

desider







DE&S staff members in their Reservist uniforms at Abbey Wood



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FOREWORD

By Tony Douglas, CEO

fter a strong start to the year, I am pleased and encouraged to see that our momentum has continued, with the recognition of key milestones across many of our significant projects including Ajax, F-35, and Pacific 24.

The fantastic achievements across DE&S would not be possible without the continued dedication and commitment of our staff, as we continue to 'get better at getting better'.

Last month we announced the new home for Ajax, the Army's new Armoured Fighting Vehicle and I am pleased to announce the next stage in the Ajax delivery programme, with the completion of the first live firing test in mid-Wales. A very proud moment for all involved, as Ajax moves a step closer to delivery of a key capability for the Army.

We also announced another new home last month, in East Anglia, for the next-generation F-35 fighter aircraft. This follows the agreement of £167 million worth of contracts to build new maintenance, training and logistics facilities at RAF Marham.

This key move to the construction phase of the project will create 300 new jobs and make sure we are ready to receive our first F-35 in 2018. This achievement is a credit to the project team's determination, who worked to overcome numerous challenges.

In addition to these two recent milestones, last month also saw the first of a new generation of Pacific 24 boats leave the production line in Portsmouth.

Over the next three years, 60 boats will be delivered to the Royal Navy and Royal Fleet Auxiliary and deployed around the world to work alongside our fleet. This is a significant achievement for the project and will help ensure the Royal Navy have the capability to continue fighting piracy and drug trafficking, as well as continuing to assist in rescue missions.

Across DE&S, a network of strong leadership continues to support our teams, and I am delighted to have recently welcomed two new Chiefs of Materiel - Land and Air - to the DE&S Executive. To reflect the changes to the DE&S senior team and other key posts across our organisation, you will find an updated version of the DE&S organisation chart within the magazine.

So we may continue to deliver the best Desider magazine for our readers, I encourage you to complete the Desider readership survey online or inside this magazine, before the end of May. I would like to thank those who have already taken the time to complete it.

SENIOR LEADER COMMENT

Mike Wareham, Director Submarines Acquisition, on serving on board Polaris-class submarines in the 1980s, delivering challenging programmes, and why nuclear submarines are the most complex machines made by man

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REGULARS

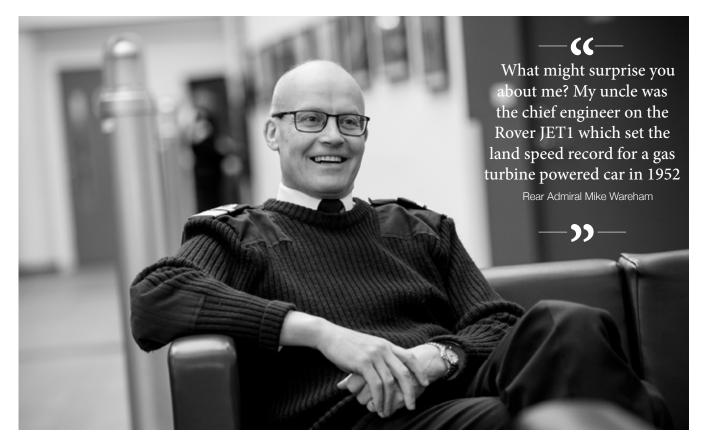
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- 39 **DE&S People** Safe journey: Steve Pointon, of the DE&S Unmanned Air Systems team, is spending six weeks sailing his yacht around the UK for charity



Rear Admiral Mike Wareham, Director Submarines Acquisition, talks to Desider about achievements in the submarine programme, his admiration at the commitment of military and civilian staff and what it's like spending three months underwater

Picture: Andrew Linnett





've had several posts in DE&S and in its previous incarnations as the Defence Procurement Agency (DPA) and Defence Logitics Organisation (DLO), starting in the Nuclear Propulsion Team in the late 1990s and more recently - until 2013 - in command of HM Naval Base Clyde.

I'm a nuclear submarine engineer by trade, so it was a real privilege to return to lead the Submarines Operating Centre and now to be focusing on Submarine Acquisition - and the challenges of the Astute and Successor programmes.

Having served in Polaris-class submarines in the late 1980s and then Trafalgar-class boats in the mid-1990s, I'm passionate about safety and the need for the highest standards of engineering and reliability. People's lives depend on us getting it right and we're delivering some of the most challenging programmes in the UK today.

Looking back, I thoroughly enjoyed my time at sea. And in case you're wondering, I've never met a submariner who suffered from claustrophobia and, while no one was sea-sick

when we were dived, it was a different story on

In October 2013 I returned to Abbey Wood as Director Submarines, leading the Operating Centre (OC) which has cradle-tograve responsibility for our nuclear submarine programme. This includes responsibility for the submarines themselves, their pressurised water nuclear reactors and the UK's nuclear weapons capability. At the end of last year we reorganised and my focus now is on

Nuclear submarines are the most complex machines made by man. They have to provide all the life support systems needed to support a crew of more than 100 sailors for months at a time. They also need to be able to operate undetected around the world and they're equipped with highly sophisticated sensors and weapons systems.

And with submarines taking many years to design and build, we're already looking at the replacement for Astute, which won't enter service until the late 2030s.

Highlights tend to be on a big scale;

following Artful – the third Astute Class submarine - as she sailed from Barrow-in-Furness with crowds lining the shore last August was a fantastic experience and one I'll never forget.

It's a busy programme with plenty of challenges, but this year is set to be the busiest for a generation. You can imagine the amount of attention we are getting, not just from MOD, but from right across Government.

What really makes this job special for me, though, is the people. Every one of more than 1,000 military and civilian staff is absolutely committed to delivering and to supporting the Royal Navy. We're proud of what we do, but we know we can improve, which is why we're pushing hard to be at the forefront of Transformation – with both the Astute and Successor Teams in Spiral 1. I've been really impressed by the commitment of the entire team to driving that programme forward.

Remarkable people doing work that matters Leading in technology means investing in talent. We recruit remarkable people who create innovative solutions for our customers. **BAE SYSTEMS** www.baesystems.com INSPIRED WORK



F-35: RAF Marham prepares for "formidable fighting force"

Above: Artist's impression of new facility at RAF Marham

E&S Chief Executive Officer Tony Douglas has welcomed the news of contracts worth £167 million that will help ensure RAF Marham is upgraded and ready to house the UK's F-35B Lightning II squadrons.

The contracts, which will create 300 new jobs, will allow for the addition of maintenance, training and logistics facilities to the station in East Anglia, all of which will be dedicated to the next-generation fighter aircraft.

Mr Douglas said: "These facilities are critical to the F-35B Lightning II programme, which is in turn vital to the future capability of the UK's Armed Forces.

"The cutting edge technology of these aircraft, supported by world-class facilities at RAF Marham, will ensure we have a battle-winning fleet of jets deployable anywhere in the world."

The Ministry of Defence (MOD) announced the contracts last month which will upgrade and build new facilities at the RAF base in Norfolk.

Secretary of State for Defence Michael Fallon said: "The F-35 is the most advanced combat aircraft in the world. Whether operating from land or our two new aircraft carriers, they will ensure we have a formidable fighting force.

"They are part of our plan for stronger and better defence, backed by a budget that has risen in April for the first time in six years, and keep rising until the end of the decade."

The works at RAF Marham have been made possible through three contracts, placed initially by the Defence Infrastructure Organisation (DIO) and totalling £25 million, for demolition and cabling works at the Norfolk site, readying RAF Marham for new construction works.

A £142 million contract between DE&S and Lockheed Martin UK will then allow the construction of three new buildings which together will keep the new aircraft ready for service, provide training facilities for pilots and ground crew, and enable centralised management of the UK's whole F-35B fleet.

Approximately 300 people will be employed on the construction works, which will be managed by subcontractors BAE Systems. The buildings will become a place of work for around 250 military and civilian staff when they open in 2018.

Around 500 companies across the

UK are involved in the F-35 Lightning II programme. More than 3,000 F-35s are planned for global delivery over the next two decades.



The cutting edge technology of these aircraft, supported by world-class facilities at RAF Marham, will ensure we have a battle-winning fleet of jets deployable anywhere in the world

DE&S CEO Tony Douglas





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NEWS IN BRIEF



CARRIERS

Chief Executive, Tony Douglas, visited the in-build QE Carriers in Rosyth to see the progress made since his first visit at the end of 2015.

