

desider

Dec 2013 Issue 67

the magazine for defence equipment and support



Ministry of Defence



Core values

Future mapped out for the Forces' Herrick patrol fleet

Defence Secretary signals way forward for British shipbuilding [See inside](#)



C-Vehicles up the game



More fire from Brimstone



Sub rescue hits target



Touchdown for Rivet Joint



Abbey Wood remembers



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Picture: Sgt Steve Blake

cover image

The British Army's protected mobility capability has been boosted by bringing in around 2,000 patrol vehicles to the core equipment programme, including Jackal, pictured above being operated by the RAF Regiment

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insiderguide

Bernard Gray

Chief of Defence Materiel

‘Our work was supported wholeheartedly throughout by the Secretary of State and the very top of the MOD’



The announcement last month by the Secretary of State that the MOD had successfully agreed heads of terms with industry on the restructuring of the contract to build two *Queen Elizabeth* class aircraft carriers and the future of UK naval shipbuilding were of colossal importance for DE&S.

The negotiations on this programme were lengthy, demanding and testing. Chief of Materiel (Fleet) Vice Admiral Sir Andrew Mathews and I advised the Secretary of State on this work, ably supported by a first-class team from the Maritime domain.

As many of you will know, Sir Andrew left DE&S last month, having seen these negotiations through, and will retire from the Royal Navy next year. I would like to take this opportunity to express my personal appreciation and gratitude for the tremendous support, both personally and professionally, he has shown me during his time in post. His wisdom, perspective and long experience in the MOD acquisition world will be missed greatly and both I and his colleagues on the Board wish him the very best for the future.

The successful conclusion of the discussions, in which Sir Andrew played such a seminal role, have helped demonstrate to the wider world our resolve and determination when dealing with challenging and very complex acquisition issues and have also helped to build the reputation of DE&S.

Our work was supported wholeheartedly throughout by the Secretary of State and the very top of the MOD. One of the first things the Secretary

of State did when he visited Abbey Wood last month was to talk to the DE&S team involved in these negotiations and congratulate them for their work. Expertise from the Ships Operating Centre, MOD Commercial branch, the Royal Navy, the Cost Assurance and Analysis Service, combined with some external support, all helped to achieve a critically important result for the MOD and DE&S.

Those who attended his town hall event will have heard how important success for the MOD was and how well DE&S performed in the negotiations.

Many of you will know the Secretary of State laid a Written Ministerial Statement in the House of Commons last month stating one of the two commercial bid teams had withdrawn from the competition to mount a bid for a potential GOCO solution to the future management of DE&S.

The MOD is studying the bid that has been received, while the DE&S+ team continues to develop its proposal to provide a potential public sector solution for the future of DE&S.

This work will inform an eventual decision on whether continuing with one commercial bid and an internal option is the right way forward or whether alternative approaches should be looked at. As always I will ensure that you are kept up to date on all developments.

Finally, I would like to take this opportunity to thank you all for the enormous effort you have put in this year and to take this opportunity to extend my very best wishes to you for a very happy and well-earned Christmas break.

British shipb

DEFENCE SECRETARY Philip Hammond has told MPs that after 18 months of complex negotiations with industry the Government had taken decisions that secured the future of British warship building, set the aircraft carrier project on a new path, and delivered important new capability in the form of three new Offshore Patrol Vessels (OPVs) for the Royal Navy.

In a statement to the House of Commons on the *Queen Elizabeth* class aircraft carrier programme and the shipbuilding industry on 6th November, Mr Hammond, pictured, said the Public Accounts Committee described the aircraft carrier contract as “not fit for purpose” – an assessment with which he agreed. Under the existing contract at best, 90p of every pound of cost overruns were paid by the taxpayer, and only 10p by the contractor, he said.

“In 2012 I instructed my department to begin negotiations to restructure the contract better to protect the interests of the taxpayer and to ensure the delivery of the carriers to a clear time schedule and at a realistic and deliverable cost.

“Following 18 months of complex negotiations with industry, I am pleased to inform the House that we have now reached heads of terms with the Alliance that will address directly the concerns articulated by the PAC and others.

“Overall, this new arrangement with industry will result in savings of hundreds of millions of pounds to taxpayers, and I pay tribute to the team of MOD officials, led by the Chief of Defence Materiel, who have worked hard over a long period of time to deliver this result.”



Key points made by the Secretary of State included:

- the target price and terms of the contract had been renegotiated;
- the total capital cost of the carriers would rise to £6.2 billion;
- price variations would be shared 50:50 by MOD and industry;
- the Type 26 main investment decision would be made in late 2014;
- three new patrol vessels would be ordered for the Royal Navy.

Mr Hammond said the cost increase was not a surprise and had been contained within provisions made in the MOD equipment plan in 2012.

Building: MOD signals way forward

As a result the defence budget remained in balance and the carrier programme remained on schedule for sea trials of *HMS Queen Elizabeth* in 2017 and flying trials with the F-35B in 2018.

The Government was proud of the ships and was going to make excellent use of them in projecting UK naval power around the world.

In reviewing the carrier project, the MOD also reviewed the wider programme in the context of the 2009 Terms Of Business Agreement (TOBA), between MOD and BAE Systems.

There was a gap between the end of work on hull blocks for *HMS Prince of Wales* and the start of work on the Type 26 in 2016. Under the TOBA, MOD would have had to pay BAE Systems to stand idle during this gap.

Instead, the MOD planned to order three larger and more capable variants

Taxpayer will save as carriers launched on a new path

of the River class OPVs, which would be able to undertake wider roles. Subject to approvals these ships would be built on the Clyde from late next year, with the first due in service in 2017. A decision whether these ships replaced the River class would be taken under the next Strategic Defence and Security Review.

Mr Hammond said: "The cost of the ships, over and above the payments the MOD would anyway have had to make to keep the yards idle, was less than £100 million.

Material Strategy latest: page 6

"This order is good news for the Clyde. It will sustain around 1,000 jobs as the carrier construction work reaches completion, secure the skills base there and ensure the ability to build the Type 26 frigates in due course, while turning the MOD's liabilities under the TOBA into valuable capability for the Royal Navy."

The TOBA itself would end when an order was placed for the Type 26 Global Combat Ship.

Mr Hammond paid tribute to the men and women on the Clyde and in Portsmouth who had contributed so much to the construction of the Royal Navy's warships and said the loss of so many jobs, as announced by BAE Systems, was regrettable.

"BAE Systems has assured me that every effort will be made to redeploy employees, and that compulsory redundancies will be kept to a minimum."



The aircraft ramp, or ski jump, is lowered onto the main structure of *Queen Elizabeth*, left, at Rosyth, the last piece of the 65,000-tonne's hull.

Under the watchful eye of shipyard workers the Goliath crane gently manoeuvred the front part of the aircraft ramp into place on 10th November. The 130-tonne section signals the end of an important chapter in the delivery of the nation's flagships.

Only the aircraft lifts and the radar remain to be lifted into place by Goliath.

The focus now turns to fitting *Queen Elizabeth* with sensitive electronics and systems she will need ahead of her leaving the dock for the first time next summer, while work continues across the country on the second of class, *HMS Prince of Wales*.

Full story page 10

Offshore patrol vessels to sustain warship industry

THREE NEW ocean-going Offshore Patrol Vessels for the Royal Navy will be ordered in a deal that will sustain jobs in the UK's warship building industry.

The new ships, which will be built by BAE Systems at its shipyards on the Clyde, will play a key role in counter-terrorism, counter-piracy and anti-smuggling operations.

The agreement with BAE Systems provides work for the company between the completion of the *Queen Elizabeth* class aircraft carriers and the Type 26 Global Combat Ship, securing the vital skills needed to build the UK's future warships.

David Cameron said during Prime Minister's Questions: "Let us be clear about what we need to do here. We want our Royal Navy to have the best and most modern ships and the best technology – and that means we

will go on building warships on the Clyde."

The Prime Minister acknowledged that under industry shipbuilding restructuring plans there would be job reductions at Portsmouth, but said that 11,000 people would continue working in Portsmouth naval base.

He added: "The MOD will invest £100 million in Portsmouth in vital ship-servicing work. Of course, some of the largest and best-equipped warships we have ever had in our country will be based and hosted at Portsmouth – the two aircraft carriers and the Type 45 destroyers in particular – which will mean a lot of work for Portsmouth and for our naval base there for many years to come."

Building the OPVs meant staff at BAE Systems would continue to work and maintain skills, the Royal Navy benefitted from three new ships and the taxpayer got better value

for money. The cost of building the ships was funded from money that would have been used to pay for idle capacity, finance redundancies and meet the cost of industrial restructuring.

Portsmouth will maintain its proud maritime heritage as the home of much of the Royal Navy's surface fleet and the centre of BAE Systems ship support and maintenance business.

Defence Secretary Philip Hammond said: "This is an investment not only in three ships but in this country's warship building industry. It prevents workers standing idle and sustains the vital skills needed to build the planned Type 26 frigate in the future."

Work on the new vessels is due to begin next year with the first ship delivered to the Royal Navy in 2017.

Three bidders when contest was launched

IN A Written Ministerial Statement to update Parliament on the commercial competition, Defence Secretary Philip Hammond said when the invitation to negotiate was launched there were three prospective bidders – but this reduced to two shortly afterwards.

He said: “While we believed that two bidders were sufficient for an effective competition, alongside the internal DE&S+ option, I asked that a review of the process be undertaken jointly between the Cabinet Office and the MOD.”

The review concluded that any further reduction in the number of bidders should stimulate a formal reconsideration and decision on whether to proceed further with the GOCO option.

“Bids were required from the two commercial consortia in three phases and the second of those was due to be received on 15th November. The MOD has received a bid from one of the consortia but the second (Portfield, comprising CH2MHill, Serco and Atkins) has decided to withdraw.

“This is regrettable and the reduction in competitive tension will make it more challenging for the department to conclude an acceptable deal with the remaining bidder, notwithstanding the competition from the DE&S+ bid, which will be received shortly.”

He said MOD, the Cabinet Office and the Treasury would study the detailed proposal received from Matériel Acquisition Partners. In parallel, the DE&S+ team would continue to refine and enhance its proposition.

“This analysis will inform a decision on whether it is in the public interest to proceed with only a single commercial bidder and an internal option, or whether alternative approaches should be considered and a further statement will be made once this process is complete.”



Director Materiel Strategy Barry Burton, third from left, discusses defence reform with suppliers at Abbey Wood last month. The meeting was a chance for DE&S suppliers to hear the latest on the GOCO and DE&S+ options, and to be updated on the Customer Design Programme.

GOCO consortium pull-out ‘regrettable’ – Minister

MINISTER FOR Defence Equipment, Support and Technology Philip Dunne told MPs during a debate on the third reading of the Defence Reform Bill that it was regrettable that one of the two consortia competing to run a potential GOCO solution for DE&S had announced its withdrawal.

He said a complex and detailed 1,200-page bid had been received from Matériel Acquisition Partners, a consortium led by Bechtel, with PA Consulting and PricewaterhouseCoopers. This would be subject to rigorous comparison with a bid due from the public-sector comparator option, DE&S+.

“The Ministry of Defence, with the Cabinet Office and the Treasury, will now study the detailed proposal received from Matériel Acquisition Partners. In parallel, the DE&S+ team will continue to refine and enhance their proposition,” Mr Dunne told MPs.

“This analysis will inform a decision on whether it is in the public interest to proceed with only a single commercial bidder and a public sector comparator, and a further statement will be made once this process is complete.

“All I can say at this stage is that the bid we have on the

table is substantial and from a consortium of world-class private sector businesses.”

The Minister said there was widespread agreement that the procurement and support of defence equipment could and should be improved.

“By producing for the first time a balanced and affordable equipment programme, we have already made significant progress in improving the framework in which defence equipment is procured. Now is the time to make further structural changes to ensure that the ground we have already gained is not lost in the

and the DE&S+ solution. We understand that the GOCO will bring certain advantages, but DE&S+ might bring different advantages. We will weigh the two in the balance and select the solution that is in the best interests of the taxpayer and the armed forces.”

Mr Dunne said the Defence Secretary, the Cabinet Office and MOD had reviewed the viability of the Materiel Strategy commercial competition and found that a further reduction in the number of bidders should lead to a formal reconsideration and decision on whether to proceed with the GOCO option.

GOCO was most likely to embed and sustain behavioural change required to transform acquisition, but this would be tested against the best that could be done wholly within the public sector.

He told MPs: “The DE&S+ proposition is being worked up now. I cannot give much detail at this stage, as I would

not want to compromise its proposal. What I can say is that we are focusing on ensuring an optimum balance between the need for an organisation that has the freedom to run its affairs in a way that best meets MOD needs, and retaining and building on the values of the public sector.”

The Bill has now gone to the House of Lords for its consideration.



