

# CC & S Newsletter 8

## December 2009

### CC&S Support Contract

Well it has finally happened. There are pictures to prove it. Bob is looking more likely to fulfil his role as Astute in-service support manager before he retires in August. At least he is waiting until the end of August so there is hope. There are a number of unique photos of the boats departure from Barrow and if anyone would like to see them we will try to get them on to the CC&S web site, address details of which are below.

On that subject it seems as if there are not many people out there who are interested in visiting the web site. It is supplied, at great expense, for you guys in the CC&S environment of T, V & A Class boats to get in touch with us and even have a hand in what could be added to the site. Take a look and send us an e-mail, via the site, your thoughts are important to us!!!

It seems that everyone on the team has been out and about in the last 6 months on various trips to stw, fault find, fact find or just generally attend meetings and we are all hoping that things will settle down before Christmas so we can relax into the holiday period and come back ready for more in the New Year. Here's wishing all of our readers a very merry Christmas and a happy and healthy New Year.

p.s. George's Xmas list is also on the web site, so please check it out.

### Supported Equipment

**T – Boats:** ISIS all the way down to sensors, CCC Consoles & Panels (facia and internals) within the manoeuvring room.

**V – Boats:** TMaSS/TMaSS NT to the LSU's, CCC Consoles & Panels (facia and internals) within the manoeuvring room.

**A – Boats:** CCC Consoles & Panels (facia and internals) within the manoeuvring room.

### Contact Details

The help desk contact details are below:

**[julie.h.washington@baesystems.com](mailto:julie.h.washington@baesystems.com)**

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### Trafalgar Class Lifex

The last 6 months of 2009 has seen 1 T boat enter Lifex and 1 enter Devonport for the last time. Another is due to enter Lifex in June next year. As part of the process for the boats entering Lifex, and all of them are likely to at some time in the future, we and RR are required to collate reports assessing the safety aspects of operating CCC equipment for the extended period. At present we are compiling the report for Tireless and would be grateful if anyone knows of any issues that we should be aware of that may be of significance and relevant to this report. Likewise, if anyone knows of any issues on platforms A16 onwards that may affect the safe operation of CCC equipment going into Lifex please get in touch with us. Your input would be very much appreciated.

### T Boat CCC

#### **Manual Scram Switch (MSS)**

Since 2000 Concessions have been raised when a new MSS has been received due to an apparent lack of QA documentation. The currently installed switch type is that initially fitted at build (with the exception that all links are now internal) and has never been classified as a First Level QCA item.

It would appear that a decision was made, BAE believe mistakenly, around 1999, to classify this switch as QCA. Unfortunately this decision was not made known to either the NP PT or the commodity manager and therefore no action has been taken to amend the switch quality requirements.

This matter is now under discussion between NP PT and Rolls Royce to clarify the change to the switch design specification.

#### **Santon Switches (H1P TP Series)**

All of this series of switches in use within the T Class CCC have now been codified. A meeting will be taking place shortly between the team and the switches' Commodity Manager (CM) to determine the level of support that the CM needs to provide. After this the items will be introduced into CRISP and then all demands for this type of switch will need to be made through the Naval Stores system. Notification will be sent to all platforms when this process is complete. If, after this time, you still require some assistance regarding these switches, please contact the Helpdesk.

## TMaSS/TMaSS NT

### **BN07 LOP (R)**

TMaSS NT has now been fitted and STW on BN07 and is currently approx. 90% complete. She is fitted with version 3.03 of TMaSS NT which includes the new LSU diagnostic pages (the GSP to LSU 608 Dynamic connection details – For Which Damian Brierley won a Pride award for his good idea.) It also contains the new COGS (Combined Oxygen Generation System) Page which replaces the GMP & LPE this fit is the only V-Class boat to be fitted so far

### **BN05 Upgrade**

It is hoped that BN05 will be upgraded in the 1<sup>st</sup> Qtr of 2010 she will have her now obsolete TUT Comms removed and the Netsys Comms installed making the system even more simple to maintain. Not fitted with the COGS Pages she will be fitted with the LSU diagnostic pages.

### **Annoyance Inhibit**

We are currently investigating a new inhibit feature which will work as follow;

If a warning occurs three or more times in a minute (TBC) a popup will ask if the user would like to inhibit that parameter for a period of 1 Hour (TBC) after that time the inhibit will be automatically removed. This is still being investigated to see if its do-able so if you have any ideas about this or anything else, let us know via the helpdesk.

email ([ccs.helpdesk@baesystems.com](mailto:ccs.helpdesk@baesystems.com))

## Astute Update

Astute has finally completed PRTs and other outstanding build Test Form work and has departed Barrow for Sea Trials. Additional Sea Training has taken place whilst alongside at HMNB Clyde prior to continuing Sea Trials and achieving CAS1 by the end of Q1 2010. Work on Ambush will, hopefully, now be able to progress at a faster rate to try and maintain the planned delivery drumbeat.

The second Astute Working Group Meeting has taken place in Faslane. It is primarily convened to discuss CCC support issues and as such it would be useful if members of the Ships Staff could attend. The next meeting is due to take place 23<sup>rd</sup> March in Abbey Wood. If you feel that you could derive or add value please contact a member of the team to be added to the calling notice.

As stated above Bob has made a decision to retire next August and it is planned that my replacement will be in place by June at the latest. If there are any guys out there interested in the position please call Steve Bygrave on 0117 918 8104 or Bob Maddick on 0117 918 8004.

## V Boat CCC

### **Shore Supply Switches**

We have re-issued Class Modification Leaflet which now provides a more robust switch, mounting arrangement and a new switch knob. The kits are available from the Help Desk.

### **Main Engine Throttle Lever**

We have developed a new Throttle Lever to replace the old Penny & Giles type unit which has been declared as obsolete and is no longer supported. The new lever is similar in construction to the Rod Raise Lower lever fitted to Victorious and Astute. The new Throttle Lever has been fitted to the V Sim. at HMS Sultan and has been subject to heavy use during simulator training. The testing phase of the lever highlighted a few minor issues in the prototype that have been designed out of the production model. The production model is currently undergoing a Safety Assessment and will be introduced in to service under Class Modification Action for the replacement of the P&G levers in the MCD and Starting Platform Panel Desk.

A variant of the new throttle lever has been in-service on the Trafalgar Class platforms for the past 7 years and to date only one reported defect.

## Spotlight Corner

### **Steve Bygrave – Project Manager**

Steve was born and bred in Norwich and educated, allegedly. He joined the RN as an apprentice in 1974 and decided that he liked HMS Fisgard so much he would spend an extra term there. Opting away from the ME department (I wanted to be a WAFU) he became an OEA. As luck would have it the ME dept needed more watch-keepers of higher intelligence and Steve wasn't clever enough to side step this one so he became an MEA (L). Sea time came and the one thing he did manage to dodge was the submarine service. He was a Pompey based skimmer through and through. Ships... sorry! Targets included: 2 Leanders, Blake, Glamorgan, Challenger and Northumberland. Only one of those is still in service but Steve swears it wasn't anything he did. After a brief, post navy, spell in France, he joined VSEL and was subsequently swallowed up by BAE. He joined George and Tony Larsen on the CC&S contract in 2000 and, after Tony left, became the Project Manager in 2006. He is extremely impressed with his 14 year old daughter who plays the drums, brilliantly. He has 2 sons and a wife who really doesn't understand him. He enjoys golf and snooker, reading and quizzes. His main ambition is to still be alive when the index linking, on his naval pension, kicks in, in 2½ years time.