Mr Douglas was joined on part of his visit by Monsieur Laurent Collet-Billon (above), Head of the French Defence Procurement Office. They visited HMS Queen

Elizabeth and then went to Number 1 dock where they viewed HMS Prince of Wales from the aft end of the vessel.

Rear Admiral Henry Parker said: "I was delighted to be able to show Tony the huge amount of work that is going on board both HMS Queen Elizabeth and HMS Prince of Wales."

RECOGNISED

The Single Source Regulations Office (SSRO) has been formally recognised by Parliament as an organisation that can hear from whistleblowers under the Employment Rights Act 1996.

The SSRO can consider and act on 'qualifying disclosures' related to single source defence procurement. A 'qualifying disclosure' is a report of malpractice or wrongdoing -

which could include a criminal offence, failure to comply with legal obligations, health and safety breaches, corruption or deliberately concealing information.

If you, as a DE&S employee, have a concern, you can contact the SSRO at directorofinvestigations@ssro. gov.uk or by telephone at 020 3771 4792.



BEGINS

The build-phase of the Chinook Mk6 Synthetic Training Facility at RAF Odiham in Hampshire is well underway after a groundbreaking ceremony attended by members of the project team and Lockheed Martin representatives.

The facility, scheduled to open during 2017, will provide flight deck, rear crew, and whole crew mission training. The £51m contract will see the installation of two flight deck devices and a single cabin device, which can

be operated independently or combined to provide whole crew and multiple-aircraft training. The simulators will also be able to interoperate with training facilities located elsewhere to allow collective training to take

As the home of the Chinook force, RAF Odiham is an ideal location for a new training facility which will complement the current flight deck training at RAF Benson.



Best of luck: Departing CoM Air Sir Simon Bollom hands over his gold aiguillette to Air Marshal Julian Young who took over the role on May 3. Air Marshal Bollom was made CoM Air in October 2012.



MIKE QUIGLEY PROMOTION

Director Technical, Air Cdre Mike Quigley has assumed the acting rank of Air-Vice Marshal in order to continue in his role as Director Technical.

Former Chief of Materiel (Air), Air Marshal Sir Simon Bollom said: "I am very pleased that Air Cdre Quigley has been promoted. This reflects the rank of the post within DE&S to which he has been committed for more than a year."





A new organisation called Marine Systems Support (MSS) has been established within DE&S.

The team was formerly Maritime Platform Systems (MPS) - part of the Ships Operating Centre within DE&S which provides global support to Royal Navy and Royal Fleet Auxiliary ships and submarines.

The instigation of MSS is part of the Ships Operating Centre's desire to drive forward a Common Support Model,

transforming support delivered to all complex warships.

Head of Marine Systems Support Martin Ellis and Director Ships Support Neal Lawson (above) met with staff last month in Abbey Wood for the launch of MSS.

Martin said: "Getting to this point has only been possible due to sustained effort by many people across the business to develop and agree how we should deliver support in the future and to then make it real."



US VISIT

DE&S CEO Tony Douglas welcomed Vice Admiral Joseph Rixey - the Director of the US **Defense Security Cooperation** Agency (DSCA) - to MOD Abbey Wood last month.

VAdm Rixey visited the Bristol site to improve his knowledge of UK defence acquisition and learn what UK defence capabilities will or could be procured through Foreign Military Sales (FMS).

On his visit he held discussions with CoM (Air) Air Marshal Sir Simon Bollom, CoM (Fleet) VAdm Simon Lister, CoM Joint Enablers Peter Worrall, and Director Land Equipment Maj-Gen Robert Talbot-Rice.

Before leaving VAdm Rixey gave a talk to a packed CFB lecture theatre about his role with DCA and the challenges he faces.

Viking back out in force

he Royal Navy's fleet of amphibious all-terrain vehicles – Vikings – have reached full operational capability (FOC) after a three and a half year journey.

The Ministry of Defence (MOD) announced in September 2012 that 99 Viking vehicles, used extensively by the Royal Marines, would be regenerated under a new £37 million contract which was secured by DE&S with BAE Systems.

The revamp of the Viking Fleet has seen the vehicles fitted with new mine blast protected hulls designed to offer additional defence should they encounter an explosive device. In addition the entire fleet has had improvements made to its braking and suspension systems. The project has been managed by the MOD's Defence Equipment and Support organisation based in Bristol.

The amphibious vehicles can be launched straight from a ship and propelled through water before landing for a beach assault. Their versatility across tough terrains was put to use when deployed on operations in Afghanistan.

Defence Minister Philip Dunne

said: "The regeneration of these 99 Viking vehicles, which sit at the heart of the Royal Marines' amphibious capability, is incredibly welcome.

"The £37 million upgrades include improvements to the braking and suspension systems, as well as new mine blast protection to help keep our troops safe.

"These advances have been made possible by the Government's growing Defence budget and our £178 billion investment in procuring and maintaining the best possible kit for our Armed Forces."

The forward cabin of all 99 vehicles have been fitted with a Protected Weapon Mount (PWM) which pivots 360 degrees and can be used with either a 12.7mm Browning heavy machine gun or a 7.62 general purpose machine gun. Nine Viking vehicles have also been upgraded to allow the firing of an 81mm mortar from the vehicle.

James McGowan, DE&S Platform Manager for Viking ATV(P) added: "The Viking All-Terrain Vehicle Protected (ATV(P)) Regeneration Programme has been an absolute pleasure to manage. "There has been full commitment from all stakeholders which has enabled BAES Hägglunds through a contract with Armoured Vehicle Programmes-In Service Platforms (AVP-ISP), to return to service 99 Viking regenerated vehicles inclusive of new rear car Crew Served Weapon and Mortar variants.

"The project has delivered to cost, and has provided Navy Command Headquarters with a very capable armoured amphibious vehicle out to an out of service date of 2024.

"On a personal level I would like to thank all related parties for their commitment in assisting AVP-ISP achieve a successful project outcome."

Brigadier Richard Spencer, Assistant Chief of Staff for Land and Littoral Manoeuvre within Navy Command, added: "Viking is now back where it belongs, at the heart of our nation's ability to deliver an effective, efficient and affordable expeditionary amphibious capability."

The Regeneration Programme currently secures the vehicle's service life until 2024 with an option to further extend that date until 2034.

Below: The Royal Marines on exercise in Norway using the regenerated Viking vehicles









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First new generation Pacific 24 boat produced

■he first of the new generation of Pacific 24 boats secured by DE&S has come off the production line in April at BAE Systems' facility in Portsmouth.

Under a £13.5 million contract, the Royal Navy and Royal Fleet Auxiliary will be equipped with 60 Rigid Hulled Inflatable Boats (RHIBS), to be delivered over the next three years.

The RHIBS form a vital part of the Royal Navy Fleet, deploying from ship or shore at speeds of up to 38 knots (44mph) as a rapid response craft to perform a variety of tasks, from counter piracy and counter narcotics missions, to force protection, rescue and logistics operations.

They will support the UK's fleet, including the new aircraft carriers, on deployments around the world.

The new boats have a more modern engine, lighter and quieter than the previous generation, and electronic control and fault diagnosis, meaning that any issues can be spotted and repaired more quickly.

They are also fitted with suspension seating to provide enhanced mitigation against shocks experienced in high speed boat operations. This seating significantly reduces exposure

to vibration over longer periods in comparison with the fixed seats in previous models, which will also be fitted with the new seats from this year.

DE&S Director of Ships Support, Neal Lawson said: "I am very pleased to see the first boat in the water. These new vessels will provide a key capability to the Royal Navy and Royal Fleet Auxiliary, and will play an important part in performing crucial tasks to defend the nation's interests around the world. This is a major milestone in the programme and I look forward to welcoming the boats into operational service in the future".

The contract will also secure 14 jobs and provide additional work to 10 support roles in BAE Systems' Small Boats facility in Portsmouth dockyard.

Defence Secretary Michael Fallon said: "These innovative boats will play a vital role in the Royal Navy and Royal Fleet Auxiliary, working from our new aircraft carriers and right across the fleet conducting anti-piracy, counter narcotics, and rescue missions around the world.

"Our growing defence budget means we can invest in a bigger Royal Navy and sustain jobs in Portsmouth and the local area.

Above: The first of 60 new Pacific 24 Boats being built by BAE Systems



These new vessels will provide a key capability to the Royal Navy and Royal Fleet Auxiliary, and will play an important part in performing crucial tasks to defend the nation's interests around the world

DE&S Director of Ships Support Neal Lawson







QinetiQ and the MOD working together to provide Test, Evaluation and Training Support Services

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Ajax tests its firepower

The Army's new Armoured Fighting Vehicle - Ajax - has successfully completed its early live firing test programme at Radnor Range in Mid-Wales.

