

Reference: **10384/00/015**

Topic: **Floating Bridge – Update Meeting**

Meeting Date **18th August 2017 – Teleconference**

Date of issue: 24th August 2017

Those present: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Minutes issued to:
Attendees
[REDACTED]
[REDACTED]

Agenda

1. Actions from previous meetings
 - Notes from meeting 14/07/17
2. Defects / Snagging List
 - Current status
3. Variation Orders
4. Delivery Date
5. Programme
6. Other Outstanding Issues
 - Maintenance
7. AOB

1 Actions from previous meetings

Commissioning Trials / Operational Trials – [REDACTED] advised receipt of BCTQ comments, a subsequent version of the plan will be issued by MMSL incorporating these comments. Outstanding items remain to be demonstrated.

Action: [REDACTED] to issue updated Trials Plan. MMSL to advise when outstanding items will be demonstrated.

Media Screens – [REDACTED] advised that the Council were still not able to upload the media to the screens in the passenger area. [REDACTED] stated that during MMSL last site visit [REDACTED] (MMSL) had gone through the procedures with a Media representative from IOWC. MMSL advised that it would be prudent for a member of IOWC IT department to contact [REDACTED] to discuss the specific issues being encountered.

Action: [REDACTED] to arrange for IOWC IT department to contact [REDACTED] (MMSL).

Ramps - [REDACTED] asked on the progress with the proposed redesign of the ends of the finger flaps. BCTQ had reviewed the proposed design issued by MMSL and had sent an email on 03/08/17 (copy attached) asking further questions. [REDACTED] advised that [REDACTED] (MMSL) would call BCTQ to discuss further.

Action: [REDACTED] to contact BCTQ to discuss questions raised.

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CCTV – Previous meeting, [REDACTED] advised that all issues regarding the CCTV would be addressed week commencing 17/07/17. [REDACTED] advised that issues were still being experienced by the operators. MMSL advised work on the CCTV still ongoing.

Action: MMSL to resolve all issues with CCTV.

High Intensity Lights – [REDACTED] advised that although these lights had now been installed and appeared brighter than the previous lights, the Cowes Harbour Master still felt they were difficult to see when the floating bridge was mid-way across the river. TH had sent an email (19/07/17 & 01/08/17, copies attached) to MMSL with a proposed solution using a ‘Half Moon’ back disc around the light. [REDACTED] advised that they would discuss this option with the MCA to ensure they are happy with this arrangement and then send through a VO for the work to be completed.

Action: MMSL to liaise with MCA on proposed ‘Half Moon’ solution. MMSL to send through a VO for the additional work.

2 Defect / Snagging List

VG advised that that the list would be updated following MMSL latest site visit this week on items that had been actioned and items which remain outstanding.

3 Variation Orders

Please see the updated VO list.

4 Delivery Date

[REDACTED] explained that MMSL would be sending the IOWC a letter covering several points for this project. One particular point is the delivery and acceptance of the Floating Bridge. [REDACTED]

5 Programme

[REDACTED] asked MMSL for an update with regards to the programme for completion of all outstanding trials, defects, modifications, in order to be in a position for acceptance of the Chain Ferry. [REDACTED] advised that MMSL would be sending a letter, as described above, to the IOWC outlining their views on the delivery and acceptance. Included in this letter would be a ‘Time Line’ from April 2017 to August 2017 outlining the work carried out to date. [REDACTED]

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6 Other Items

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Build Specification – [REDACTED] asked MMSL if progress had been made with regards to the Build Specification (G.4.4 of the Technical Specification). [REDACTED] explained that the Build Specification was to include all the design differences between the Technical Specification and the ‘as built’ ferry and also incorporates all the VOs.

Action: BCTQ to send through an editable version of the Technical Specification to MMSL.

Action: MMSL to produce the ‘as built’ Build Specification.

7 AOB

No other business was raised.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: 10384 FB6 - Comments on Ramp Operation & Proposed Finger Modification
Date: Thursday, August 3, 2017 3:36:08 PM
Attachments: [4038-0103-12 RAMP FINGER MODIFICATION.PDF](#)
[BCTQ.png](#)

Dear [REDACTED]

Further to the discussions on the ramps and the proposed ramp finger modification, we have the following comments on general ramp operations and the MMSL Ramp Modification Drawing as per attached.

A. Observations on Ramp Operations

Since FB6 entered service BCTQ have made some observations of the ramp operations.

It appears that when a ramp is lowered onto the slipway and with the lifting chains slack, the vessel often trims with the freeboard on the slipway end increasing by an estimated 300mm.

A simple test has shown that if the fully extended level ramp is lowered gently from horizontal down on to the slipway and with slack lifting chains, the vessel's end freeboard measured adjacent to the ramp deck hinge will increase by approximately 100mm.

Therefore it is felt that the increase in freeboard above 100mm cannot solely be due to the offset of the ramp weight on to the slipway and that ramp operations are having some affect.

