Drop Stern Delivered

Drop stern was completed on HMS Prince of Wales which is important milestone in the Build programme.

From hull construction to A-frame and shaft alignment, drop stern is critical to power and propulsion and it also leads to the watertight integrity of the ship for undocking.

For those not in the know, drop stern is to transfer the weight / loads from the build support towers, forward through the main longitudinal bulkheads, allowing the ship to take her natural form sitting on the keel blocks.

There are 16 build support towers under LB05 and numerous supports under the sponsons and each were progressively trimmed in parallel 4mm at a time until a gap between the supports and the hull of the ship was created. It was a continuous operation and once started, had to be completed. 16 fabricators were split into 4 X 4 teams and worked around the clock until drop stern was complete. As the ship is currently circa 53,000Te, she crushed the keel blocks circa 100 -150mm at the stern and circa 50mm at mid-ships.

The drop stern effort was managed by Alex Stobo and Alec Campbell, both have considerable experience in this type of process and were involved in the HMS Queen Elizabeth drop stern.

The drop stern date was set as a challenge by Ship Construction to themselves back in August 2014 and from their experience on QNLZ they identified this activity as critical to undocking and power/ propulsion trials.

Angus Holt, PWLS Ship Delivery Director commented “We are extremely proud of the Ship Construction teams’ achievement. Being able to drop stern 18 months after the first block arrived in dock September 2014 is a testament to the fantastic work delivered by Tom Niven’s team and allows us to power ahead with the HMS Prince of Wales Programme.”

Tom Niven, Build & Assembly Manager, whose team were responsible for drop stern, spoke about the work completed “We are very proud of what we have achieved on the build of the PWLS, as we have delivered every milestone set for us. The working atmosphere has been very professional, focused and a whole lot of fun; it’s been a privilege to be part of the project. I would like to thank Intermarine, SSSL, Bluevale for their support and I would like to mention of our own small specialist build team who erected, set and skidded all the blocks into a final position. It is a privilege to lead and more importantly be part of a great team.”
Balfour Beatty exceeds safety performance

Five years and over 1 million man hours worked with zero recordable and zero lost time accidents is a pretty impressive safety statistic, which Balfour Beatty accomplished whilst working on the Queen Elizabeth Programme in Govan.

Balfour Beatty Regional HS&E Advisor, John Burns shares how his team has achieved this fantastic safety record; “It all starts with positive engagement. Daily activity briefings take place at the start of each day which all operatives must receive. The supervisor will look at documents highlighting high risk activities on site and give the guys the chance to raise any issues they have to be discussed as a group or privately with the supervisor.

“We have the golden rules initiative which we all fully adopt. The golden rules are essentially the health and safety framework of how we operate within Balfour Beatty, the golden rules provides a platform to empower employees to discuss any health and safety issues good and bad and creates a feedback loop to ensure their voice is heard. This initiative has had a positive change in behaviour and attitude with guys communicating personally with their supervisors and having a two way conversation.

Hidden Britain by Drone

Did you see HMS Queen Elizabeth and HMS Prince of Wales on Channel 4?

If not don’t miss your chance to catch up with the show On Demand.

Watch Hidden Britain by Drone with Sir Tony Robinson now available online.

ACA accepts Diesel Generators

HMS Queen Elizabeth’s four diesel generators have been handed over to the Aircraft Carrier Alliance following completion of load trials and servicing by Wartsila. A small ceremony took place in the Forward Engine Room to mark the milestone and formally hand over the four Diesel Generators from the Power & Propulsion Sub Alliance to the ACA.

The Generating Sets will now be operated by the Royal Navy element of the QNLZ Commissioning Team during the forthcoming Power & Propulsion Integration Trials. The Royal Navy will also assist with maintenance of the engines.
A team of Project Management (PM) apprentices have beaten off stiff opposition from companies across Scotland to be crowned winners of a national competition.

Apprentices Robyn Morgan, Nicole Beaton and Daniel Chapman, as well as previous PM apprentices, Jennifer Maxwell and David Reilly, were announced the Scottish Project Management Challenge Corporate Winners at the event in Glasgow at the end of March.

