money.

The experts are part of Inventory Management Operating Centre’s (IMOC) Support Chain Process organisation.

They advise on and promote the benefits of getting the best out of the supply chain.

“It is mandatory for all organisations who have provisioning responsibilities in the IMOC, including project teams, to demonstrate they have identified appropriate procurement and supply chain solutions for the management of their inventory,” said team leader Jonathan Baldwin.

“Our aim is to make sure the right stock is in the right places, at the right times, in the right quantities and at minimal cost. As specified in JSP886 (a Joint Service Publication) we must assess team’s solutions to ensure that they are fit for purpose and represent value for money.”

Analysts pledge greater control of inventory

DE&S teams are urged to get on board to save time and money

Mr Baldwin added: “Although many teams are aware of the benefits of inventory optimisation, there are also many more who have not considered Supply Chain Optimisation. Making best use of storage, servicing, transport and timeliness of delivery are just some of the factors addressed by our experts at Supply Chain Analysis.

“We are able to provide the best possible advice to our customers. However, to be able

to do this we need them to know who we are and what we can do for them.”

Analysts have access to the most complete records of the defence supply chain in all its forms and can also obtain relevant commercial data such as charter rates and facilities management costs.

Teams/organisations in DE&S needing supply chain advice should contact Mr Baldwin on 030 679 81345 (Mil 9679 81345).

Rotary contract shows flying training system progress

A COMPETITION has been launched for procurement and support of a new fleet of helicopters as part of the UK Military Flying Training System which is preparing the next generation of military pilots and aircrew.

Requests for proposals for the Rotary Wing Training Programme have been issued to six companies. Training in the air will be supported by a complementary range of ground-based equipment in refurbished facilities at RAF Shawbury.

Rotary Wing achieved Initial Gate approval this year. Jon Geddes, Head of UKMFTS, said: “This is another successfully achieved milestone demonstrating the gathering momentum in the UKMFTS programme, a result of hard work between the MOD and our partner, Ascend, and adding to the growing number of MFTS achievements.”

The project team anticipate achieving Main

Gate approval for this stage of the UKMFTS programme in 2016, with contract award for rotary wing training shortly afterwards.

It is planned the new service will become operational from 2018 when the current arrangements under the Defence Helicopter Flying School come to an end.

The UKMFTS programme provides comprehensive training for around 200 pilots and 70 rear crew per year for the Royal Navy, RAF and the Army Air Corps.

The programme is a groundbreaking initiative, to combine the skills of the MOD and industry in a flying training system which will guarantee a range of roles.

It will improve training by bringing together fragmented training schemes into one modern and cohesive programme, underpinned with the best training media to enable students to succeed in the field of air warfare.



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NEWSREEL

Spares for Land Rovers

TVS Supply Chain Solutions has won a contract with the Defence Support Group (DSG) to provide spare parts for Land Rovers. The new contract is worth £36 million over four years. The tender was conducted by DE&S and DSG's Land Supply Business Unit. TVS manages contracts including provision of heavy armour spares, field kitchen and general support consumable spare parts. The company has a dedicated facility in Bicester, which manages more than £10 million of inventory, covering a range of 130,000 Nato stock numbers.

Growth dash

A new partnership to promote growth across south east industry has been formed. The Farnborough Aerospace Growth Forum will represent the UK defence, aerospace, security and space industries. It is predicted in the next 20 years the south east could generate £156 billion from the aerospace industry.

Project day

ARE you an engineer or project manager? Or both? Do you want to become one? To find out more about the future of the functions, training opportunities, professionalisation and competence, DE&S is holding an Engineering and Project and Programme Management day from 10am-2pm Tuesday 14th October in neighbourhood two atrium at Abbey Wood. Details, Phil Wright: DES TECH-EG EngPol-Skills-2@mod.uk, Ext 85465.

Babcock takes on new safety role during ship support

BABCOCK HAS trialled a new system for Fleet Time maintenance activities to reduce the burden on a ship's crew and ensure optimum safety.

The five-week trial was undertaken on Type 23 frigate *HMS Northumberland* during her recent Fleet Time Support Period, and is now being considered for wider roll-out.

The trial saw Babcock take on elements of controlling safe systems of working, normally undertaken by the ship's staff. Because the ship is under military control during Fleet Time, maintenance carried out on any live system requires the ship's system operators to be there to control and monitor the work.

Under the new approach, a Babcock team takes the role of 'trusted agent' to run mechanical and

electrical system isolation. Babcock's Andy Correy said: "Babcock undertakes this type of role on ships in upkeep, and providing this service as an additional responsibility during Fleet Time, when the ship is manned, stored and fuelled, is a big step forward.

"It will reduce the ship's staff workload enabling them to focus on activities such as training and regeneration of personnel. As we move towards increased automation and lean manning of warships, maintenance still needs to be carried out. Ship's staff are worked as hard as ever on operations, so the opportunity to reduce their workload when alongside is welcomed."

Governance of safe systems of working has been developed by Babcock using a broad stakeholder community across DE&S and Navy Command.

Air-land training takes on another five-year look

Airborne early warning personnel at the Air Battlespace Training Centre at RAF Waddington which delivers pre-deployment training in a safe but realistic environment



QINETIQ WILL continue to provide synthetic mission training at RAF Waddington for the next five years.

The £33 million contract sees the company continue the Distributed Synthetic Air Land Training 2 (DSALT2) programme at the Air Battlespace Training Centre on the Lincolnshire airbase.

Qinetiq will be supported by Boeing and Plexsys among others to provide pre-deployment training to front line personnel during air-land operations.

DSALT2 is capable of reconfiguration and training will evolve to meet the future operational needs of the military.

Russ Cole, Flight Simulation and Synthetic Trainers leader at DE&S, said: "Simulation and synthetic training is an

extremely important part of training our modern Armed Forces.

"Although it will never fully replace live training, the ability to practice and train in highly realistic but safe environments is a vital, life-saving capability essential to effective mission preparation."

Facilities at RAF Waddington include generic virtual role-playing desktop simulators, computer-generated forces workstations and a tactical unmanned aerial vehicle workstation. There are also domes and tents to accommodate military aircraft and teams.

Miles Adcock, of Qinetiq Training said: "Our training provides the RAF and Army with a realistic representation of the operating environment they will face, which is critical to

achieving mission success.

"It allows trainees across the UK to train together in the same mission, in real time, with coalition partners across the globe.

"We train UK Forces in safe and effective employment of weapons systems in an air-land battle, including artillery, mortars, attack helicopters, fixed wing and unmanned aircraft.

Such realistic conditions are not usually available outside actual operations and our training provides vital preparation ahead of missions."

DSALT2 will continue to deliver immediate and detailed after-action review of a training event, displaying the battlespace in 2D and 3D, ensuring key mission and training objectives, and any lessons learned are seen and debriefed accordingly.

Lower Block 03 makes its way along the Clyde and, inset left, arrives in the Firth of Forth after the 600-mile journey around Scotland. Inset right: Lower Block 02 exits Portsmouth's dock hall

Prince of Wales makes an entrance



CONSTRUCTION ON the second *Queen Elizabeth* class aircraft carrier will be 'faster and better' using lessons learned from the first vessel.

That was the DE&S ambition as the first major section of the second ship *Prince of Wales* arrived in Rosyth for assembly to begin.

The 8,000-tonne hull section, known as Lower Block 03, completed the 600-mile journey around the north coast of Scotland early last month – in rather less palatable weather than on departure day – after its journey from BAE Systems in Glasgow.

"*HMS Prince of Wales* is being built with the know-how generated by the build of *HMS*

Queen Elizabeth," said Tony Graham, Director Ships at DE&S.

"The reputation of UK shipbuilding will be based on the performance of these two flagships.

"For the moment we take great satisfaction in the continuous drumbeat of successful milestones achieved.

"The carrier programme remains very challenging, but we intend to do everything faster and better on the second carrier and today we have evidence that simple goal is realistic."

The huge block weighs more than an entire Type 45 destroyer and forms the mid-section of the aircraft carrier's hull from the keel to the hangar deck.

Iain Stevenson, Programme

Director at BAE Systems Naval Ships, said: "The same section for *Queen Elizabeth* was delivered just three years ago and it's now a seamless part of the UK's largest ever warship, so there is huge momentum behind the delivery of the second ship as we embark on the assembly phase once again."

Meanwhile Lower Block 02, a 6,000-tonne forward hull section, has been loaded out of its dock hall in Portsmouth ahead of its journey around the east coast to Rosyth.

Assembly is due to begin this month.

The carriers are being delivered by the Aircraft Carrier Alliance – a partnership between DE&S, BAE Systems, Thales UK and Babcock.

Elizabeth in major safety tests

FIRST TESTS on *Queen Elizabeth* since she was floated out of the Rosyth dock in July are centring on measuring the ship's centre of gravity – called an inclining experiment – as part of assessing her balance and safety.

"When the ship weighs many thousand of tonnes this is not a trivial feat," said Tony Graham, DE&S Director Ships.

"We undertake the 'experiment' by moving heavy weights from one side of the ship to the other. By measuring the resultant heel and knowing the shape of the ship we can compute her centre of gravity.

"This then allows the naval architects to better forecast her seakeeping motions, intact stability and damage stability. Attention to such engineering detail is what will keep her ship's company safe, and safety must remain our highest priority."

St Albans gets ready for front line service

HUNDREDS OF guests turned out to mark *HMS St Albans*' return to front line service following a £25 million upgrade.

Families of crew members and dignitaries from the ship's namesake city attended a rededication ceremony at Portsmouth naval base last month.

Principal guest was Lady Suzie Essenhigh – the ship's sponsor who launched the vessel in 2002. The Type 23 frigate spent 15 months in refit and now has a new main gun and upgraded Seawolf missile system.

The overhaul, carried out by BAE Systems in Portsmouth, also included a new command and control computer system, upgraded IT equipment, a new galley and improvements to crew accommodation.



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Families Days – DE&S toasts more success

ABBEY WOOD held the last of the three successful open days last month.