‘Open-minded between GOCO and DE&S+’

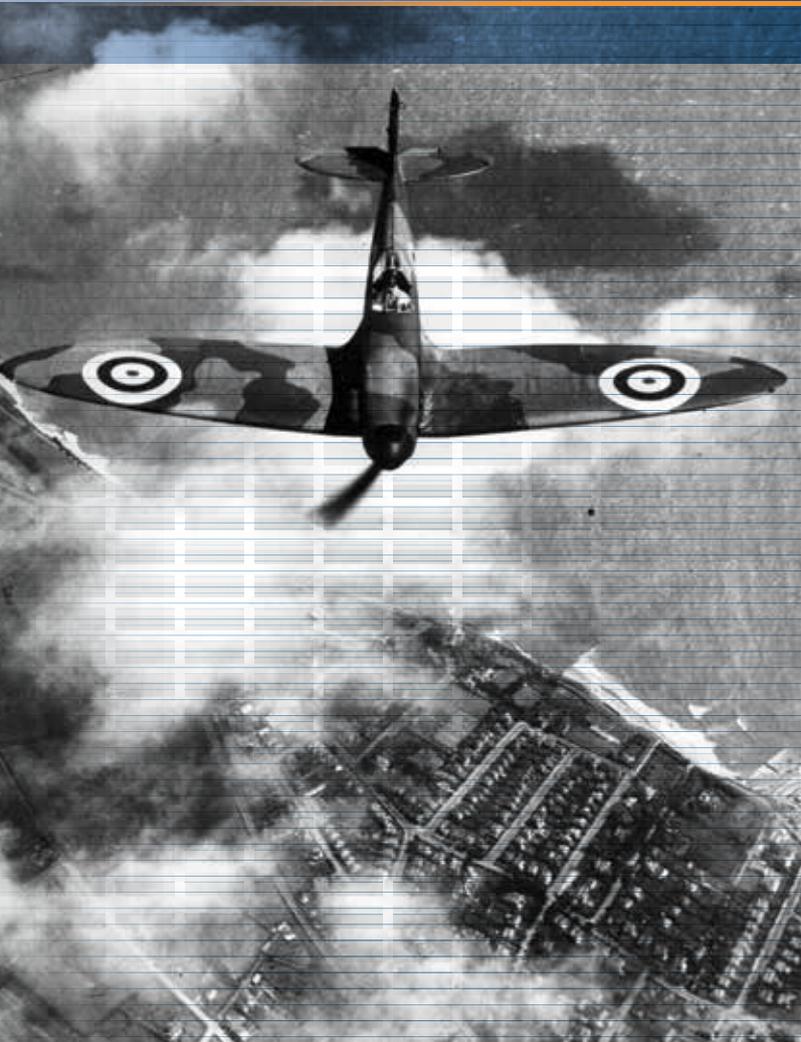
future,” he said.

The Government’s preference was to transform DE&S into a GOCO, but its selection was not a foregone conclusion.

In an intervention Defence Secretary Philip Hammond told MPs: “For the sake of the record, I have said many times before in this House and say again today that we are open-minded about the choice between the GOCO

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NEWSREEL

MOD names new CIO

THE new Chief Information Officer at 3* level is Yvonne Ferguson. Formerly with the Royal Mail and Transport for London she will take up her post next month but has already started meeting key stakeholders. The post reports to Permanent Under-Secretary Jon Thompson and the Commander of Joint Forces Command and will bring significant change to the MOD's planning, acquisition, delivery and use of information systems.

Medal winners

MAJOR General Paul Jaques, Director General Logistics Support and Equipment, has presented campaign medals to 27 civilians of the Defence Support Group at DSG Head office at Andover. DSG operates the Equipment Sustainability System Regeneration Capability Workshop in Camp Bastion under contract from Permanent Joint Headquarters. Awarded for deployment to Afghanistan, the medals honour the risk and rigour civilians face during their time in Camp Bastion ensuring optimum vehicle availability.

Name change

DE&S' Beyond Visual Range Air-to-Air Missile project team, part of the Weapons operating centre, has changed its name to the Air-to-Air Missiles project team. The change took effect on 11th November.

Touchdown!



First Rivet Joint aircraft arrives in the UK

The first of three Rivet Joint aircraft lands at RAF Waddington, which will be its UK base

THE FIRST of three signals intelligence aircraft – known as Rivet Joint – has been delivered to RAF Waddington, its main UK operating base, ahead of its entry into service with the RAF next year, to the delight of DE&S.

ZZ664, converted from a KC-135R tanker, flew in from Texas and will form part of project Airseeker, which will provide the UK with real-time on-scene intelligence, surveillance and analysis to forces in the air and on the ground.

Air Vice-Marshal Peter Ewen, Director Air Support at DE&S, said: "I am delighted that the first Rivet Joint aircraft has been delivered to the UK, an important milestone in the procurement pathway for the future Airseeker signals intelligence capability for UK Defence. A testament to the

ongoing and highly effective UK/US co-operation in the procurement programme, support and RAF aircrew training, this first of three aircraft will form a vital component of the nation's future ISTAR capabilities."

The Boeing RC-135V/W Rivet Joint system has a proven track record, having been used by the United States Air Force for many years.

Since 2011, the RAF's 51 Squadron has been training and operating alongside its USAF colleagues in preparation for the UK aircraft entering service next year.

UK crews have already achieved more than 32,000 flying hours and 1,800 sorties as part of the US 55th Reconnaissance Wing.

Each aircraft bought from the

US will be configured to support UK operations. The first aircraft has successfully completed its flight trials in Greenville, Texas ahead of schedule, allowing it to be delivered to the UK early.

Air Vice-Marshal Phil Osborn, Director of Capability at Joint Forces Command, said: "This is a critical step in the re-establishment of a world class UK airborne signals intelligence capability.

"I know that the RAF is looking forward to operating this key capability and building on the unique history of 51 Squadron.

"We plan to have our Airseeker programme comprising all three Rivet Joint aircraft, with their highly skilled aircrew, groundcrew and analysts, fully operational by mid-2017."

Typhoon pilots to train on the best simulators

RAF PILOTS are now flying the latest standard of the Typhoon – even before the aircraft is delivered into service.

Up-to-the-minute weapon system simulation software is being loaded onto the Typhoon flight simulators at RAF Leuchars, allowing pilots to experience 'flight missions' even before the aircraft arrive at the base.

At the heart of this improved training environment is a simulation of the Typhoon weapon system. Two simulators are in use at RAF Leuchars and each is loaded with the latest standard of software.

Air Commodore Keith Bethell, Head of DE&S' Fast Air Support Team, said: "I am very encouraged by the capability being developed by BAE Systems which has now been delivered into service at Leuchars.

"I am hopeful that this capability will be a

significant contributor to the development and sustainment of our military capability in the coming years."

Meanwhile a live complex training mission has connected Typhoon pilots at Leuchars with air and maritime assets across four sites in the UK in the first training mission simulation of its kind.

Typhoon and Type 45 destroyer simulators were concurrent with the latest front line operational standards for aircraft and ship, making this the first joint training demonstration in Europe where the training systems are fully concurrent with operational platforms.

Royal Navy and RAF operators performed a complex real-time mission scenario of four Typhoons, integrated with the Plexys AWACS E-3D Sentry emulation at BAE Systems New Malden and a Type 45 destroyer simulation at Broad Oak.

□ Typhoon latest: page 16



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NEWSREEL

Jackal arrives in Germany

THE Royal Scots Dragoon Guards have bid farewell to the Challenger 2 main battle tank and welcomed in the Jackal armoured vehicle. With 60 per cent of the regiment deployed on operations in Afghanistan, the Rear Operations Group in Bad Fallingb., northern Germany formed up to pipe the last of the tanks out of the barracks that have been their home for nearly 30 years. This is one of the first significant steps of the Army 2020 programme which sees the formation of the Adaptable and Reaction Forces.

□ UOR into Core: pages 21-23

New alcohol test limits

NEW powers have been introduced to test service personnel for alcohol or drugs should a commanding officer have reasonable cause to believe a person under their command is unfit to undertake safety-critical duties. The list of prescribed safety-critical duties with their corresponding alcohol limits, which has been produced and agreed between the three services and approved by Parliament earlier this year, can be found in 2013DIN01-212.

Working dogs

AROUND £55,000 has been raised over the last six years from the sale of military working dogs that are no longer in service or have failed training, according to Parliamentary figures.

Carrier strike takes on a more realistic look



F-35 and the *Queen Elizabeth* carrier's ramp together in a computer image. The ski ramp has now been fitted while a fourth Lightning II has been ordered. Below: the ramp is fitted at Rosyth

THE FINAL section of the flight deck of *HMS Queen Elizabeth* has been fitted onto the Royal Navy's new aircraft carrier.

Pictures released on 11th November show the ramp section, which will allow jet aircraft to take off from the ship, being lowered into place at Rosyth, where the *Queen Elizabeth* carriers are being constructed.

The 300-tonne section of ramp, which is 64 metres long and 13 metres wide, is the final exterior piece of the aircraft carrier to be fitted. At its highest

point, the take off ramp is six metres above the flight deck, which allows aircraft to be propelled into the air.

It comes as a fourth F-35B Lightning II aircraft has been ordered from Lockheed Martin.

The UK has already taken delivery of three Lightning II jets and Royal Navy and RAF pilots are training on the aircraft in the US. This fourth jet, which is specially designed to be a test aircraft, will help boost ongoing training.

Earlier this year, the first take-off at sea by a UK pilot in a Lightning II took place during a week of trials aboard the US Marine Corps' amphibious assault ship *USS Wasp*.

Philip Dunne, Minister for Defence Equipment, Support and Technology, said: "We are on track to ensure carrier strike capability by 2020. Both the completion of the take-off ramp and the announcement of the contract for the fourth jet show the tremendous progress being made to ensure that the Royal Navy will have a modern carrier force.

"These jets are the most advanced ever operated by our Armed Forces. The programme is worth more than £1

billion to UK industry each year and will support around 25,000 British jobs over the next 25 years."

Rear Admiral Russ Harding, MOD Programme Director for the *Queen Elizabeth* carrier, said: "This is an exciting milestone for all those who have worked on *HMS Queen Elizabeth*, but also a momentous occasion for the country.

"To see the aircraft carrier so physically near completion really brings home the immense power and protective force that this vessel will give Britain and her allies."

DE&S Chief of Materiel Air, Air Marshal Simon Bollom, added: "The latest contract for the fourth Lightning II means we are a step closer to realising the ambition of having the most advanced fast jets available for the RAF and Royal Navy to defend our nation's interests.

"Our strong participation in the test and development of the aircraft has shown the potent capability that this fifth generation fighter delivers.

"It represents the cutting edge of combat aircraft design and will be a tremendous asset for the UK so we are delighted with the progress the programme is making."

As well as operating from the carriers, Lightning II will be jointly operated by the RAF and the Royal Navy from RAF Marham in Norfolk.



Reserve Forces campaign targets civil servants

CIVIL SERVANTS are being encouraged to join the Reserve Forces in a new campaign launched by the Government.

Reserve Forces are highly valued and being expanded and modernised to reflect their increased role in the Armed Forces.

The trained strength of the army reserve is growing to 30,000 by 2020, with reserve forces fully integrated into the army alongside their regular colleagues.

Delivering this change is a priority for the Government and a priority for the country.

The campaign was launched at the end of October with an event on Horse Guards Parade arranged especially for civil servants.

The Civil Service is one of the UK's largest employers of reservists and the

Government wants to ensure that its employees have the opportunity to develop personal and professional skills and help career progression.

There are a number of benefits to joining as a civil servant, including exceptional training and skills development which benefit both the civil servant personally and the work they do in government.

Head of the Civil Service, Sir Bob Kerslake, said: "I want the Civil Service to be the very best employer of reservists, setting the standard which other public and private sector employers seek to follow. That's why we now offer a minimum of ten days' additional special paid leave each year for reserve training.

"At the heart of our Civil Service Reform

Plan is a determination to develop the individual skills and capabilities of our civil servants.

Reservists develop skills in areas like leadership, teamwork and problem-solving, often working under considerable pressure.

"These qualities are of immeasurable value to a large and dynamic employer like the Civil Service, and can help us deliver better services to the public."

In July, a new improved offer was introduced to reservists, their families and their employers.

This includes access to the same equipment as regulars and high quality training, which will include more opportunities overseas, improved pay, pension provision and financial incentives for employers.



More fire from latest investment in Brimstone

Fire and Brimstone: the MBDA-built missile and, above, carried on an RAF Tornado GR4



DE&S HAS ensured the RAF's arsenal of precision strike weapons will maintain its cutting edge with an order to sustain the stockpile of Brimstone missiles.

The £35 million contract with British defence firm MBDA will guarantee supply of the weapon for the next five years.

Air Commodore Mike Quigley, Head of Engineering in DE&S' Weapons Operating Centre, said: "Brimstone plays a vital part in our modern and sophisticated arsenal of precision strike weapons and securing this contract means a consistent delivery of weapons to the RAF as and when they are needed."

Carried by RAF Tornados,

Brimstone has been used extensively on operations in Afghanistan. The air-to-ground weapons provide unrivalled capability to pilots who are able to engage moving and static targets both day and night.

With a small warhead and precision guidance capability, using Brimstone significantly reduces the risk of collateral damage.

All the missiles will be

Richard Murray, Maritime and Air Weapons Systems team leader, said: "I would like to pay tribute to the efforts of the MAWS team in agreeing this contract.

"The success in achieving this arrangement was only possible due to the dedication and hard work of the team and their strong working relationship with industry.

"Thanks to this contract the RAF will be supplied with these highly effective weapons, ensuring they have the right equipment for the right job."

manufactured and assembled by MBDA in the UK, and the contract will secure 20 specialist jobs at facilities in Henlow, Bedfordshire and Lostock, Bolton.

Announcing the contract at the Dubai Air Show, Minister for Defence, Equipment, Support and Technology

Philip Dunne said: "Brimstone missiles provide unrivalled precision capability and are key to protecting our forces in Afghanistan.

"These weapons, designed and manufactured in the UK, have continued to prove their effectiveness on operations.

