

3rd February 2014

News

Wholeship BoM Dashboard Upgrade

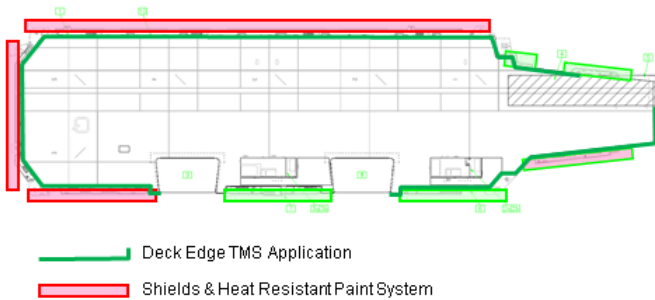
The deployment of the new Wholeship BoM dashboard is a step closer with limited user testing starting this week. The target deployment date is 17th February 2014. More details of the changes can be found [here](#).

Shaft Installation Programme

The first of the shafts, Number 3 Port Side Forward Shaft has now been successfully lifted on to its slide-way in the dry dock in Rosyth and method has been proven in taking the shaft through the Main Port 'A' bracket. This is a major step forward in the road to undocking with a great effort done by the undocking team.

Deck Edge Thermal Coating and Catwalk Paint

HMS Queen Elizabeth Catwalk Aerothermal Deck Edge Thermal Metal Spraying (TMS) has successfully completed its readiness review. Due to the reversion to short take off vertical landing planes, the deck of the Carriers will be subjected to extreme heat from the jets engines upon landing and so the aerothermal coating helps to protect it, making this a key activity towards STOVL (Short Take Off Vertical Land) reversion. Enclosure construction commences this week with TMS application to commence soon thereafter.



Spotlight on...

Andy MacKay LB04 supervisor

How long have you been in your job?

I have worked in shipbuilding for 32 years, eight of which I've been a supervisor for.



What does your job involve?

First of all safety takes number one priority, so every morning I have a routine with my guys where I make sure all their PPE is sorted and they have the right tools and equipment to get the job done safely. After that I will go round the block a few times checking everything is in order. I also ensure that care and protection is in order for my areas. The products cost a lot of money and so it is essential that it has adequate protection.

Have you noticed a difference in care and protection over your time here?

Things have changed a lot over time. Care and protection is paramount now due to the costs involved in replacing damaged products. It is about educating the guys on how to protect the equipment as the majority of damage is done accidentally. It is really important to raise defects and deficiencies (D&Ds) so they can be repaired, but equally it is important to know what has caused them. I remember once we got a set of 6 doors in that all had a dent in the same place. When I went back through the chain of events it turned out that the damage had been caused from the way the doors had been packaged. So I spoke with quality who were able to go back to our supplier, get the problem resolved and then ensure they packaged the doors differently from then on.

How does it feel to be working on the QE Class Carriers?

It really is a fantastic experience. I've not been across to see the blocks in Rosyth yet but seeing the blocks being built is a great achievement, and I am happy to know that the quality of work we send through to Rosyth is of a high standard. It's been great to hear positive news and be able to feed that back to my guys.

HMS Queen Elizabeth Rosyth

HMS Queen Elizabeth LB04:

- The incremental block handover process is continuing on LB04 with DQAFF (Defence and Quality Assurance Field Force) on site this week to finalise arrangements for next week's audit of ring N.
- The actions from the recent ring P & Q audits have now been cleared with an internal wash up meeting planned for early next week.
- The focus has remained on 4 deck with the final two compartments on track to be inspected next week following completion of a steelwork ECR.
- Compartments 4MD9 and 4MV9 are being targeted as they open up HV cable routes for the diesel generators.
- A further five compartments are forecast to be signed off this week including the lift shaft in ring Q and the heads compartment in 6N.
- The two rec spaces in 6N are on track to achieve their BLI (Behind Linings Inspections) following completion of associated scope this week.
- In addition to this the pipe testers have forecast 187 spools to be tested by Sunday 2nd February.
- Finally, on the IA (Installation Audit) programme a further two mechanical test paths have been handed over to commissioning for sign off. This gives a running total of 163 achieved.

