



Prince of Wales CB02 Formal Handover

Last week saw the formal handover from build to assembly for CB02 rings A, B and C; the first of the upper blocks to be completed. Many issues were overcome, but this was achieved within the agreed timescale.

As the team in Portsmouth diminished, a consolidated approach from the remaining team was required at the build yard. It was essential that an integrated approach with the assembly team was in place to ensure the block could be delivered to quality and schedule. Once again "alliancing behaviour" won the day.

Tom Niven, Build and Assembly Yard Manager said "the handover process for the blocks had matured and the CB02 rings were delivered in a known state".

Ian Duncan, Head of Build assurance for the ACA, commented "I am pleased with the outcome from the teams, despite the difficult situation in Portsmouth the teams have stepped up to the mark and delivered".

Paul Bowsher, the Portsmouth Team Leader added that "the integrated teams have done an excellent job to not only complete the blocks to schedule, but to deliver to a superb quality. We have really finished with pride here in Portsmouth!"



AIM is listening

AIM needs YOU!

We're getting lots of improvement suggestions from right across the dockyard. Many of these are already in the process of being resolved, but we need **YOU!**

- What's the biggest issue you face on a day-to-day basis?
- What would you improve if you could?

Get in contact with the AIM programme through George White, we will review each suggestion and get back to you with the outcome. We can't promise to solve everything, but we **will** tackle the biggest problems on the dockyard. Look out for AIM suggestion boxes appearing all around the ship over the next few weeks and in the meantime contact George.white@babcockinternational.com to submit an improvement suggestion.



Spotlight on.. Assembly & Integration

With the assembly of Prince of Wales starting in a matter of weeks we spoke with Tom Niven, Lead Manager, to find out more about the assembly process.

How long have you worked for Babcock in Rosyth for? I have worked here for 12 years, in various roles: Business Development Manager, CVF Build Strategy Manager, Head of Assembly and now Lead Manager Ship 2.

What does your job involve? Organisation and preparation of ship construction, pre-outfitting (PO1's) in block joins, shaft alignment and undocking, including hull and tank paint for float up.

What lessons learned from Ship 1 are being incorporated into the assembly of Ship 2? We are applying a number of lessons learned, mostly around sequencing of work, improved support services, tooling and work organisation. The blocks will be similar in size and scale to Ship 1 but we now understand how the react during large fairing and welding sequences allowing us to put intelligent into the sequencing.

What will be the difference in the assembly / integration for Ship 2? We have a lot of confidence in our heavy handling team and the goliath crane which has been perfect for this type of work. We fully intend to achieve our erect programme allowing PO1 and PO2 outfitting to begin much earlier than Ship 1. There is real confidence that we can complete Ship 2 hull construction in accordance with our baseline assembly plan.

What are the biggest challenges involved in the assembly of such large sections? Primarily safety and the coordination of heavy lifting whilst minimising disruption to ongoing work on the ship.

What has been the highlight of working on the QEC programme for you? I've been delighted to see the shipbuilding industry coming together to deliver the QEC project, allowing people like myself and a number of others to bring our experiences to the project. The introduction of new employees and apprentices has brought a freshness to our industry and I want to be part of the team that delivers the carriers on time to the clients satisfaction "deliver a good job well done."

VSS Installation

Installation of the Visual Surveillance System (VSS) cameras has now commenced, and is proceeding successfully with the initial focus being on the HV compartments. Once each camera is placed in position, the field of view is confirmed with the Client prior to finalising the installation. A typical example of a modelled view and the actual camera image is shown below.



The primary purpose of VSS is to provide QEC with a remote viewing capability around the ship. VSS is a relatively new concept for ship operations. The rationale for the system is crew optimisation. VSS should enable a smaller ship's complement to fulfil all roles traditionally performed by a much larger ship's company. VSS is more than a means of automating tasks performed previously by dedicated watch keepers. In fulfilling its primary purpose, VSS provides several hundred surveillance cameras, the views from which are continuously recorded, and which cover the following areas/operations:

- Near hull;
- Hangar and aircraft lifts;
- Flight deck;
- Aircraft climb out;
- Aircraft approach;
- Key compartments and magazines;
- Boat bays;
- Security access to the ship.

The secondary purpose of VSS is to provide a recording/playback facility to enable incident analysis and performance evaluation to be conducted. VSS has the capability to store the images captured from all the cameras in the system for a minimum of 24 hours. During this time, there is a facility to archive the images to DVD if required.