"This contract will ensure our Brimstone missiles are fully primed for use with the RAF for years to come."

The missile is currently deployed on Tornado GR4, with an intention to integrate Brimstone onto the RAF's Typhoon aircraft and the future F-35B Lightning II jets.

NEWSREEL

Post appeal is repeated

THE MOD's Christmas post appeal is being repeated with staff and the public reminded to show support for UK Forces abroad through service charities rather than overloading the British Forces Post Office with unsolicited mail to Afghanistan. Head of BFPO Colonel Stephen Heron said: "People's generosity is appreciated, but the most important thing for our men and women on operations is to receive mail from their loved ones. With this in mind we are urging the public to donate to recognised service charities (eg uk4u-Thanks! Christmas box appeal)." There will also be fewer UK troops in Afghanistan this Christmas compared to previous years because of redeployment of personnel and equipment.

Talks on Reds options

OPTIONS to replace the RAF Red Arrows' Hawk T1 aircraft are still being evaluated, Minister for Defence Equipment, Support and Technology Philip Dunne has said. The out of service date for the Hawk T1 is currently 2020. Programme decision points have yet to be agreed.

Forces figures

AS at 1 July 2013 the number of full-time trained and untrained UK Forces personnel was 173,980, according to the latest figures. The corresponding figure for 1st April 2011 was 192,330.



Lightning II releases its first guided weapon

THE F-35 Lightning II has advanced its combat capability by delivering on target its first guided weapons release.

An F-35B short take-off and vertical landing (STOVL) fighter – the version to be operated by the RAF and Royal Navy – piloted by US Marine Corps' Maj Richard Rusnok, successfully employed a GBU-12 Paveway II laser-guided weapon from the internal weapons bay against a test target.

The 500-pound GBU-12 general purpose bomb carried a nose-mounted laser seeker and flight guidance fins for precision strike but did not contain explosives.

The F-35B released its weapon from 25,000 feet and the

bomb fell for 35 seconds before hitting a tank on the Edwards Air Force Base test range.

The aircraft used its Electro-Optical Targeting System (EOTS) to enable the pilot to identify, track, designate and accurately deliver the GBU-12 on target.

EOTS is the world's first sensor to combine forward-looking infrared, infrared search and track, and laser

designator to maximise capability for F-35 pilots.

"This guided weapons delivery test marks the first time the F-35 truly became a weapon system," said Major Rusnok. "It's another step forward in the development of this programme."

The Lightning II's three variants will replace a variety of aircraft for at least ten other countries, including the UK.

□ An F-35 has flown its first air-to-air weapon flight, launching an AIM-120 medium range missile against a drone target off California.

The aircraft identified and targeted the drone with its mission systems sensors, passed the target "track" information to the missile, and launched the missile.

The missile acquired the target and followed an intercept flight. Moments before the missile was about to destroy the target, a self-destruct signal was sent to the AIM-120 to preserve the aerial drone for use in future tests.

Supreme wins global fuel supply deal



AVIATION FUEL is to be provided to the RAF at 96 civilian airports around the world by the Supreme Group in a two-year contract with an optional two-year extension.

Supreme has supported UK Forces on operations and exercises across the globe and administered the worldwide food supply contract for the MOD on international operations since 1997.

This will be the first time that Supreme will be extending its support to the UK outside operational deployments.

Stephen Orenstein of Supreme Group said: "The MOD appointed several companies to provide worldwide aviation fuel services and we are very happy to have been awarded a significant portion of the total business."

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Submarines: the challenge ahead

REAR ADMIRAL Mike Wareham has taken up his new appointment on promotion as DE&S Director Submarines responsible for delivering the Nuclear Submarine Programme.

He said: "I'm delighted to have been appointed as Director Submarines. Much of my career has been spent in the submarine programme and it is a huge privilege to be given the opportunity to lead the Submarines team to deliver critically important capability to the Royal Navy today and in the future.

"We have an exciting programme with some big challenges ahead and I'm fortunate to be leading an experienced, dedicated and highly professional team."

On appointing Rear Admiral Wareham, Chief of Materiel (Fleet), Vice Admiral Sir Andrew Mathews, said: "Mike brings a wealth of submarine experience coupled with a breadth of appointments

New Director looks to future of a critical capability for the Royal Navy

in DE&S, Main Building and the Nuclear programme. Coming from command of the Faslane submarine base, he is ideally placed to lead the Submarines Operating Centre."

Rear Admiral Wareham is a nuclear submarine engineer and, after an engineering degree at the Royal Naval Engineering College at Manadon, he qualified as a nuclear reactor watchkeeper, serving in *Resolution* and *Trafalgar* class submarines.

By no means new to Abbey Wood, he has held posts in the Nuclear Propulsion and In Service Submarines teams and was in the Naval Bases and



Rear Admiral Wareham, left, pictured with predecessor Rear Admiral Simon Lister, who will be the next Chief of Materiel (Fleet) at DE&S

Supply Agency as it migrated into the Warship Support Agency, first in Ensign, then at Abbey Wood.

He has spent time as a 'programmer' in Main Building while, since 2005, much of his time has been spent at Clyde naval base.

Heading the safety and then the engineering departments for three years, he returned in early 2011 as Naval Base Commander. Rear Admiral Wareham is married to Dymarius, a civil engineer, and they have two young children Carys and Daniel.

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It's big business for small businesses

BOOSTING SMALL businesses and helping them to grow is crucial to the continuing health of the British economy.

The message has been reinforced by Minister for Defence Equipment, Support and Technology Philip Dunne as he chaired a forum at the Centre for Defence Enterprise (CDE).

A number of measures have been taken to support small businesses and entrepreneurs.

These include first funding from the British Business Bank's investment programme, a new £1 million sector-specific mentoring scheme, and a £10 million start-up fund to help entrepreneurial scientists.

The CDE forum provided an opportunity for the MOD to have direct communication with small companies to help inform them about new MOD and Government policy, as well as hear any issues that small businesses wished to

raise from their experience of doing business with MOD.

A 'Business is GREAT Britain' campaign has begun to build and improve on the way government supports small businesses.

Mr Dunne also visited Type 23 frigate *HMS Montrose* and mine countermeasures vessels *HMS Quorn* and *HMS Atherstone* last month while they were alongside in Abu Dhabi carrying out regional engagement duties.



Mr Dunne, centre, is shown the Sea Fox remote control mine disposal system while on a visit to *HMS Quorn* in the Arabian Gulf last month

Towards the next Defence Review – and beyond

DEFENCE SECRETARY Philip Hammond has told MPs on the House of Commons Defence Committee that further significant cuts in spending could lead to a restructuring of the UK's Armed Forces.

During a hearing on 'Towards the Next Defence and Security Review', he told MPs: "My view is that we are close to the point where continuing to shave amounts off budgets without fundamentally restructuring what we do is probably getting into diminishing returns, where for every pound saved, you lose more and more effective capability."

"When you are operating a broad spectrum capability within a constrained budget, there is clearly a critical mass point in each of the areas that you are operating in."

"If you have to keep reducing the budget, there will come a

point when, rather than slipping below critical mass in a number of areas, it might be more sensible to ask whether you need to maintain the breadth of spectrum and whether you would be better to focus capabilities."

"Fortunately, we in the UK are not yet at that point. I believe that there are further efficiencies that we can still drive out that will give us some flexibility within the budgets that we have. If further significant reductions in budget were proposed, it would make sense to think about the overall structure."

Looking ahead Mr Hammond said: "There are some specific decisions that we have already identified and the appropriate time frame for decision making is the 2015 SDSR."

"For example, there is the decision about what we do with the second carrier – whether we bring it into operation or

whether we mothball it. There is the decision on the balance of future air capability between manned and unmanned air platforms, and consequently the size of F-35 follow-up buy beyond what is required for the carriers."

"There are decisions about future maritime patrol capability – whether we need to have it and, if so, how best to deliver it. There are decisions about the level of future investment in cyber-capability, both defensive and offensive."

He said on Carrier Strike an initial operating capability would be delivered in 2018. On maritime patrol there was growing evidence that evolving technology, particularly in relation to unmanned aerial systems, might make at least some of the functions of maritime surveillance deliverable at lower cost than might have seemed possible a few years ago.

NEWSREEL

Buoy show – phase two

BABCOCK and partner SEA have been selected to carry out phase two of the Submarine Communications Buoy (SCB) Technology Demonstrator Programme. The SCB is a towed communications buoy, designed to receive VLF radio and to operate in all weather, while the submarine remains deep and safe below. The system will operate in a complex dynamic environment and the design must be robust and reliable enough to respond to a range of flow conditions, including large amplitude irregular waves coming from any direction.

MOD pays its bills

MOD suffered one single late payment penalty in four million transactions in 2012-13. Defence Minister Philip Dunne told MPs it was for late payment for aviation fuel sent by a supplier to the UK base in Akrotiri in Cyprus, with an invoice from a Greek company in Corinth. He said the MOD paid 92 per cent of its bills within five days – a better record than any other department.

Rocket drive

RAYTHEON has received the 1,000th AIM-120 Advanced Medium Range Air-To-Air Missile (AMRAAM) rocket motor from Norwegian company Nammo Group. AMRAAM is procured by 36 countries and integrated on, among others, Typhoon and Tornado, and on-going on the F-35 Lightning II.

NEWSREEL

CBR funding announced

THE Defence Science and Technology Laboratory (Dstl) has announced £2 million for industry and academia to get involved with the UK's chemical, biological and radiological (CBR) programme. Dstl wants innovative ideas relevant to CBR, such as detection and protection or medical countermeasures. Mark Fulop, Programme Manager for CBR at Dstl said: "The expertise of academia and industry is vital to Dstl's CBR programme. Over the next few years an increasing share of the science and technology programme will be let externally, and we are excited about engaging further with industry to deliver against the programme."

Last C-130Ks bow out

THE last of the original C-130K Hercules aircraft which were first delivered to the RAF in the late 1960s have been retired. Over the past 46 years the veteran transport aircraft have taken part in military operations on the Falklands, Iraq, the Balkans, Afghanistan and Libya and flown humanitarian missions to countries hit by famine and disaster. The first of 66 Hercules C1s was delivered to the RAF in 1967 and the original (XV177) was one of the last two to be retired.

Tranche 3 engines turn on the power

THE FIRST Tranche 3 Typhoon – known as BS116 – has completed engine ground testing at BAE Systems' facility in Warton.

Engine ground runs are the last stage of testing before the aircraft makes its first flight, scheduled this month.

Testing was carried out in three stages, beginning with green screens placed in front of the engines to catch any small production debris not already picked up through x-ray searches.

Then Rolls-Royce ran through the full performance range of the engines all the way to maximum re-heat to make sure they met all of the

performance and design criteria.

The final stage tested the engines' interfaces with the aircraft's systems – the environmental control system that cools avionics equipment and the pilot; fuel system to make sure the engine receives fuel in the correct way; life support to make sure the pilot's oxygen generation system works; electrical power generation to ensure it's working correctly; and hydraulics that supply the flying control system.

Meanwhile a new development contract which will pave the way for continuous capability enhancements of the Typhoon has been signed by

Eurofighter and the Nato Eurofighter and Tornado Management Agency.

The package, known as Evolution Package 2, will be delivered by the end of 2015 and consists of improvements including enhancements to the major avionics sensors, flight and utility control systems.

Since entry into service of the first Eurofighter Typhoon at the end of 2003, more than 380 have been delivered to six countries: UK, Germany, Italy, Spain, Austria and Saudi Arabia. Oman ordered 12 aircraft in December 2012. The Eurofighter fleet has completed more than 200,000 flying hours.

Power display:
BS116, the first tranche 3 Typhoon, goes through its ground testing at Warton



Typhoon set to lead the future export campaign

THE GOVERNMENT has reversed a decade of neglect in support for defence exports, Minister for Defence Equipment, Support and Technology Philip Dunne told MPs during defence questions.

He said in answer to questions: "Ministers from the Prime Minister down have taken a particularly proactive lead among our partners in encouraging Typhoon exports.

"Eurofighter Typhoon continues to attract global interest through active participation in a number of campaigns, which are likely to come to a head over the next couple of years.

"Last week, when I met counterparts from our three partner nations, we agreed to refocus our collaborative

programme to improve Typhoon's export prospects in those campaigns around the world."

The Minister said he was clear with industry and Eurofighter partners that an increased focus on responding to export requirements was needed. This would play an increasingly important part in extending production lines for Typhoon.

"We agreed that fundamental reforms are needed to speed up decision-making processes within the governance structure, which will make it

more responsive both to the requirements of partner nations and to export customers."

The Government also understood the significance of Small and Medium Enterprises (SMEs) to the UK economy and MOD was playing its part in increasing opportunities for SMEs to contribute to major programmes.

Mr Dunne told MPs around £1.1 billion was spent directly with 12,000 SMEs in 2012-13. During that year, ten per cent of all new contracts by value and 36 per cent by number were placed with more than 1,000 SMEs.

□ The MOD makes a significant contribution to the UK economy – approximately £20 billion of annual spend sustaining many highly skilled jobs in communities the length and breadth of Britain. Mr Dunne said MOD also helped export campaigns and in supporting the defence growth partnership, to secure a thriving UK defence sector.

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Mk8 naval gun contract is extended

BABCOCK HAS been awarded an 18-month contract extension to support the 4.5 inch Mk8 Mod1 gun, pictured right, which is fitted to Royal Navy frigates and destroyers.

The company delivers in-service support to the gun systems under an on-going long-term Contractor Logistics Support contract.

