

CC & S Newsletter 7

Summer 2009

CC&S Support Contract

The last 6 months has been a busy time for all members of the team. Richard Harrop has been to the USA, wearing one of his many NP-IPT hats and is back there later this month.

Andy's team in Waterlooville has said hello to Andy Vickers right at the start of the New Year, and goodbye to Mike Lloyd, who retired in March. Mike was given a good send off with an evening of Karting and a meal as a reward for his efforts over the last 8 years working with the TMaSS team.

George has been supporting BN07 LOP(R) by ensuring all CCC Class Mod Kits are available at the right time and providing support to the on-going Mk8 GPI upgrade to T Boats.

Bob has been continuing his liaison visits around the bazaars of the various Astute stakeholders maintaining a high profile so that when the boat does enter service all Astute ISS agencies will be aware of each others areas of responsibility.

All team members on their recent travels have been handing out CC&S Help Desk cards and promoting the CC&S website but the number of hits has been disappointing. The offer still remains that if you visit the site and can see room for improvement or feel that it could benefit from adding other information, you could be in for a reward. The address is at the bottom of this page along with the Help Desk number.

The help desk contact details are below:

julie.h.washington@baesystems.com

Tel. 02392 260 524

BAE Systems,

Submarine Solutions,

Systems Technology Park,

PP07 Elettra Avenue,

Waterlooville

PO7 7XS

<http://ccands.co.uk>

Trafalgar Class Throttles

Richard has asked me to pass on our thanks to Shaun Boulton and Richard Thompson for their assistance in resolving an issue regarding the new T Boat throttle switches.

Richard organised and facilitated the meeting where Shaun gave a precise factual account of the problems that he had encountered with the switches. The meeting was also attended by Ross Baker the MD of Ross Manufacturing who manufactures and supplies the switches.

Ross also expressed his gratitude to Shaun for his clear explanation. Ross explained his processes and testing and setting up procedures and emphasised that the switches should need no adjustment when being fitted. A new switch was provided to the boat which was fitted with the original being held on board as a spare until the boat returned from its trip. Shaun returned the original switch to Ross for testing. The micro-switch internal wiring was crimped against the cover plate which affected the operating position of the switches, although not enough to stop the throttle operating correctly. The conclusion to this issue is that we feel that Shaun and his team on board acted in the best interests of the boat when they thought that the switch was incorrectly set. In future, though, each switch will come with a note asking that no local adjustments be made. The new switch should be fitted and tested and if any faults or issues arise the help desk should be contacted immediately.

Shaun will be receiving a small gift as a token of appreciation for his help in resolving this issue.

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 and SPC facia and internals.

TMaSS/TMaSS NT

BN07 LOP(R) Setting-to-Work

BN07 is currently in LOP(R) and will be fitted with the newest TMaSS NT system V3.02 this summer. Setting to work will commence shortly after so the system is ready to check the switchboard parameters when the boards go live again in October 09.

The TMaSS Team will be away from Waterlooville during the setting-to-work period so responses to help desk calls may be delayed. An alternative number (07793421476) is available for emergencies.

NT New Features

There are a few new features in the latest release of TMaSS NT V3.02; Primarily there is a maintainer feature to diagnose parameter problems, this consists of an extra level in the LSU diagnostic which allows details on the LSU slot to be displayed (i.e. Current Value and Pin Connections etc.) Also, changes to the Auto-inhibits requested by Rolls Royce. A new release V4.00 is due next year, 2010, which should incorporate a new operating system and the latest Adroit Software V7.0.

BN05 Upgrade

There are plans to update BN05 with the latest TMaSS NT system. Currently BN05 is running V1.03 and it is envisaged that she will be upgraded to V3.03 at an extended BMP. The work is quite extensive and should take approx. 10 days. Any questions, concerns or comments about the upgrade, please contact the help desk.

Astute Update

In Barrow, testing is progressing towards Plant State 'A'. A Steam Bubble was drawn last week with the programme moving towards, PRT.

Most of you will be aware that the new jetty has arrived in Faslane. Work is now underway to join the floating part to the fixed part of the dockyard. The new Astute Jetty Support Services Building, situated virtually on the end of the Astute Jetty, is nearing completion.

Bob is continuing his liaison visits to Barrow and Faslane meeting with SS and Astute Support Teams from other companies. If anyone from the astute network would like to see Bob on his next visit, please contact him via the helpdesk.

T Boat CCC

Manual Scram Switch (MSS)

Since 2000 Concessions have been raised when a new MSS has been received due to a lack of QA documentation. SSCP states that although a system is 1st Level not all equipment within that system is necessarily also 1st Level. The CC&S team are currently reviewing the situation and will be issuing a statement shortly which should enable all MSS QA documentation Concessions to be cleared.

V Boat CCC

BN07 LOP(R)

BN07 LOP(R) is progressing and the implementation of the CCC Class Mods will be starting shortly. The MCD Centre Desk Facia has a new feature; the Penny & Giles Throttle Switch has been replaced with one from Ross Manufacturing. The switch has undergone successful trials within the MRT at HMS Sultan.

A new TMaSS NT software release was approved in May and will be incorporated in the STW of the system, due to complete in September.

Spotlight Corner

Andy Vickers – Senior Systems Engineer

Andy started work at 15 in a local chippy and diversified into gaining an HGV 1 license at 21. He did agency work for a few years and diversified again, signing up for a Degree in Electronic & Computer Systems Engineering at University of Portsmouth, graduating in 1996 with a BEng. (Hons) and got a Job in Marconi Electronics -Underwater Systems Division employed as a Spearfish Trials Analyst. From there he was seconded to the Mk24 Tigerfish project. He has had various roles including PM for the data recorder unit (DRU), and test equipment DA. Having discovered how exciting test equipment was he couldn't leave the department and ended up as the Coordinating DA for the Sting Ray Mod 1 ATS and the Commissioning Manager of Spearfish RATE (Replacement ATE).

His hobbies include: Radio Control Airplanes, Helicopters and Submarines.

Sailing, Computers & DIY.

Welcome to the team Andy.