Hundreds of staff brought along family members to find out more about the work of the organisation as DE&S threw open the doors of its headquarters to a wider world.

The first event in May was opened by Bernard Gray, Chief of Defence Materiel, who was accompanied by his wife and young daughter.

He has since said how much he and his family enjoyed the relaxed and informal atmosphere of the events and has congratulated organisers for their hard work.

Operating centres organised a host of interactive displays of their equipment – which proved popular with youngsters – while there were demonstrations of military capability, including a popular show involving police dogs put on by Abbey Wood’s MOD Police.

Other displays included a working field kitchen, a ‘minefield’ and range of vehicles including



Viking, Pinzgauer, Panther and Quad plus a Gazelle helicopter, a Defence Fuels tanker, a JCB vehicle, rally cars and the Abbey Wood’s tri-service field gun team.

Each day was limited to 800 visitors and all places were taken up on all three days.

Around £4,500 was raised for various charities.

“We were very pleased with the way all three events went and we were lucky with the



Right: the Band of the Prince of Wales’ Division provided the music in the main piazza at Abbey Wood for the last Families Day on 8th August



weather too,” said Lynn Green, programme manager with DE&S Infrastructure team which played a vital part in the success of the days.

“There will be a brief prepared for the Board later this year regarding the event and options for the future. We felt they were very successful, and many comments we have had from people confirm this.

“The operating centres put on some superb shows which really make the days, so they are key to the events’ success. I recognise that these took a substantial commitment of resource to achieve.”

Families Days picture special: pages 21-25

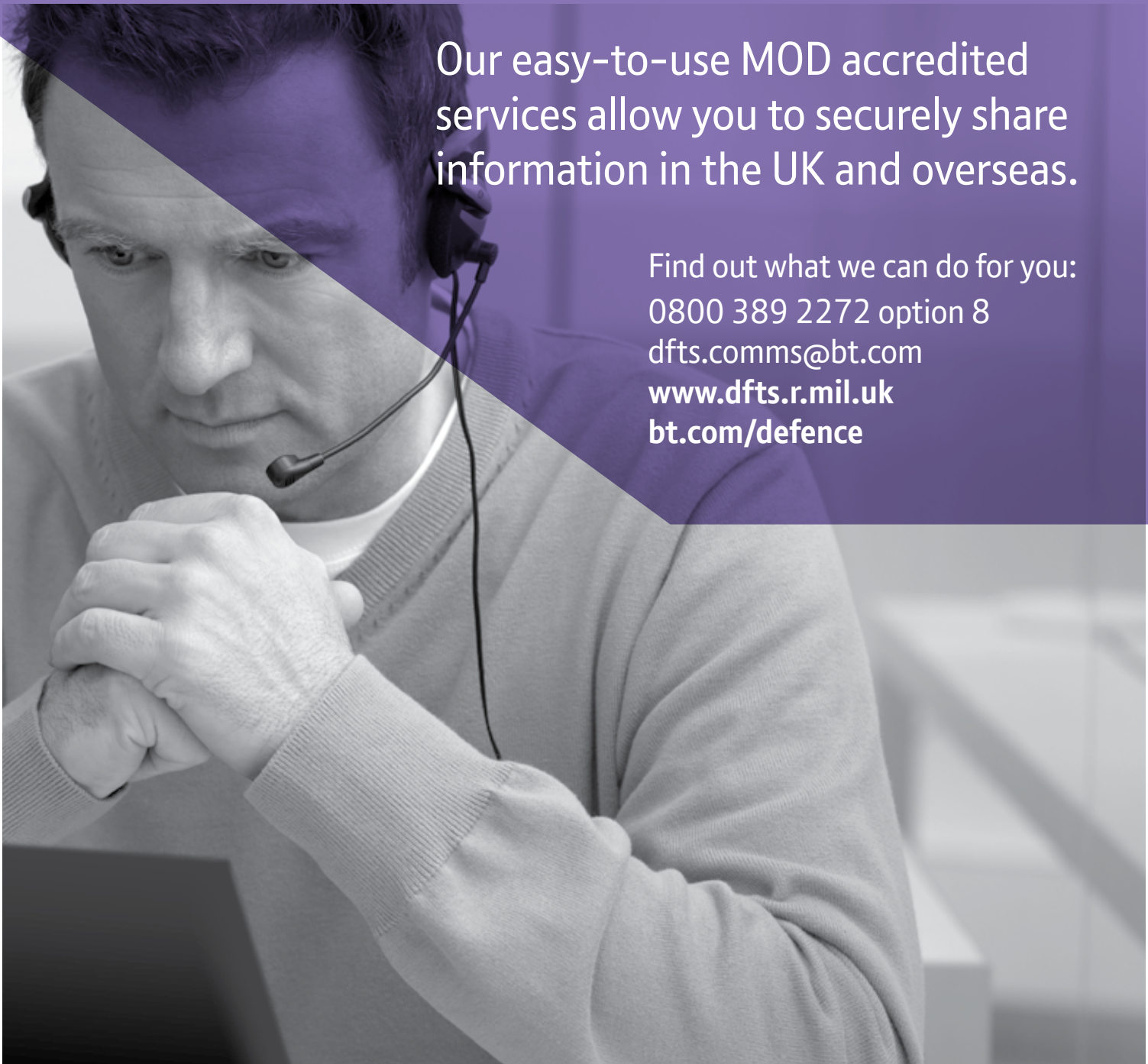
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Airbus rolls out the first RAF A400M

THE FIRST A400M airlifter for the RAF has taken another step towards delivery – due imminently – with its taxiing trials in Spain. The aircraft was moved under its own power for the first time on 10th August at the Airbus Defence and Space facility in Seville, soon to be readied for its first flight. A400M is the all-new military transport plane about to enter service with a number of air forces across the world.

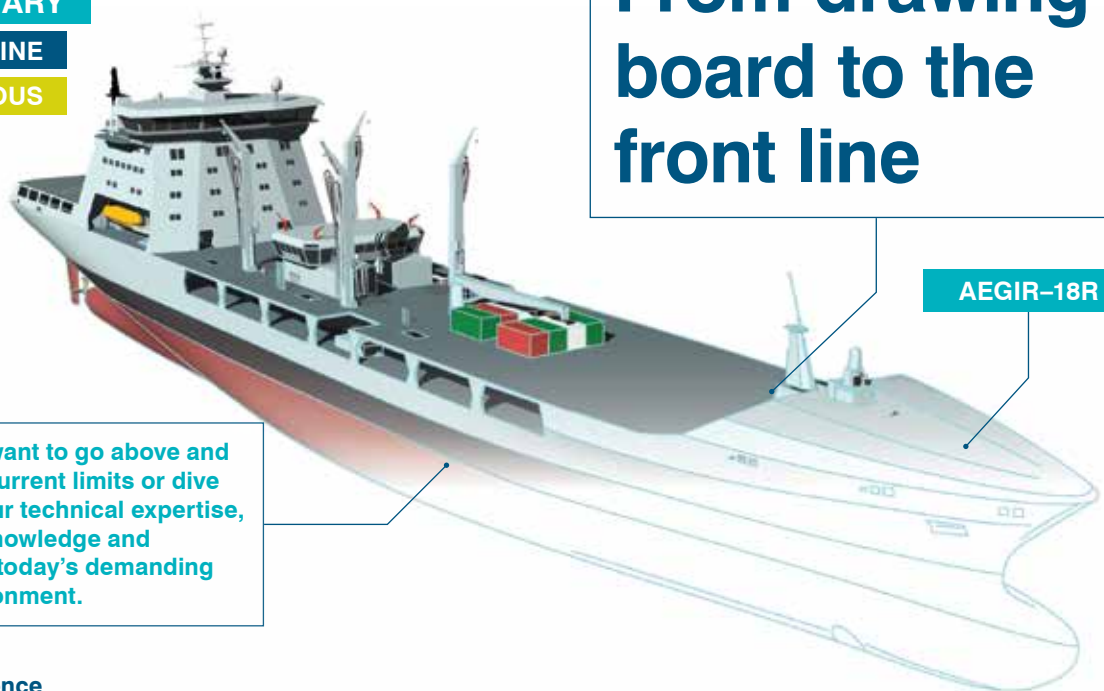
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Treasury should 'take over' major projects says new report

THE PUBLIC Accounts Committee has urged in a new report that the Treasury should take ownership and responsibility for overseeing the Government's £488 billion portfolio of major projects – including key MOD programmes.

Margaret Hodge, Chair of the Committee, said in a report into the Major Projects Authority (MPA): "We support the work of the MPA and welcome the progress it has made so far, but without stronger powers it is unlikely to achieve its aim of a systemic improvement in project delivery across government.

"The portfolio includes high-profile and extremely challenging projects such as Universal Credit and the *Queen Elizabeth* aircraft carrier programme.

"However, the MPA only has informal influence over departments. It could also improve its impact by prioritising its work more effectively, focusing on departments with current high-risk projects – the Department of Health has

two red and nine amber-rated projects, while the MOD has one red and six ambers, for example.

"Despite the scale and the cumulative risk to the taxpayer, these projects are managed as a series of individual projects rather than a portfolio. We recommend that the Treasury should take ownership and responsibility for overseeing the Government portfolio."

A spokesperson for the Government said: "The Committee's comments are a welcome endorsement of how the MPA is going from strength to strength.

"As the Committee Chair notes, we are developing leaders, increasing transparency around major projects and ensuring projects are set up to succeed from the outset to get the best value for money for the taxpayer.

"As part of our long-term economic plan, the MPA has helped departments save the taxpayer over £2.4 billion last year against a 2009-10 baseline."



A Russian SU-27 Flanker aircraft banks away over the Baltic States with an RAF Typhoon in the background

□ Events in Crimea and eastern Ukraine should be a wake-up call for Nato, says an influential group of MPs.

They argue that Nato is not well-prepared to face the new threat from Russia, has serious deficiencies in its command and control structures, in its ability to predict and give adequate warning of potential attack, and in the readiness of its forces.

