Present: Ken Long (PT), Craig Macwaters, Paul Smith, Jason Tarrant, Holger Witte

Apologies: John Cobb

New Actions:

-Ken asked if Holger and Maurizio can communicate over the ToF1 issue as Maurizio has ideas too on resolving the high field present axial to the PMTs (2+ x higher than tolerable 6 mT), Jason mentioned Holger said that he was already in communication with Maurizio.

-Ken asked who would be analysing the quench forces, Holger to email Ken regarding this.

-Holger showed that 30 cm of 1010 or JFE-EFE steel would be insufficient with the current configuration of the ToF cage to prevent the PMT-axial high field levels.  Holger presented alternative solutions based on either reducing the bore or adding rings or straight bars just internally on the inside bore.  Holger to contact Maurizio, John Cobb or Alan Bross to find out who might be able to determine if the bore can be reduced.  Jason to measure the actual ToF1 cage at RAL as the ‘inherited’ models say the ToF air gap is 102 mm whereas Holger has information to say the gap is 130 mm.

-Jason to update TD-1189-1167 & TD-1185-1905 referencing the positions of the Virostek plates at various steps with additional information including the centres from the MICE datum point at D2 / Apex 2, also include changes to the ToF cage if necessary and re-circulate (this was based too on a phone conversation between Jason & Paul 04/02/14).

-Paul & Holger to establish correct fields for flip and solenoid modes.

Other:

Paul said he had added tie-down slots and material that Mike Courthold had sked for to represent the components on the gas panel, this had increased the field to 30 gauss, Paul has emailed Mike to find out if this is OK.

Holger mentioned that he probably will not be able to attend the Feb 18th meeting due to another meeting.

Previous Actions:

Actions from previous meetings

         The preferred plan in the US is to have a single vendor manufacture the supporting framework as well as do the machining of all shielding plates, though this depends on the cost quotes.  If practical, it allows a full fit-check at the vendor’s site before the PRY is accepted / shipped.  However, this causes the support frame / legs to be delivered at the same time as the main shield plates, therefore the supports will not be shipped separately a long time in advance.  Jason to update his schedule to accommodate this, assume for now all delivered from 01/07/2014 unless informed otherwise by Steve Plate or Alan Bross.

         Jason Tarrant & James Watson to check the fixing arrangement for the legs of the PRY as it differs significantly from Steve Plate’s pre-load method.  The original idea to provide a full platform support (all apart from S-E corner) has been found to be impractical due to the complexity of the trench roof support and the many ‘live’ services that are attached to it, a rework of this to accommodate a full platform would be too time consuming and costly

         Steve Plate to supply Holger Witte with the weights of the parts for shipping quotes.  Shipping plan to be circulated (with rough dates) to show what parts of the PRY will arrive at RAL and when. Any change to delivery dates to be fed back to Alan Bross, also any delivery updates to be cc’d or forwarded to Jason Tarrant for update of the installation schedule.

         There was discussion about when Steve should visit to assemble the PRY, the support frame can be pre-assembled but the main shielding plates (the heavy engineering works) would require Steve to visit.

         Holger Witte and Mike Courthold to discuss and confirm the quench scenarios that may worst affect loads.

Any comments, changes required etc, please let me know,

Best regards,

Jason