This includes a 24-hour technical help desk, maintenance and repairs, provision of spares (held at base and onboard) including management of stock levels for maximum cost efficiency, and sourcing for replacement of obsolete items.

Under the same contract Babcock successfully upgraded the 4.5 inch Mk8 guns to Mod1 standard in a long-term programme completed last year.

"We are delighted to be continuing to support the Mk8 guns in-service to April 2015, following completion of the upgrade programme, having successfully supported the guns over the last eight years, ensuring availability to the required levels while minimising stock levels for maximum cost efficiency," Babcock's John Stratton said.



Second coach deal keeps troops on the move



Coaches and buses are to be added to the Babcock Land fleet including the Enviro, right, Panther, above, and Cheetah, top right

NEARLY 80 coaches will be delivered for MOD use in the next 12 months following a £13 million contract.

Alexander Dennis (ADL) and its Scarborough-based coach operation Plaxton will provide the coaches to transport military personnel across the UK.

It follows a contract in autumn last year to build and deliver 71 Panther coaches.

Babcock Land will again be lease provider with the new contract involving 53 Plaxton Panther 3 12.8m coaches, and a range of other coaches of varying sizes and capacities.

Phil Burton, deputy leader of DE&S' Operational Support Vehicle Programme, said: "Plaxton has an outstanding reputation for supplying vehicles to the MOD and I look forward to

the continuation of this excellent working relationship." Colin Robertson, Chief Executive of ADL, added: "Our approach to give our customers the products that best suit their needs, has resulted in a second-round contract that will see us build a variety of different coaches and buses which will be at the heart of moving our military forces quickly and efficiently."

Sign up to learn new processes

WORKSHOPS AND presentations will begin next month to explain the next generation of e-procurement tools which will affect most people in DE&S and across defence.

The Contracting Procurement and Finance (CP&F) project – in its assessment phase with Main Gate in the summer – will create an end-to-end business process which will span the MOD's commercial, purchasing and finance functions.

Current toolsets like Defence Contracts Online, P2P, PtP and Aspect will be enhanced or replaced, helping to deliver up to £120 million a year in benefits. Current procurement policies and processes will be amended.

"CP&F will affect everyone involved in procurement and the supply chain from commercial, finance, project managers and logisticians" said Les Miskimmin of the project team.

"Following earlier initial workshops we have developed the 'To Be' processes and the workshops and presentations will test these outputs and the new CP&F capability model. This is an opportunity to understand and influence the project aims and understand the impact it will undoubtedly have on everyone's work area.

"This is a chance to have your say and help influence the design of the future e-procurement capability to ensure it best meet the needs of defence users."

He added: "These events will be open to all grades and functions. So if you see one advertised in your area please come along – your input is important to us."

To arrange a briefing contact Les Miskimmin on 030 679 83156 or DESComrcl-CPF-PSO@MOD.UK

C-17 and Daring lead the rescue



THE RAF'S first mercy mission to the Philippines sees a C-17 on the tarmac at Cebu last month, above.

Representing the President of the Philippines at the airfield was General Roy Deveraturda, the region's senior military commander, who thanked the RAF and the British people for their contribution to the disaster relief operation.

"Your country's response has been overwhelming," he said. "We will always remember these gifts with gratitude. The problems left by the typhoon will stay with us for a long time and we will continue to require a lot of resources. I cannot thank the RAF and the British people enough for their efforts."

HMS Daring's Lynx helicopter flew several recesses of remote areas for signs of destruction, capturing images which identified several areas desperately in need of aid.

New Centre will take on the inventory challenge

DE&S' JOINT Support Chain will become the Inventory Management Operating Centre (IMOC) from 9th December.

The move will help to improve defence-wide inventory management which is an essential prerequisite of the Materiel Strategy.

Roger West has been appointed as the interim Director Inventory Management, as this coincides with Major General Ian Copeland retiring from the Army.

The new centre will predominantly consist of Support Chain Management, Logistic Network Enabled

Capability and Inventory Management (Transformation).

Defence Support Chain Operations and Movements will move under the direct control of Chief of Materiel (Land).

This will allow the interim and new Director IMOC to concentrate on development of the Inventory Pillar within DE&S and the wider defence community.

The Inventory Reconciliation project and Project Waterguard will be brought into the new IMOC structure to achieve coherence and deliver the important changes that these projects are addressing.

Mr West said: "This is a fantastic opportunity for us to engage with our customers and deliver the service they need. We will build on the effective service delivered today, but we'll do it in a more efficient way, optimising our stock holdings, getting accountabilities aligned, increasing responsiveness, and evolving our enabling systems to give us better control, compliance and accuracy.

"Of course change can be a worry, but we've an excellent heritage to build on with the Joint Support Chain and we really do have some fantastic opportunities ahead of us."



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A Jackal armored vehicle is shown from a rear-quarter perspective, splashing through a shallow body of water. Several soldiers in full combat gear are visible on the vehicle. The background shows a dusty, urban environment with buildings and a white car parked on the side.

Soldiers from 3rd Battalion, the Parachute Regiment splash through a ford in a Jackal while on escort duty in the town of Char e Anjir, Helmand Province, Afghanistan

Army welcomes future protection

DE&S' procured fleet of protected mobility vehicles will now form the backbone of the Army's 2020 patrol capability: pages 22 and 23

From UOR to core

The work of DE&S' protected mobility staff has been recognised as vehicles produced for patrol in Afghanistan are now to form the backbone of Army 2020

Around 2,000 protected mobility vehicles, among them Jackal and Mastiff, which were introduced rapidly into service in Afghanistan as part of the Urgent Operational Requirement process, are to be brought into the MOD's core equipment programme.

The range of protected mobility vehicles coming into core includes hundreds of Mastiff, Ridgback, Wolfhound, Warthog, Husky, Jackal and Coyote vehicles. Significant numbers of vehicles extensively upgraded through the UOR process are also being brought into core. Also included is a range of ancillary equipment procured at short notice to provide additional safety features to the deployed fleets, including minerollers, emergency lighting and egress equipment and rollover protection.

The vehicles will now form the backbone of patrol capabilities for Army 2020, the design of the British Army for the next decade and beyond, which will be more adaptable and flexible to undertake a broader range of military tasks at home and overseas.

The news has been welcomed by Protected Mobility Programme members at Abbey Wood, whose work on the vehicles provided soldiers with a whole new fleet of vehicles to allow them to patrol more safely in urban and rural areas on Operation Herrick.

"This has been a huge and very demanding piece of work for the team," said Protected Mobility Programme deputy leader David Russell.

"We've successfully generated and put through the new approvals processes

– seven business cases – all of which received the necessary levels of approval.

"I would like to congratulate all those involved for all their hard work – and those who helped us in the Army's Land Capability organisation and elsewhere in the MOD.

"For me personally and I'm sure for the rest of the team it was extremely satisfying seeing the Army's plans to bring the vast majority of the vehicles we had successfully procured under UORs during the past few years into core equipment.

"The vehicles that most people now recognise from operations in Afghanistan, such as Mastiff, Jackal and Husky, will all now have a great future with the Army and form part of its new order of battle as it reconfigures itself for the future."

Mr Russell has been involved in many of the UOR procurements himself. He said it was a tremendous boost for the team to know that the vehicles they had worked on procuring and updating to meet the developing threat would be used by the Army for many years to come.

He said: "We are now entering the process of competing some of the individual upgrade programmes and we look forward in due course to awarding the necessary contracts and then seeing the vehicles handed to the Army formations that will own them, train on

them and use them in the future."

The news has been welcomed by the Army. "These vehicles gave us battle-winning capability, saved lives and prevented a great deal of injury to our soldiers," said Colonel Harry Fullerton, assistant head of Mounted Capability Directorate Combat. "Bringing them into the core equipment programme will allow us to continue to use these highly capable and modern vehicles in the new structures of the Army."

From the Herrick Exchange Point facility at Warminster, mechanics are working to bring vehicles to final unit-entry standard ready to issue around the UK. Deliveries will begin next year to allow UK-based units to start training. Husky, Mastiff and Ridgback will be issued to protected mobility infantry battalions, combat support and combat service support units. Jackal and Coyote will be used by some of the newly-badged light cavalry units.

Features of the regeneration include bringing the vehicles in line with standards required for UK roads, repairing blast damage, and more. Some vehicles will be converted into different roles to meet the future needs of the Army. The estimated cost for the minor work, conversions and support is thought to be in the region of £300 million over four years. This work provides a long term sustainable solution for combat mobility protection. Much of this work will be carried out in the UK.





Vehicles taken into the core programme include . . .

(All numbers approximate)

- 100 Warthog (facing page);
- 325 Husky (above);
- 400 Mastiff (left);
- 160 Ridgback;
- 125 Wolfhound (below left);
- 400 Jackal;
- 70 Coyote (above left).



‘The Urgent Operational Requirement process has enabled our troops in Afghanistan to be equipped with some of the most cutting-edge vehicles available for military use, offering levels of protection never seen before on the battlefield. The MOD has now confirmed the Army’s proposals to bring all vehicles procured through UORs for use in Afghanistan, into the core Army equipment programme. This will ensure that Regulars and Reservists continue to benefit from these protected vehicles for decades to come and are fully equipped to deliver on our Army 2020 plans in this changing world’ – Philip Dunne, Minister for Defence Equipment, Support and Technology

C-Vehicles turn in an A-plus performance

DE&S' contract to provide construction vehicles and earth movers is reaching its halfway point. Enhanced capability with greater efficiency at a reduced cost has marked its success so far

Front line capability at its most effective has always been a partnership between DE&S, the military and industry.

DE&S' private finance initiative on the C-Vehicles programme – which provides construction vehicles and earth movers to the Army, and increasingly to the other services too – is reaching its halfway point, and providing ample evidence of greater efficiency, reduced costs and improved capability.

The £714 million contract goes back to the early part of the last decade when it was identified that the traditional method of managing the Army's fleet of diggers and JCBs could be made more efficient. Although the Army's needs were being met, there was poor availability in some areas, some equipment was under-used and maintenance did not match up to commercial standards.

The Front Line Commands, with the Army remaining the lead user for the first half of the contract, had seven different types of forklift truck bought over an 18-year period from five different suppliers and a fleet of more than 450 trucks based on six different chassis. This resulted in a supply chain incapable of providing the necessary

support. A 'cradle-to-grave' output-based solution was proposed to guarantee long-term capability through a cost-effective commercial model. Amey Lex Consortium (ALC), which is now a joint venture between Amey and Babcock, was the preferred bidder and signed a 15-year contract in 2005.

ALC's whole fleet management modernised the fleet and put it back on a commercial, supportable and affordable footing. In certain areas, capabilities are underwritten by the UK hire market as the majority of the C-Vehicle requirement

is based on commercial off-the-shelf equipment. So far ALC has delivered more than 200 equipment refurbishments and re-distributed nearly £1 million from the procurement programme into other capability.

Key efficiencies delivered on the back of the fleet modernisation programme include:

- the fleet reduced from more than 4,000 to around 2,000 through effective fleet management which has increased usage;
- supply chain rationalised reducing spares inventory to around £1.5 million from more than £14 million;
- spares performance increased from around 50-60 per cent to more than 95 per cent first strike availability;
- training rationalised – fewer vehicles, fewer suppliers;
- service intervals extended and condition-based maintenance introduced saving millions of pounds in servicing costs and oils and lubricants consumed;
- environmental benefits from lower emissions and reduced fuel and oil consumption.

Rationalisation of the fleet is a joint responsibility between ALC and





DE&S' Operational Support Vehicle Programme Capability Management Cell. DE&S has full control of the capability, the specification and the total fleet requirement for C-Vehicle equipment.

Like many long-term contracts, the requirements started to change soon after the contract was signed, as ALC Managing Director Hamish Know explained.

"Working in partnership with ALC, the Authority was able to make required changes to the programme, valued at more than £10 million, ensuring the programme remained on track and on budget. This was achieved by redirecting funds from unwanted capability to new requirements such as accommodating more than 700 new air conditioning systems throughout the fleet."

Kat Morgan, Head of the PFI Capability Management Cell in OSVP, said: "As part of the Cabinet Office-led Efficiency Review, the contract is now delivering a tri-service capability with the Royal Navy and RAF absorbing spare capacity. This will deliver a further £13 million worth of efficiencies for the Navy and RAF, who would otherwise have to replace their obsolete equipment.

"Looking ahead, DE&S and ALC have committed to working collaboratively to identify further efficiencies, maintaining

the high standards of service at the same time."

David Casey, Army HQ Assistant Director, Programmes and Resources in the Equipment Directorate, added: "This is an exemplar of how close collaboration between the military, DE&S and industry

achieves a step-change in capability; not only does this equipment remain vital for success on operations in Afghanistan, but it is also an integral part of defence's regenerated and increasing intervention capability."

Below: a truck-mounted well drill and left, a medium crawler tractor goes through its paces, both part of the fleet covered by DE&S' C-Vehicles contract



Sub rescue – prepare to launch!

Glasgow exercise shows there's a lot to achieve in just 18 hours

It's probably not a lot of fun working on the side of a dock in Glasgow in torrential rain. It's even less fun when you know there's a tight deadline to load millions of pounds worth of equipment weighing hundreds of tonnes from shoreside onto a mother ship, ready to rescue survivors from a distressed submarine anywhere in the world.

But when lives are at stake and speed is of the essence, DE&S, its industrial partners and a team of professional people move into top gear.