And it may not have the collective political will to take concerted action to deter attack.

The hard-hitting comments come in the latest report from the House of Commons Defence Committee under its new chairman Rory Stewart.



Ocean tests her weapons

A PHALANX close in weapon system is silhouetted along with a Sea King helicopter as *HMS Ocean* conducted weapon engineering trials.

During her recent refit many of the ship's key systems were upgraded such as the computers at the heart of the combat system. *HMS Ocean* was then kept busy in the South West Approaches, testing and calibrating her equipment, including radars.

NEWSREEL

Time to have your own say

DE&S introduces its own Employee Engagement Survey this year which staff will be asked to complete instead of the MOD Your Say survey. For staff who do not have access to IT, paper copies will be available for completion between 12th September and 17th October. All other staff will be able to complete the on-line survey from 1st to 31st October. Further information will be communicated over the coming weeks in the Face to Face brief, intranet and via line management.

Air safety

DE&S' Airworthiness Team has awarded two contracts to consultants Frazer-Nash worth around £2 million. The first sees the company lead a team to develop the Military Air Safety Standard Framework to improve airworthiness and air safety management in DE&S. The second contract will see Frazer-Nash providing technical support to aircraft certification programmes conducted by the MOD.

Cyber contest

THE Centre for Defence Enterprise is running a competition for innovative ideas to support automated responses to threats to MOD systems. An automated cyber response includes identifying the attack, analysing courses of action and responding. Two phases of the competition are each worth £1 million with phase 1 to be launched in London on 9th September.

Latest stats show how DE&S money was spent

THE MOD has published two annual statistical bulletins on how it spends its money with industry.

The first sets out the numbers, types and values of contracts placed by the MOD and major equipment projects and payments made by the MOD to its suppliers.

Also included is a focus on the top ten companies by payments, as well as contracts placed and expenditure with small and medium-sized enterprises.

The second bulletin presents comparison information on UK defence spending with other countries. It also details the top 15 military spenders worldwide and turns the focus on trend analysis and aggregate defence comparators for the UK, Germany, France and the USA.

The figures reveal that just under £19.4 billion was spent with UK industry, a small

decrease of £260 million from the figure the previous year. Manufacturing attracted just under half of MOD expenditure with UK industry.

In 2013-14 more than 41 per cent of procurement expenditure

□ The two publications can be found at:

<https://www.gov.uk/government/statistics/mod-industry-trade-and-contracts-2014>

and:

<https://www.gov.uk/government/statistics/international-defence-expenditure-2014--2>

was with ten suppliers, the largest of which was BAE Systems, similar to previous years.

Other headlines from the

figures show that UK export orders of defence equipment and services reached their highest level in 2013 at around £9.8 billion, thanks to new orders for AgustaWestland helicopters and strong business across the Middle East.

In 2013-14 there were just under 2,300 new contracts worth around £5.7 billion, a fall of more than 30 per cent on the previous year, although the value was similar.

And in 2013-14 the MOD spent £916 million directly with just over 7,000 small and medium-sized enterprises. There were 620 new contracts with SMEs to a value of nearly £284 million.

The largest post-Main Gate equipment project in 2013 by value was Typhoon and the Typhoon Future Capability Programme with a forecast total of £18.1 billion.

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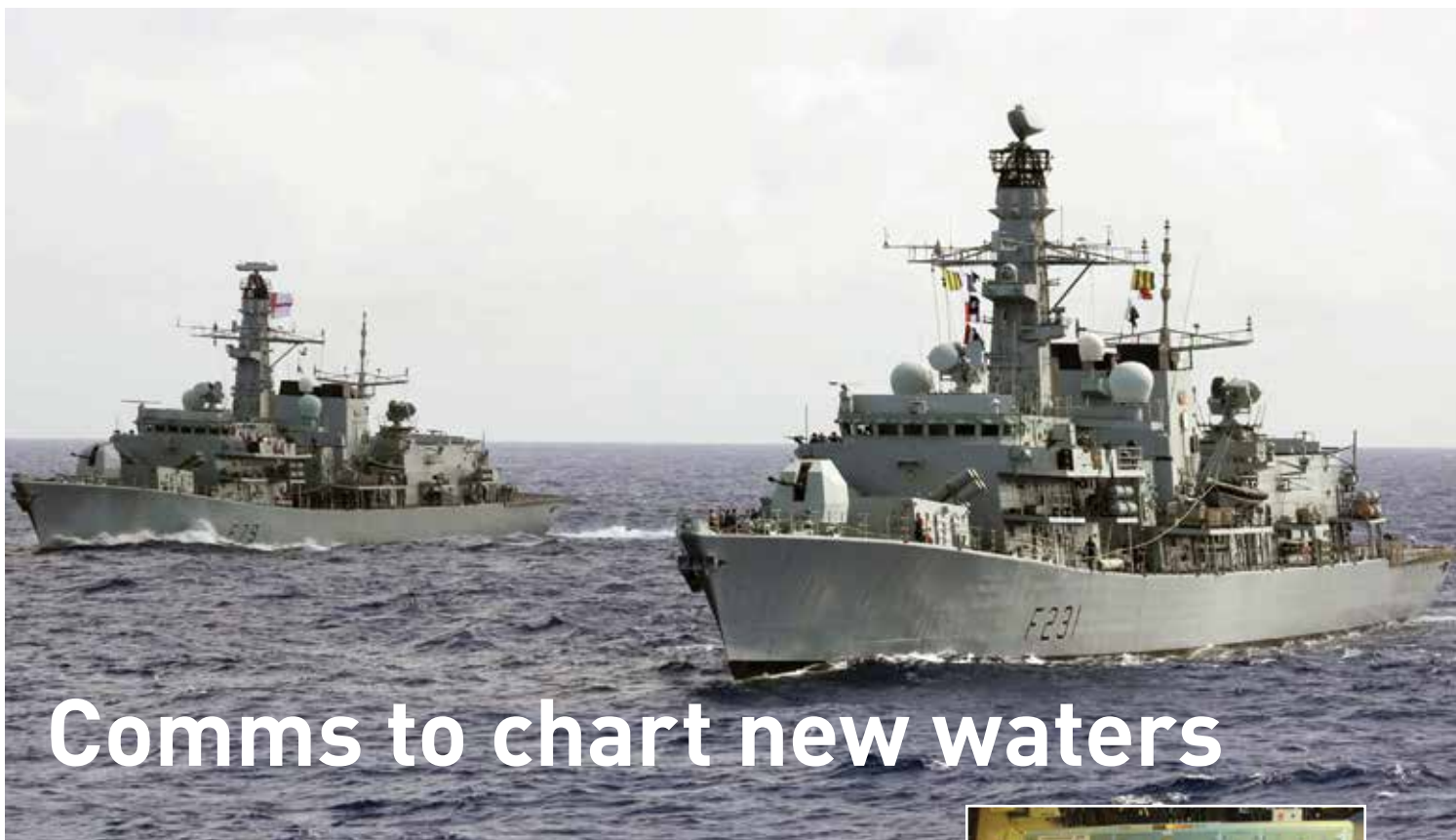
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TOUGHPAD FZ-G1, TOUGHPAD FZ-M1





DE&S IS taking the first steps to replace the communications management system used in the Royal Navy's fleet of Type 23 frigates.

The system – known as Outfit KMY – is installed on the 13 vessels along with *HMS Collingwood* on shore and Portsmouth Technology Park.

Industry will be invited to bid for a contract which will include support of new equipment. The contract will also feature options to install and support versions of any new system on 15 Mine Countermeasures Vessels and *HMS Ocean*.

Further options include

future fits on Royal Fleet Auxiliary ships as part of DE&S' Maritime Combat Systems convergence programme.

"Type 23 frigates form the backbone of the Navy's day-to-day security operation around the globe and their communications management system is a vital part of their make-up," said Rowan Marshall of DE&S' Communications and Situational Awareness project team.

"The replacement system we are looking for will need to be open and modular to allow integration of new radios, messaging systems and internal

communications should we wish to replace those at a later date.

"Companies will be encouraged to show at an early stage the potential to deliver additional convergence opportunities during technical refresh of other Royal Navy vessels."

Support for the new system will be required for five years after the initial operating capability, plus an option for another five years.



Fleet upgrade: Type 23 frigates *HMS Portland*, top left, and *HMS Argyll* meet up in the Caribbean

Above: distribution control for KMY1 on a Type 23

Single source procurement chief is unveiled

THE CHAIR of the new body that has been established to oversee all single-source procurement by the MOD has been appointed.

Jeremy Newman, who has experience in both the private and public sector, has been chosen to chair the Single Source Regulation Office (SSRO) which is a non-departmental public body responsible for regulating single-source procurement by the MOD.

The specialist nature of the work of the Armed Forces means that DE&S often has to award contracts without competition either because there is only one supplier or for reasons of national security.

Almost half of all defence equipment

and support contracts are awarded this way and in the past it has meant that some companies have been able to charge higher prices for their services.

The Defence Reform Act 2014 gave the MOD the power to establish the SSRO to ensure best value for money for the taxpayer as well as a fair price for companies.

As chair of the SSRO, Mr Newman will be central to reforming this process and ensuring that board decisions comply fully with legislation.

Minister for Defence Equipment, Support and Technology Philip Dunne said: "The SSRO will deliver a more effective and efficient way of procuring the essential

equipment our Armed Forces need to keep the UK secure, and at the right price.

"Jeremy Newman has been appointed from within a very high-calibre field and I am confident that he has the skills, experience and character to make the SSRO a success; both the department and industry partners are looking forward to working with him in the future."

Currently Chair of the Audit Commission, Mr Newman is well placed to set up the SSRO. He also serves as a non-executive director at the Crown Prosecution Service and the Treasury Solicitor's Department, and was Chief Executive at one of the world's largest accountancy firms, BDO.