Damage Control Zone 4

- UB14 outfitting package is underway and terminations released.
- The Flyco structural mods to allow integration to UB14 are progressing and the lift schedule has now been issued.
- P01 activities are progressing well throughout all sponsons and the focus is firmly on the burn down of remaining hotwork and completion of ITR4s.
- Cammell Laird is progressing well throughout CB04 at 2 & 3 deck levels and the Block Handover is planned to take place over the next week (if all BCSR pre-requisites are in place).
- Final welding and PO1 outfitting of Catwalks SP08 and SP10 are progressing, although there are issues with regard to the integration of these activities alongside the build of the aero thermal fms containment.

- Aft aircraft lift guide rails are now being installed and Lift Machinery Compartment seatings are fully welded and marked for drilling.
- SB03 to SB04 and CB04 (A to D) link-up integration work continues to progress. The scope and material availability issues at 8, 9 and 0 decks are being addressed by teams and PO1 work is progressing in these areas.
- The outfitting at 6 and 7 decks to allow the release of cable runs is now complete, with only some pipe testing, HVAC checks and behind linings check to complete.

Tanks

- Eight Fresh Water Tanks in rings 'D' (3 off), 'K' (2 off), and 'J' (3 off) are currently being cleared of defects prior to being submitted for CCI Inspection next week.
- Three Dieso Tanks (9FZ2, 9FZ6 & 9FZ8) are also being prepared prior to being offered for CCI Inspection.
- Compartments 0BX0 (SW Ballast Tank), 0MC0 (Dieso Tank) and 0PY0 (AVCAT Tank) have now completed ITR-09 (Blast Containment) inspection, and are progressing with blasting.
- 0AX0 (SW Ballast Tank), 0MX6, 0MX7 (Dieso Tanks), 0MC3 (Sullage Tank) and 0MX3 (Waste Oil Tank) have their ITR 10 Full Blast Inspection completed and will be handed over this weekend to SSSL to start their paint programme.
- Compartment 0MX3 (Waste Oil Tank) successfully attained its DISR and was signed off by Engineering. This now takes the total to 152 of 173 having gained full DISR Status. The remaining DISR's will be completed over the coming few weeks.

Hull Programme

- Preparation for the re-installation of the Hull Valves is now underway, with work continuing ahead of the blast and paint programme. The removal of the valves in this operation is now 88% completed.

Damage Control Zone 1/2

- Mooring deck moved into paint programme to support winch set to work requirements for undocking.
- GTA glass flake paint scheme complete and passed inspection, allowing walkways to move in to final installation and open up cableways to GTA module.
- Main Passage from Forward Island to magazine prep area has moved into paint.

Damage Control Zone 3

- Replacement Carlings in CB03 2 deck area are now complete.
- DISR of the CW system (3 deck and below) completed.
- Two EDR's handed over to Commissioning for power up to commence.

Damage Control Zone 5

- Port side catwalks all fully erected.
- Starboard Aft Gun Sponson to be erected 30 January.
- Strike rates on pipework and P01 steelwork being met.
- Terminations on LV started on switchboards 6UB7.
- Rebuild of switchboard in compartment 6UB2 now completed.

HMS Prince of Wales Tyne

HMS Prince of Wales CB03:

- CB03 rings H and J are now in a high state of outfit.
- Ring K is now in its final position on West Quay and outfit begun with insulation and HVAC installed.
- Ring LK join up access and protection erected on West Quay.
- First ring L flight deck units erected on to half rings.

Merseyside

HMS Prince of Wales CB02:

- Further bulkhead erecting on deck panels for units 3 deck units of F ring.
- Construction monitoring on two deck centre unit of G ring.
- Hydrostatic pressure testing of class 1 inergen system spools in pipe shop undertaken by LRS
- Completion of sub arc welding after erecting to berth of flight deck panel butts.
- Insulation and painting for 4 deck units of ring G.

HMS Prince of Wales CB04

- Cutting of nested plating piece parts for CBO4.

