



KEEP OUR FUTURE AFLOAT

"If there were no MOD spending in British shipyards, there would be no shipbuilding industry"
 (Rt Hon Adam Ingram MP, Minister for the Armed Forces, 4 November 2004, House of Commons)

WE NEED MORE SUBMARINES

STOP PRESS

"A platform with the flexibility of Astute provides good value for money"

Dr Lee Willett, Head of Military Capabilities, Royal United Services Institute (2004)

ASTUTE SUCCESSES AT BARROW

- ◆ 7 milestones for 2004 achieved with six ahead of programme.
- ◆ All 5 key milestones achieved ahead of target in 2005.
- ◆ The Astute programme remains on schedule to meet the first planned delivery in late 2008.

Source: BAE SYSTEMS Interim Report 2005

- ◆ Shipped a month early - the main propulsion machinery package for aft of Astute
- ◆ Bridge fin installed 6 months earlier than programmed
- ◆ Manoeuvring room forward engine room shipped early
- ◆ 11 Pipe assemblies for Ambush nuclear steam raising plant delivered 20% quicker than Astute at 20% cost saving
- ◆ Pipe Installation rate up from 100 per week at the end of 2004 to over 250

WHY WE NEED MORE NEW SUBMARINES

Several of our existing submarines are getting old and are costly to maintain as a result, they need replacing. Britain needs to have up to 8 modern submarines always available to be operational to protect the UK's global maritime interests.

The first three of a new class of submarine called 'Astute' are being built in north west England at Barrow shipyard to replace the older submarines, these were ordered some years ago in 1997.

Four more 'Astutes' now need to be ordered to ensure the Royal Navy has the right operational capability at the right time, to replace 1970s and early 1980s built submarines and to avoid a workload gap that would lead to jobs of design engineers and skilled people in the shipyard and the submarine industrial base supply chain being at risk. Ordering four boats allows economies of scale in purchasing and creates ability to create a steady production flow that saves cost.

THE ROLES OF AN ATTACK SUBMARINE

Attack submarines provide a unique range of capabilities in peacetime and conflict. They are part of an enduring 21st century core military capability offering versatile, multi-role, platforms that can carry 50% more fire power than existing boats.

- ◆ Protect aircraft carrier and strategic deterrent task forces.
- ◆ Undertake anti shipping operations.
- ◆ Land and retrieve special forces.
- ◆ Undertake deep strike land attack.
- ◆ Gather intelligence.
- ◆ Operate with stealth and act as a deterrent.

ORDERING FOUR OR MORE MAKES SENSE

Ordering a batch of four new boats would deliver benefits such as purchasing economies of scale, ensuring the stability of the supplier base, sustaining the unique submarine design and build skills of the workforce at Barrow and throughout the UK by helping produce the vessels, and vessel parts at a lower cost. Ordering one more Astute at a time would risk losing skills that are very costly to replace or irreplaceable.



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MORE

AN ASTUTE MOVE

KEEP OUR FUTURE AFLOAT

NW ENGLAND'S NAVAL SHIPBUILDING LOBBY



See Us At **STAND 86**

Labour Party Conference 24th - 29th September 2005

Admiral Sir Alan West - on the need for more Astutes:

"We need to keep building Astutes because once I have got those my worry about the ageing fleet and about having the availability will go - In war fighting they are absolutely, they are the tops really, ...in peacetime they can carry special forces, insert them, and no-one ever knows they have been there, and get them back again."



NORTH WEST CAPACITY AND CAPABILITY - A NATIONAL ASSET

Keep Our Future Afloat is a Trade Unions and Northwest England Shipbuilding Community Campaign setting out key challenges facing British Naval Shipbuilding, highlighting the unique naval shipbuilding assets of the Northwest and an Action Plan for naval shipbuilding's future in the UK. Supported by Northwest Development Agency, Barrow Borough and Cumbria County Councils