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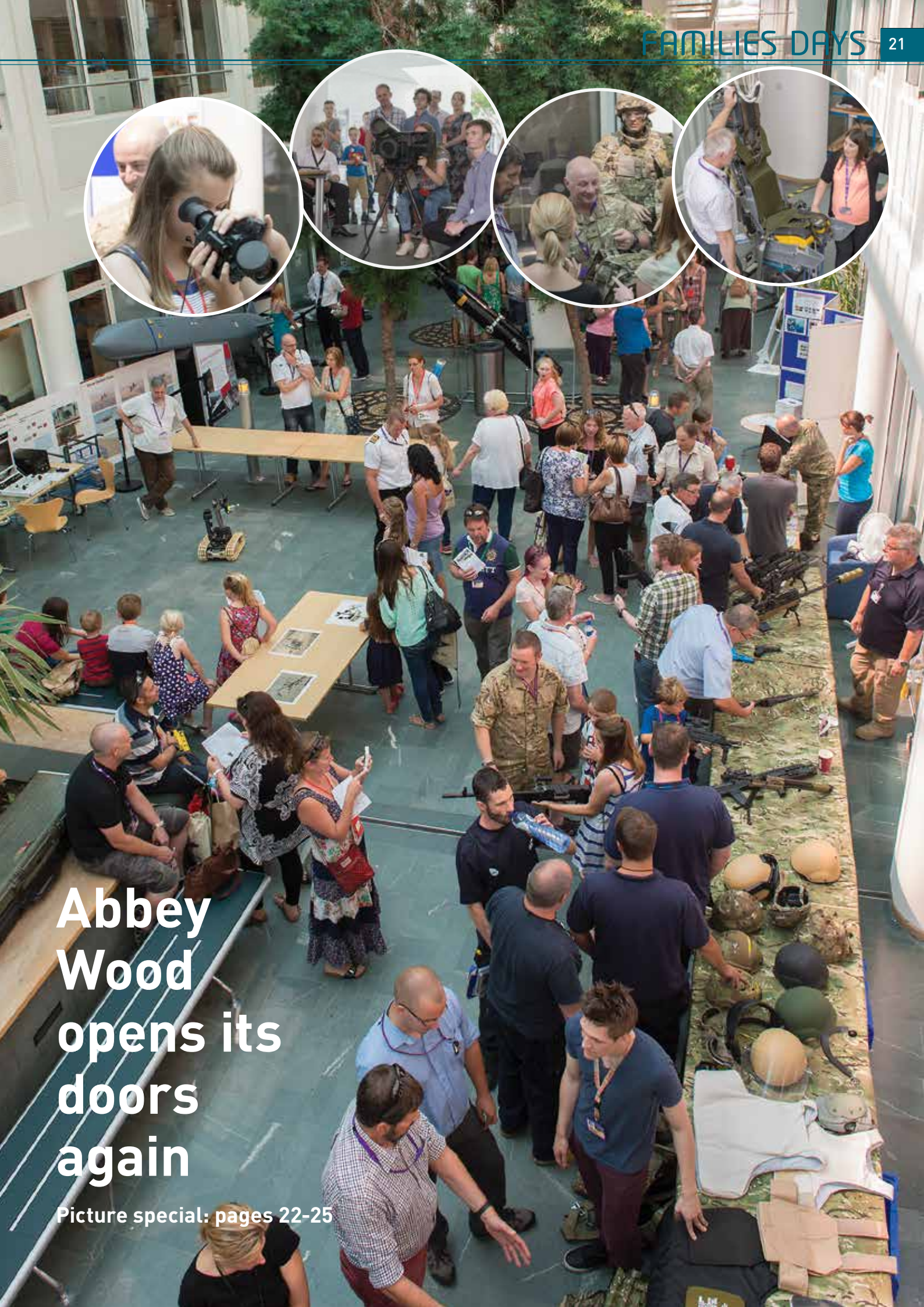
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Abbey Wood opens its doors again

Picture special: pages 22-25

Abbey good!

What one youngster was heard to say as the sun shone on the last two of this summer's series of families days at DE&S' headquarters



Pictures: David Tucker





Sizzles Family Summer BBQ



DE&S' Airseeker programme – providing the RAF with a new signals intelligence capability – has taken a step forward with the first of three aircraft providing operational and tactical intelligence supporting the humanitarian mission in northern Iraq. Airseeker team leader Bill Crispin updates on the rest of the programme's progress . . .

To the power of three

The UK's first RC-135W Rivet Joint aircraft, which is the airborne element of the Airseeker capability, has been deployed in the skies over northern Iraq, helping to build an understanding of the humanitarian situation.

The intelligence and insight it has provided has guided the UK's efforts so far to give a more accurate picture of what is going on on the ground so aid can be delivered in the most effective way.

The work of the aircraft and its crew was revealed by Defence Secretary Michael Fallon during a visit to RAF Akrotiri to thank British personnel for their efforts in the mission.

Meanwhile progress continues at L-3's facility in Greenville to convert the second KC-135 tanker to an RC-135W configuration. The third and final tanker has already arrived in Greenville but will not enter its conversion programme yet as, for the next five months in its KC-



135 configuration, it will support a flight test programme that will provide the UK and the US Air Force with crucial flight performance information.

Conversion of the UK's second Rivet Joint aircraft – tail number ZZ665 – is coming along in leaps and bounds. All structural work has been completed and installation of the near-100 miles of new wiring is progressing ahead of schedule. The undercarriage is now fitted and the aircraft is freestanding. The four engines together with all flying controls, for example tailplane and fin, were due to be fitted by the end of last month, after which the aircraft will be pressure tested and any leaks detected and fixed.

Once the wiring and mission system racks have been installed and the continuity checks completed, the mission equipment will be loaded onto the aircraft, which will then be painted, probably in early December, ahead of rolling out to the flight line just before Christmas. Ground testing begins in

January, followed by flight test; delivery to the UK is scheduled for next summer.

The KC-135 tanker that will be converted to the UK's third RC-135W aircraft arrived in Greenville in July. This aircraft is being instrumented to support a flight test programme planned by the USAF to collect detailed flight performance information that will be used to improve the fidelity of their dynamic simulators and so reduce the dependence on live flying, with commensurate reductions in cost and benefits for the environment.

Big Safari – the USAF programme of management and control of acquisition and modification of equipment – has allocated a USAF RC-135W aircraft that has just completed its four-yearly periodic depot maintenance to undertake six months of flight testing, including air-to-air refuelling by the KC-135 tanker during the initial stage of the flight test programme.

This programme will also provide

the UK with much-needed information to enable some aspects of the aircraft's flight envelope to be validated. This will augment the limited availability of detailed historical flight test information and enable a full release-to-service clearance of the USAF flight envelope to be considered. The aircraft will then begin its 30-month conversion programme next January with delivery scheduled in 2017.

To deliver the full Airseeker capability the data collected by the aircraft's sensors must be rapidly analysed and outputs provided to an extensive customer community. Without this ground capability the value of the aircraft is much reduced so an extensive range of ground exploitation equipment has been installed in two UK locations for analysis and dissemination of information collected. The Airseeker capability is already making a valuable contribution to supporting UK defence's intelligence needs.



The UK's first Airseeker surveillance aircraft lands at RAF Waddington last autumn. The RC-135W Rivet Joint aircraft will mirror the tail numbers of the three Nimrod R1 aircraft which were operated by the RAF's 51 Squadron until June 2011. The first is ZZ664.

Impressed: Air Vice-Marshal Julian Young was on hand to offer advice to participants



Competition brings out the best in the MOD's young engineers

THE BEST of the MOD's apprentices – including a large contingent from across DE&S – battled out the annual Tom Nevard competition held this year for the first time at Shrivenham.

The competition first took place in 1952 in memory of Tom Nevard, a former MOD official who guided the careers of many young apprentices.

Tom Nevard's grandson Richard is a Liveryman with the Worshipful Company of Engineers and is a regular attendee at the competition.

He was there to see a keen contest between the apprentices, who came from across DE&S, including the

naval bases and Defence Munitions Gosport, along with representatives of the Defence Support Group.

Abbey Wood apprentice Rhys Davies was celebrating with victory in the phase one handskills contest for his nerf gun with the Gosport duo of Rose Wheelhouse Thomas and Jonathan Derwin as joint runners up.

The phase two handskills winner – the task was to build a steam engine – was Devonport's Kersey Segger with Gosport again providing the joint runners up in Craig Kitcher and Macauley Binner.

In the team event the 2014 MOD apprentice of the year Emma Quigley



New ways to recruit the next generation

DE&S IS looking at new strategies to improve recruitment of apprentice and graduate engineers – the future lifeblood of the organisation.

An undergraduate apprenticeship, greater marketing efforts and new recruitment timescales are among many ideas on the table.

The move comes on the back of figures that show a bumper crop of apprentice applicants along with 73, though a current shortfall in the number of suitable graduate applicants.

This year DE&S set out to recruit 12 craft apprentices along with 73 technician apprentices, and 130 graduates between this month and next January.

“The quality and number of apprentice applicants this spring has been excellent, probably the best ever,” said Director Technical, Air Vice-Marshall Julian Young.

“But the number of quality graduate applications has not met our needs, and we are not prepared to lower our entry standards – so we must try harder.

“The backdrop to this is fierce competition for engineers across the UK, which has been widely reported in the press, with an eight per cent increase in demand nationally for graduate engineers. At the same time, we have upped our threshold from 2:2 to 2:1 class degree to sustain high quality levels.”

Air Vice-Marshall Young forecasts 95 graduates will be taken on this year, so he has increased recruitment of technical apprentices to 100 to compensate for the shortfall.

At the same time DE&S has increased its throughput of students from 15 to 25 at the Defence Sixth Form College at Welbeck, part of the successful Defence Technical Undergraduate Scheme.

Among new recruitment ideas is an undergraduate apprenticeship, aimed at those with good A-levels. This would provide DE&S with a middle-ground means of recruitment between graduates and apprentices, which seems to be proving popular with competitors.

