

LB04 Audit

The team on LB04 have had a busy few weeks due to a number of audits taking place. A care and protection audit was carried out on 24th October. The audit was satisfactory and it was noted that the standard was excellent. The LRQA ISO9001 audit (carried out by an external company) came back without any non-conformances. Alan Nicholson, LB04 project manager said, "This has been a great effort by all of the team. The audit looked at the 12 week lookahead and they didn't find any non-conformances, however, we will look to keep continually improving as we go through the build phase."

Ramp Lift

On Friday 1st November section 168 was lifted onto the flight deck. It only a matter of hours for the section to be lowered into its location. Work will now commence to settle the ramp section into it's final position before welding begins.

Engineering move on board

In an engineering milestone, fifteen Engineering Liaison staff moved on-board HMS Queen Elizabeth in September.

The team provides information to aid installation with engineered solutions.

Alan Sharp said: "We are realising the benefits already. Being on-board means we are in the best place to help and we have seen an increase in the amount of desk support, giving us a better understanding of the issues facing production teams."



Spotlight on....

Alan Nicholson, LB04 Project Manager



When did you start on QEC?

I started as an assistant project manager in engineering design on LB04 Ship 01. I was then promoted to project manager for engineering on LB04 Ship 01

before moving on to being Build Project Manager, three and a half years ago. I started in my current role a year and a half ago.

What differences do you see between Ship 01 and 02?

The big change I have noticed is in the number of change requests there are to deal with. We had a real challenge on ship 01 with the volume of change, and this has significantly reduced on Ship 02. Also, the team have applied lessons learned from Ship 01 to ensure the main focus of attention for Ship 02 are the areas where we had difficulties on Ship 01, and this is working so far. Even now we are still holding lessons learned to see what we can improve on. I've been lucky that I have been with LB04 Ship 02 since the start so I have been able to influence and promote these lessons.

LB04 has had positive feedback from recent audits, why do you think this is?

We have benefitted from the lessons learned and ensured we have taken this on-board. With regard to the Care and Protection Audit, we have set ourselves very high standards. The LRQA ISO9001 audit was really positive.

What milestone has been the best for you?

It would have to be getting LB04 Ship 01 out of the build hall and onto the transportation barge. It made me appreciate the sheer magnitude of the block. As a team we also won a Chairman's award for the innovation of using Buoyancy Tanks to move the block.

Finally, what do you do in your spare time?

I like to play football. I also spend a lot of time chasing after my daughters; Rebecca, 6, and Olivia, 3. Rebecca is really into her football as well and has recently joined a local team whereas Olivia is into her dancing.

HMS Queen Elizabeth

Rosyth

HMS Queen Elizabeth LB04:

- On LB04 this week it is forecast that four compartments will be signed off by the client following successful inspections. These are the galley administration office in 5Q and 3 stairwells.
- In addition to this, nine compartments have been put through their initial inspections and are scheduled to be signed off by the customer this week.
- In preparation of future compartment inspections, a number of behind lining inspections have taken place last week. These were in the medical complex in 5M and four compartments in 6N and are scheduled to be washed up with Lloyds this week.
- Elsewhere on the block there has been further progress in the galley area in 5Q. The galley hoods have now all been shipped into position through the lift shaft.
- The first hood has been installed as per the agreed sequence and is being integrated with the adjacent services and ceiling.

Tanks

- This week compartment 0MA0 (Sea Chest) was successfully signed off by the customer, achieving its Compartment Completion Inspection.
- Compartment 9HA0 (fresh water tank) will commence its ITR06 Air Test on Monday 4th November.
- There has been further progression on the Shot Blast programme with a further three tanks offered to Quality Control for inspection.
- A further two tanks have been offered to QC for Paint Inspection. These are 9QZ8 (Sea Chest) & 0FX7 (AVCAT Tank), and any remaining defects will be worked over the weekend for clearance.
- Engineering, this week have reviewed five tanks which are the cofferdams in Ring O. The reports are currently being created and will be issued early this week.

Shaft Programme

- The main focus for the shaft programme this week is the movement of major equipment for the alignment of the shaft.
- To support the shaft programme going forward, training has been planned for Operators on Chain Block and Lift Supervision. This will commence this week.

Hull Programme

- There has been good progress made on the A-Frames with the inserts in place ready to commence welding of the castings on the port side.
- Encapsulation from the Boot Top down has been completed in Damage Control Zones 1-3 in preparation for commencing paint on the hull.
- Dock stool removal is progressing in-line with the plan. Focus remains on completing the pre requisites to allow hull painting to be completed in line with flood up timescales.



HMS Prince of Wales

Portsmouth

HMS Prince of Wales LB02:

- Hotwork completion for F to G join up will complete on plan this week (Week 44) and painters are already preparing the area for the next stage, with inspections completed for preparation.
- The dry survey plan is progressing on ring G, E and F in preparation for handing over to paint, in line with structural completion which is going well.
- Work is steadily progressing in 6C and 6G priority compartments with outfit, to advance cable reeving to the main switchboards. This will include all deckhead supports for systems and some deck screeding prior to the main cable racks installed.
- There is constant progress with pipe installation, and we have a total of 6,860 pipes across the block.

HMS Prince of Wales CB02:

- There has been a great deal of activity in Hall A recently, with units C212 and C215 completed and prepared to be moved to Hall B next week (week 45). See photo.
- Additional build grillage to Ring C has been completed in Hall B and is ready to go on the build line next week.
- Paint is progressing on Ring A, on 3 and 4 deck in Hall B and is going well, with completion due at the end of the week 44.
- Lock-out items are due for delivery and installation on Ring A next week, marking the start of outfit.