HMS Prince of Wales

Tyne

CB03

Load out activities continue. The barge has arrived on time and been passed off as acceptable by SANDMO. The last of the weather protection is now being applied ahead of the first unit loading out Friday 15/08/14. The rest of the units will then roll out across the weekend before sail away 22/08/14.

Merseyside

CB02

21 CHOI inspections are now complete within CB02 G Ring and F Ring against onsite CHOI programme with a total 8 CHOI inspections completed this week.

First 15 CHOI ITR's have been completed, signed and submitted to CMS.

Final PO1 inspections within F ring scheduled for completion next week.

Paint complete to 28 compartments with prep and paint continuing to an additional 14 compartments.

CB04

A ring 2 deck consolidated at berth and welding now complete.

A ring flight deck units 1, 2, 3, 4 and 5 now lifted, turned and placed on berth.

B ring 2 deck units 1, 2, 3, 4 and 5 now lifted, turned and placed on berth.

C ring 2 deck and flight deck plates on grillages and welding continues.

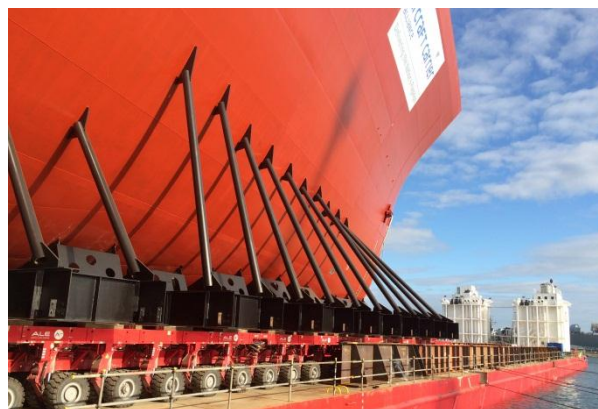
Manufacture of C ring fab tees continues.

D ring profile cutting and chamfering of structural steel continues.

Portsmouth

LB02

Load out of LB02 is currently underway in Portsmouth with sail away planned for Tuesday 26th August.



Rosyth PWLS Manufacturing

Work continues on sponsons 3, 4, 5, 9, 6 fwd and aft with the installation of PO2 pipework and equipment. Unit 17 has now been lifted to sponson 9.

Sponsons 01 fwd and aft, 8 aft, CB06A, SP07 and SP02 aft are in progress within the syncrolift bays.

Units for sponsons 01 lower, 07, 08 aft, CB05B are all in the process of being manufactured in the heavy fabrication bays.

The pictures below show unit 17 being lifted to sponson 9.



Govan LB04

On LB04 this week there were no recordable accidents or incidents, however a first aid case was raised when an employee hit his finger with a hammer. Work continues on the ring butt join up with 4-7 decks survey now complete which opens important areas for PO1, PO2 and also MSC scope to progress with the join up forecast for completion in week 1435. PO1 progress continues across the block with 13 achieved last week and 20 compartments opened up to allow the paint scope work progress over this weekend. There was a further 4 CHOI inspections signed off this week bringing the overall achieved total to 98 and a further 4 to be inspected next week. HVAC install continues well and is currently sitting ahead of the planned by 1,000 meters, electrical cable install continues well along with electrical terminations which are circa 4k ahead of plan.

Cutting Costs Rosyth Shuttle Service



All ACA employees are reminded and encouraged to help cut down on rental car costs by using the shuttle bus service detailed below. This is also available at our Glasgow and Portsmouth sites. Full details can be found on the BAE intranet. To book email:

Email - rosythshuttle@millenniumexecutivetravel.com
Phone - 07881 236042

Shuttle Bus Timetable		
06.55	Marriott	Rosyth Site
07.10	Dakota	Rosyth Site
07.30	Marriott	Rosyth Site
07.40	Dakota	Rosyth Site
07.35	Keavil	Rosyth Site
08.20	EDI Airport	Rosyth Site
08.45	EDI Airport	Rosyth Site
10.40	EDI Airport	Rosyth Site
12.30	Rosyth Site	EDI Airport
14.00	Rosyth Site	EDI Airport
14.25	EDI Airport	Marriott, Dakota, Keavil
15.25	Rosyth Site	EDI Airport
16.10	Rosyth Site	EDI Airport
17.10	Rosyth Site	Dakota, Marriott, Airport
17.15	Rosyth Site	Keavil House
17.45	EDI Airport	Marriott, Dakota, Keavil
17.50	Rosyth Site	Dakota, Marriott, Airport
18.30	EDI Airport	Marriott, Dakota, Keavil