

Programme Director – UK Warship Yard

Barry was engaged to run a series of warship and commercial ship construction projects, involving nine ships and in so doing, to improve the overall Project Management function at the shipyard. The combined portfolio had a capital value of £1.8 billion and included key elements (bow section and forward weapons magazine; forward and aft radar masts), of the new Type 45 Destroyers for the Royal Navy. Of which, there were to be six built. The first being HMS Daring.

The company was a Tier 1 contractor to BAE Systems and the components were to be delivered by sea to Scotland for assembly into the warship. In accordance with the contract.

The shipyards Board and the Commercial Director in particular, were reluctant to put the first ship into production. He had persuaded the MD that all the terms and conditions, as well as costs, were not fully signed off by his commercial managers and this reluctance had caused relationships between the two companies to severely deteriorate, with the Client threatening considerable liquidated damages as a consequence.

After attending key commercial meetings both within the company as well as with the client and having held extensive meetings with the ships project manager and his team, then Barry took the decision to put Type 45 into production. He held meetings with his MD and with the Board and persuaded them that delay wasn't realistic or justified and that the company would alienate its main client if it continued to procrastinate further.

The Board finally accepted Barry's recommendations and actions and as a result, BAE's own Board were informed and the date for start of fabrication of HMS Daring was set and adhered to.

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