

## HMS Queen Elizabeth goes HV Live

An important and exciting milestone was achieved today when HMS Queen Elizabeth (QNLZ) was supplied with shore-based High Voltage (HV) electricity for the first time.

This means that all the systems on-board can be brought to life and tested ahead of autonomous power from the ship's generators coming on-stream next year.

Jon Pearson, Delivery Director for HMS Queen Elizabeth, said: "The Ship 1 delivery team and our suppliers have worked tirelessly to make the ship HV live over the last couple of months, so I'd like to thank everyone for their effort. Over a few short weeks we've briefed almost 3,000 people who work on the ship to ensure they're aware of the dangers of HV electricity, which is no mean feat!"

Jon added that anyone now coming onboard will have to undertake HV awareness training and visits to the ship will be more restricted as the team look to make sure everyone goes home safe at the end of every day.

"As we complete more internal sections of QNLZ it's natural for people to want to come and see how this amazing ship is progressing. However, our first concern is to make sure our people – including visitors to QNLZ – are safe. We're managing a hazardous environment and with HV now coursing through the ship, it's more important than ever that we concentrate on bringing the systems to life in a controlled and safe manner."



## Blown Fibre Installation

October has been another busy month for the Mission System Blown Fibre team with the completion of patching activities across damage control zones one to three.

Patching is the activity whereby routes are formed for the fibres to be blown down. Eventually, there will be 1,730 routes formed totalling 340,284 metres across HMS Queen Elizabeth with each route carrying two or four fibres. Blowing across the whole of the ship is due to be completed in June 2015.

The fibre optics being installed form the network infrastructure which supports data, voice and video on the ship. This patching activity comes on the back of the completion of the installation of all of the protected microduct across damage control zones one to three during September.

The protected microduct which looks like a purple cable, is actually a purple outer sheath containing one, four or 19 plastic tubes, can be seen throughout the ship and is installed during the nightshift by a specialist team from Capita I.T. Services. Eventually there will be 82,938 metres of protected microduct installed – an activity which is due to be completed in May 2015.

## Managing Director's Blog

The latest blog from Ian Booth, QEC Managing Director, is now available online.

<http://www.aircraftcarrieralliance.co.uk/delivering-the-nations-flagships/programme-director-blog/yr-2014.aspx>

Remember to check out our [Flickr](#) and [YouTube](#) sites for the latest images and time-lapse videos. (Links can be found on the [website](#)).



# Improved Change Process

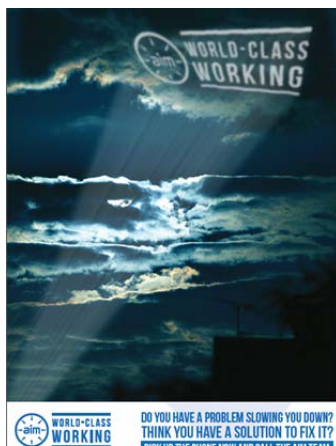
A new change process is being implemented across the ACA Programme.

The current process for Enterprise Change Requests (ECRs) can take in excess of 42 weeks for some ECRs. This is a long time to effect changes for the needs of the Programme as it can push changes beyond deadlines as well as creating unnecessary rework. To counter this problem, the change process was put on hold in October while the process was redesigned. There will be briefing and training sessions for those involved, but the key changes are as follows:

1. Procurement of occurrence parts earlier to reduce the potential of awaiting parts before ECRs can proceed.
2. Introduction of a handover gate for the engineering team to hand over each ECR to the ship teams.
3. Production of ECR packs by engineering, which will contain the required information to make it easier to understand what the change is, and help to support the Planning / Ops teams to complete the change.
4. By streamlining the process, there will be a reduction on the average time it takes for a change to get through to planning thus reducing the risk of extra rework

The anticipated benefit of these changes is increased ownership of change across all stakeholders and a new average of 16 weeks for an ECR to be embodied. This process will go live on 3 November across the Programme.

If you have any questions, please get in touch with the AIM team on [programmeaim@babcockinternational.com](mailto:programmeaim@babcockinternational.com)



## Feedback wanted

In recent editions of our weekly newsletters, the AIM Programme have been sharing with us a number of improvements delivered on the ACA Programme.

Examples like; drawing enlargements to reduce rework, improved use of storage sites to assist the Quarterly Look Ahead/Supply Chain and providing more ladders on-board HMS Queen Elizabeth.

These types of improvements cannot always be identified without your help. Two new methods of feedback have now been created to make it easier for you to share your challenges in your working day.

**The AIM Hotline** – A new phone will shortly be installed in HMS Queen Elizabeth's Hangar Deck. You can use this phone to share issues that could be slowing down or restricting getting your work completed. The AIM Team will review all issues raised to determine if the matter is something they can look at and help resolve/improve. Look out for the poster, pick up the phone and get dialling to share your challenges.

**Feedback Booths** – 20 feedback booths will be rolled in the amenity areas of the ship. These booths will provide laminate postcards sharing feedback provided by you that the AIM Programme has or is working on as well as AIM's observations from their studies where they have identified issues and taken steps to remove them.

Look out for the poster, have a read of what's being worked on, and take the time to fill in the feedback forms. This is your opportunity to share your challenges on what is slowing down your working day and to see if the AIM Programme can help remove or reduce them. Shown below are examples of the postcards.



Do you have a challenge in your working day you'd like to raise or an issue you have a proposed solution for? We would love to hear it. Email us at: [programmeaim@babcockinternational.com](mailto:programmeaim@babcockinternational.com)

# Prince of Wales

## Clyde

### LB04

Safety continues to be the top priority on the block. Last week there were zero accidents and none to date this week.

The P01 plan is now being progressed and the availability of work faces for follow on trades is continuing to increase. The throughput has been increasing each week with 22 P01s barcoded last week with significant volumes planned to be offered over the next few weeks as part of the focus on targeting the EIS P01 Milestone this year. A further 18 are expected to be barcoded this week.

A significant amount of effort has been put in by stakeholders in LB04 to accelerate the project plan delivery date from September 15 to July 15 following an escalation activity for the Project Planning function.

A large focus on the block just now is the support of Alliance Partner Balfour Beatty to meet a milestone to install a 300km of cable, with actions in place across the project to support this.

There is also a continued focus on change, where the project is working with stakeholders via weekly issues meetings to facilitate a more efficient way of executing change on the block. This has begun to bear fruit with some material and detailed planning issues being resolved, and the team are now widening their review of change to the planning of scope in the next QLA, and operational issues on the block.

There were also four CHOIs achieved last week taking the total number of compartments inspected to 173, 12 ahead of plan and something to be celebrated. A further 18 compartments are due to be washed up this week.

# Merseyside

## CB04

Work on CB04 in Merseyside continues at a pace with P01 inspections continuing in A ring two deck compartments with a total of 11 compartments now inspected.

A ring Goliath lifting lug alignment was performed last week. The care and protection audit received a satisfactory pass for CB04 rings A and B.

B ring flight deck units three and four are now in place. Hot work continues to B ring hangar, port and starboard units.

Structural dry survey was complete last week to C ring unit 3. Welding continues to D ring two deck plates onsite.