This early live firing involved testing the main 40 mm stabilised cannon and chain gun while the vehicle was static, and is being used to de-risk the formal firing programme that will take place later this year.

This is the first time the weapon system has been fired while fitted to the Ajax platform and is a significant event in DE&S's delivery programme.

Throughout the test, Ajax had a huge amount of instrumentation fitted to record all aspects of the firing, from recoil and blast stresses to fall of shot. The next test firing is planned for later this year, and once again will involve a fully instrumented vehicle and be used to gather further evidence before progressing to manned firing in early 2017.

The test was conducted by General Dynamics-UK and Lockheed Martin-UK with the MOD and members of the DE&S delivery team observing.

The DE&S Senior Requirements Manager for the Ajax Programme, Lt Col David Cathro, said: "This is a great achievement for the programme. The challenges in getting to this point should not be underestimated and today is the result of a lot of hard work by General Dynamics, Lockheed Martin, Cased Telescoped Ammunition International (CTAI), DE&S and the Army. Seeing the firings gives us confidence that the Army will receive this battle-winning and transformational capability on time and to budget."

The Ajax platforms, consisting of six variants, are a new fleet of 589 armoured vehicles being developed for the British Army that will start being delivered to the Army in 2017.

This capability will be at the heart of the Army's new Strike Brigades, and represents a step change in the Army's ability to conduct sustained, expeditionary, full-spectrum and network-enabled operations with a reduced logistics footprint.

Last month Desider reported that Philip Dunne, Minister of State for Defence and Procurement, had officially opened a new assembly, integration and testing centre for Ajax in Merthyr Tydfil.

The facility, a disused forklift factory now managed by General Dynamics UK, will create 250 highly skilled jobs, an addition to the 300 jobs sustained in nearby Oakdale, and a further 2,250 jobs throughout the supply chain.

Above: Ajax on the range in mid-



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Lt Col David Cathro







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New Director Land Equipment addresses staff at Abbey Wood



ajor General Robert Talbot-Rice has said he considers it a "great privilege" to have taken over as Director Land Equipment.

He made the comment when addressing staff at Abbey Wood about his vision of his role and the Operating Centre over the coming months.

"It is a time when there is a lot of change but I understand the pressures and concerns you have and want to help you continue to support and deliver."

Maj Gen Talbot-Rice, who joined the Army in 1982 and has worked in Head Office, Army Headquarters and DE&S in acquisition roles, took the opportunity to praise some of the team's achievements and set out his priorities for the future delivery, customers and staff.

"I really want to focus on delivery," he

"Delivery is king and it is what we are all about. We need to deliver on performance, cost and time, and deliver on the promises we have made.

"We all need to understand what part we play in delivery and we should also measure what we are delivering."

He said he wanted more focus on the customer, ensuring the Operating Centre is open and honest as well as understanding what the customer's priorities are.

"There is a very positive benefit from getting out there and meeting the customer and understanding their needs, and I will encourage this at all levels," he

And finally Maj Gen Talbot-Rice praised the abilty of those within the Operating Centre, stating that he wishes to focus on the recruitment, retention and development of staff, to ensure teams are resourced properly.

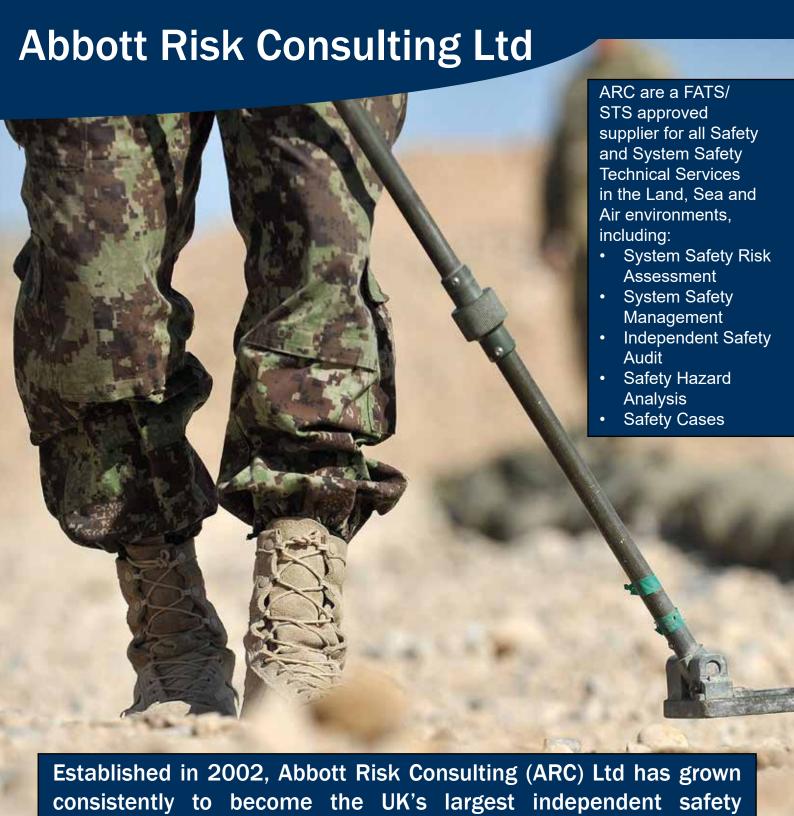
"We have an enormous amount of talent in this room and on the floor plate," he

"Recruiting, retaining and developing the right people is critical.'

Maj Gen Talbot-Rice also took the chance to address the topic of Transformation and praised teams who are progressing on the transformation journey.

'You don't need an invitation to start the process. If you are launching a project, start using the processes available to you and speak to teams who are already doing it," he said.

After answering questions from the audience Maj Gen Talbot-Rice concluded: "I am always open to your thoughts, ideas and suggestions. I want to support the delivery teams in achieving their objectives. If there is something I can do to help break down a barrier then come and let me know.'



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BEING A RESERVIST HAVE

DE&S is on a mission. Currently there are almost 100 Reservists at DE&S. By the end of 2017 the Executive Committee hopes that figure will have doubled. Three DE&S employees tell Desider why they became Reservists, and why you should consider it too



YOU GOT WHAT IT TAKES?



Becky Smith - Army (Royal Army Medical Corps)

"I have been in the Reserves for 28 years," Becky, 51, who works in HR at DE&S, said.

"I had moved from Bath to Portsmouth and initially joined the Reserves to get to know people and face the challenges of being in the military, learning new skills which have enhanced my civilan career over the years.

"I am a member of 243 Field Hospital based at Keynsham, holding the rank of Warrant Officer class 1. I am the Unit's Wardmaster, controlling the 'hub' of the hospital and tracking the causalities to ensure the hospital runs smoothly and we are in the position to accept mass trauma casualties in a hostile operational environment.

"I have completed two tours of Afghanistan in 2007 and 2012. I don't think you can ever be totally prepared for it. In 2007 especially there was a lot of trauma, a lot of heavy fighting and a lot of injured troops coming through the hospital at Camp Bastion on a constant basis.

"Despite the pressures and the hostile environment you adapt and overcome."

Becky added: "Over the years the Army Reserve has changed massively. It is a lot more professional now and the financial benefits are excellent.

"After 28 years I am still enjoying life in the Reserves because of the comradeship and team spirit. Colleagues in the Reserves are more like a second family. We have gone through so much together. I have also benefited from a wide range of adventure training such as trekking in the Grand Canyon, Cyprus, France, Italy and Switzerland and have completed the Three Peaks Challenge to name a few.

"I've reached the pinnacle of my career and now for me it's about passing on my experience and knowledge to others. There are some wonderful opportunities being a member of the Reserves and it really is true you get out what you put in."

Benefits of being an Armed Forces Reservist

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http://www.raf.mod.uk/rafreserves



Seventh Merlin arrives ahead of schedule

■he seventh modified Merlin Mk3 helicopter has been delivered to Royal Navy Air Station Yeovilton as part of the £330 million Merlin Life Sustainment Programme (MLSP).

The successful delivery meets the programme's Initial Operating Capability (IOC) six months ahead of the original schedule.

The stretch target of March 31, 2016, was agreed by the Merlin project team so that the Commando Helicopter Force (CHF) could maintain their essential capability without a break, when the Sea King Mk4 aircraft were taken out of service at the end of March.