For them to come out on top, they had to showcase their innovation whilst raising money for charity. They rose to the challenge by raising more than £3,000 for CHAS from a Rosyth site raffle modelled on the Queen Elizabeth Class Aircraft Carrier project.

Speaking on behalf of the team, Jennifer Maxwell, Integrated Business Planning Co-ordinator, said: “We are all extremely proud that we managed to raise £3,150 for a very worthwhile charity, CHAS, and even more so that we won the competition - beating off stiff competition from BA Thales Ships, CGI, Aker Solutions and Wood Group PSN, which had already won the competition on three previous occasions.”

Roger Hunter, Head of Project Management & Project Controls, added: “It was a great achievement by the team to win this prestigious Association for Project Management (APM) competition. Traditionally, the event has been won by Aberdeen-based companies, and this is only the second time that a team from the Central Belt has been successful.

“They agreed to enter this at very short notice last October and since then have shown a high level of dedication and professionalism towards the project. It has been a great opportunity for the apprentices to apply the PM tools and techniques that they have been taught to a project - from concept all the way through to close-out.

“From a business perspective, this has been a great opportunity to showcase the investment that we are putting into Project Management and to highlight the talent that is being developed for the future.

“Let’s also not forget the fantastic amount of money that has been raised for CHAS. I would like to thank Ian Donnelly and Stevie Penman for their support throughout this.”

Archie Bethel, Chief Operating Officer of Babcock International, stood down from his position as the Babcock International representative on the Alliance Management Board Member (AMB) last week, as he prepares to become the Chief Executive of Babcock International in August.

To mark his service to the Alliance, Archie was presented with a signed photograph of HMS Queen Elizabeth and a commemorative gavel, in the shape of the Queen Elizabeth Class carriers.

One of the longest serving executives on the programme, Archie has been part of the management group for more than a decade, with his first AMB meeting on 1 November 2005! He is being replaced as the Babcock International representative on the AMB by John Howie, Babcock’s Divisional CEO of Marine and Technology.
What made you decide to join the Royal Navy?
The thought of travelling the world which is ironic considering I joined the Submarine Service and ended up travelling the world underwater.

How did your career bring you to where you are today, currently working with the Aircraft Carrier Alliance?
I have served on numerous Submarines throughout my career and following promotion to Warrant Officer Class 1, I was offered the chance to serve in HMS ILLUSTRIOUS which I thoroughly enjoyed. The opportunity to then serve in the newest and largest aircraft carrier ever built for the Royal Navy was one too good to miss out on.

When did you start working on the QEC programme and what is your current role?
I am the Executive Warrant Officer and joined on 26 January 2016, as part of the first 12 crew members to join. I am the important link between the Ship’s Staff and the smooth running of the Ship’s functions. I report to the Heads of Departments up to the Commanding Officer on all manpower related issues and topics.

How did you feel when you went on board HMS Prince of Wales knowing you will be serving on the ship?
I was very excited and feel a huge sense of pride that I am a member of the first Ship’s Company of HMS PRINCE OF WALES. The sheer size of this ship is amazing and, I must add, a very impressive feat of engineering.

What are/will be the key challenges in your role?
Every job in the Royal Navy is challenging and, for me, that’s definitely what makes it interesting. My role on HMS PRINCE OF WALES will be no different as we train the Ship’s Company on new equipment and technologically advanced systems.

What are you most proud of about your role?
I am so proud to be on-board; to be the first of anything is pretty special. I am looking forward to generating the Ship from build and ultimately taking her to sea for the first time - this will be incredible!

What has been the highlight of working on the QEC programme for you/highlight of your career?
I feel part of a small team already, working hard to make our mark on HMS PRINCE OF WALES, which is very exciting. In terms of highlights of my career, there are too many to mention as I have had a wonderful career spanning over 30 years. Being awarded an MBE which was presented by Her Majesty the Queen last October at Buckingham Palace was a great moment!

Finally, what do you do in your spare time?
I am heavily involved with the Royal Navy Royal Marines Charity as a Trustee and I am also the Trainer’s Representative for Field Gun. I love watching and playing lots of sports, gardening and DIY.