Before proceeding with any ramp modification we would recommend that a review of the current ramp operations are undertaken considering as a minimum the following:

Freeboard

Please can you advise if the increase in freeboard above 100mm is solely due to the offset of the ramp weight on to the slipway and if this was factored into the design and operation of the ramps.

Ramp Angle

Allowing for the change in freeboard height and resulting vehicle clearances.

Strength

With the freeboard increased to approximately 300mm what effect does this have on the hinges? The ramp appears to be pushing the vessel end up and there is potential for overloading the ramp hinges.

Noise

Impact of ramp and vehicles on/off slipway.

B. Comments on MMSL Ramp Finger Modification Drawing No. 4038-0103-12

The intention of the finger modifications would be to help smooth vehicle wheel suspension at the initial point of transition between ramp and slipway.

Testing

Based on the MMSL dimensions it would be useful to trial a test profile to see if the ramp modification

would have any benefit for loading/unloading vehicles.

A trial would be worth considering bearing in mind the additional cost and any compromise to the existing fingers (see below) versus the overall gain.

Durability & Strength

The added steel short finger extensions would appear to be less robust than the existing finger ends and could be prone to damage.

Observations from the current ramp operations show the ramp fingers can move up and down with a grinding action on the concrete slipway creating wear and this could result in additional noise with the proposed modification.

Construction

The strength of the welding that could be vulnerable to cracking and therefore rusting.

The welded sealing caps on the end of the extensions that could over time trap any ingress of water and result in more rust.

It may be better to keep the construction open or alternatively make the finger extensions solid.

Noise

Depending on the ramp operations as discussed above.

Material

Have alternative material options been considered?

Thank you.

Best regards,

[Redacted signature]

[Redacted signature]

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From: [Redacted]

Sent: 14 July 2017 12:46

To: [Redacted]

[Redacted]

Subject: J10384/Floating bridge

Hi [Redacted]

Following our telecon this morning, attached are the dwg and pdf files for the passenger number determination drawing, as previously released, and the proposed finger extensions.

Regards



The Dockyard Pembroke Dock
Pembrokeshire SA72 6TE



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: 10384 FB6 - Flashing Beacon Proposed Modification
Date: Wednesday, July 19, 2017 1:38:17 PM
Attachments: [10384 Beacon Modification Sketch Rev A.PDF](#)
[BCTQ.png](#)

[REDACTED]

Further to the concerns received from the MCA on the visibility of the flashing amber beacons at each end of the vessel.

For your consideration please find the attached sketch showing a proposed modification for mounting a black disc around the centreline of each beacon to improve the contrast and visibility of the flashing light during daylight operation.

All dimensions/proportions are approximate and the final arrangement would need to be confirmed and then offered to MCA for comment.

At the request of the IOWC, please can you prepare a VO for the proposed modification and in addition provide the specification of the brighter replacement beacon lights that are to be fitted.

Thank you.

Best regards,

[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 10384 FB6 - Flashing Beacon Proposed Modification
Date: Tuesday, August 1, 2017 6:37:40 PM
Attachments: [BCTQ.png](#)

[REDACTED]

Further to your email 19-07-17, some positive feedback has been received from the Cowes Harbour Commission on the updated beacon installation.

The new all-round Xenon beacons are proving more effective although these can still be difficult to see in strong sunlight.

Therefore it has been suggested to:

- a. Proceed with the proposal for fitting black discs, as outlined in BCTQ's email 19-07-17
- b. Use of quicker flash characteristic might prove more effective

Please can you prepare a VO on the above modification for consideration and comment as to whether the quicker flash would be achievable.

Thank you.

Best regards,

[REDACTED]

[REDACTED]

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From: [REDACTED]
Sent: 19 July 2017 14:12
To: [REDACTED]
Cc: [REDACTED]

[REDACTED]
Subject: Re: 10384 FB6 - Flashing Beacon Proposed Modification

Hi [REDACTED]

We have today received the high intensity units to replace the LED ones. The new units are Moflash X501 24v units which are Xenon strobes set to 1 flash per second.

I propose we fit them and get feedback on their effectiveness, prior to adapting further as you describe.

Regards

[REDACTED]
On 19 Jul 2017, at 13:36, [REDACTED] wrote:

[REDACTED]
Further to the concerns received from the MCA on the visibility of the flashing amber beacons at each end of the vessel.

For your consideration please find the attached sketch showing a proposed modification for mounting a black disc around the centreline of each beacon to improve the contrast and visibility of the flashing light during daylight operation.

All dimensions/proportions are approximate and the final arrangement would need to be confirmed and then offered to MCA for comment.

At the request of the IOWC, please can you prepare a VO for the proposed modification and in addition provide the specification of the brighter replacement beacon lights that are to be fitted.

Thank you.

Best regards,

[REDACTED]

[REDACTED]

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<10384 Beacon Modification Sketch Rev A.PDF>