There are several changes to enhance the aircraft for maritime operations, including a powered folding main rotor head, fast roping capability, undercarriage modifications and additional communications equipment; all key capabilities required by CHF.

The seven Merlin Mk3 aircraft, being modified under the first phase of the project, will provide an interim operating capability while the rest of the fleet is converted to the Mk4 standard. Under the MLSP project, 25 Merlin Mk3/3a aircraft

will be converted to Merlin Mk4/4a configuration as a replacement for the Sea King HC4.

The DE&S Merlin project team leader, Capt Kieran O'Brien, said: "The Merlin Life Sustainment Programme has been a real success story so far and represents a magnificent team effort led by DE&S and AgustaWestland. To have met IOC six months ahead of the original milestone date is an outstanding achievement and I am delighted that we are providing the CHF with an upgraded, modern Commando Helicopter aircraft".

The Merlin Mk3 has already proven its ability to operate across the full spectrum of operating environments from the cold of Norway to the heat of Afghanistan.

The interim standard delivered through Phase 1 of MLSP now introduces a greater maritime capability for operations to a wider range of ships.

On delivery of the last aircraft, Captain Niall Griffin, Commanding Officer CHF, said "Delivery of the MLSP Phase 1 aircraft and associated support ahead of the programme milestone date was absolutely critical for us to be able to deliver a nondiscretionary operational capability

before the Sea King HC4 retired from

"Against a taut and hugely demanding delivery profile, we are now fully operational with the Merlin Mk3. This is testament to the outstanding work by our partners in the project team and AgustaWestland and the excellent relationship between us all. I look forward to equal success with the next phase."

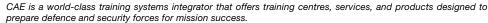
The seven aircraft were converted at AgustaWestland's Yeovil facility sustaining around 175 highly skilled jobs at the site and more than 500 jobs in the supply chain.

The 25 Phase 2 aircraft, which will be delivered between 2017 and 2020, will be fully optimised for ship operations and include automatic main rotor blade folding and tail fold

The aircraft will also be fitted with the same cockpit as the Royal Navy's Merlin Mk2 aircraft, giving the Merlin fleet a common cockpit featuring five 10" x 8" integrated display units, two touch screen units for controlling the aircraft's systems and mission equipment, as well as two cursor control devices of the tactical displays.











Defence Fulfilment Centre TAKES SHAPE

Work on the Defence Fulfilment Centre (DFC) next to MOD Donnington is continuing and seven months after construction began, both huge warehouses have started to take shape

he DFC provides Defence with a new capability. The facility uses modern logistic systems and processes to store and transport materiel, quickly and seamlessly, to fulfil the needs of Front Line Commands.

The DFC consists of two warehouses and one support building with a combined area of circa 80,000 sqm (the equivalent of 10 football pitches). The DFC build will mean that there is a single fulfilment centre for the Defence Inventory including military spares, clothing, Operational Ration Packs and general and medical supplies - bringing the military's logistics, commodities and support services up to the standard of industry best practice.

It will also deliver more efficient and

effective processes across the supply chain through better storage and streamlined distribution, enhancing the level of support provided to the UK Armed Forces.

Chief of Materiel (Land) Lieutenant General Paul Jaques said: "I am delighted to see that, in only seven months after we first broke ground in Donnington, the Defence Fulfilment Centre is already starting to take shape.

"Once completed, this site will transform the way military supplies are stored and distributed. It will improve the level of service that our Armed Forces receive, meaning we can deliver supplies more quickly to our troops and at the best possible value for the taxpayer."

The DFC has been designed to meet

the Building Research Establishment's Environmental Assessment Method (BREEAM) category of 'Very Good'. The building will comply with all regulations in respect of environmental performance and will obtain an Energy Performance Certificate 'A Rating'.

The design incorporates environmental measures such as run-off balancing ponds to limit the impact of the new hard surfaces on the local streams. In addition the thermal insulation is around three times more effective than that used on the existing estate and a lighting control system which includes automatic daylight and movement switches.

There is also local wildlife habitat protection



Above: DFC site November 2015 Below: April 2016

including new homes for great crested newts.

The warehouses will be largely filled with racking to hold pallets. There will be some dedicated areas for maintenance of stock and for the holding of stock that requires specific environmental conditions. The DFC will be focused on storing and distributing those stocks that move most often.

The DFC is a major deliverable under the Logistic Commodities and Services Transformation programme which is expected to deliver financial savings to the taxpayer of around £500 million over the 13-year life of the contract.

The site will be run by Team Leidos which consists of Leidos Europe Ltd, supported by its key subcontractors Kuehne+Nagel and TVS Supply Chain Solutions.

DE&S transition delivery manager, Andrew Morris, said the main steel structures of both buildings are now complete, with cladding on both buildings well under way.

"The new DFC replaces poorly performing capacity with high performance space. We are

trying to create a situation where 85 per cent of the demand we get each week will be sourced from the DFC," he said.

The Managing Director of Team Leidos, Barbara Doornink, said: "We are extremely proud to be delivering this step-change in capability for the MOD. A modern and efficient supply chain, which costs the taxpayer less money, will enable the Front Line Commands to get the world class logistic service they deserve".

Construction of the main warehouse is expected to complete by November 2016, with the commissioning of the automatic warehouse management equipment expected to complete by July 2017. It is hoped the warehouse will be fully operational by summer 2017 and fully functioning following the re-brigading of all inventory towards the end of 2018.





Defence Support Group **Supporting the Land Environment**

year has passed since the Defence Support Group was sold to Babcock. The 10-year contract generated a £140 million receipt to the Ministry of Defence (MOD) and could save the Army around £500 million over the next 10 years.

It includes the maintenance, repair and overhaul of military vehicles and light weapons, as well as storage and Training Fleet management.

On April 1, 2015, Babcock became the MOD's prime provider of maintenance services to Land Equipment. The Service Provision and Transformation Contract (SPC) is the contractual mechanism that underpins the Babcock delivery of services to the MOD.

Karen Scarr, SPC Business Process Assistant Head at DE&S, said: "DE&S, Army HQ and Babcock are working together to ensure the Army has the right equipment in service at the right time in the right place.

"All the parties are striving towards a coordinated team effort, fulfilling their essential roles to deliver the service and ensuring that the future of Land Equipment support delivers better outcomes and better value for Defence".

Babcock is focused on delivering its Transformation milestones and meeting its wider commitments as part of the Service Provision and Transformation Contract.

In turn, DE&S Project Teams and Army HQ are working towards readily supplying the company with

the information and support needed to carry out the obligations required within the contract.

Gary Abbott, Head of the Babcock Transformation Management Office, said: "Babcock has begun a four year programme of transformation; this will affect all of the business but, most importantly, will move part of it to an output based service model.

We are pleased to report all transformation milestones have been successfully delivered to date. This is a 10-year collaborative working relationship and the mutual understanding continues to grow as we develop the working relationship.

"We remain committed to delivering

a more efficient and effective support across the Land Environment.'

Above and below: Staff carry out maintenance and repair work



DE&S, Army HQ and Babcock are working together to ensure the Army has the right equipment in service at the right time in the right place

SPC Business Process Assistant Head Karen Scarr







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Atomic Weapons Establishment agreement

major step forward has been taken in the transformation of Defence's relationship with one of DE&S's key suppliers, the Atomic Weapons Establishment (AWE).

The new agreements will strengthen arrangements on the delivery of nuclear weapons, build capability for the future and secure a refresh of the design and delivery of nuclear infrastructure.

The updated contract follows sustained engagement with AWE, focussing on whether the contractual framework had the right degree of transparency and was providing the Strategic Weapons Project Team (SWPT) with the ability to manage the delivery of the requirement effectively. All this work was recently codified with the signature of a refreshed commercial arrangement after two years' work by the SWPT and DE&S senior staff.

In the process of these discussions, some significant structural change was prompted within AWE Management Limited, including the appointment of a new independent Chair, as announced by AWE in February. The new arrangements will also see Lockheed Martin take the lead role within the consortium of the three companies that manage AWE - with a corresponding shareholding adjustment for the other partners, Jacobs and Serco - to ensure clear leadership and direction for all

Speaking about the new arrangements, the Defence Secretary Michael Fallon said: "This contract secures a key capability, which is essential for our national security, while also ensuring that AWE continues to deliver for defence and provides value for money for the taxpayer."

The agreement also represents a significant step forward in the government's Defence Reform agenda. Compliance with the government's Single Source Contract Regulations will allow for regular price reviews, the first of which will take place in 2019.