This time however it was only an exercise. The Nato Submarine Rescue System (NSRS) which the UK jointly owns with France and Norway is always on stand-by at Clyde naval base to deploy wherever it may be needed. When the call comes all the elements, from its operators and crew to its sophisticated rescue vehicle, portable launch and recovery 'A-frame' crane and the Transfer Under Pressure system, which allows hyperbaric decompression, must be rapidly embarked and away. Which is where the rain-soaked labour of an autumn day in Glasgow comes in.

"In a real rescue we would have to be embarked inside 18 hours. For this exercise we managed it in 16 and a half, which to us was a phenomenal achievement," said Ben Duke, the system's Abbey Wood-based technical manager. "The 18 hours target embarkation timescale is a very onerous requirement, considering the scope and scale of the deploying equipment. We must always be conscious of costs and the potential for safety risk when working long hours, in harsh environments and with timescale pressures.

"However, it is important to prove the capability, and to train as we fight. On this occasion, capability demonstration and training objectives were achieved without incident."

The embarkation set the scene for Exercise Southern Sun to train for high sea state launch and recovery in the Bay of Biscay and transit to Toulon to conduct joint operations with French, Norwegian and UK divers and medics.

A two-week pause allowed for essential maintenance before the system was off again for Exercise Northern Crown in Sweden. This required rapid turnaround and a change in configuration to adapt to the vastly fresher waters of the Baltic and a lengthy road and ferry deployment. The Submersible Rescue Vehicle operating off the Swedish Navy's dedicated submarine rescue ship *Belos* mated with the Polish submarine *ORP Sokol* and the Swedish submarine *HSwMS Sodermanland*, and

later with both sequentially, with an underwater transit of personnel of more than two nautical miles. These exercises always attract interest from senior naval personnel.

Mr Duke said: "It is tremendously heartening for us to see people show enormous enthusiasm for the system. Many of them comment on the dedication and professionalism of the team and how well our concept of operations works with different organisations. We are a multi-national team containing people from different companies and navies but it all works extremely efficiently. The system is a world leader and a lot of other nations are keen to see the progress we are making and learn from our experiences."

The system, which achieved full operating capability in 2011, has a rolling three-year exercise programme which includes working with the Norwegians in February, the French in September and the Swedes in October/November. Every third year the system participates in the major Nato-sponsored Submarine Escape and Rescue exercise, entitled Dynamic Monarch. Poland hosts the next one in May.

The international nature of the NSRS capability provides regular opportunities to conduct live mating exercises with various nation's conventional submarines. In November 2012 NSRS conducted its first rescue exercise with *HMS Astute*. Unlike conventional submarines, nuclear ones do not normally bottom on the sea bed so the exercise was conducted with the submarine statically submerged and moored to a series of buoys.

The NSRS system is Government Owned Contractor Operated, maintained and operated by Rolls-Royce with support from specialist contractors. A small DE&S project team at Abbey Wood manages procurement and delivery on behalf of the partner nations. Mr Duke said: "It's quite a demanding job for such a small team but we achieve significant outputs. We strive to keep our partner nations happy and feeling they are connected with the system. We are a community and it's important to go to other countries' home ports, operate in their home waters and train with their people so the capability is completely joined-up."

It is, of course, a system you hope will never be needed. "It is a critical time for submarine rescue," Mr Duke added. "There are other nations with the capability to rescue but there are only three systems in the northern hemisphere capable of travelling anywhere in the world – the US, the Swedes and our system; the other two systems are

currently unavailable due to prolonged maintenance, so NSRS alone is currently providing global submarine rescue cover. The UK has a history and tradition of submarine rescue and the Royal Navy has always been keen to demonstrate that it possesses this capability. If the call comes, we are ready to go anywhere we may be needed."

Pictures: David Tucker





Working towards being best in class across the world



Safety and environmental protection are at the heart of DE&S' business, argues Bernard Gray, and are crucial to the Materiel Strategy and the future of the organisation

As Chief of Defence Materiel I have to ensure that DE&S provides safe equipment to our Armed Forces, a safe environment for our people to work in and that we protect the environment in which we and our equipment work.

These are tasks that must be done properly, must be always in our minds and in our culture. We must aspire to keep improving.

I want DE&S to be better than any other defence organisation across the world at preventing unintended harm to people and the environment arising from our business activities.

My aim is to reduce and mitigate risks so as to protect those using our equipment and services, our employees, contractors, neighbours to our sites and others who might be unintentionally affected by our business activities and to protect the environment.

It is our job to provide equipment and support designed and procured to protect our Armed Forces from harm as far as is practicable. We must take great care to keep risks ALARP (as low as reasonably practicable) and Tolerable in the equipment and support we procure and supply.

The best organisations at protecting people and the environment have strong and active leadership from the top; and safety that is integral to their business, not a bolt-on extra.

I am committed to providing such leadership, though I cannot achieve this alone: I need all our leaders, managers and supervisors to be the best that they can be and for all of us to be 'singing from the same safety song sheet'. I expect leadership in DE&S to start at the top, and to be visible and accountable at all levels.

DE&S will need to continue to have good people in post. I must ensure that

DE&S has the right number of people with the appropriate level of competence for our business.

Securing and retaining good people is challenging given our current demographics and skills demands. However, I am determined to recruit, develop and keep suitably qualified and experienced people in the business by providing appropriate remuneration, benefits and working conditions, together with suitable training and development opportunities.

Effective leaders and competent people need to work within appropriate management arrangements, where everyone's roles, responsibilities and accountabilities are crystal clear. I expect everyone in DE&S to understand and act within their individual responsibilities, and to know to whom they are accountable – all within a just culture.

Given the business we are in, the complexity of keeping risks ALARP



and Tolerable cannot be overstated. This requires competent people who have enough resources and time to consider with care highly technical and complicated matters, and the ability to make decisions based on hazard analysis and risk assessment.

Accordingly, I will ensure that we make sufficient time, resources, policies, guidance and training available to support those carrying out risk assessment/analysis.

I also recognise the danger of constraining risk assessment with too much process and bureaucracy, and I commit to prevent this.

In DE&S, I expect hazard analysis and risk assessment to be thinking processes - means to an end, and not an end in themselves.

All of us are good at learning from our own mistakes and successes. For DE&S to be best in class for defence worldwide, we need to get smarter at learning from others' experiences.

I expect that in DE&S we will learn and share safety lessons when things go

wrong, and share good practice from the things we and others do well.

To achieve my aspiration, we all have to act in a safe and professional way at work; and all of us must have the right to challenge anything that we perceive as unsafe and to receive a response.

In DE&S, I expect everyone to understand, adopt and follow the values set out here for even though we must be delivery focused, we cannot be so unless we have a strong safety culture. This will mean that we all must have the same understanding and attitudes about risks, ALARP and Tolerability decisions, and about our commitments. This must become embedded into our behaviours, and must be the way we do business.

I am setting DE&S an ambitious programme at a time of significant change. There will never be a better time to commit to my vision for safety. The plans beneath it are crucial enablers to ensuring that the Materiel Strategy provides for a step change in defence equipment, logistics and support that is necessary in the 21st century.'



We remember

DE&S staff pay their respects to the fallen

Abbey Wood briefly came to a standstill on Monday 11th November as hundreds of staff observed the traditional silence in memory of personnel who have fallen in combat around the globe since World War One.

It was reflected in public places up and down the country, as well as in various DE&S sites.

Abbey Wood's ceremony of remembrance took place in the central piazza where many stood in silent thought or prayer in what is an annual event for headquarters staff.

Chief of Defence Materiel Bernard Gray led the party of senior DE&S officials in laying a wreath in the centre of the piazza.

Chief of Materiel (Air) Air Marshal Simon Bollom, Chief of Materiel (Land) Lieutenant General Chris Deverell, and Director Submarines Rear Admiral Mike Wareham laid wreaths on behalf of their respective services.

Further wreaths were laid on behalf of the Civil Service and trades unions represented at Abbey Wood. Jack Lopresti MP, who represents Filton and Bradley Stoke which includes Abbey Wood, laid a wreath on behalf of his constituents.

A bugler on a balcony overlooking the Abbey Wood ceremony played *Last Post* before staff and military personnel observed a period of silence. Silence ended with *Reveille*.

Elsewhere, the Royal Navy in Devonport marked Armistice Day with a short service, a day after many personnel had paraded in Plymouth to mark the weekend's commemorations.

The Reverend Bill Gates, Naval Chaplain at *HMS Drake*, conducted the service at the Boscawen memorial

in Liberty Square where all service personnel and civilian employees were invited to attend.

Naval Base Commander Commodore Graeme Little read from a speech by Theodore Roosevelt after an opening prayer. This was followed by a roll of honour read by Lt Cdr Andy McConochie listing serving Royal Naval, Royal Marines and Royal Fleet Auxiliary personnel who lost their lives over the last 12 months.

Last Post was sounded by a lone bugler before the beginning of the two-minute silence was begun and ended by a gun salute.

At RNAS Yeovilton personnel were joined by civilian employees, Yeovilton villagers and children from local schools.

WO Gary Smart read the names of personnel who had lost their lives since the same service in 2012.

During his address, Naval Chaplain Reverend Martin Evans said: "Silence can be the only response to the suffering and the sacrifice we acknowledge have been made for us today. Indeed, the only thing we can do after such silence, is commit ourselves to living better lives, trying to make the world a place where such huge sacrifices are no longer required, as we try to live up to the high principles of our service and our faith."

Defence Secretary Philip Hammond used the occasion to send a message to all who work in the defence community.

"As we remember the valour and sacrifice of those who have gone before, I would like to express my personal thanks to all of you who honour their names through your work in the defence community," he said.

"Our Armed Forces, supported by a dedicated and professional Civil Service, continue to be a beacon of national pride and admired around the world.

"I have witnessed the hard





work and dedication of both military and civilian staff. It is an honour and a privilege to work with you. You should be in no doubt that you are part of a community that generates, trains, equips and supports the finest Armed Forces in the world. Thank you for continuing to honour the memory of those who have made the ultimate sacrifice."

Abbey Wood falls silent at the eleventh hour. Top left: Padre Karen Jones leads the service



Terminals link ships to global satellite network

THE FIRST maritime satellite terminals to improve global communications on smaller Royal Navy ships are being delivered.

The two deployable maritime miltat ScotPatrol terminals will enhance communications capability which links to Astrium Services' new IP core-based infrastructure.

The Royal Navy ships, including mine countermeasures vessels on patrol on the Arabian Gulf, will connect to one core defence infrastructure.

This will support all voice and data traffic with encryption from operations across the globe – rather than having to recreate a network of services.

The new terminals are lightweight and compact for easier use on small vessels. Ships will be able to integrate into the network via Skynet 5's resilient and hardened X-band satcoms. Further terminals are on order to be delivered in the next 12 months.

To meet the Forces' land requirements, Astrium Services

is also delivering 25 Mantis terminals and lightweight Snapper baseband equipment as part of a managed service package.

These new deliveries are based on communications via Astrium Services X-band satellites through the Skynet 5 programme, now in its tenth year

"These service deliveries ensure that UK Forces have the best capability for secure communications by guaranteeing secure voice and data access to our forces on the front line while using lightweight and IP-based equipment", said Colin Paynter of Astrium Services.

"These services are important steps in the Skynet programme, an example of how effectively industry can work with the MOD in an on-going service delivery programme."

Through the Skynet programme, Astrium Services operates the Skynet military satellite constellation and the ground network to provide all beyond-line-of-sight communications to the MOD.

Info awards: now the race is on

NOMINATIONS WILL be accepted from early next month for the MOD Information Excellence Awards 2014.

The awards, into their third year, reward those who reach high standards in creating, sharing, exploiting and disposing of the informaton used in everyday work.

There are the three usual award categories: inspiring leadership; innovation; and exemplary practice.

A fourth – information team of the year – has been added this time round.

Awards aim to recognise the efforts of all defence staff, civilian and military.

Nominations can be submitted from Monday 13th January until Friday 14th March.

The award ceremony will take place in the spring in Main Building.

More information can be found at <http://defenceintranet.dii.f.r.mil.uk/Policy/Info/InfoSkills/Pages/WhatAreTheInformationExcellenceAwards.aspx>

Sir George makes history on first Abbey Wood visit

ABBEY WOOD has opened its doors to the First Sea Lord – believed to be the first visit by a serving head of the Royal Navy to DE&S headquarters.

Admiral Sir George Zambellas, who became First Sea Lord last April, was greeted outside Abbey Wood at the start of his 4th November visit by Vice Admiral Sir Andrew Mathews, outgoing Chief of Materiel (Fleet).

Among topics on which Sir George was briefed was the future of DE&S where he learned of the progress of plans for the Government Owned Contractor Operated (GOCO) and DE&S+ options for the organisation.

The Maritime domain of Ships and Submarines would be the first to move to a GOCO should Ministers choose this option.

Sir George stressed the importance of DE&S' part in supporting the Royal Navy directly to the front line and the critical role people play in that function.

After a briefing on 2* strategic issues, Sir George was briefed on Maritime Equipment Transformation before a discussion with Chief of Defence Materiel Bernard Gray.

Following a working lunch with Maritime domain military and civilian personnel, he then visited the Ships and Submarines



Admiral Sir George Zambellas is welcomed to Abbey Wood by Vice Admiral Sir Andrew Mathews, DE&S' Chief of Materiel (Fleet)

Operating Centres. The visit ended with a town hall session in the gymnasium attended by more than 300 Maritime DE&S and Royal Navy personnel, at which the First Sea Lord welcomed questions from all.