Govan

HMS Prince of Wales LB03:

- This week there have been no accidents or incidents on the block, continuing the positive trend of no lost working day cases on LB03 since April 2012.
- The focus remains on the CHOI programme, with another 25 CHOIs achieved last week, with a further 19 achieved this week. Some of the compartments inspected this week were the Main Provision Store was successfully inspected, along with the 5H pipe passageway. This brings the total 311 achieved out of 520.
- Also this week the milestone to CHOI all Double Bottom Tanks was complete, with the final tank within Ring L being inspected. This is another successful achievement, displaying the teamwork from both BAE and subcontract teams to complete the scope of work.
- The painting programme has also moved into the large, complex areas in Ring L. SSSL has begun stripe coating this week to allow spraying to take place. This area, along with 5 deck is one of the challenging areas of the block and is on the critical path to block completion. However, the teams are progressing the areas to ensure that the schedule is maintained.
- The flat pack cabin installation has begun this week on 5 decks which are the final modules to be installed on the block.
- With the Outfit programme planned to complete early next year, the high level of outfit shows the good progress on the block.
- This week 408 spools have been mechanically audited and a further 183 spools have been pressure tested. Progress on electrical scope continues with 2,367 metres of cable installed, bringing the cumulative total to 262,717 metres. Following on from this 1,841 terminations have been completed this week and over 15,555 cores check wired to date

HMS Prince of Wales LB04:

- There was a first aid case this week where the IP sustained a small laceration to the hand. This was due to a sharp edge on a cable tie. There have been no other accidents on the block which continues the excellent trend of no recorded LWDC's on LB04.
- To date we have 121 units in preparation with 111 in the subsequent Fabrication stages and 82 in the SBOH bays 1 & 3. This week LQ37 & LP37 were safely erected which is ahead of the erect plan. There was also the successful dry survey of Units LS48 and LQ11 this week, which puts us four surveys in front of the plan all achieved to the required quality requirements.
- On Ring M the preparations for the Diesel Generator Installation are drawing to a close. The final meeting for the preparation of this milestone in the programme was held this week, with all actions closed out. The programme will be for the Ship to arrive on the 7th of November with the equipment offloaded on the 8th. We will then set up the mobile crane within the SBOH facility over the weekend and place the Diesel Generators into the position on the Block on Monday the 11th of November.
- Within the Pipe installation plan on LB04 out of the total scope of 18500 pipe spools we have currently installed 4119 spools against a planned value of 3200 spools. Really good progress against the plan and the result of picking up and driving lessons learned from Ship 01 to achieve this.
- Given the criticality and scale of the electrical scope on the Block, and in particular Rings P & Q, we are now having the main seats fitted and brought to up to a finished standard to allow the installation of the transformers, convertors and other main electrical equipment.
- PO1's this week, we have from a planned figure of 90 hot work inspections – 88 having been submitted, 74 have now been fully Barcoded through CMS, 3 have been achieved partial & 9 are QC achieved awaiting Barcodes.

Merseyside

HMS Prince of Wales CB02:

- 3 deck hangar under deck structure.
- Initial installation of hot work seats and supports on C221.
- Flt deck 1 dk barring out.
- C229bd unit 3dk 90% complete.
- C228 unit port 2dk 80% complete.
- NDE carried out on class 1 inergen system spool.



Tyne

HMS Prince of Wales CB03:

- Work continues to join Rings H and J with the rings now being welded out
- Both Rings are in the midst of Outfit with Ring H now ready to start pulling cables in the next few weeks
- Ring K is erected into two half rings and the hotwork inspections will begin Monday after the last of the coamings, pens and seats have been installed
- Ring LK unfortunately was delayed this week when 2 of the units were prevented from Lifting and Turning due to the bad weather at the start of the week.
- Ring L bulkhead manufacture continues

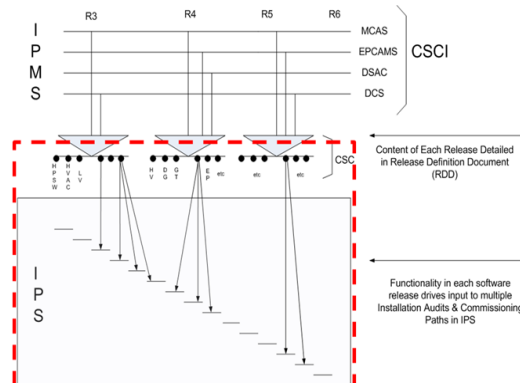
Systems Delivery

- Systems Delivery are pleased to announce the successful conduct of the Integrated Platform Management System (IPMS) software release 3 Factory Acceptance Test.
- Coupled with the recent success of the DSAC FAT (in Montreal) this further de-risks the availability of Ship 01 Platform System availability in support of the Working Plan and the forthcoming Undocking and subsequent Basin Trials.
- Furthermore, the final development phases of IPMS have now been linked to the Integrated Programme Schedule (see top right) therefore ensuring that consequent software releases are aligned with the Ship 01 commissioning plan and with the introduction of an EPCAMS laid fibre network solution on Ship 01, has created positive float that is testament to the dedication and hard efforts of L3, Thales and Jamie McCulloch who have progressed IPMS and its integration thus far.

- IPS has linked Commissioning IPMS & schedule.

- High integrity as Release Definition Document used (RDD).

- IPMS SW delivery 'elements' captured in RDD, and now in IPS



- All four propulsion motors for Ship 02 have now been successfully delivered to the block build sites (picture below)



- Electrical Power Control & Management (EPCAMS) successful FAT3
- Covering demonstration of Diesel Generators, HV Generation, HV Distribution and Common functionality this success further enhances the availability of system development and release to allow on-board installation and the continuation of programme critical Power & Propulsion commissioning.
- With the embodiment of the EPCAMS laid fibre network solution on Ship 01 work to progress HV system commissioning will now be undertaken.

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