

Converteam signs sub-alliance agreement for Royal Navy's Future Aircraft Carriers

Converteam visited HMS SULTAN in Portsmouth today to sign the sub-alliance manufacturing agreement for the power and propulsion systems for the UK's two Future Aircraft Carriers (CVF). As the power conversion specialist in the sub-alliance, Converteam will provide the high voltage (HV) system including gas turbine alternators, switchboards, the propulsion motor drive system, four advanced induction motors and the software for the electrical power control and monitoring system (EPCAMS).

The ships are scheduled for completion in 2014 and 2016 and the sub-alliance partners will work together on the project until acceptance by the Royal Navy of the second ship. The manufacturing agreement represents the culmination of seven years preparatory design work by Converteam in partnership with Thales UK, the power and propulsion lead within the Aircraft Carrier Alliance. A momentous win for the firm, Converteam's manufacturing units in Rugby and Glasgow will build and deliver the HV propulsion system.

Various propulsion topologies were reviewed in the early stages of the design phase, but the need for power density together with risk reduction and system compatibility resulted in an electric propulsion system based upon that supplied by Converteam for the Navy's Type 45 destroyers. Propulsive power is provided using Converteam's Advanced Induction Motors (AIM)- currently the most power dense marine propulsion motors in operation. These motors are controlled by VDM25000 solid state variable speed drives which are supplied via propulsion transformers from the 11kV electrical switchboards.

Speaking of the project, Converteam's Naval Director Mark Dannatt said: "These will be the largest warships ever built for the Royal Navy. To operate effectively throughout the world HMS QUEEN ELIZABETH and HMS PRINCE of WALES require propulsion systems that are reliable and economic. We also need systems that provide a high level of redundancy so as to ensure that some propulsion

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power to the shaft is maintained in the event of action damage. We are proud to bring this proprietary technology to the power and propulsion sub-alliance."

Converteam has a successful track record in providing power conversion engineering solutions to the Royal Navy. Other projects include the propulsion systems for the Royal Navy's Type 45 Destroyers, the two Landing Platform Docks (LPD), two amphibious assault ships and the electric drive in the Type 23 Class of Frigates. Converteam has also provided the propulsion and platform management system for the Royal Fleet Auxiliary's two Auxiliary Oilers.

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About Converteam

Converteam Group is a world leader in power conversion engineering. Building on over a century of experience, it is firmly placed at the leading edge of technology and innovation with a global reputation for excellence in the conversion of electrical energy. Converteam develops and provides solutions built around three core components: rotating machines, drives and process automation. Serving specialised sectors as well as its core markets in Marine, Oil & Gas and Offshore, Energy and Industry, its 4,600 staff members provide power conversion solutions worldwide. At year-end 07, the Converteam sales totalled EUR 875,000,000

About the Sub-Alliance

The UK's Future Aircraft Carriers are being constructed by the Aircraft Carrier Alliance (ACA), consisting of Thales UK, BAE Systems, BVT Surface Fleet, Babcock Marine and Ministry of Defence, which acts as both participant and client. The CVF Power and Propulsion Sub-Alliance is led by Thales Naval (as a member of the ACA) with other members being Converteam, L-3 Communications and Rolls-Royce. As an alliance, it will adopt similar ways of working to the ACA in order to generate performance incentives and minimise integration risks.