Vice Admiral Mathews said: "It was a great pleasure to welcome the First Sea Lord to Abbey Wood and for the DE&S Maritime community to demonstrate to him their hard work and commitment in supporting the Royal Navy."

Admiral Zambellas added: "I really enjoyed my first visit to Abbey Wood, which gave me

a real opportunity to see at first hand how much DE&S cares about its acquisition process and its provision of support to the Royal Navy.

"We are on the cusp of a renaissance in the maritime equipment programme. But there is the day job, because every day the Royal Navy is deployed worldwide on operations and you should be in no doubt that your work is vital in maintaining the operational authority of the Royal Navy, both today and tomorrow.

"So, as part of our nation's maritime team, thank you for your support."

Pilots start training on their upgraded Pumas

AIRCREW AT RAF Benson in Oxfordshire have begun training on their newest helicopter, the Puma Mk2 which is being upgraded under a £260 million programme.

The upgrade, initially approved in 2009, has provided helicopters with new engines which give them 35 per cent more power and improved fuel efficiency to allow them to fly faster and twice as far as their predecessors. They also have digitized glass cockpits and upgraded LCD instruments.

Although small enough to fit into a C-17 so they can be transported anywhere in the world, the Puma Mk2s can carry up to 16 fully equipped troops alongside a crew of three RAF personnel. Twin cargo doors and low rotor down-wash make them ideal for transporting personnel and equipment in and out of confined urban environments.

The airframes, which also feature improved ballistic protection for crews and passengers, can be ready to deploy in support of both combat and humanitarian missions in just four hours. The DE&S Puma HC2 programme is managed by the Puma 2 Gazelle project team in Director Helicopters operating centre. The team is led by Gp Capt Owen Barnes.

The first upgraded Puma



A Puma HC1 over London. Pilots have begun training on the new Mk2 at RAF Benson

HC Mk2 aircraft successfully made its maiden flight in June 2011 and all 24 aircraft have now been inducted into the programme. To date there are 12 modified aircraft in the UK, seven of which are at RAF Benson facilitating ground training, three at Boscombe Down for trials and two at a Eurocopter site at Kidlington.

The remainder of the fleet will be handed over in the next two years ahead of the helicopters entering service in 2015.

Puma Force Commander Gp Capt Nigel Colman said: "The new Puma is a remarkable aircraft and its ability to

operate in urban and harsh conditions will see it play a key role in any future deployments. The Puma Force is really enjoying getting to grips with the aircraft and are reporting that it is outperforming expectations."

Almost a third – around £78 million – of the upgrade carried out by Eurocopter (UK) has taken place in the UK with companies in Oxford, Oldham, Redditch, Gloucester, Boscombe Down, Basildon, Surrey, Marlow, Cheltenham and Reading contributing. The remainder has taken place at Eurocopter (UK)'s plants in France and Romania.

Niteworks welcomes Sigma

COLLABORATIVE WORKING should be built into military equipment projects in the early stages of design.

That was the message from Paul Davis, managing director of Sigma, the latest company to become an associate member of Niteworks, the partnership between the MOD and industry to help de-risk requirements.

Mr Davis said: "We are delighted that we have been accepted into the Niteworks team because this will help to spread the message to all team leaders in the MOD that collaborative working needs to be thought about and built into projects in the early stages of concept design and feasibility assessments.

"This will reduce risks further downstream, and by working together with the supply chains you can find better and more innovative ways of achieving project delivery."

Sigma specialises in collaborative working between the customer, major prime contractors and their supply chains. The company provides advice, workshops and training in customer relations, commercial and supply chain management, pre-contract and business together with collaborative working.

Samantha Page, Head of Commercial/ Partnering at Niteworks said: "We are pleased to welcome Sigma to Niteworks and look forward to harnessing Sigma's work in the field of continuous improvement in support of our projects as appropriate."



Digital – the challenge of a cultural change

ROGER HUTTON, pictured, the MOD's Digital Lead, focused on the challenges faced in moving towards a digital environment when he spoke at the Information Professionals' Conference at Abbey Wood.

Information lies at the heart of digital environments where it is created, stored, communicated, displayed and preserved using a range of devices from smart phones to desktop PCs, he said.

It needs to be accessed quickly at any time, anywhere, in a user-friendly format as well as stored cheaply and securely. Organisations that manage this level of digital information management include YouTube, Twitter, Facebook and Amazon. All provide services via intuitive sites that do not require training courses to learn how to use them, Mr Hutton added.

The MOD's challenge is in managing the huge cultural change required to apply such services in an official environment. The change, he said, is of the same scale facing society when it moved from horse power to steam power. But digital is where the MOD need to be – the potential benefits are massive.



Talk to the Board 'live' Abbey Wood hosts lively staff session

NEWSREEL

Teaching next generation

TRAINING and simulation specialists NSC have joined design consultancy Atkins in developing computer-based instruction methods to sharpen skills of students on the Captains' Warfare Course at the Land Warfare School in Wiltshire. Future graduates will be exposed to simulation-based exercises plus e-learning software to teach Army 2020 doctrine.

Resettlement success

NEARLY 21,000 former Armed Forces personnel took part in the Career Transition Programme in the two years to the end of the first quarter of 2012-13. Around 85 per cent found employment within six months of leaving the service.

DE&S BOARD members had the opportunity to engage with staff at the Abbey Wood Talk to the Board 'Live' event on 19th November.

The Board introduced sessions after feedback from the 2012 MOD Your Say Survey to improve Board visibility and meet regularly with DE&S staff. A number of events have been held across DE&S main sites.

The panel's frankness in their responses and this was welcomed by attendees particularly during discussions on the new performance management process.

The Board acknowledged the process was not ideal for DE&S staff, who by the nature of their business possessed professional and specialist skills different to those across the rest of the Civil Service.

Acting Director Human Resources Shirley Spencer said: "We would be better served by an appraisal process that looks at our professional skills first and foremost, recognising that some generic competences would still be required.

"The Civil Service approach is to share policy and process across all government departments and although the performance management system doesn't fit as well as it could for DE&S, we need to work with it as best we can. We will

be providing feedback to MOD centre."

Concern was expressed by questioners on the capability of MOSS. A new 3* Chief Information Officer has been appointed to tackle issues from a strategic perspective.

Other topics covered included military manning, defence budget contingency, flexible working and financial delegations.

Clyde discusses the latest issues

SERVICE AND civilian DE&S staff at Clyde had the opportunity to talk to members of the DE&S Board on 5th November.

Personnel packed the site's Neptune Building conference room to hear the latest developments on a variety of issues, including the Materiel Strategy, from Barry Burton, Director Materiel Strategy, and David Ball, Director Human Resources.

The session was introduced by Commodore Keith Beckett, the naval base commander, and was followed by a lively Q&A session.

Mr Burton outlined some of the issues facing the Board and updated everyone on the Materiel Strategy.

"Naturally, we are looking at the challenges facing equipment delivery to the front line and also how best to spend money," he said.

Mr Burton added that a key issue every time the Board met

Above: Answering questions at Abbey Wood, from left: Director General Resources Michael Bradley, Chief of Materiel (Land) Lt Gen Chris Deverell, Chief of Materiel (Air) Air Marshal Simon Bollom, Acting Director HR Shirley Spencer and Director Technical Air Vice-Marshal Julian Young

was people and the pressures that arose from change.

"We are worrying about the level of change – everywhere you look we are changing – and the pressure that puts on our people. Personnel are asking for stability, but I fear we will all be facing change throughout our career.

"What we need to do is ensure that the future organisation is one which releases our people's energy to focus on delivering equipment to the front line and minimise the time we spend on bureaucratic systems."

Questions followed on GOCO and how national, not just commercial interests would be met.

Staff also asked about conditions of employment and the new performance appraisal system.

Questions on strategic issues can be submitted on DE&S' Intranet where previous answers can also be viewed.

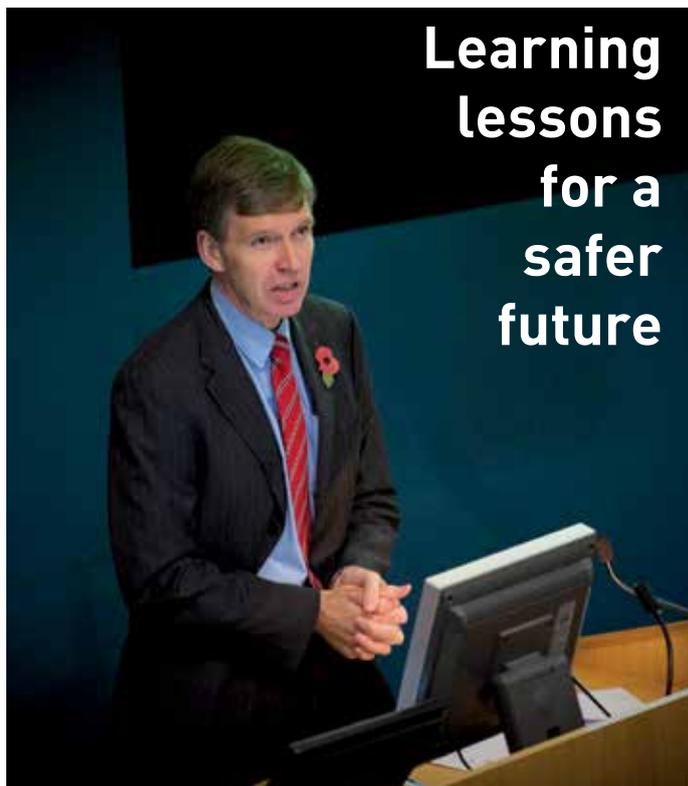
AIR VICE-MARSHAL Julian Young – Director Technical at DE&S – has backed a new series of safety Learning From Experience events at Abbey Wood and called for feedback from other DE&S domains on their experiences.

Tony Ashton, Director Land Equipment, launched his own domain's LFE event last month focusing on risk referral of noise-induced hearing loss and how concerns about noise became a subject senior management had to take action on.

"I recognise the value of these LFE events and look forward to feedback from other domains," said Mr Ashton. "If another operating centre can learn from our experiences then the event will have been beneficial to the wider community.

"We have other LFE activity ongoing as part of our continuous improvement drive and will look once again to share those lessons across the department."

Mr Ashton was leading the fourth in a series of LFE safety events, recommended for all operating centres by



Appeal for feedback: Director Land Equipment Tony Ashton

the DE&S Safety Board last May. The Board said more could be done to exploit learning opportunities and LFE information should be cascaded across all domains.

Richard Spencer, Land's Chief Safety Practitioner, stressed how the Safety Board's key messages, such as accountability and responsibility, suitably qualified and experienced people, and the importance of challenging decisions and assumptions, were embedded within day to day risk management and the risk referral process.

Mark Bradley, Programme Leader for Artillery Systems, is leading on a risk referral on AS90 and the Light Gun. He looked at the work the Programme had to undertake to prepare the 'noise' risk for referral to 2* level and beyond and identified lessons learned.

These included getting the right people at the safety panels at the start with input from subject matter experts and wider stakeholders and ensuring SQEP.

These events have been successful with good attendance from across DE&S. It is hoped future events will see an increase in attendance from other operating centres and not be restricted to the one leading the presentations.

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Apprentices: the future of DE&S engineering

Learning the complexities of weapons

TWO DE&S weapons apprentices have returned to Abbey Wood after six months working with some of the world's most advanced complex weapon systems while with DE&S colleagues at Defence Munitions Beith.

Stuart Callard and Josh Beddis are two of three new Weapons Ordnance Munitions Explosives (WOME) apprentices at Abbey Wood. Their placement offered hands-on experience on a variety of weapons.

"During my time at Beith I developed a wealth of knowledge and experience with several of the weapons stored, processed, maintained and issued from Beith," said Josh.

"I was able to gain an understanding of how the depot effectively deals with the constraints and restrictions surrounding weapons processing, and saw staff successfully deliver munitions to users on time, to standard and within budget."

Josh helped with disassembly, cleaning, repair, assembly and testing of Spearfish torpedoes, Brimstone and Harpoon missiles and Air Launched Anti-Radiation Missiles.

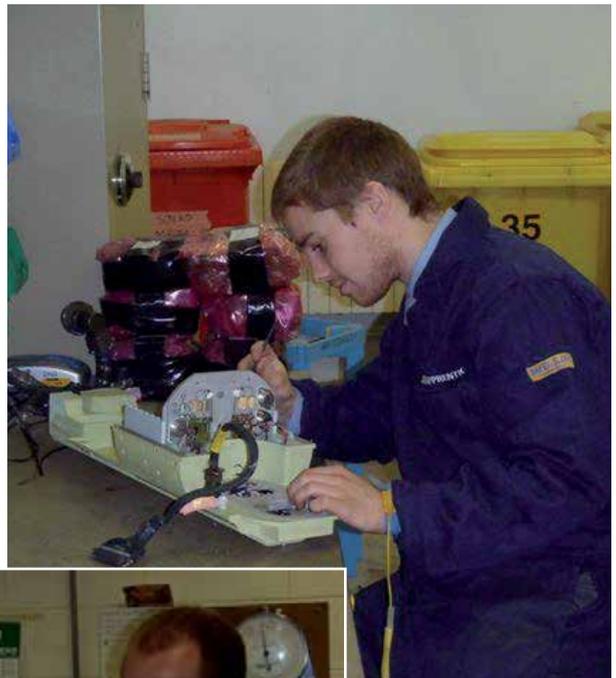
Josh said: "It has set me up brilliantly for future placements with the operating centre. I have returned to Abbey Wood with an awareness of the weapons themselves and the procedures and systems in place to ensure they are safe, serviceable and effective when they need to be."