The nuclear warhead enterprise will see benefits under the new arrangements, with increased transparency and improved governance allowing for greater confidence. The new contract structure also imposes greater risk-sharing between the customer and supplier, with opportunities for higher performance incentives, as well as reductions if

customer targets are not met. The duration of the contract is unchanged, running through to 2025.

Andy Mackinder, Head of Strategic Weapons at DE&S, said: "This is a significant achievement, as it represents a transformation in the way the Strategic Weapons programme is managed. It means a step change in our relationship with AWE, providing the MOD with greater control over the programme that underpins the vital Deterrent Mission."

The transformation has not been completed in one fell swoop - work will continue to transform the way the company delivers, but the new agreement marks an important first

Over the next two years, the outcome of the agreement with the company will also be tested with an independent review to ensure their support is being delivered in the most efficient and effective way.

As with all major commercial programmes, the contract is and will continue to be kept under regular review to ensure it continues to meet the MOD's requirements in terms of performance, affordability and value for

-**((**---

This contract secures a key capability, which is essential for our national security

Defence Secretary Michael Fallon

Below: Trident Missile (Defence Image Library)





The Schools Aerospace Challenge is the annual Team Design Exercise for 16 to 18 year olds. This year we're tasking young thinkers with concepts for humanitarian support.

Join us for the Challenge at Cranfield University this summer:

- Learn about aircraft and aircraft engines
- Practice free fall parachuting in a wind tunnel
- Get airborne in the Jetstream Flying Classroom

...plus much more

To find out how you can take part go to www.aerospacechallenge.org





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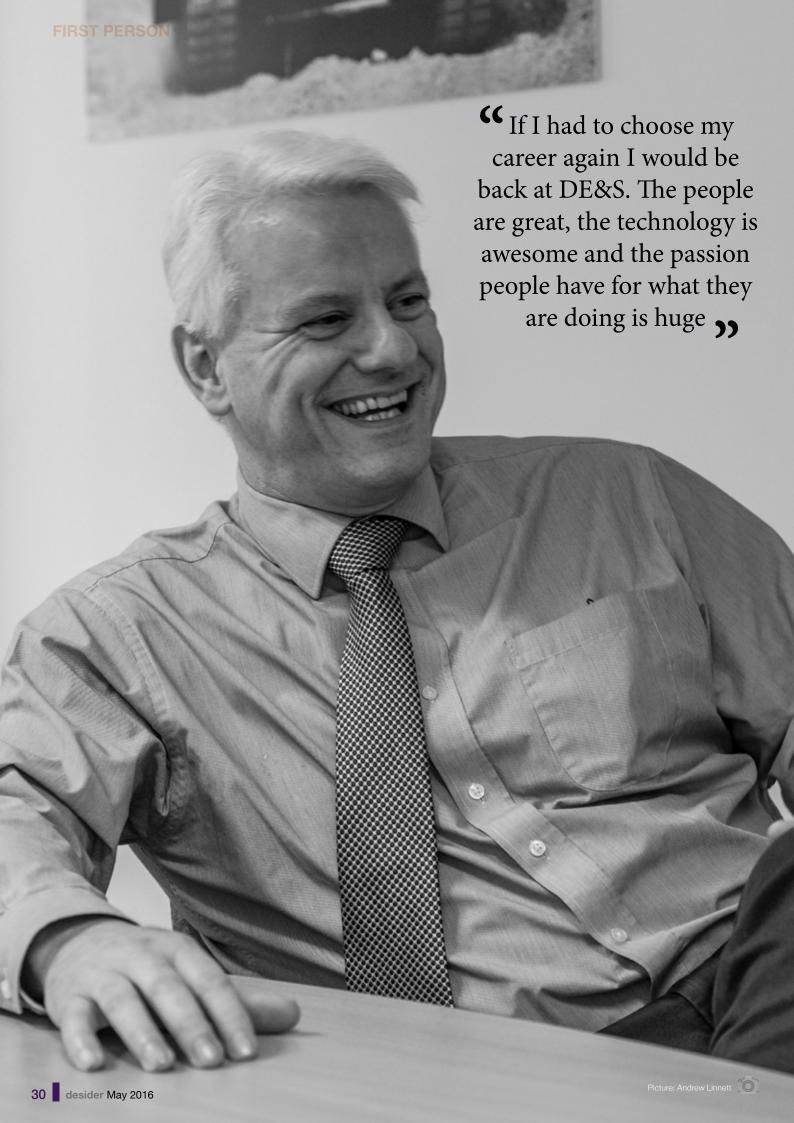












On Ajax, an OBE and a traumatic phone call

David Penlington is programme leader for the Army's Ajax and Warrior Capability Sustainment Programmes (WCSP). He spoke to Desider about his passion for project management, the humbling experience of being awarded an OBE, and how a traumatic phone call spurs him on every day

A brief outline of your career before you joined DE&S?

Having got slightly fed up with education, I left school at 16 and followed in my father's footsteps into British Steel in North Wales. I really enjoyed the excitement of sampling blast furnace molten steel but there was huge downsizing in the late 1970s. I took severance pay and as much as I wanted to "go off line" and tour the world, my father pointed me in the direction of RAF Sealand to sign up for a radio technician apprenticeship. After about four years of third line maintenance and repairing battle damaged avionics from the Falkland's campaign, I got chatting to some guys who were doing a degree at some place called the Royal Military College of Science near Swindon. That sounded like fun and I successfully applied to do an Information Technology degree in 1986 and graduated in 1989. I have to confess the military culture was an equally demanding part of the education for this steelworker as the software engineering syllabus.

How did your career progress?

London was a real eye opener. I had no real idea of what project management was but nevertheless I was thrown in at the deep end to manage a £500,000 Helmet Mounted Display. With a portfolio now in the billions I must have done something right in the interim period. In the days of MOD Procurement Executive (PE) we had Controllers of Air, Land and Sea. My time at the Directorate of Avionic Equipment and Systems (DAES) spurred me on to experience life in the other Controllerates. I moved to DG Land's St Christopher House to develop Life Cycle Cost models and picked up a major GEMS award for a Risk Tool. On promotion in 1992 I became the Combat Systems Manager for the Type 23 Frigate.

Slowly but surely I gravitated to the Army. Firstly the multinational MR-TRIGAT (antitank missile), then the down select for the Javelin anti-tank missile, and then Bowman tactical communications. These programmes

gave me the practitioner skills that sadly no training course will equal and prepared me for six hard years in 2009 for managing urgent operational requirement (UOR) into Iraq and Afghanistan in ISTAR's Force Protection. Promotion into the Senior Civil Service (SCS) came in July 2015 when I took up my present and equally challenging Director Land Equipment (DLE) Armoured Vehicle Programme post.

What motivates you each day to get out of bed and make a difference?

I am a driven person naturally but in July 2009 I got a phone call to say my 18-year-old nephew Joe had been blown up by an IED - it was his first tour in Afghanistan. Seeing him wired up to all manner of equipment at Selly Oak Hospital and then building his life through the rehabilitation skills of Headley Court was truly inspiring. From that point on the already strong professional motivation became personal. Today I remain committed to serving the Army's need and as much as I will aspire to have the team recognised with senior accolades for Ajax and WCSP in due course, a simple "this ain't bad" from the soldiers will mean the earth to me.

You won an OBE. What was that for?

In 2013 I got a letter at home that I thought was a speeding ticket and it turned out to be an invite to accept this State Award for services to defence. In all honesty I felt guilty because it was my team that delivered the UOR's into Afghanistan - humbling remains an understatement.

The concept of team seems very important to you. Is that fair?

Life in DE&S is all about people. If they are motivated, engaged and energised then my job is simple. If I had to choose my career again I would be back at DE&S. The people are great, the technology is awesome and the passion people have for what they are doing is huge. My hope is Transformation recognises our skill base and capitalise on the energy this organisation already has.

How do you motivate your team?

Do not take yourself too seriously. We are under a lot of day to day pressure and, while nobody likes my jokes - humour, informality and flexibility are great antidotes to combat stress. I think having a laugh allows you to pause, take a breath and then get back to the problem that is giving you those sleepless nights. I dread the day when my floorplate is as quiet as a library (no offence to librarians).

Given the workload what do you do to

I have always been a great believer in looking after your health as much as your mind. I proudly received a certificate last month for accumulating 1,000,000 metres of indoor rowing since May 15. Exercise helps creativity.

Had you been sat opposite a 16-yearold David Penlington what would you tell him?