Portsmouth

HMS Prince of Wales CB02:

- Painting on ring A - 2 deck is progressing well and on target to complete this weekend, which will allow outfit activities to progress in week 06.
- Outfit pipe installation and inspections have gone well on ring A, with 57 pressure tests 108's achieved which is ahead of plan and all were defect free.
- As a result of outfit activities progressing well on ring B (4 Deck), pipe install is due to start week 06, this is also ahead of plan.
- Unit C222 has now been erected onto ring C (see below) and the consolidation has started, which is the last unit on 3 Deck. This only leaves three units to position for structural completion to be achieved which is on plan for end of March.



HMS Prince of Wales LB02:

- The planned compartment handover inspections for last week went very well and 13 were achieved with ACA in attendance. The level of cleanliness has been noted as a high standard.
- There was a Client DQAF audit last week which went well. This comprised of picking five random compartments and surveying all fitted equipment and all systems, ensuring the paperwork reflects the compartment status.
- Together with these activities another block handover meeting has been held with representatives from the ACA and Babcock, covering both blocks CB02 and LB02.
- Production has again progressed with 116km of cable, and 9000 pipes installed, and sea chest on G Ring completed.

Govan

HMS Prince of Wales LB03:

- The main focus on LB03 remains the compartment handover inspection (CHOI) programme. The programme is progressing well with 14 CHOIs achieved in week 4 (1404) and the target of 11 CHOIs is expected to be achieved last week, three of which are highly complex ATU compartments, with a minimal amount of NCs.
- A further 15 compartments are expected to be inspected this week (1406). All of the teams have been working well together and have achieved 443 out of 520 CHOIs to date, despite the challenging programme to block completion.
- Another main focus is completion of the PO2 scope milestone. Ticon are continuing to push on with the progression of ceilings and linings across the critical area of 5 Deck; including complex areas such as the dining halls, galley and bakery. Progression of this scope allows electrical installation work such as smoke detectors, wall-mounted sockets and compartment lighting to progress.
- Imtech are continuing to progress, installing 78m of vent last week, finalising critical areas such as ATU compartments and across 5 deck opening up areas for subsequent trades.
- SSSL are now coming to the end of the spray paint programme and have handed back a ring L lift shaft and pipe passage as well as completing the last of the pipe tunnels, all of which allow Ticon to progress with insulating.
- Last week over 136 pipe spools have been mechanically audited, with a subsequent 144 spools being pressure tested.
- BBES continue to surpass the LB03 cable meterage target by reeving a further 1879m, taking the cable total to over 276km target and BAE's electricians continue to progress with 50,762 terminations completed and 5,095 cables check wired to date.

HMS Prince of Wales LB04:

- Last week a number of Safety audits took place in the Ship Build Outfit Hall (SBOH) with SEPA conducting an environmental audit and Simian Risk conducting a review of the scaffolding processes and procedures. Both were satisfactory audits with minimal observations raised.

- Last week 30 BLI (Behind Lining Inspections) were undertaken and through the coaching from the Quality Control team and lessons learned, these were achieved with minimal defects being recorded.
- To date there are 145 (92%) units in preparation with 127 (81%) having progressed into the fabrication stages and 105 (67%) have been successfully delivered into the SBOH.
- Week 4 saw the successful unit assembly of three units (LQ16, LM11 & LN37) and two dry surveys were achieved on Units LN11 and LP44.
- The cabin installation continues with more than 60 (29%) cabins and wet modules now installed on the block. The deliveries scheduled for week 06 are on track and once installed will complete the 7 deck cabin programme (see below).
- The remaining cabin areas continue to make good progress with the outfitting trades moving into ring S to complete the scope of work required prior to the cabins that are arriving in March.
- Following on from the electrical start-up meetings that have taken place, the opportunity to advance the plan and start the cable reeving has been realised. The preparatory meetings and joint walk rounds conducted have allowed the reeving programme to start three weeks early.
- Pipe installation continues to progress well, approx. 900 pipes ahead of the plan with 6592 fitted compared to 5716 planned. This has allowed the mechanical inspections to take place earlier with 677 now inspected against a planned figure of 286.
- Following on from this is the pipe testing, where 440 pipes have now been tested against a plan of 69 pipes.