Further marketing efforts will include a targeted presence on specific campuses and increased use of social media, while new recruitment timescales should see the first assessment centres held in November, allowing DE&S to make earlier offers to successful applicants.

DE&S is also set to take external advice on the cost/benefit of sponsoring students, beyond the current bursary schemes, at the UK’s top engineering universities.

□ Apprentice mentoring – the way ahead: page 31



led her joint team of DE&S and DSG apprentices to victory by making the most impressive of the teams’ paintball tanks.

DE&S’ Director Technical, Air Vice-Marshall Julian Young, underlined how important and pleasing it is that the organisation continues to host the annual event. And he added how much apprentices could learn about performing under the pressure of top competition, especially when trying to overcome engineering challenges.

“The event brings together apprentices from across the MOD in keenly-fought competition,” he said “This year our apprentices were faced with the most original of challenges, with individuals and teams needing to design, build and test equipments.

“While it was great fun, especially to see the paintball tanks on the range, our apprentices had to demonstrate the qualities expected of acquisition

project managers, having to trade-off size and technical complexity in their design against ease of manufacture and performance on the rough-grass course. Similar skills needed to be applied in producing the nerf guns and steam engines too.

“Thus I was not surprised that some equipments did not perform quite as well as envisaged, which is of course paralleled in real-life capability concept demonstrators, and I am sure that many lasting lessons of principle will have been learned. However, the spirit and commitment shown by our highly-enterprising apprentices never fails to impress me, and I am proud of our organisation for investing so well in our future workforce.

“It has been an extremely worthwhile competition and the highlight of the training year. I am looking forward to next year’s already.”



TEAM EVENT

Winners – team 2, pictured above (led by Emma Quigley): Keeva Woolsey (DSG), Ashley Hodgetts (Abbey Wood), Jo Clingo (Devonport), Rowan Ward (DSG), Emma Quigley (Devonport), Elliot Symes (Abbey Wood), Jozef Jones (Abbey Wood), Richard Carlile (Abbey Wood).

Runners-up – team 4 (led by Stuart Redford): Joe Gardiner (DSG), Dan King (Devonport), Lee Williamson (DSG), Miles Goldsack-Rowland (Abbey Wood), Stuart Redford (Devonport), Joe Goss (Abbey Wood), Nick Bennett (Abbey Wood)

WITH INCREASINGLY crowded air space how do aircraft navigate around the skies without crashing into each other?

It is achieved through a complex web of air traffic control, on-board navigation systems and mutually agreed global procedures, all backed up by pilots' training and skill.

One of the items central to safe aviation is Aeronautical Information. This includes charting air routes, air station details and approach procedures provided by No.1 Aeronautical Information Document Unit at RAF Northolt and the charts incorporating significant aviation hazards such as power cables and masts produced by the Defence Geospatial Centre's aero branch in Feltham.

These units take data provided under a series of international agreements governed by the International Civil Aviation Authority as well as nationally produced data and use it to supply charts to nearly every aviation-capable unit across defence on a strict 28-day cycle.



Left: mapping out – air cartographers play a vital role in keeping skies safe

Battle to avoid a pile-up in the skies

Hunt is on for future information capability

DE&S Image (Imagery and Geospatial Systems) delivery team has been tasked by Joint Force Command to instigate the Aeronautical Information Capability (AIC) project to look at how these capabilities

are provided to defence in the future.

Digital data is already having a huge impact on this area and will increase with more demand placed by fifth generation aircraft and

increasingly complex UAVs as well as mission planning systems and combat systems.

The project is in the concept phase and the team is running requirements workshops aimed at capturing what the defence community will need AIC to be capable of providing.

Projects operating air platforms are to be complying with JSP (Joint Services Publication) 465 which details MOD AI policy. The project is keen to hear from those with something to say about the future of AI. More details of AIC or a wish to contribute to the requirements capture process contact Lt Cdr James O'Neill at DESIMAGE-A5@MOD.UK

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Career advice: from Air Vice-Marshal Julian Young, right, for Tom Vaulters

Picture: Andrew Linnett

Mentoring is key to building a career

THE MOD'S Apprentice of the Year for 2013 has spoken of how his career prospects at DE&S have been enhanced by taking on a more experienced mentor.

And he has urged others who have finished their apprenticeship to consider the benefits of mentoring.

Tom Vaulters completed his engineering technician apprenticeship last summer, with his skills and achievements winning him the title of Apprentice of the Year, presented in Main Building last December.

Tom is now working in DE&S as a member of the International Guns, Missiles and Rockets team in the Weapons Operating Centre at Abbey Wood, and is being mentored by Director Technical, Air Vice-Marshal Julian Young.

"The apprenticeship definitely increased my

ability to talk to people with confidence," said Tom. "And without it I wouldn't be here in DE&S.

"I came into contact with Julian through the award and it's opened doors for me. He gives me informal direction, and if I have a query about the type of work I'm doing I can go and talk things through independently of my line-management chain. It's all about developing skills and looking at future directions.

"Every so often the idea is to have an hour slot with your mentor to discuss what is happening, the work you have done, any courses that might be relevant or competencies you might like to develop.

"Julian and I are obviously very different in our roles and responsibilities, but our meetings are very informal; Julian's approach and the advice he provides is invaluable."

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'Critical work' on boats gets underway

WORK HAS begun under the contract awarded by DE&S to Babcock to repair and maintain hundreds of small boats used by the Royal Navy, Royal Marines, British Army and MOD Police, which came into effect in July.

Work has already been completed in Gibraltar and on 14.2m Dive Boats, including servicing, engine maintenance and parts procurement.

Alistair Hughes, Commercially Supported Shipping Boats team leader, said: "We have established good working relationships with Babcock and our other suppliers to ensure we maintain this critical component of our Armed Forces."

Poor health? No excuses!



Testing testing: staff were given the chance to take personal health tests such as blood sugar, blood pressure and posture

New Abbey Wood committee puts out the well-being message to all staff



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STAFF AT Abbey Wood have no excuses for ignorance on health issues – thanks to the 'Hands On Health' and Wellbeing Day at DE&S.

The event was part of a diary of events aimed at informing and educating staff on all aspects of health and wellbeing in the workplace.

It was organised by the newly-formed Abbey Wood Wellbeing Committee, made up of staff of all grades and trades interested in learning more about wellbeing.

Abbey Wood hosted South Gloucestershire Council, Hanham Health Surgery, Willow Chiropractic (a series of Bristol-wide clinics), DBS Wellbeing Team, Time To Change, Bristol Ramblers, Laurels Gym, Age UK, Posturite, St John Ambulance and local massage therapists.

The Willow Chiropractic, Hanham Health and South Gloucestershire Council market stalls were busy, with demand for tests such as blood sugar, posture and blood pressure particularly high.

Some results led to follow-up appointments being arranged, or health notes being issued for the GPs of staff members. But overall results were positive and staff learned from the experience.

Abbey Wood Wellbeing Committee plans more varied and interesting events towards next year.

Land Equipment goes under the safety and environment microscope

A SIX-MONTH project will analyse safety and environmental management processes across a number of DE&S' Land Equipment Operating Centre programmes.

BMT Isis will provide the review across Armoured Vehicle Programmes, Soldier Systems Programmes and Operational Support Programmes.

It will help set a baseline for the best safety and environmental management in the future.

BMT will assess relevant systems against a common standard to ensure they are compliant with UK legislation and defence standards.

A final report early next year will detail the effectiveness of current practices, architectures and levels of compliance.

The report will also propose ways to increase the level of compliance and robustness of the safety management systems across specific programmes within DE&S.



TWO LANCASTER bombers took to the skies over RAF Coningsby last month for the first formation flight of this aircraft type since the 1960s.

The Lancaster 'Thumper', which is part of the RAF Battle of Britain Memorial Flight, has been joined by the Canadian Lancaster 'Vera' from the Canadian Warplane Heritage Museum in Ontario.

The two Lancasters are to visit around 60 air shows and public events across the UK, beginning with the Bournemouth Air Show at the end of last month.

LTPA

T&E begins here



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Army trial briefing announced

THIS YEAR'S Army trials briefing day will be in Warminster on 6th November.

The event – at the Land Warfare Centre – is free to all staff in the MOD.

The Army regards the day as essential for staff involved in planning or programming trials and is keen to get as many people from DE&S involved as possible.

The day will include discussions on processes and correct procedures when planning an army equipment trial.

There will be full presentations on the capabilities of Army Trials Development Units.

The day takes place in Blenheim Hall (Keren Theatre) from 9.30am-3.30pm

For information and to book a place e-mail Mark Hall on Army Cap-LCMB-TEPO-AO or 94393 7054.



Wildcats get together in a show of force

FOR THE first time, seven Royal Navy Wildcat helicopters have been flying in formation in the skies above Yeovilton.

The helicopters, six pictured above with photographer Lee Howard in the seventh, were celebrating the achievements of 700W Naval Air Squadron

in helping to move the Wildcat towards operational service next year.

As the Lynx helicopter begins its drawdown 700W will become 825 NAS to train aircrew and engineers as well as standing up the first deployable Wildcat flights. All

force elements will be based at Yeovilton from 2016.

Wildcat, lightweight and versatile, can operate in all weathers delivering exceptional military capability to support maritime, littoral and land manoeuvre, force protection and maritime strike.



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The importance of engineers to DE&S – and how to learn about safety from experience

Teams encounter the unexpected and solve their safety issues

THE LAST of the current DE&S programme of Safety Learning From Experience (LFE) events was hosted by the ISTAR Operating Centre at Abbey Wood.

Entitled 'Enabling Safe Capability', three ISTAR delivery teams shared experiences in addressing unexpected events with safety implications for the capability that they deliver:

- IMaGE (Imagery and Geospatial Systems) – outlined an unanticipated electrical failure in a

generator which led to an engine fire after integrating equipment into a vehicle;

- ADATS (Air Defence and Air Traffic Systems) – described the issues identified as a result of the deterioration of structural integrity of radomes;

- JSENS (Joint Sensor and Engagement Networks) – explained how a structural integrity issue on vital life-saving equipment in theatre was dealt with.

