

17 March 2014

News

Planning Office

During the re-baseline negotiations, a planning office was set up in Camperdown, Rosyth with members from each Alliance Partner helping to build the plans.

Having the planning team in one central location is crucial to ensure all of the plans are integrated and cohesive. The planning team has now moved to a new Integrated Planning Office in Holyrood House, Building 100, Rosyth; this will allow the teams to work closer with the Ship's assembly, cost and scheduling teams.

Commencement of HV Commissioning on QNLZ

A major step towards taking Queen Elizabeth 'HV Live' was made this week when engineers from the Power and Propulsion Sub-Alliance started commissioning the HV switchboards. The switchboards in Rings G and M on 6 Deck are the heart of the HV system, which operates at 11kV and distributes power throughout the ship.

When the ship is on the J/K Berth, a 12MVA capacity shore supply will be connected to the HV system via cables onto the RAS areas in L Ring on 4 Deck to provide power for the ship's services.

The Sub-Alliance team faces a tough challenge to have the system fully operational and under remote control from the IPMS platform management system before Flood-Up, ready for the move to the Berth.



Spotlight on... Electrical Systems Recovery Team

The Electrical Systems recovery team, led by Eddie Purves, are a fully integrated Alliance Team. Collocated in Bldg 102, Rosyth, Eddie and his



experienced electrical team ensure close daily liaison with commissioning, mission systems, engineering, engineering liaison, key subcontractors and shipbuild planning and production teams. The team has the bandwidth to understand the end to end electrical system requirements that will provide direction and course to steer for an effective electrical recovery.

A key aspect of the electrical recovery was fully understanding and collating the vast amounts of data held within the project and one of the initial priorities for Eddie's team was to ensure all this data was available in one place. After significant work with the IT teams in Bristol last year the team are now in control of a single report that allows them interrogate all of the electrical data on a daily basis. This key data coupled with the recent containment and equipment audits has enabled the team to fully understand the work scope to go either at a high level or detailed compartment / system level.

Regular meetings are held with key stakeholders including engineering and production teams to ensure all priorities are aligned to ship delivery, and that the Electrical Team can provide guidance to the teams where required. A major success of these meetings to date is the start of commissioning of HV switchboards in readiness to power the ship at the berth.

Eddie Purves, Head of Electrical Systems, said; "Our integrated approach has helped to improve communication and relationships across functions and IPs. The improved focus and direction provided by my team has helped to improve performance on the Ship. Installation and cable strike rates have improved but the hardest challenge is yet to come, terminations of cables, however, we have loads of experience within the team to help drive this forward." Similar approaches are now in work with mission systems to align and incorporate the blown fibre installation into the wider electrical recovery strategy.

HMS Queen Elizabeth Rosyth

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 moved into paint.

Damage Control Zone 3: Fitting of hydraulic pipework and lifting chains on forward aircraft lift progressing. ITR11 burn down on target to complete for end March. 6 in number cofferdam areas moving into CCI as of the 17th March.

Damage Control Zone 4: UB14 outfit and cable installation continues to progress well. The Flyco back plate is now fully welded with welding of the lower module due for completion next week. P01 activities progress well throughout all sponsons with focus firmly on the burn down of remaining hot work and completion of ITR4 – ITR11 and ITR13s.

PO1 outfitting of Catwalks SP08 and SP10 continues, as does the deck edge work required ahead of the aero thermal painting activities.

The painting of the Aircraft Lift machinery compartment seating's is nearing completion and the installation of the equipment will commence next week. The build of the containment ahead of painting the aft aircraft lift aperture, will also commence next week.

SB03 to SB04 Link-up issues at 8, 9 and 0 decks are being closely managed and a detailed schedule for these areas is currently being reviewed.

Damage Control Zone 5: Pipework on 8 deck now complete. 500 PO1 items fitted this week throughout the block. Compartment 3TZ2 has now been shot blasted and primed, PO1 work in there will now continue. Compartment 3TB9 now has Air Filtration Units in position, these units were a lockout item and positioned on the deck above, deck insert required to position will now be re-instated.

Electrical panels for mooring decks now fitted for flood up. Catwalks on CBO5 to be fitted 13-14th March, this leaves one piece of catwalk on CB06 to be installed which is planned after the fitting of SPN41 scheduled for mid-May.

Shaft Programme: Starboard shafts are all fitted and in position, awaiting voith engineers to complete. All shaft bearings are fitted and starboard shaft is prepared to accept propeller hub.

Port shafts are all fitted and in position awaiting voith engineers to complete. Main 'A' bracket bush is being fitted 13th March. Voith will drive up all couplings by 24th March.

Propeller hubs will be prepared for fitting, week commencing 17th March.

Hull Programme: The initial coats of unique base paint, including paint IWO ICCP anodes has now been completed on outer block bottom to boot top on Block 01. This allows the re-installation of the Hull valves to commence on Block 01 and the first coats of Unique to be applied to the outer block bottom to Boot top on Block 02. This is planned to commence early next week.

Painting IWO of the Dock Stools has seen 10 Dock Stools dropped this week bringing the total to 155 of 183 Stools dropped. This is in line with the planned strike rate and is expected to be complete in the forthcoming weeks.

Blast & Paint: Shot blasting in double bottoms and bow tanks on blocks LB03, LB02 and LB01 is now completed. Painting in double bottoms and bow tanks on blocks LB03, LB02 and LB01 is progressing to plan.