WHAT'S ON OFFER AT BARROW

Walney Approach Channel 140m/100m wide



HMS Albion

leading to...
Build - DDH Indoor Shipbuilding Facility



Build - Superberth for 2 ships: 290m x 100m



3 Ship/Sub Outfit/Test Options



Two In Dock 213m x 30m.
1 at Deep Water Berth 300m x 40m

Unique Capability

- Around 60% of all UK design expertise is located at Barrow - nearly 600 designers
- Prime Contractorship able to manage all parts of a naval ship programme

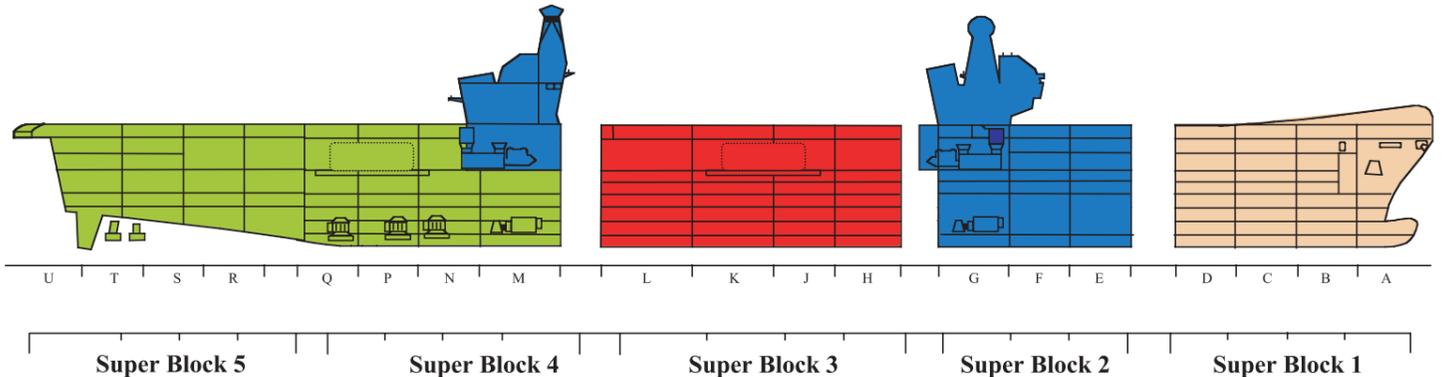


- Home of BAE, Europe's only "premier league" naval shipbuilder
- Design, Worldclass Fabrication, Build, Integration, Test and Commissioning facilities all at one location



- 1,700 NWest Suppliers

BARROW MAKES CASE TO USE SUPERBERTH IN BUILD OF NEW AIRCRAFT CARRIERS



The future carriers will be built in up to five large sections, each in effect part of a complete ship and then joined together in a large dock at Rosyth, Scotland. Barrow has potential to construct the mid engine room block of around 10,000 tonnes.

THE AIRCRAFT CARRIER PROGRAMME

Britain plans to build two large new Future Aircraft Carriers between 2006 and 2015, launching the first in 2012.

WHY BARROW SHOULD BE INVOLVED

The design expertise, block fabrication, assembly and systems integration capability used in building large warships such as HMS Albion and Bulwark at Barrow shipyard offers the UK MoD the largest knowledge bank available for building the Royal Navy's largest ever ships. A 290m long 100m wide superberth adds to the resources at Barrow. All can help reduce the cost and risk to the carrier programme.

BARROW IS AN UNTAPPED RESOURCE

RAND, advisors to UK MoD, have concluded "Barrow is an untapped source of production.. and could likely play a significant role in the coming shipbuilding programme" source: Rand Europe The UK's naval shipbuilding industrial base - the next 15 years (2005) where "The demand for assembly facilities will be particularly high". Use of Barrow shipyard makes logistical and economic sense. Programmed build of the Type 45 destroyer fleet on the south coast of England and at BAE SYSTEMS on the Clyde, final overall assembly of the proposed future aircraft carriers at Rosyth

dockyard and commitment to build a fleet of up to 10 ships to refuel and rearm warships at sea will take up much of the UK's, other large shipyard capacity, making Barrow a good choice for the carrier build.

Barrow can also build submarines at the same time as parts of the aircraft carriers, thereby maximising use of facilities, and the workforce helps reduce overhead costs to each programme.