While situations were diverse, as were the equipments involved, there were clearly identifiable common themes present:

- Teams should remain cautious even though the equipment or systems might appear to be mundane

- There is a need to challenge and apply rigour to all assumptions

• Where legacy equipment transfers between teams, they should not be complacent regarding equipment safety or support arrangements, and the current understanding of and ability to support that equipment adequately

• Abilities and experience of designers and original equipment manufacturers may not always be what is expected

• By not rehearsing what to do in a safety incident people have to learn 'on the job' – can DE&S teams get this right every time?

Chris Carpenter, the ISTAR Principal Engineer and host for the event, said: "This successful event demonstrated that there are widely applicable safety lessons to learn and share from all areas of DE&S, not just from large platforms and projects."



MAJOR GENERAL Paul Jaques, above, opened the latest Professional Engineers Forum on 29th July explaining the importance of engineers to Land Equipment and to DE&S as a whole.

He also explained how systems engineering has changed the way DE&S thinks about soldiers and vehicles.

This theme continued in Dr Jon Cook's presentation on the Systems of Systems approach.

Stephen Tetlow, Chief Executive of the Institution of Mechanical Engineers, made it clear DE&S is going to find it difficult to recruit the engineers in defence, against the backdrop of a national shortage of engineers.


The forum drew to a close with a presentation from Dr Manuel Pinuela of Drayson Technologies who explained how the company's land speed record-breaking electric car was enabling them to develop technologies that will widely benefit society through the 'crucible of motorsport engineering'.

Representatives from bodies including the Institution of Mechanical Engineers, Royal Institution of Naval Architects, Institute of Marine Engineering, Science and Technology, Institution of Engineering and Technology, Royal Aeronautical Society, Institute of Explosive Engineers, training providers and Technical Development Partner teams were available to provide advice and guidance on skills, development opportunities and professional registration.

The next Forum will be on 29th January 2015. Further information from Rachel Dyer-DES TECH-EG EngPol-Skills1a on ABW 36769.

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Navy marks new carrier in historic way

Main picture: WO Paul Buckley, left, joins Vice Admiral Simon Lister with a tot of rum at Abbey Wood. Left: staff gear up for the ceremony

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NAVAL PERSONNEL in DE&S came together at Abbey Wood for the traditional Splice the Mainbrace – the issue of the tot of rum to all hands.

The order was given following the naming of *Queen Elizabeth*, the first of the Royal Navy’s new aircraft carriers, in early July. Naval personnel were urged to carry out the tradition on a convenient date.

The original order was the command to splice a large run of hemp into the largest and heaviest of all the running rigging – normally the main target of enemy fire – which may be damaged during naval battles. Ships were often unmanoeuvrable without it.

The work was strenuous and normally left to the ship’s most able seamen, which earned them an extra ration of rum.

Eventually the order ‘Splice the Mainbrace’ came to mean that the entire crew would be issued with an extra ration of rum, and was

given on special occasions: after victory in battle, the change of a monarch, a Royal birth, a Royal wedding or an inspection of the Fleet.

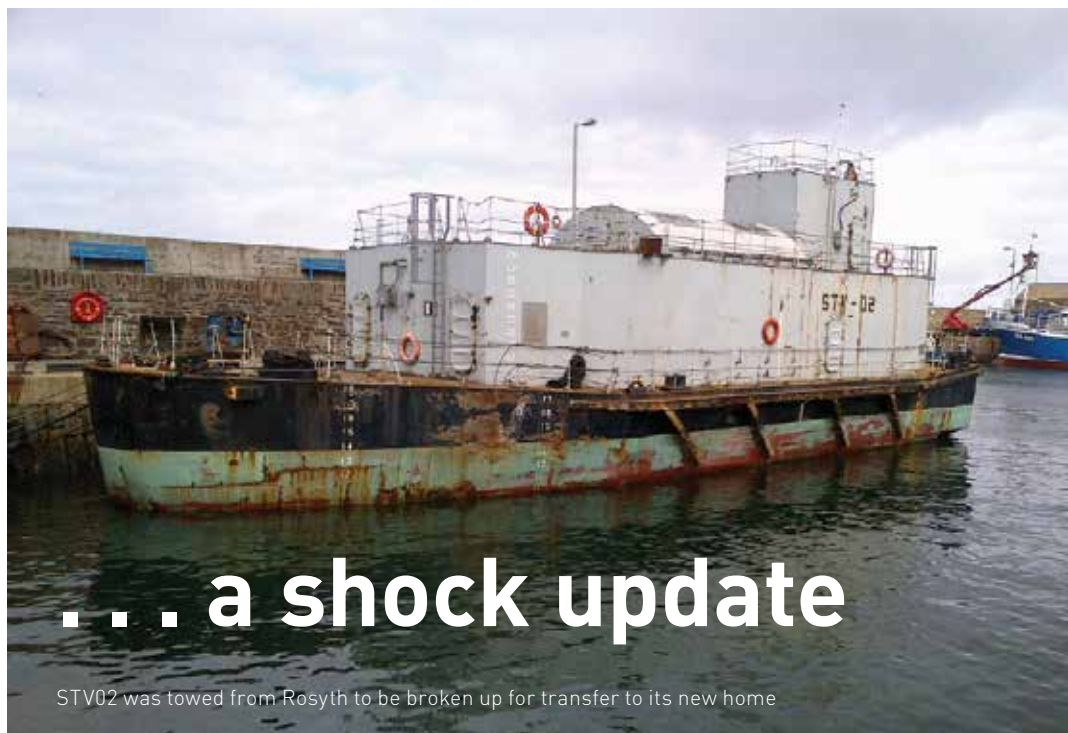
An extra ration was deemed a great privilege. The daily issue of rum ceased in the Royal Navy on 31st July 1970, known as Black Tot Day.

Echoing the words of the First Sea Lord, Vice Admiral Simon Lister, Chief of Materiel (Fleet) at DE&S, said on 31st July: “The naming of *HMS Queen Elizabeth* has signalled the beginning of a new maritime era and onerous Fleetwide delivery responsibility.

“It is expected that every corner of the Royal Navy will pull together in response to the totality of the opportunity placed so confidently in our hands. I am especially pleased with Her Majesty’s direction to Splice the Mainbrace.”

Three cheers for Her Majesty were led by WO1 Paul Buckley.

It may look a little forlorn but a barge called STV02 provides DE&S with a capability in shock testing for ships, submarines and their equipment. Now it's been taken apart and moved by land to a new home where it'll be put back together to continue its vital work. *desider* provides . . .



. . . a shock update

STV02 was towed from Rosyth to be broken up for transfer to its new home

A 450-TONNE barge has left its home in Rosyth, been dismantled and is set to be rebuilt in a water-filled quarry to help maintain the UK's leading capabilities in shock analysis and testing.

The hazard of shock damage to warships, submarines and their equipment from non-contact underwater explosions is an enduring one. Most of the UK's testing lies in industry, but is overseen by the Vulnerability Reduction

The barge has been at Rosyth where, after recent development of the dockyard, testing on the Firth of Forth has become impossible.

David Manley, head of the NAG Ships group, said: "The requirement for shock testing has not gone away so we decided the barge had to be moved to the quarry where we undertake most of our other shock testing."

Stuart Machin, head of NAG-VR added: "When this capability is added to previous investment in air gun shock testing technology it will provide the ability to test any equipment at considerably less cost than previous explosive testing and to be able to do it when we want and for how long we want."

The barge was moved to a separate shipyard where it was lifted from the water and cut up into smaller sections – a tough job given the thickness of the barge's 'submarine quality' steel – before it could be moved to the quarry.

The largest sections, four sections, about 75 tonnes each, were moved earlier this year, needing heavy lift cranes and a police escort to clear the route.

Mr Machin said: "Our work centred on finding

the best means of reconstructing the barge using the expertise we have in NAG's Materials Technology team at a place which doesn't have the facilities for pre-heating and preparation of a submarine dockyard or shipyard.

"The NAG Ship Stability and Submarine Naval Architecture teams have also been assessing the stability and structure of the barge just like any other vessel to ensure it is fit to obtain key hazard certification."

The team has decided a large concrete plinth will be built with a heavy mobile crane to be assembled to lift the rebuilt barge into the quarry. Rebuilding of the barge starts this month and should be in the water again ready for use next March.

Mr Machin said "We are now just over a year into a two-year programme that will provide an enduring world leading shock testing capability that will be key to delivery of our future maritime war-fighting capability and the future deterrent."

On the road: the barge heads off on convoy, to be put together again, bottom right



team in DE&S' Naval Authority Group (NAG) Ships group.

A key part of this capability is the STV02 large shock barge, which is about the size of a minehunter and has the capability, the greatest in Nato, to test the largest equipment that will be fitted to the future Type 26 Global Combat Ship and the successor to the *Vanguard* class nuclear submarines for their resistance to shock damage.





Marines provide craft skills

DEVONPORT ROYAL Marines have put their skills to use in building the boundary wall of a new children's community playground.

The Marines used a landing craft to help the nearby Mount Edgcumbe House and Country Park and thank the estate for allowing regular amphibious training on its secluded beaches.

Nearly 40 large boulders had to be moved from an otherwise inaccessible beach by landing craft, ready to form the boundary wall.

The beaches are ideal for training landing craft helmsmen in amphibious landings day and night in difficult conditions.

Left: Marines prepare to move boulders to the landing craft

How to build commercial relationships

Cranfield University's latest lecturer is running a Masters module to help MOD staff, including those in project or commercial roles, thrive in the business world



MBDA hosts MOD commercial students on a site visit learning about Team Complex Weapons

THE MOD'S Academic Partner Cranfield University has a new lecturer – Sandra Eaton who has been seconded to Cranfield Defence and Security from Corsham-based Information Systems and Services.

In her new role as manager for the 'Commercial Relationships in the Defence Environment' masters module, she involved senior MOD officials to provide strategic insight into the key issues that shape relationships with its suppliers.

