Present: Craig Macwaters, Steve Plate, Paul Smith, Jason Tarrant,

Apologies: John Cobb, Holger Witte

New Actions:

-Steve Plate to determine best method of fit check, especially if the frame and main PRY plates are procured from separate vendors.

-Andy Nichols to return checked drawings, segregating those that require action and those that are OK.  The checker was Martin Baldwin, Martin can be referenced as the checker on Brookhaven drawings / documentation as necessary.

-Steve Plate to circulate the assembly procedure for the PRY around mid-March for review by the Hall installation team to determine if they are confident about the install or whether we need to employ a structural installation contractor to undertake the install in the MICE Hall.

Other:

Steve mentioned that the quote for the steel plates was modified as the final cut size was smaller due to a reduction of the excess material around the expected final size, this was due to the minimal heat affected zone (HAZ) from flame cutting with regard to magnetic properties.  The purchase order is expected to be placed next week.

There was some discussion around the fit-check and how this might be undertaken should the frame and the main PRY plates be produced by different manufacturers as per the action above.

Previous Actions:

Actions from previous meetings

         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 – Await update from Holger

         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.

         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.

As usual any comments, changes required etc, please let me know,

Best regards,

Jason