I'd tell him never to ignore his instinct because it is, more often than not, bang on. Also I'd tell him never to supress his desire for creativity and to value rapport with his fellow human beings. Those three things will pretty much get you through life. Oh, and I'd tell him to make sure he marries that dark haired girl he meets in a Chester disco in 1982. Thankfully I did.

What is the one thing that you think people would be surprised to hear about you?

I come across as a very social and gregarious person but actually the real me is far quieter. There is always a bit of theatre in leadership and the professional person is a little different to the one my family see at home.

CASE STUDY_

Supply Chain manager Buhe Ncube gives her insight into working for DE&S

Name:

Buhe Ncube

Job title:

DIST Supply Chain Manager

How long have you worked for DE&S?

Two years.

Why did you choose to pursue a career in DE&S?

Prior to working in DE&S I spent 10 years working in the hotel industry, which often involved working long hours and on the weekend. I had just completed a postgraduate degree in Logistics & Supply Chain Management and did some research on the MOD. I noticed that they are dedicated in supporting the work-life balance and provide ample opportunity to advance your skills. In addition, DE&S are great supporters of diversity, flexible working and the environment is fast paced.

What does your role entail?

I started as an E1 working in a very supportive team in Air Commodities (ASD) in a fast paced section where you had to 'think on your feet' on a regular basis. I dealt with customer demands, data management, contract monitoring, disposals, and inventory optimisation. I quickly progressed through our Supply Chain Management (SCM) development route and coaching provided to me. As a D band, I became a new line manager and learnt first-hand the weight of responsibility within line management. My current role provides an extension to my line management responsibilities. I will be part of a new organisation within Air Commodities called DIST (Data Integrity Support Team). I will be ensuring data integrity is maintained in the Aircraft Output Branch and look forward to being involved in defining the organisation's key milestones.

What are the opportunities to develop and progress within your function?

Within Air Commodities we have Supply Performance and Development (SPD) which provides coaching through the SCM development route. Once completed, this enables you to obtain Level 3 in SCM which is a recognised qualification. There is also a chance to gain qualifications from the Chartered Institute of Procurement & Supply (CIPS) and the Chartered Institute of Logistics and Transport (CILT).

What do you most enjoy about your job?

I enjoy finding the best solutions to complex tasks and brainstorming with the team in order to achieve this. The fun aspects of working in Air Commodities is spending days at other sites to view our equipment and aircraft and knowing that each day brings something new or different to learn.

What's your ambition?

I would like to strengthen my experience as a Supply Chain Line Manager and attend some leadership master classes. When the time is right, I would like to progress as high as C1/B2.



What's the greatest achievement (in your role) to date?

I would have to say it was during the outbreak of Ebola in West Africa back in 2014. I was able to support an operation in an Out of Area (OOA) location which urgently required our testing equipment for the Merlin helicopters. The spares needed to be on a Navy ship by a scheduled date. I was able to source the requirement immediately, collaborate with all relevant parties and maintained communication channels throughout. I was satisfied when I received confirmation they had received the spares on the ship and arrived in West Africa on time.

Why would you recommend DE&S to others as a great place

DE&S has a friendly working environment and people are supportive. Other benefits are it's a great place to start a career, obtain qualifications and progress.

What are the social benefits of working for DE&S?

I was recommended to join the CSSC and I wasn't disappointed. You get gym access, discounted tickets to theatre performances, holidays and cinema tickets. There is also a nursery available, a hairdresser and a woodland if you enjoy walking.

WORK FOR DE&S

Welcome to this edition of DE&S jobs in Desider. There are great opportunities available at DE&S and each month we list current and future posts. For even more opportunities visit the Civil Service Jobs Portal at www.civilservicejobs.service.gov.uk

Graduate and apprentice schemes

E&S offers a number of top class graduate and apprenticeship opportunities, providing successful applicants with "hands-on" experience in roles across a range of projects.

If you have recently left school or university and are interested in embarking on a career in defence but do not yet have the experience/skills required for our listed vacancies, DE&S offers a number of top class graduate and apprenticeship opportunities, providing successful applicants with "hands-on" experience in roles across a range of projects.

More information on the range of graduate and apprentice opportunities DE&S has to offer is available www.civilservicejobs.service.gov.uk



n addition to the fantastic variety of cutting edge jobs and an excellent opportunity to develop skills through training, including working towards professional qualifications, we also provide first rate benefits for all of our employees. These include flexible working, excellent annual leave, maternity and paternity allowances as well as a very competitive pension scheme, eligibility for performance related pay, free car parking (caveats apply), a proactive employee engagement, access to Benenden Medical care and the opportunity to join many civil-service clubs such as the Sports and Social Association and Motoring Club (CSMA)

which offer numerous discounts to members.

Our headquarters are based in Abbey Wood, Bristol and, like many other sites, boasts an impressive range of facilities including a fully equipped gym, an on site nursery, a range of restaurants and coffee bistros and a hairdressers.

We understand the commitments our staff have, both inside and outside of the office. Our aim is to provide you with a place of work which allows you the flexibility you require to maintain a great work/life balance.

Equality and diversity

E&S is committed to embracing diversity: it is one of our core values. Irrespective of gender, marital status, race, religion, age, disability and without reference to social background or sexual orientation, DE&S operates an inclusive environment to allow you to develop your career.

Whether uniformed or civilian, we expect the attitudes of our people to reflect our approach to diversity by:

- fostering a working environment where all staff feel comfortable, welcomed and valued for their contributions
- promoting a workplace that values dignity, respect and fairness
- promoting high standards of behaviour and complying with the law by creating equality of

To demonstrate our commitment, we are members of Stonewall, Race for Opportunity, Opportunity Now, The Employers Forum on Disability, The Employers Forum on Age, and we are also affiliated

Read more about equality and diversity in MOD.

How to apply

We are looking for innovative, talented, focused individuals to join us in being instrumental in defending Britain's interest both at home and overseas.

DE&S provides the opportunity for a truly rewarding career, working on complex, interesting and often sensitive projects of great significance and consequence, with excellent training opportunities for your continued professional development.

If you would like to view all current vacancies across DE&S and the wider civil service, please visit the Civil Service Job Portal.

In addition, for an easy, hassle free way of keeping up to date with all the latest vacancies, you can now follow us on Twitter or like our page on Facebook.











DURRENT VACANCIES

Architecture Approval Authority Ministry of Defence

Bristol | £37,071 | Senior Executive Officer / C1 | Closing date: 13 May 2016

Reference number 1483097 Post type Permanent Type of role Engineering, Project delivery Hours 37 Hours

Job Description: Be part of a professional and integrated team ensuring safe and efficient delivery through a transformed Industrial Sector. Manage the professional Naval Architecture aspects of the programme such as stability, structural strength, hydrodynamics and low signature propeller development, along with associated liaison with the respective Naval Authorities.

Internal Communications Business Partner Ministry of Defence

Bristol | £37,071 | Senior Executive Officer / C1 | Closing date: 13 May 2016

Reference number 1483547 Post type Permanent Type of role Communications, Marketing Hours 37 Hours

Job Description: Work with the Employee Engagement Manager to ensure all domain/function communication activities are aligned to the DE&S Communications and Engagement Strategy. Support communications requirements ensuring that all messages are coordinated, consistent and aligned to DE&S priorities and delivered in a timely manner. The ideal candidate will be experienced in running creative internal communication campaigns in large and complex organisations, delivering specific results based around campaign metrics.

Supply Chain Analyst Ministry of Defence

Telford | £24,362 | Executive Officer / D | Closing date: 16 May 2016

Reference number 1491165 Post type Permanent Type of role Logistics Hours 37 Hours

Job Description: Maintain the Inventory and provision of materiel in the Domestic Management Codes (DMCs) belonging to the Delivery Team to ensure optimum materiel availability to the DTs' customers.

Engineering Authority (Consumables) Ministry of Defence

Bristol | £30,424 | Higher Executive Officer /C2 | Closing date: 24 May 2016

Reference number 1478677 Post type Permanent Type of role Engineering Hours 37 Hours

Job Description: This post is responsible for all engineering aspects of the consumable range of equipment provided by the ACT. The successful candidate will liaise with both the ACT's industry partner and the ACT Supply Chain Managers to ensure that the items provided to our front line customers are airworthy and that sufficient stock is provisioned to ensure continued availability.