Several of the MOD's suppliers, notably Rolls-Royce, BAE Systems, Serco and MBDA, offered additional insight and Ashfords supported the module with a session on English contract law, the basis for all commercial relationships.

What resulted was a varied week of material, delivery methods and speakers, underpinned by academic theory and drawing out extensive debate into the tensions surrounding key areas of

commercial and industrial policy.

The debate was brought to life with case study research into the Team Complex Weapons relationship, Portfolio Agreement and Pipeline Business Model. MBDA hosted a site visit where, through a series of market stalls, students were able to critically examine elements of the Team Complex Weapons business concept.

Other highlights of the week included fireside chats from Les Mosco on the challenges of establishing the Commercial Defence Authority and from Steven Morgan on his previous role as BAA Capital Programmes Director and the lessons he brought with him to DE&S.

There was an energetic overview of

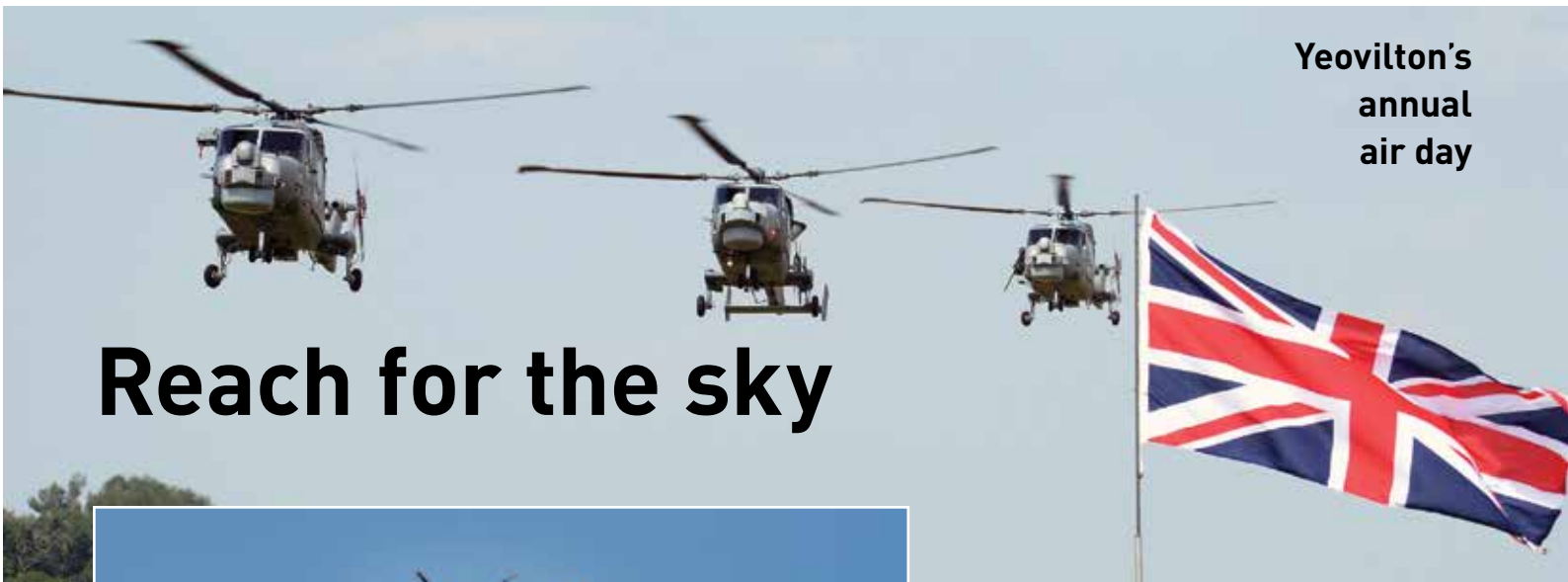
the politics of procurement from Mike Greatwich; a dual perspective on the Defence Business Services commercial partnership from Serco's Rod McCurdy and the MOD's Richard Vincent; a challenging pitch on customer/supplier power from Warren Bayliss, Rolls-Royce Head of Exports; and a briefing on intellectual property rights from Tom Phillips, MOD IPR.

This unique collaborative arrangement met an enthusiastic response from Cranfield's partners, all of whom are interested in future support for the MSc, and from the students, most of whom occupy project or commercial roles in DE&S.

For more information about the Defence Acquisition Management MSc and its associated accreditations visit <http://www.cranfield.ac.uk/courses/masters/defence-acquisition-management.html>

**Yeovilton's
annual
air day**

Reach for the sky



BLUE SKIES and glorious sunshine set off a glittering line up for International Air Day – the Royal Navy's premier air day – at RNAS Yeovilton.

Aircraft of all ages took to the sky for a breathtaking air display in front of a crowd, thought to be more than 31,000.

The magnificent Vulcan B2 made one of the biggest impressions, the huge delta wing strategic bomber thundering over the horizon.

The Fleet Air Arm demonstrated its front line capability with displays from the Maritime Force including Lynx and Wildcat, the latest addition to the air arm's fleet.

The Royal Navy's Black Cats display team, displaying this year for the first time with a Lynx Mk8 and Wildcat, showed how agile the aircraft really are.

This was preceded earlier in the day by the Army Air Corps' Lynx AH7, winner this year of The King Hussein Memorial Sword for best overall flying display at The Royal International Air Tattoo.

There was also nostalgia with an appearance by the Dakota, resplendent in D-Day invasion markings, and two Spitfires from the Battle of Britain Memorial Flight.

Thousands visited the many ground displays and attractions including a life-sized outline of the the first *Queen Elizabeth* carrier for the general public to walk around and get a true feel for the sheer size of the ship.

Top: two Mk8 Lynx helicopters are joined by Wildcat over Yeovilton

Above: a spectacular show of flares from a Sea King

Future pilots: in green flying overalls carrying Ffin Roberts (7 months) is Lt Joe Keane of 815 NAS while in blue is Black Cat leader Lt Ian Houlston 700 (W) NAS with Logan Roberts



Teamwork to secure data sharing earns its reward

WORK TO transform the way data is shared across the supply chain has won an award for a joint MOD and industry team.

The team, working as part of the UK Council for Electronic Business' Joint Information Group, took the title for the best identity and access management project at the European Identity and Cloud Conference in Munich.

The Identity and Access Management platform built by the team will enable suppliers to co-operate securely, saving money and improving the speed in which deployed defence assets can be supported.

The MOD contribution to the team came from MOD Chief Technology Officer,

Information Systems and Services, Network Technical Authority, Defence Security and Assurance Services, Chief Information Officer and the Submarine Operating Centre.

They were joined by Babcock International Group, Aurionpro Solutions and Oracle with support from other industry members.

Pictured from left: Dominic Fairlie (MOD Submarine Collaborative Working project manager), Nicole Flocks (Babcock Information Knowledge Management capability manager), Mark Neil (MOD Chief Technical Officer), Chris Rowley (Babcock head of IKM).



'Tornado' hits the South Downs



DE&S STAFF joined their Rolls-Royce colleagues to complete the South Downs Way in this year's Oxfam/Gurkha Welfare Trust Trailwalker event.

The ROCET 2 contract is a DE&S Fast Air Support Team and Rolls-Royce partnership supporting the RB199 engines powering the Tornado GR4 deployed in Afghanistan.

Eight partnership members joined

as 'MODs and RRockers' over two days at the end of July, to cross the finish line at Brighton Racecourse in 27 hours and 28 minutes of walking on the 100km way.

"Keeping the whole team together for 62.5 miles was a real success," said Sgt Bob Turner. "The physical challenge and heat took its toll with less than half the teams maintaining a full complement."

The team was supported by Jeff Stewart, Steve Huband, Flt Sgt Paul Smith and DE&S graduate Nick Rees. Donations to the cause, currently standing at £3,800, can be made at www.justgiving.com/modsandrrockers.

Journey's end, from left: Flt Lt Mike Tysome, Ian Corder, Wg Cdr Mark Catt, Martin Young, Sqn Ldr Ade Mellors, Doug Dinnett, Sgt Bob Turner, Ben Kirk.

MOTTO - the MOD Lottery

June winners

£10,000: Robert Williams (Hereford).

£5,000: William McCullough (Lisburn).

£2,000: John Oldfield (RAF Lossiemouth).

£500: Adrian Quant (Coulport), Karen Abeyasekera (RAF Mildenhall).

£100: Christine Smith (Tidworth), Nicholas Bainbridge (RAF Henlow), David Orton (Wimbish), Dennis Jones (Donnington), Mark Hemmings (Abbey Wood), Paul Thornton (Gosport), Bernard Hunter (Ruislip), Lisa Byrne (Headley Court), John Lees (RAF Waddington), Tom Roebuck (Edinburgh), Ross Michalski (Clyde), Ian Sharp (Holywood), Lucy Seeley (Liverpool), Michelle Austin (Portsmouth), Robert Callan (Stirling), Steven Murphy (RAF Waddington), Mark Symes (Shrewsbury), Ann Willis (Chicksands), Nicola Harrison (Corsham), Susan French (Corsham).



PC Kinchenton with Denver, on the left, and her more familiar companion Evar

Denver to sniff out Devonport security hazards

THE MOD'S police dog force at Plymouth Naval Base has been bolstered by the addition of its first sniffer recruit.

PC Hannah Kinchenton, based in Devonport, has completed training with her newly-qualified search dog Denver.

The working pair were tested on theoretical elements and underwent practical assessments including scenarios designed to ensure Hannah and Denver worked safely as a team and could find any explosives hidden by the trainer.

Hannah said: "Denver worked really well and made the course thoroughly enjoyable for me. He is a great asset for the naval base and the dog section and I very much look forward to working him operationally.

"As for now, I am back on shift working both Denver and with my other dog Evar in their respective roles, Denver in his search capacity and Evar in his normal police dog role."

Denver has hit the ground running in his new career, taking part in high-profile searches in specific buildings and in vehicles at various access gates on a random basis.

