



Ministry
of Defence

People-Process-Data-Tech Bridging the divide

17 October 2024

// Defence Digital Foundry

Synopsis:

There is often a focus on the data and technology as being the driver for success in a 'data driven culture', this session will look to posit the idea that it is the **people** and the process that are the most important driving factors.

What is your business outcome or need?

A man in a light blue shirt and glasses, David Marquet, is holding a book titled 'Turn the Ship Around!' by L. David Marquet. The book cover features a submarine and the subtitle 'A TRUE STORY OF TURNING FOLLOWERS TO LEADERS'.

**IMAGINE A WORK PLACE
WHERE EVERYONE ENGAGES AND
CONTRIBUTES THEIR FULL INTELLECTUAL
CAPACITY. A PLACE WHERE PEOPLE
ARE HEALTHIER AND HAPPIER BECAUSE
THEY HAVE MORE CONTROL OVER THEIR
WORK- A PLACE WHERE EVERYONE
IS A LEADER.**

DAVID MARQUET
FORMER NUCLEAR
SUBMARINE COMMANDER

Scope:

Bridging the gap – my story

People-Process-Data-Tech
(not as you know it!!!!)

The cross over...





UK Authority AI & Data4Good

Morning Two: Thursday 17 October, 11:00-12:30, via Teams



Major George McCrea

Military Liaison
Defence Digital Foundry
Ministry of Defence

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Army Code No. 71278

Military Engineering
Volume III
Bridging

Part 1
Basic Bridging
Incorporating Amendments 1 to 4

1981

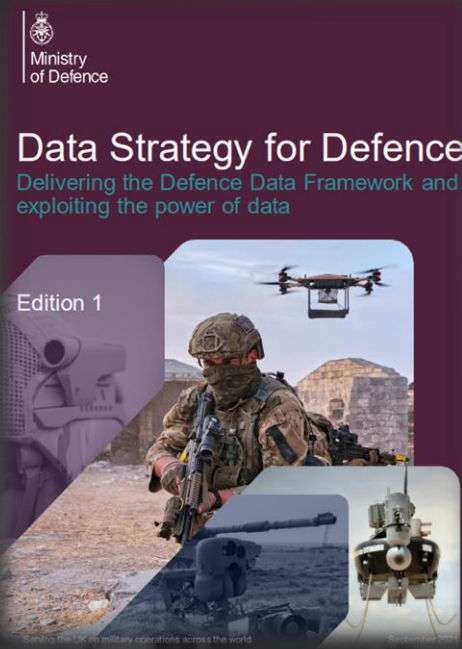


| Assessment level | Bridge calculation model | Data required | Type of reconnaissance |
|------------------|--|--|--|
| 0 | Exploitation of STATISTICAL correlations | Limited number of geometrical data, casually completed with heaviest observed vehicle | Quick or remote reconnaissance |
| 1 | Use of classification TABLES or CHARTS | Limited number of geometrical data, casually completed with heaviest observed vehicle | Quick or remote reconnaissance |
| 2 | BEAM bridge model (calculations) | Geometrical data and ASSUMED but CONSERVATIVE material properties | Quick reconnaissance |
| 3 | BEAM bridge model (calculations) | Geometrical data + allowed VEHICLES (correlation method). <ul style="list-style-type: none"> • 3a : ASSUMED design vehicle • 3b : heaviest OBSERVED vehicle • 3c : CONTRACTUAL design vehicle | Quick reconnaissance + <ul style="list-style-type: none"> • 3b : observation of actual traffic (even remotely) • 3c : CONTRACTUAL documents |
| 4 | BEAM or DETAILED bridge model (calculations) | Detailed but not enough RELIABLE data (some data are assumed or inaccurate) | Detailed reconnaissance LOW PRECISION measuring techniques on the bridge |
| 5 | BEAM or DETAILED bridge model (calculations) | Detailed and RELIABLE data | Detailed reconnaissance <ul style="list-style-type: none"> • 5a: HIGH PRECISION measuring techniques • 5b: reliable DRAWINGS and other contractual documents |
| 6 | BEAM or DETAILED bridge model (calculations) | Detailed and RELIABLE data adjusted to fit the MEASURED BRIDGE RESPONSE | Same as 5 + MEASURED natural frequencies or deflections due to well known vehicles |

Remark: Class 7 of reliability can also be replaced using some symbol to indicate that the assigned MLC includes ageing and damages

Table 2 : Levels of reliability of military bridge assessment procedures





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