Integration Engineer Ministry of Defence

Bristol | £30,424 | Higher Executive Officer /C2 | Closing date: 27 May 2016

Reference number 1479873 Post type Permanent Type of role Engineering, Project Delivery Hours 37 Hours

Job Description: The Sea Ceptor Integration Engineer will manage the technical aspects of the Sea Ceptor project, contributing to a coherent programme that will deliver a capable, available, sustainable and safe weapons system that maximises the opportunity to benefit from the principles of commonality and modularity.

FUTURE VACANCIES

Finance Ministry of Defence

£30,424 & £37,071 | Estimated launch: Mid May 2016

Grade Higher Executive Officer / C2 & Senior Executive Officer / C1 Post type Permanent Type of role Finance Hours 37 Hours

DE&S finance officers work to procure and support the equipment that MOD requires. This could be anything from army boots to warships or ration packs to aircraft.

Engineering Land Equipment Ministry of Defence

£30,424 | Estimated launch: Late May 2016

Grade Higher Executive Officer / C2 Post type Permanent

Type of role Engineering Hours 37 Hours

DE&S' engineers work with industry partners to deliver programmes, provide specialist input to projects, and solve a range of engineering challenges.

Engineering Ships Ministry of Defence

£24,362 & £30,424 | Estimated launch: Early June 2016

Grade Executive Officer / D & Higher Executive Officer / C2 Post type Permanent Type of role Engineering Hours 37 Hours

DE&S engineers work with industry partners to deliver programmes, provide specialist input to projects, and solve a range of engineering challenges.

Commercial Ministry of Defence

£30,424 | Estimated launch: Mid June 2016

Grade Higher Executive Officer / C2 Post type Permanent

Type of role Commercial Hours 37 Hours

Procurement staff work with customers and project teams to purchase the equipment, works and services that the MOD requires. This could be anything from new warships to medical care.

Subs Engineering Ministry of Defence

£30,424 & £37,071 | Estimated launch: Mid July 2016

Grade Higher Executive Officer / C2 & Senior Executive Officer / C1 Post type Permanent Type of role Engineering Hours 37 Hours

DE&S engineers work with industry partners to deliver programmes, provide specialist input to projects, and solve a range of engineering challenges.

Supply Chain Management Ministry of Defence

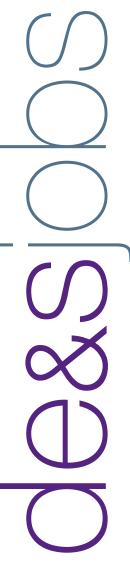
£30,424 | Estimated launch: Mid July 2016

Grade Higher Executive Officer / C2 Post type Permanent

Type of role Logistics Hours 37 Hours

Procurement staff work with customers and project teams to purchase the equipment, works and services that the MOD requires. This could be anything from new warships to medical care.

Please note – This is the currently planned recruitment activity for the coming months and may be subject to change according to business needs and priorities.



60 SECOND SPOTLIGHT

Name?

Laura Guppy

Joh?

QEC Secretariat and Communications Manager

Your route into DE&S?

I'm a newbie - I only joined DE&S last year. I joined the Civil Service Fast Stream in 2011 and worked at the Welsh Government in Cardiff for three years doing a variety of communications and policy roles. I went on maternity leave in 2014 and then was loaned into my current post in DE&S on my return to work last March. I am pleased to say that I am now a permanent member of staff here. Before joining the Civil Service I did various things. I was a journalist, worked in marketing and events and did a few PR roles. I'm glad that I've tried a few different things, both in and out of the Civil Service, but feel hugely privileged to be working on the QEC programme; it's definitely the pinnacle of my career to date.

Your claim to fame?

I used to be a Broadcast Journalist for Star Radio in Weston-Super-Mare and then for Bath FM in Bath (They are both called Breeze FM now) so met lots of interesting/ famous people: Ester Rantzen and Lord Sebastian Coe were two of my favourites. But my big claim to fame dates back to the mid 80s, we lived on a farm in Lancashire and the helicopters from Anneka Rice's series, 'Treasure Hunt', landed in one of our fields. So we were taken for a ride in the main white and yellow helicopter and Anneka Rice waved to us from her car. I don't remember much but I do have photo evidence!

Your advice to anyone?

Aim for the stars and you might just hit the moon. I like to think that nothing is unachievable and that you can do anything you put your mind to.

What do you do when you're away from work?

My daughter keeps me very busy with various activities; we like to get out and about during the weekends so she can run around and let off some steam. Ashton Court, Slimbridge Wetlands Centre and Stourhead are three of our favourite places. I write a mummy blog and have started running after a few years off. I ran the Colour Obstacle Rush at Bath Racecourse in April and it was so much fun, but I did fall flat on my face at the very start. Embarrassingly, I was



nowhere near any of the obstacles and just tripped over fresh air! I'm running the Race for Life later on in the summer and want to build up to a half marathon again; I did the Bath Half Marathon in 2010. A night out with my husband or girlfriends doesn't go amiss

What are you most proud of?

My daughter - I often get told that she's a "character", which I think is a good thing! I'm also really proud of the job that I do (and I'm not just saying that!).

If you were sent to a desert island, what three things would you take with you?

A book, a photo and a pillow.

What irritates you the most?

Mean people, traffic jams and empty milk bottles being left in the fridge.

What is your favourite place in the

I was brought up in Penrith on the outskirts of the Lake District, and it's the only place

that I feel totally relaxed - the air feels fresher and I feel at home. Plus, all my family and my oldest friends are still there so we just pick up where we left off. Travelling back down the country after a visit is often bitter sweet, I'm sure a lot of people feel the same about where they were brought up.

Your secret?

When I was a very young, naïve journalist in Bath I went to interview a politician who later became, and remains, a very senior Minister. It was back in the day when we used mini disk players to record interviews and I got to the interview only to find that the mini disk in the player was full and I didn't have a spare (rooky mistake!). So I made an excuse and said I'd be back in a minute. I ran all the way from the top of town to 'Waterstones' to buy a pack of mini disks and ran back. I was red-faced, out of breath, I must have looked very unprofessional and he was just about to leave the venue. But he was very nice and did the interview graciously. It taught me to always be prepared!

Do you or someone you know deserve their 60 seconds in the spotlight?

Email tom.morris114@mod.uk

Austrian expedition

arlier this year 30 military personnel from across the DE&S Helicopters' Project Teams took part in an adventure training expedition in Austria.

Exercise Rotary Cluster took place at St Johann im Pongau with the team hosted by the Austrian Army at local barracks.

The aim of the exercise was for the team, whose skiing abilities ranged from beginner to very experienced, to learn and develop new skills through directed training.

Adventurous Training is designed to push individuals to their limits and each team member was faced with a situation that challenged them. Everyone involved worked on achieving either a Ski Foundation 1 or

In addition, they enjoyed a traditional toboggan run followed by a formal dinner at the barracks and an Ice Sticks competition - an event similar to curling.

Lieutenant Commander Kirsty Marlor of the DE&S Lynx Wildcat project team, said: "The week was a success with all participants having had an enjoyable team based experience, as well as improving their skiing ability.

"With the opportunities to participate in Adventurous Training being difficult to fit into a busy work life within DE&S, it was hugely beneficial for all those involved to take part in such an event.



David Manley recognised with prestigious award

avid Manley, DE&S Senior Fellow for warship survivability, has been awarded a prestigious prize for a paper he wrote on the loss of HMS Sheffield during the Falklands War.

HMS Sheffield was struck by an Exocet air-launched anti-ship missile from a Super Etendard aircraft belonging to the Argentine Navy on May 4, 1982. Twenty of the crew died as a result.

Although causing extensive damage and a raging fire, the MOD Board of enquiry at the time concluded that evidence indicated that the warhead did not detonate. This was at odds with some members of the crew who believed that it had.

David, who is Deputy Head of Ships for DE&S Naval Authority Group, addressed this discrepancy in his paper: 'The loss of HMS Sheffield: a technical reassessment'. It was considered by The Royal Institution of Naval Architects to be the best paper presented at the 2015 Warships Conference.

David said: "The reassessment

concluded that the Exocet warhead that, at the time, was believed not to have detonated, did actually explode as designed. That reassessment was based on the use of modern damage assessment tools that I've sponsored and also on a comparative exercise looking at weapon damage incidents and trials conducted since 1982.

David was presented with the David Goodrich Prize for presenting the best paper by Bruce Rosenblatt, President of The Royal Institution of Naval Architects last month.





Pan Submarine Enterprise Reactor Training in Prague

ive members of the DE&S Nuclear Propulsion Project Team (NPP) visited the Czech Republic to attend a week long course in Experimental Reactor Physics.