Stuart added: "The expertise of the staff at Beith is second to none. Working alongside them has given me an appreciation of the capabilities and limitations they work to and how they are integrated into wider defence capability."

Stephen Neil, head of establishment at Beith, said that DM Beith was fully committed to supporting future investment in people development for the WOME community.

He added: "The benefits students will gain from working alongside our teams will prove an invaluable foundation to enhance career development, aspirations, skills and future prospects within the MOD and wider defence communities."

Josh Beddis, right, and Stuart Callard, below



Below: Kimberley Hill, centre, with Bill Lockyer of EAL and EEF regional director Phil Brownsord



Ambassador Kimberley chases national award

DE&S APPRENTICE Kimberley Hill heads for London next month in a bid to win a national title.

The 19-year-old technician apprentice with the Air Defence and Air Traffic Services team won the outstanding achievement by a final year apprentice award for her dedication, enthusiasm and commitment to engineering and outstanding performance.

The judges in the EEF/EAL-backed south west awards were impressed with her self-motivation, talent and determination to succeed in her career.

Her achievements were celebrated in a ceremony in the Bristol science centre on 11th November. Kimberley will now go on to compete against other regional winners.

Philip Rotherham, Senior Apprentice Development Manager at DE&S, said: "At just 16 Kim was one of the youngest apprentices taken on in 2010 and was

quickly identified as one of the natural leaders.

"She completed all elements of the apprentice framework, including NVQ L3 in Engineering Technical Support and HNC in Mechatronics with high grades and generally shorter than average time.

"Kim is a great ambassador and regularly publicises MOD apprenticeships at schools in Bristol, Bath and Somerset raising awareness of advanced apprenticeships to high-achieving GCSE students."

The annual awards are hosted by EEF, the manufacturers' organisation, and recognise excellence in enterprise, innovation, exports, environmental performance, skills development, health and safety and apprenticeships among UK manufacturers.

The national finals will take place on Thursday 30th January.

Five more years for logistics career development

THE UNIVERSITY of Lincoln has confirmed it will continue to deliver postgraduate courses in logistics management for officers and equivalent MOD civilian staff in a new five-year contract.

The University's Lincoln Business School won a competitive tendering process to provide the Defence Logistics Staff Course, a professional development course for logisticians.

The Joint Support Chain's Dave Pawlby became the first male civilian from the MOD to graduate with a Masters Degree this year, as reported by *desider* in October.

The DLSC is a voluntary professional development postgraduate programme. It consists of eight one-week residential modules at the RAF College, Cranwell.

Sqn Ldr Jim Nadin, the military course manager, said: "This is an outstanding career development opportunity for tri-service officers and civil servants of the logistics and engineer professions, providing them with the skill sets most likely to bring the maximum benefit to defence and prepare them to address the daunting logistic challenges of the future."

MOTTO - the MOD Lottery August winners

£10,000: Brian Thomson (Coulport). **£5,000:** Elizabeth Couper (Babcock Marine). **£2,000:** Stewart Nicholson (Falklands). **£1,000:** Paul Mellor (Abbey Wood). **£500:** James Patton (RAF Leeming). **£300:** John Binns (Boscombe Down), Rosie Ridley (Gutersloh), Shree Gurung (Odiham), Paul Heminsley (Sutton Coldfield). **£200:** Garry Stewart (Fife), Robert Ware (RAF Henlow), Paul Bryant (RAF Henlow), Nick Bradshaw (Abbey Wood), Ursula Boyle (Sutton Coldfield), Lynette Dalton (Kentigern), Hamlet Jules (Whitehall), Stephanie Stevens (Aldershot), Douglas Hussey (Larkhill), Yvonne Cuss (RAF Fairford), Graham Campbell (ABRO Stirling). **£100:** Alan Airey (Lossiemouth), David Brill (Lisburn), Frances Bysouth (Clyde), Mark Bunyan (Portsmouth), Babcock Marine, Mark Hewes (AWE Aldermaston), David Luscombe (SPVA), Neil Blanchard (Corsham), John Swain (Porton Down), Vivian Ellis (Herford), Samuel Nicolson (Glen Douglas), Paul Brake (Corsham), Richard Botwell (Abbey Wood), Nigel Nudds (RAF Lakenheath), Fay Whitaker (Peterborough).

Charlie enjoys her trio of champagne moments

... and it's all for charity



Champagne Charlie's 1-2-3: Snowdon, left, Yeovil, right, and the team at the top of Kilimanjaro – Charlie's trio of tough assignments

CHARLIE HOCKING has been counting up the proceeds of her trio of charity-supporting challenges, all for Cancer Research.

Charlie, exploitation manager for the Joint Asset Management (JAMES) system in the Warminster-based team, part of Logistic Network Enabled Capability, kicked off her efforts with the Yeovil half marathon in March.

Having never run more than

a ten-mile event before, Charlie was not looking forward to the race, but managed two hours, 20 minutes for her efforts.

Next up was the famous Three Peaks challenge, the timed ascents of Scafell Pike, Ben Nevis and Mount Snowdon inside 24 hours. Charlie's overall time was just under 23 hours, completed over a June weekend.

Finally Charlie made an attempt on Mt Kilimanjaro in Tanzania, at 5,895m the

highest peak in Africa, over eight summer days, battling to the peak through some poor weather.

Charlie has almost reached halfway towards her £5,000 target. "Of all the challenges Kili is the one that will stay with me the most," she said.

"Although it feels a bit like a dream to the extent that it makes me want to take it on again via a different route some day in the future."

September winners

£10,000: Jon Davis (Abbey Wood). **£5,000:** John Delaney (Abbey Wood). **£2,000:** Timothy Trew (Yeovilton). **£500:** Patricia Roden (Abbey Wood), Ann Muir (Lossiemouth). **£100:** Mary Burns (RAF Aldergrove), Scarlet Waller (Abbey Wood), Roberta McCully (Holywood), Denise Scott (Manchester), Janette Patterson (Upavon), Anthony Dignan (Liverpool), Hugh Meighan (Beith), Vincent Gray (Portsmouth), Stephanie Sturgess (Bulford Camp), Amy Tucker (UKHO), Heather Bell (RAF Leeming), Jane Andrews (RAF Wyton), Michael Beaumont (Bielefeld), Janeane Wilkins (RAF Marham), Kirstie Payne (Andover), Jan Greenlees (Aldergrove), Iain Trail (Kinnegar), Terence Patrick (Sutton Coldfield), Jason Piper (Abbey Wood), Peter Hanson (Liverpool).

Poppy day – Bristol fashion!

DE&S gets out and about to raise cash and the military profile



Raising profiles: staff at Abbey Wood get pedalling, and collecting, for the poppy appeal while, right, Abbey Wood proves the starting point for riders on their way to Bristol city centre

MORE THAN 100 MOD civilian and military personnel did their bit to help Bristol's Poppy Day by raising a staggering £21,000.

The 7th November event aimed to raise money for the Royal British Legion and increase the profile of the Armed Forces in the community – it was a huge success on both counts.

Many Abbey Wood personnel joined

other fundraisers from across the Bristol area in Cabot Circus and Temple Meads railway station in Bristol city centre and raised more than £18,000.

Many others raised money at Abbey Wood with staff cycling and rowing as many miles as possible during the day.

Opened by Director Submarines, Rear Admiral Mike Wareham, Abbey Wood's fitness freaks cycled and rowed 646 miles

on the day. Along with the British Legion motorbike riders, staff were joined by the Battle-Back team (military personnel in rehabilitation after being wounded in Afghanistan) who began their fundraising cycle ride from the Central Facilities Building into the centre of Bristol.

The day was a great success with more than £3,200 raised from Abbey Wood to add to the total.

Peter is on hand to give band direction

PETER SKELLON, musical director for the Royal Air Forces Association's concert band, is pictured at the head of his musicians as the 'house band' for the Festival of Remembrance at Bristol's Colston Hall.

Peter, who works in Land Equipment at Abbey Wood, founded the band in 1998 and has guided its development into a major force, playing at engagements and concerts across the country.

All the musicians are volunteers, some have served in the Forces, some are ex-professional musicians with others music teachers.

The band regularly supports events at Abbey Wood and supports military guest nights and dinners.

Members were recently playing for the Wings Appeal in the Abbey Wood piazza and were due to play in the National Indoor Arena in Birmingham as part of an international tattoo at the start of this month.

They will also be playing at some of the Christmas lunchtimes at Abbey Wood.



In command: Peter Skellon at the Colston Hall in Bristol

Sleek, majestic and a classic of its time



Rolls of honour: *Defender* with an impressive line-up of guests

And that's just
HMS Defender!

HMS DEFENDER has played host to 40 local members of the Rolls-Royce Enthusiasts Club along with 15 of their beautiful motor cars in Portsmouth naval base.

The visit was an ideal opportunity to show off one of the Royal Navy's newest destroyers, which itself is Rolls-Royce powered, to members of the local community.

The club's Southern Central Section is 400 strong and welcomes enthusiasts of both the Rolls-Royce and Bentley Marques into the club.

Type 45 hosts special visitors

The ship's Principal Warfare Officer, Lt Cdr Chris Pate, said: "It was a privilege to be able to host the RREC onboard. We are always delighted to host members of the public as it allows us to demonstrate the capabilities of the very latest warships in the Fleet."

"As a 'petrol head' myself, it

was also a great opportunity to look around a variety of modern and classic cars from this famous company at close quarters."

David Gray, RREC Chairman, added: "It was such an honour to visit *HMS Defender* alongside in her home port. The ship is very impressive and the crew were so welcoming to our members."

The visit included a presentation of Type 45 capabilities and a tour of the ship followed by a chance for the sailors to have look at the members' vehicles on the jetty.

Louis in star treatment

AN ARCTIC Convoy veteran has been presented with his medal at a ceremony in Devonport.

Louis Vassallo was 18 when he joined the convoys aboard *HMS Campania* in World War Two. The ship faced ever-present attack from enemy aircraft and submarines.

Now aged 88, the father-of-three was one of several veterans to have their long-awaited Arctic Star medal.

Mr Vassallo was presented with his honour by Commodore Graeme Little, Commander of Devonport.

Cdre Little said: "It is particularly gratifying to be able to present an Arctic Star Convoy Medal and with it the long awaited recognition of the sacrifices made over an extended period of time in an area that was critical to success in World War Two."

Crew gets down to 'disaster' business

MANY OF *HMS Defender's* crew have been helping out during the latest disaster exercise in the south west.

A number landed at a mocked-up village by the on-board Merlin helicopter and small boats in response to a request by the Government's resilience network to help a community hit by a severe storm.

The scenario, based on a theoretical flooding on St Mary's on the Isles of Scilly, saw sailors racing to the rescue on the disaster training site in Devonport naval base, Plymouth, supporting Devon and Cornwall Police and South West Ambulance Trust.

Sgt Lynsey Willis of Devon and Cornwall Police said: "It is a rare chance to work alongside the Navy. We work with them on our own patch when we are the lead. But this is seeing the Navy's working processes at close hand on their own exercise area.

"There will be more of this close working together as the resilience network builds up. It is invaluable to see the differences and be prepared for them for a real life incident."



Firefighting: crew helps out in 'disaster' response

Generous Corsham does Rebe proud

A BOOK launch in Corsham, featured in November's edition of *desider*, has been so successful that extra copies have been printed.

The book – *Poetry, Prose and Pictures*, by Rebe Whittle – went on sale at Building 405 last month with more than £500 raised for Help for Heroes.

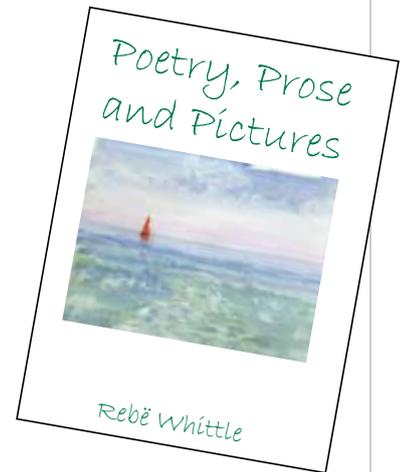
But the three-day event quickly became two as the book sold out. Greetings cards featuring illustrations from the book also sold out.

The book, priced at £5, has been published by the author's son Hugh Whittle. Hugh's friend Alan Watters who works in the Defence Information Services Team, manned the stand in the foyer and was responsible for the editing, design and layout of the book.

Hugh covered printing costs so every penny from the sale of the book goes to Help for Heroes.

The book is a collection of the author's own poems and paintings during her 91 years. She died last year. At the onset of World War Two Rebe became an air force auxiliary and a number of her poems and paintings reflect her experiences. Her husband Harry became a Mosquito pilot, which made her very proud.

If anyone missed out and would like to buy cards (£1 each or six different cards for £5 including a Christmas card) or order the book, see Alan Watters at Desk 41 in Room F2 of Building 405 at Corsham or email him on alan.watters132@mod.uk



Clyde pays a personal tribute

CLYDE PERSONNEL took part in a memorial service at the National Arboretum last month in memory of those lost on wartime ship *HMS Neptune*.

Captain of shore establishment *HMS Neptune*, Captain Alistair Willis, Chief Petty Officer Steve Losh, Leading Writer Susan Cochrane, Leading Regulator Charlene Groves and Writer Lee Kearney were there to honour 837 who lost their lives during the sinking of *HMS Neptune* and *HMS Kandahar* in 1941 off the coast of Tripoli.