Preparations for hull blast and paint are nearing completion.

Shaft Alignment: Port shaft line - Main A and Stern tube bearings fitted with resin chocking completed, boring out of Intermediate A.

Starboard shaft line – Main A and Stern tube bearings fitted with preparations being finalised for resin chocking.

Dock Block Removals: Phases 1 – 3 paint completed with blocks being reinstated and put under load. Phase 4 is on target..

HMS Queen Elizabeth Rosyth Continued..

Tanks: The CCI programme has progressed well this week with the total now at 25 of 173 compartments accepted and signed off by the Client.

An additional 7 Tanks went through their CCI this week within G, J and K rings. Positive feedback on the standard has been received prior to the wash-up meeting on 6th March, where the tanks are expected to be signed off by the Client.

The Blast Programme is near completion with Tanks 9SC6 and 9SC7 completing their initial Blast and now in steel mark-up, and the final 3 Tanks in Ring T being prepared for blasting activities to commence next week.

For Paint activities there has been another 2 compartments achieving ITR 12 Sign off from QC. The 2 compartments are 0JA4 and 0JA5 (Cofferdam)

HMS Prince of Wales Merseyside

CB02:

- CBO2 G Inergen system spools hydrostatic pressure testing (see right).
- Scupper drain systems piping being installed into compartment 3GB6.
- Painting completed in 2GZ2.
- Successful po1 hot work survey completed in 5GC0, 2GY0, 2GZ0.
- Goliath lift lugs fabrication continues.
- Ring F 4 deck port section unit C214 structural dry survey 19 March before lift ,turn and erect to berth on 20,21,23 March.
- Ring F bulkheads continue to be erected to flight deck under structure units C234,C232, C235.



CB04:

- T girders and bulkheads continue in fabrication CB04 B deck panels for 2 deck sub arc welding begins.
- Inergen, HPSW, scupper and vent ,drain and hanger mist systems fabrication in pipe shop continues.

Tyne

CB03:

- Hot work inspections going well in ring L ahead of move into paint cell this week.
- All ring L join up inspections passed off.
- Ring LK outfit is progressing well.
- Pre CHOI meetings have started onsite driving closure of compartments ahead of inspections.
- Pre CHOIs have been undertaken in three compartments.

Govan

HMS Prince of Wales LB03: This week there have been no accidents or incidents on the block and as a result the trend of no Lost Working Day Cases since April 2012 continues.

A care and protection audit by the customer was undertaken this week and the block was given satisfactory rating, in particular highlighting a continued improvement in housekeeping and control of CHOI compartments across the block.

The CHOI programme is continuing to progress well with 5 CHOIs expected to be achieved this week (1411) and a further 10 CHOIs are expected to be closed out next week (1412) including the JR's scullery, an ATU, service trunk and pipe passage. All of the alliance partners have been working well together to achieve 501 out of 520 CHOIs to date. This will leave 4 CHOIs to be conducted post week 1412 which will be included as part of the block transportation programme taking the total CHOIs at handover to 520.

Alliance partners Ticon, Imtech, SSSL and Balfour Beattie have now completed their respective scopes and are now working through opportunities afforded by the length of time remaining to block load out to progress scope they would otherwise not completed until the block reached the integration yard.

The Mechanical pipe audits and pressure testing programmes have now surpassed the baseline scope and any remaining work is now a result of change. BAE's electricians continue to progress well towards completion with 55,493 terminations completed and 25,283 cable cores checkwired to date.

The electrical team are now beginning to focus on the completion and sign off of ITR-103s for electrical devices, to date 1167 ITRs have been closed out.

Now that the majority of build scope is complete the focus is moving onto closing out the last few CHOI's, NC clearance, implementation of change and preparation for block transportation and handover in July 2014.

HMS Prince of Wales LB04:

To date, we still do not have any LWDC on LB04. This week on LB04 there was 2 first aid treatments regarding foreign bodies within the eye, highlighting the importance of being vigilant at all times. This week Mick Ord was on site and had a tour of the Block.

To date 154 units (96%) have gone through the Preparation area with 144 units (90%) having progressed into the Fabrication stages and there are now 123 units (77%) erected in the SBOH. This week unit LQ48 was erected. The focus of the steel work activities is now progressing the Unit preparation for LB04 to completion over the next few weeks.

PO1s this week, we have a planned figure of 282 hot work inspections, with 208 fully Barcoded through CMS, 5 achieved partial, 13 with the build team to clear observations, 30 partially achieved and 9 with QC for inspection.

This week the cabin installation was progressing within 6 Deck Ring R with 28 delivered this week and 22 planned for next week – This is the second main batch of cabins to be delivered, after the successful programme being undertaken on 7 Deck Rings R and S.

The paint programme now moves on to Ring S 6 Deck with 6SV8/6SC8 having been inspected and passed paint inspection, 9QX4 was sprayed this week and 9PC5 is with QC for inspection.

The installation of pipework on the block continues to perform well with 8197 pipes now having been fitted against a planned figure of 7215 pipes and 1022 pipes have been tested against a planned figure of 703 pipes. 882m of vent is now installed against a planned figure of 347m.

Cable install is continuing well and still currently sitting ahead of schedule by 7122m.