They were part of a 17-strong group from a variety of organisations across the submarine enterprise that travelled to a very chilly Prague earlier this year.

Training was delivered at the Czech Technical University's experimental nuclear reactor, VR-1, also known as 'The Sparrow' due to the low levels of power it generates.

During the week, the group received lectures from the CTU's staff as well as undertaking experiments on the reactor itself. Czech teaching staff have a great ability to teach a deeply technical subject to a foreign group, with varying abilities.

In their spare time the group visited some of Prague's cultural heritage sites including the Clock Tower at the Old Town Square, the Charles Bridge, and Prague Castle.

Simon Briggs, of the DE&S NPP team, said: "This course was a unique development opportunity which gave us all hands-on training, and direct access to an experimental nuclear reactor, to build upon our knowledge and experience that is gained through classroom training and our day jobs. As a result, we improved our understanding of how and why certain activities, such as reactor commissioning, are undertaken, through such training which is no longer possible in the UK."

The training is delivered as a module of the Nuclear Advanced Course MSc.



Yachting around the UK

Above: Steve aboard Tikka

nteve Pointon is finalising preparations for sailing his yacht around the UK for charity - a quest that has received endorsement from famous explorer David Hempleman-Adams.

Steve, 50, an engineer in the DE&S Unmanned Air Systems team at Abbey Wood, sets off from Gosport on June 4 in his 28ft yacht 'Tikka' and is raising money for Action for Children.

The 12 week 2,500 mile adventure comprises 11 arduous legs but thankfully he will be joined on some of them by friends and family including wife, Kaz, and adopted son, Harry, 13.

His friend, teacher Martin Torbett, 66, plans to cycle 4,600 miles around the coast on his 25-year-old Dawes bicycle, meeting up with Tikka from

Steve - who was in the Navy for more than 24 years - has decided to support Action for Children – for which he hopes to raise £10,000 because he wants all children to be given the best chance in life.

"Action for Children is passionate

about helping vulnerable children and young people and we hope to raise a lot of money and raise awareness of the great work they do," Steve, who served in Iraq and Afghanistan working with Sea King helicopters, said.

Steve will face numerous challenges while on the trip, including being at the mercy of the tides and weather, but his biggest is being away from family, especially Kaz and Harry.

Last year Steve was delighted that explorer David Hempleman-Adams backed his quest.

Mr Hempleman-Adams said: "It is no mean feat to sail a small boat around our shores. We may live on a small island but the variety of conditions a sailor can face is endless in one week, let alone 12.

"Negotiating a course that includes the North Sea, Cape Wrath and the Irish Sea requires skill and determination in equal measure and I admire his courage for taking on this challenge in his spare time."

Steve's efforts have also been recognised by Glastonbury Festival organiser Michael Eavis and festival goers will be able to catch up with his progress on the big screen between acts.

If you want to know more about their journeys or contribute to Action for Children you can visit the website at: http://uk.virginmoneygiving.com/fund/ TikkasTravels

Land's End to John O'Groats on fish, chips and pasties

diet of pasties and fish and chips proved the ideal fuel to kick start lan Harryman's 900 mile journey from Land's End to John O'Groats for charity.

lan, Human Factors Integration (HFI) Policy Manager within the DE&S Engineering Group, set off in February on the epic adventure in support of CLIC Sargent and Help for Heroes

Bearing a backpack weighing more than 40 pounds it was tough going but the initial painful miles through Cornwall and Devon were tempered by the tasty treats.

lan set off on February 1 and finished just over six weeks later on March 17. He covered an average of 24 miles a day - running and walking - and endured all manners of weather from storms and freezing weather to baking sunshine.

He did the entire journey unsupported and unaided, choosing to camp by the side of the road or

by a canal, or occasionally staying at a youth hostel.

With his heavy backpack taking its toll, lan bought a pushchair from a charity shop for £10, later upgrading it to a jogging buggy.

He received a lot of support along the way including being treated to a night in a five-star hotel.

Inevitably injury played its part and by Glasgow the cold had caused tendonitis in his right ankle and he spent four nights in a hostel

"I knew that I had to stop and just rest the ankle or I risked not finishing,"

And just as the finishing line was in sight disaster struck when 70 miles from John O'Groats the axle on the buggy snapped and lan had to ditch it along with his spare clothes and some camping kit.

"I just looked at my options and decided that I would walk the rest of the way," he said.



After finally crossing the finish line at 12.50pm on Thursday, March 17, lan reflected: "The overwhelming kindness and support of friends and strangers will be the lasting memory of my little adventure."

You can still donate via http://www.justgiving.com/ lan-Harryman1 (Help for Heroes and http://www. justgiving.com/lan-Harryman (Clic Sargent)

MOTTO

the MOD Lottery **February 2016 winners**

£10,000

David King (Abbey Wood)

Deborah Massey (Andover)

£ 2,000

Diane Smith (Waddington)

£500

Jacqueline Murtagh (Chatham) Tia Hickling (Abbey Wood)

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Andrew Jones (Abbey Wood)

The Thai-Burma Railway



Above: Huw Parker

hen Lieutenant Colonel Huw Parker picked up the phone late on a Friday afternoon at Abbey Wood the resulting conversation was not what he was expecting.

'We are looking for a serving Royal Engineer to talk about the construction of wooden trestle bridges along the Thai-Burma Railway for a week in July and your name came up - can you be available?" the voice on the line said.

Huw, who works for DE&S Operation Support, said: "Not your usual question into DE&S late on a Friday afternoon, but much easier to answer!"

A few weeks later he found himself travelling to Thailand with a small film unit from Woodcut Media - who had been commissioned for The History Channel - to capture some on site footage for one of a series of documentaries about railways in wartime.

This programme was to feature the Thai-Burma Railway built by Japanese Military Railway Engineers during World War Two and made famous by films such as The Bridge on the River Kwai and The Railwayman.

The Thai-Burma Railway was an impressive feat of Japanese military engineering linking the railway networks of Thailand and Burma and was intended purely as a strategic military supply line for the movement of troops and equipment to the Burma Front.

Incredibly, 265 miles of railway were built in just 12 months through the jungle, following the valley of the River Kwai through very challenging terrain, divided by many rivers.

Huw visited three key locations in Thailand, all constructed by British Prisoner's of War (POWs); Kanchanaburi Bridge (The Bridge on the River Kwai), Wang Pho Viaduct and Hellfire Pass.

His role was to provide advice and discuss the wooden trestle bridges used throughout the construction of the railway and he spent a day filming at the impressive Wang Pho viaduct.

"This is an amazing structure, made even more impressive when you understand that this 1km stretch of the railway was completed in just 17 weeks and carries the railway along a ledge 60 feet above the river along the bottom of a rocky cliff," Huw said.

"This section still operates today and trains travel from Bangkok to Nam Tok twice each day."

Hellfire Pass at 75m long and 25m deep is the deepest and longest cutting along the entire length of the Thai- Burma railway and Huw spent an afternoon filming there describing how the work was done largely by

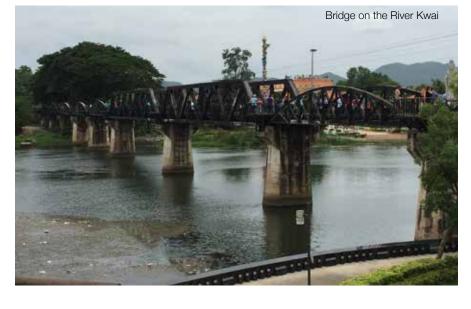
"At cuttings here and along the railway, prisoners would drill a series of small holes a metre into the rock; one man holding a metal drill or 'tap', and another hitting its head with an 8-10 lb hammer," he said.

These drill holes would then be filled with explosive and detonated and the resulting debris cleared away whilst drilling for the next blast continued in another section.

"Some work was completed using compressed air rock drills, but the harsh conditions and working around the clock by firelight at night earned this location its reputation and name - Hellfire Pass."

On his last day, Huw visited Kanchanaburi and Chungkai War Cemeteries and reflected on the 12,621 POWs who died building the line. Dysentery and Cholera were by far the greatest killers and those who had died in camps along the line were subsequently repatriated by the Commonwealth War Graves Commission to these main memorial

Huw said: "The visit was a fascinating insight to one part of the Second World War in the Far East; whilst it is hard not to be impressed by the engineering achievement, this is completely overshadowed by the death toll of POWs and local people involved in the construction of the railway."





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