Captain Willis also conducted a reading at the memorial during the moving service.

The service was organised by the Neptune Association, founded in 2002 by relatives of the crews of *HMS Neptune* and *HMS Kandahar*.

"For many years there has been a close link between *HMS Neptune* at Clyde and the Neptune Association," said Captain Willis.

"I am pleased that Royal Navy personnel currently wearing the Neptune cap tally were able to attend this service for those who lost their lives on board the previous *HMS Neptune*."

Royal visitor puts his seal on lifelong learning

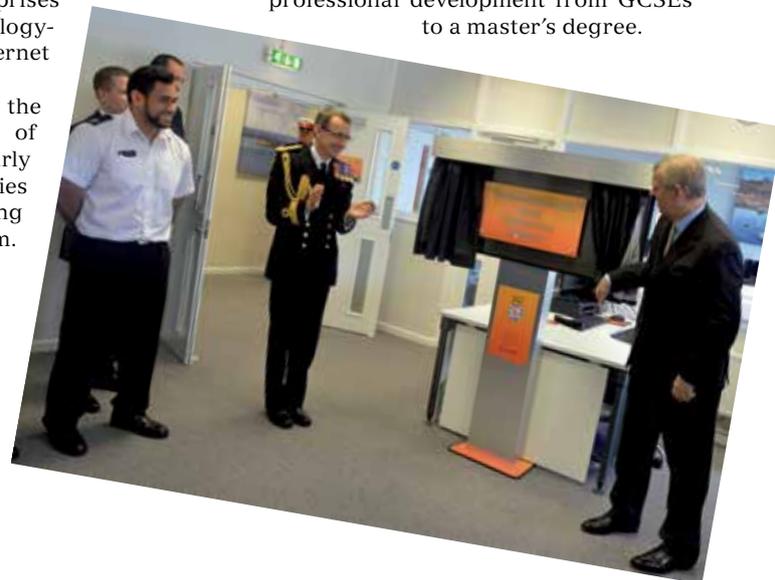
THE DUKE of York has opened a new education and resettlement centre for sailors, their families and civilians at Devonport.

The Duke unveiled a plaque at the Education and Resettlement Centre and spoke to several servicemen and women already benefiting from the facility.

The centre, housed in a refurbished former chart maintenance unit, comprises an electronic learning centre, technology-enhanced classrooms and an internet enabled reference library.

Lt Alastair Ramsay, in charge of the centre, said: "The Duke took a lot of interest in the new facility. He was clearly impressed with the range of opportunities available and the fact that it is being achieved by such a small, dedicated team.

The Duke of York, far right, opens the education centre at Devonport alongside Cdre Graeme Little, who is pictured below opening the cafe for military veterans in Plymouth



Veterans enjoy coffee time

THE ROYAL NAVY has opened what is believed to be the UK's first cafe for military veterans to share memories of their service.

Commodore Graeme Little, commander of Devonport naval base, cut the ribbon to the Plymouth Memory Cafe at Crownhill Community Centre.

The centre is for veterans and their families who need the services of dementia care specialists to provide information, education, support and care to help those living with similar conditions to help live their lives to the full.

The cafe was set up by Plymouth Drake Foundation with a number of backers.



Keeping local community up to date

LEADING MEMBERS of the local community were invited to RNAS Yeovilton for a briefing on defence transition and to explain what effect this is likely to have on the local community.

Yeovilton, like many parts of the MOD, is going through significant change and the doors were opened to local authorities, councils and parishes, as well as health and education practitioners.

They received a full and open brief on the transition of aircraft types, Sea King to Merlin, Lynx to Wildcat and the integration of 1 Regiment Army Air Corps that are the major elements of this change.

This programme signals the MOD's commitment to RNAS Yeovilton as a key operating base that employs more than 4,000 military and civilian personnel, with all the implications this has for the local economies.

Vets steal the show in France

Evergreen veterans: the Mark Beverstock-led cyclists eclipsed some of the more elite rivals

Below right: Tony Green



TWENTY CYCLISTS from the Royal Navy and Royal Marines Cycling Team along with Babcock Marine took on the professionals at an international cycling event in Normandy.

The cyclists joined the Duo (pairs) Team Trial event set on a demanding course around the village of Marginy.

Led by Rear Admiral Mark Beverstock, DE&S' Chief Strategic Systems Executive, and Mike Homer, Babcock Managing Director Submarines, the team put on an excellent performance, winning the Veterans category.

WO Sean Childs from Clyde's Sportsdrome and his partner broke a long-standing record for the 33-mile course, finishing in one hour, 13 minutes and 46 seconds at an average speed of 26.84 miles an hour – faster than some of the elite teams.

It wasn't all plain sailing, or cycling, though. Rear Admiral Beverstock, President of Navy Cycling, suffered a crash just half a mile into his and cycling partner Mike Homer's practice lap.

Despite a dislocated thumb and damaged tooth, not to mention a mangled bike, he was soon back in the saddle with some help from team-mates.

"As I rolled off the start ramp I had no idea what lay ahead, not having the benefit of a practice lap," said Rear Admiral Beverstock. "The race though, staged around a professional international event, brought out the crowds."

"Hanging on to the tail of Mike Homer, particularly on the climbs, meant that everything hurt and not just my face and thumb!"

He added: "It is only possible to participate in events like this because of the hard work and planning of all involved and I would like to thank everyone who participated, particularly the dedicated support crew."

DE&S trio joins up for some Turkish delight

THREE ORIENTEERS from DE&S enjoyed some Turkish success as they flew the RAF flag in the Grand Bazaar.

The trio, Gp Capt Rob Woods (Materiel Strategy), Sqn Ldr Tony Green (Air ISTAR) and Geoff Ellis (Falcon), were part of a ten-man team taking part in a five-day event which culminated in a race round the famous Grand Bazaar in Istanbul, one of the world's largest and oldest covered markets.

The market was closed to the public to allow runners a free rein in the narrow, intricate streets, offering fast progress to those who can read a map at speed.

Rob, who has only started orienteering recently, continued his progress and delivered an excellent run in the M45 (male 45-50) category.

Tony, pictured, who organised the tour, returned his best run of the week and held first place in the M50 category until being pipped into second place by a later finisher.

Meanwhile Geoff's run in the M35 category earned him a third place, the first Elite medal that RAF orienteering has secured in nearly 40 years.

□ Lt Col Chris Sanderson (DE&S Weapons) finally got his hands on the Inter-Service Orienteering title in the demanding dunes of Penhale Sands near Newquay. Chris took the

honours in the most competitive championships for years after completing the 11.4 km course in 94 minutes 55 seconds, 57 seconds clear of his nearest rival.

□ Abbey Wood's Alan Paramore once again led from the front as the Armed Forces Rally Team put in its usual impressive shift with just a couple of races left in the season.

The 2013 Rallye Sunseeker, normally held earlier in the year but this time taking place in the autumn, was based in Poole with a ceremonial start and finish on the sea front.

Major Paramore of Land Equipment was partnered this time by co-driver Mike Roberts of RAF Benson, his first event as a co-driver with the team.

The pair completed the ten stages in their Land Rover in a shade over 53 minutes for a class win, more than two minutes ahead of their nearest team-mates.



DE&S staff come up with more gems

FORMER TECHNICIAN apprentice Ben Porter leads the latest list of DE&S staff winning GEMS awards for suggestions on improving processes and saving money.

During his three-year apprenticeship at Devonport Ben felt support for apprentices could be improved with a mentoring scheme.

Although one exists – C grade is the minimum to be a mentor – Ben suggested encouraging people who have recently completed their apprenticeships to act as mentors to current apprentices as a supplement to the line management chain.

"Benefits to the apprentice could be massive," he said. "There were a number of times in my apprenticeship where I sought advice from those in the phase prior to me. I found this very useful and it set my mind at ease or saved me time or wasted effort."

Design and manufacture of a jig to help build the types of pallet required to store and transport military equipment has seen Roy Brooks of Logistics Commodities and Services' Bicester technical workshop win an award.

Pallets and feet for items such as batteries, ration packs, sheet steel and thermal targets have to be individually measured and constructed using time-consuming traditional methods of carpentry.

Now there is a quicker and more accurate means of construction with the materials being held in their correct place by the jigs prior to being secured.

Used in conjunction with a custom-built pallet bench, three operators can now work simultaneously producing custom pallets quickly and accurately.

Steven Bryce, Calum Smith, Jim McCormick, Dougie Maxwell, Michael Cairns, Douglas Golightly and James Kendal of DE&S Weapons shared their award for new procedures in dealing with and preventing leaks of propellant fuel from torpedoes.



Smiles: the DSRA team players added to their year of success

THE HOCKEY players of Abbey Wood helped clinch a national title to add to the club's successes this year.

The club attended the Civil Service games at Loughborough University as part of three Defence Sports and Recreation Association mixed teams.

The DSRA first and second teams remained undefeated in topping their five-strong groups.

The DSRA first team went on to finish in

first place with their second team colleagues finishing third.

The DSRA third team lost two group games and finished seventh out of the ten teams.

The Abbey Wood squad was proud of victory as it represents a significant achievement after a good few years of effort from everyone.

This adds to this year's honours which include victory at MOD Sports Day.

Abbey Wood's hockey stars keep success rolling in



Above: Land Equipment staff relax after completing their marathon relay

Swim target smashed

A TEAM of military and civilian staff from across Land Equipment swam their way to a £6,000 goal to raise cash for the Army Benevolent Fund, the Soldiers' Charity.

The team of 48 gathered at Filton Leisure Centre to swim in relays for ten hours with a target of 8,600 lengths of the 25-metre pool – 215km for the day.

However the groups managed 11,812 lengths with WO1 Gareth Brien alone, swimming for Team Chubs, covering 500 lengths of the pool, adding more than 12km to the total.

Eight of the swimmers managed more than 10km with the rest of the team smashing their own personal targets. Last year the event raised more than £5,000 for ABF.

Teams dig deep in their efforts to save lives

MEMBERS OF two Abbey Wood teams are playing their part in a drive to equip one of the UK's busiest air ambulance services with a new helicopter.

Members of the Short Range Air Defence and Maritime and Air Weapon Systems teams visited the Great Western Air Ambulance headquarters in Filton to deliver £1,000 which they raised during the year.

Covering 2.1 million people across six counties the Great Western Air Ambulance Charity can provide a doctor and paramedic to an emergency – essentially a flying accident and emergency department with a critical care capability.

Its modified Bolkow 105 helicopter is due to be replaced by a more modern, purpose-built Eurocopter 135. The charity is relying on donations to help raise the £250,000 needed.

Chief Executive John Christensen said: "It's fantastic that staff from the MOD in Abbey Wood have decided to support our cause.

"Although our air ambulance is part of the regional 999 emergency response service, we



Handover, from left: Jeremy Chapman (MAWS team), Chief Tech Chris Clawson (MAWS), John Christensen (GWAAC), John Rigby (pilot), Nigel Stanmore (GWAAC paramedic), Hayley Timms (MAWS), Simon Loughlin (SHORAD), Doctor Ami Jones (Army Reserve), Lt Paul Greason (SHORAD)

don't receive any Government or National Lottery funding and are reliant on the support of our community to keep the helicopter flying. We are extremely grateful to Abbey Wood staff for their support."

Lt Paul Greason of the SHORAD team added: "It was great to learn about the vitally

important service the charity provides. During our visit the air ambulance was called to respond to an emergency. Within seconds the team were airborne and en route to the incident. It is a great feeling to know that the money our teams have raised is going directly to a charity that saves lives daily."

Engineers rise to the challenge

ENGINEERS AT Devonport have built a garden shed for their adopted school after a plea for help.

The sailors responded to the request from the teachers at Longcause Community Special School in Plympton St Maurice – a community special school for children from 4-16 with autism and communication difficulties.

The willing team from the Devonport Flotilla engineering support group previously raised money and provided practical help to the school.

Chief Petty Officer Geoff Rooney said: "We dug out the base where the shed was to be installed and constructed a solid concrete base. We also filled in and turfed over an unused sand pit.

"It is nice to be able to put our skills to use to help the local community and Longcause is definitely a worthy cause."

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:

2013DIN04-169: With the C-130K fleet having reached its out-of-service date on 31st October the system, consisting of aircraft, equipment, both installed and held as spares, support equipment, ground support and support infrastructure is being disposed of. This DIN informs the defence community of the disposal/sales plans with a view to possible re-use of equipment by other project teams.

2013DIN04-173: This outlines information on the new in-service sleeping bags, compression sacks and sleeping bag liners. Medium weight bags will cover temperate and cold weather with a lightweight bag for warm weather work.

2013DIN04-177: The TriStar fleet of 2 MkC2/2a, 1 K1 and 4 KC1 aircraft reaches its out-of-service date on 31st March 2014. The TriStar system will be disposed of, with this DIN informing the defence community of disposal/sales plans with a view to possible re-use by other project teams.

2013DIN03-190: This DIN describes the mandated process for use of maritime strategic facilities by MOD projects, their contractors and sub-contractors. The Maritime Strategic Capability Agreement is a 15-year contract with QinetiQ covering facilities fundamental to future support of in-service maritime projects.

Further information and more details on the latest DINs see:

<http://defenceintranet.diif.r.mil.uk/Reference/DINsJSPs/Pages/DINsindex2013.aspx>

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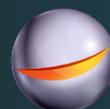


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