

Reference: **10384/00/005**

Topic: **Project Update**

Meeting Date **1st December 2015**

Date of issue: 2nd December 2015

Those present: Sean Newton – IOWC
John Waters – BCTQ
Dave Williams – BCTQ
Tim Hope - BCTQ

Minutes issued to:
Attendees
Tim Light

Agenda

1. Outstanding actions from last meeting
2. Raised Questions From Cowes Harbour Master
3. Shipyard ITT Update
4. AOB
5. Date for next meeting / Telecon

1 Outstanding actions from last meeting

JW advised that the only action outstanding from the last meeting was the technical information regarding the depth gauges fitted to the existing floating bridge and are under consideration for the new replacement floating bridge.

2 Raised Questions from Cowes Harbour Master

A couple of issues had been raised following a meeting between SN and the Cowes Harbour Master. These were concerned with the increase in length of the new floating bridge and issues that may be encountered with the possibility of extending the length of the existing chain to increase the depth of water over the chains.

TH discussed the possibilities of altering the length of the concept design but also highlighted, at this stage of the project, the possible delays and financial implications that may arise from changing the design too much. It was decided that BCTQ would quantify the length of the new floating bridge design against the existing floating bridge to discuss further with the Harbour Master.

The concerns raised by BCTQ with regards to extending the chain length were outlined as described below:

- The floating bridge may get pushed off line more during high winds and/or currents which in turn may make the docking of the ferry on the slipways more of a challenge to the operator, especially as the proposed replacement ferry is much wider than the existing one.

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- There may be some slippage on the chains, over the drive wheels, as the slack of the chain is taken up. If this was to happen then there would be a possible increase in noise and also an increase in crossing time between slipways.
- It is not certain how deep the existing chain pits are. SN advised that there are no drawings or documents regarding the specification of the pits, and if they were built to be just deep enough to take the length of chain that is currently used, then they may need to be made deeper to allow for a longer chain.

3 Ship Yard ITT Update

SN gave an overview of the number of yards that had returned their tender documents for evaluation. It was concluded that three yards had submitted tender proposals for the build of the replacement floating bridge.

SN advised that these documents would be put on a CD and couriered to BCTQ and Tim Light by Wednesday 3rd December for the individual evaluation to be carried out. It was agreed that a brief meeting would be held on Friday for everyone to give an update on the progress to the individual evaluations and to discuss any clarification questions that may be raised from the tenders.

SN advised that if any clarification question were raised then these would need to be sent out to the yards for response before the individual evaluations could be completed. It was clarified that on completion of the individual evaluation process a group evaluation process would then be carried out the following week. Exact days and times to be confirmed at a later date followed by potential yard visits. JW advised that a quotation would be sent to SN prior to BCTQ attending any yard visits as this was not covered in the original contract.

4 AOB

There was no further business raised.

5. Date of Next Meeting/Telecon – Brief Catch up call on Friday 4th December to discuss progress with individual evaluations of Builder ITT proposals. Next meeting TBC.