MOD Police dog handlers and their charges are deployed worldwide to protect UK assets and help ensure the security and safety of buildings and personnel.

DE&S – it’s all about the challenge

MAJOR ED Wigmore is taking on the challenge of a lifetime by guiding a deafblind man on a gruelling climb to the summit of the tallest mountains in England, Wales and Scotland in just 24 hours.

Ed, of the Land Equipment Operating Centre in DE&S, will support Stephen Joyce to the summit of Snowdon, Scafell Pike and Ben Nevis alongside four other Army officers.

Stephen was born profoundly deaf and is now registered blind as a result of the genetic condition Usher Syndrome.

Ed said: “I was delighted when I was asked to run with Stephen in this incredible challenge.

“The group are well aware of the significance of what we are taking on.

“The run itself is fairly daunting, but we must constantly concentrate on Stephen’s well-being and ensure the path ahead does not pose any problems for him.”

Ed’s heading up the three tallest peaks . . .

Ed is a keen runner and cyclist and has competed in numerous long distance events but has never guided or even communicated with a deafblind person before.

In total the group, which contains marathon runners, fell runners and triathletes will climb 11,169 feet during the weekend of 6th September, resting only on the journey between the mountains.

Through sign language, Stephen from Cumbernauld said: “I am very thankful to Ed and the team of officers for supporting me on this adventure.

“I have run marathons in the past and keep fit, but for a challenge of this magnitude I need assistance given my sight loss.

“Conditions will be difficult and there is no telling what the weather or paths will be like near

the summits.

“Hopefully we can all make it to the top of the three mountains safely and friends, family and supporters of our team can back our fundraising efforts.”

The team are fundraising for Deafblind Scotland, a charity which supports adults who live with a severe dual sight and hearing loss.

Ed added: “I wasn’t that aware of deafblindness before I was asked to join in on this challenge and it is a real honour to be able to raise awareness and fundraise for such a worthy cause.” Donate at www.justgiving.com/deafblind3peaks



Mountain man: Ed Wigmore is taking on the challenge of the Peaks, with a deafblind walker by his side



Practice: team members during a training session in Bath

. . . while there’s plenty for the cyclists in their ten-day dash

JOHN O’ GROATS to Land’s End in ten days plus £4,000 for charity is the target of a team of cyclists from DE&S’ Defence Airworthiness Team.

The seven will start from Scotland on 12th of this month, cycling around 100 miles a day for nine days, with a shorter 30 miles for the final leg to Land’s End.

The team – Flt Lt Greg Coles, Cdr Nick Copeland, Lt Cdr Rob Evans, Sqn Ldr Jim Phillips, Wg Cdr Phil Spencer, Janet Young, and Apache’s Lt Col Mark Leach – will have a five-strong support crew and will call in at Abbey Wood on the 19th on a journey which includes Inverness, Carlisle, RAF Shawbury and RNAS Culdrose.

Some of the team members took part in last year’s Hero Ride and this year’s event aims to build on that success.

Half of all money raised will go to Help for Heroes, with the other half split between a charity nominated by each rider.

Riders have already been fundraising at DE&S’ three families days this summer, raising more than £700. The team’s main charity page is www.bmycharity.com/CycleJOGLE

Recovery mode: marathon man Geoff goes straight back out on the course

RUNNER GEOFF Ellis recovered quickly from his seven marathons in a week to finish second in the Lakes five-day orienteering event.

Geoff is one of the top orienteering competitors in the UK but might have been expecting to miss out on the podium after completing his coast to coast event only days previously.

The Lakes was made up of two mountain races, two rough forest races and a day of rough open land and woodland.

A third place in the first mountain event and a second place in the forest on day two was followed by a first place in Grizedale Forest on day three.

Geoff, of the Falcon team at

Corsham, sat in third place after the mountains of day four and needed an overall win on day five for the title.

He began well but a mistake which cost him him his two-minute advantage a third of the way round saw him slip behind until he recovered for third place, moving him up to second overall.

Round Britain in record time

That's the achievement of two men in a boat, setting new standards for dinghy sailing

Tossed on a choppy sea: the Wayfarer negotiates the Pentland Firth. Right: journey's end for Phil, on the left, and Jeremy. Below: calm waters around Portland

NAVAL ARCHITECT Phil Kirk is back at Abbey Wood having piloted his two-man five-metre dinghy around mainland Britain in just over 32 days.

Phil, of DE&S Ships, joined technology entrepreneur Jeremy Warren in smashing the previous record – not

yachtmasters with Phil boasting five Fastnet races, two Sydney-Hobart races and one Round Britain and Ireland Double-Handed Yacht Race under his belt. Sailing such a small boat though posed a different challenge.

The pair set off from Weymouth at the end of May in their Wayfarer dinghy, a 15-year-old seaworthy cruising dinghy named *Hafren* after the goddess of the River Severn. Apart from their sails they had only paddles for propulsion for the days when the wind dropped to nothing.

They had to cross the busy shipping lanes of the Thames Estuary and the Bristol Channel – the first leg around Land's End to west Wales was the longest at 250 miles and 67 hours – while also navigating the forbidding headlands of Cape Wrath and Duncansby Head.

The boat had a cramped sleeping space, which allowed night passages where possible. The need to recharge equipment batteries and restock food saw trips ashore at least every four days, depending on winds and tides. Both were offered hospitality by lifeboat crews and local sailing clubs but on several occasions they camped ashore or slept on the boat at anchor.

The worst was a hard slog tacking upwind for more than 100 miles up



the west coast of Scotland. And they were also becalmed on several occasions, at which point they would start paddling, reaching up to 2.5 knots when working together.

"We thought we would be able to do the trip in about 60 days, which would beat the previous record," said Phil.

"But it was round about the north of Scotland when we were being interviewed by a local newspaper that we thought we might be onto something and be capable of beating the record by a long way."

The pair also raised money for the Royal National Lifeboat Association and the Pappa Fund, a small charity supporting health and education projects in the poorest parts of Southern India. So far they have raised £8,000. To read more about their adventure or make a donation visit <http://www.xtremedinghycruising.com>



a recognised Guinness statistic – set in 2012 for the 1,500 nautical miles by a stunning 44 days.

The hazardous trip – "a challenge with a genuine risk attached," Phil says modestly – saw the pair slog round the coast without a support boat, battling high seas and variable weather in a series of exhilarating stretches including night passages.

"I have always had an ambition to do something like this but never previously had the skill or the experience to do it," said the 40-year old, who is, like Jeremy, a member of Thornbury Sailing Club in Gloucestershire.

Both are Royal Yacht Association



Hail the Clydesiders – from Clyde

THE 'CLYDESIDERS' – the army of volunteers – were widely praised for their support work which helped make the Commonwealth Games a success.

So take a bow volunteers from the military and civilian communities at Clyde naval base.

They included Clyde's Executive Officer Commander Ian Riches, who worked as a Tier 1 driver. He was part of a team that looked after the President of Trinidad and Tobago and his family, working with police protection officers.

Ian said: "I also had the Secretary General of the Kenyan

Commonwealth Games Federation as my client for most of the time.

"I also provided chauffeur services to games venues which allowed me to get in to see lots of different sports while supporting the client."

Two members of RNRM Welfare were involved: welfare worker Susan Donaghey was an athlete's marshal and took part in the spectacular opening ceremony, while Rhonda Phillips, an agency social worker and ex-Royal Navy netball player, was picked as a netball official.

Clare McIntosh, who works as the Physical Security Officer, took on a Clydesider role as a driver and also ran with the Queen's Baton. She explained: "I was nominated as a Baton bearer for my input in setting up a flagship JogScotland Group in Dumbarton in 2002. I was thrilled to carry the Baton on its journey through Balloch."

The Armed Forces offered support to the wider security force, with local Royal Navy Police RPO James Connolly acting as a shift commander for one of the three service Police shifts. He said: "When it came to conducting investigations and other day-to-day police work, it was a new experience for most of us. It was an honour to play a part in such an historic occasion."

Sub Lt Christopher Fenn, a logistics officer at Clyde, volunteered to be part of the venue security force. His role as a sector commander involved supervising a number of bag scanning lanes at Games' venues.

Pride of Clyde: from left, Cdr Ian Riches with the Queen's Baton, PO James Connolly (on the left) on Commonwealth Games patrol, and Clare McIntosh, with her family, who carried the Baton through Balloch.



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:

2014DIN04-122: The Air Commodities team is engaged on a large-scale disposal project with a focus on obsolete and out of service aircraft. A line of this project has been to analyse stores systems and to highlight components that no longer appear to be in use. Such components are then subject to a formal disposal process.

2014DIN04-130: This DIN provides information for all personnel who use working at height personal protection equipment, including fall arrest, work restraint and work positioning equipment.

2014DIN04-132: Information on the Government Quality Assurance Framework for Acquisition can be found in this DIN. The Framework provides all MOD staff involved in acquisition with detailed insight into the activities and benefits that the Government Quality Assurance function can bring to provision of equipment or services.

2014DIN01-144: With no requirements for, and no incumbents, the RAF Trade Group 5 (General Technician Ground Support Equipment) has been declared obsolete.

Further information and more details on the latest DINs see:
<http://defenceintranet.diif.r.mil.uk/Reference/DINsJSPs/Pages/DINsindex2014.aspx>

Challenger breathes fire on Salisbury Plain

A CHALLENGER 2 Main Battle Tank is pictured on Salisbury Plain last month at the formal amalgamation of the 1st and 2nd Royal Tank Regiments, reorganising as part of Army 2020.

The new Regiment will be comprised of three Main Battle Tank squadrons, a Chemical, Biological, Radiological and Nuclear Area Survey and Reconnaissance Squadron, a Command and Reconnaissance Squadron and a Support Squadron.

Hundreds of family and friends and former RTR personnel watched the event in Bulford, Wiltshire, which was attended by DE&S' Chief of Materiel (Land), Lt Gen Chris Deverell, Colonel Commandant of the Royal Tank Regiment.

