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Memorandum

From:

Date:

30th December 1985

To:

PETER BROBERG ✓

cc

~~CONFIDENTIAL~~

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SUBJECT: CRAY ENGINEERING PROGRESS REPORT 27.12.85

MACHINE AVAILABILITY

The installation at ECMWF is progressing well. The parallel hardware installation was completed on 18th December and with the software checkout nearing completion we expect to make the final cable swaps and start acceptance on ECMWF's machine at 1300 on 28th December 1985.

Your machine configuration will be connected together and left powered up as a fallback operational system during this acceptance period.

SITE PLANNING

General status is good, however, on last visit the site was not complete and could not therefore be "signed off". The following items had still to be completed as of November 1985.

1. Extra floor support pedestals.
2. Removal of floor stringers (details send via Techway 19th December).
3. Floor cut outs.
4. Door removal for access.
5. Strengthen ramp for access.
6. Connect water and refrigeration pipework at RCU.
7. Instal temperature and pressure gauges on water line.
8. Connected additional power wiring between MG sets.
9. Charge pipe with Freon.
10. Anti vibration mounts on 2nd RCU (Action Fliway).

I propose that should come out to arrive on Monday, 24th February, a few days before the machine arrival, he will then issue a final acceptance. If local labour is made available, any problems with any of the above could be easily rectified prior to the machine arrival.

Please let me know if this meets with your approval.

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SHIPPING DETAILS

I currently expect the machine to arrive at 1100 on 27th February at Melbourne Airport.

We will ship the RCU silencing panels with the main shipment.

I must apologise for the problems seen on the delivery of the pre-shipment materials, their weight and size combined with the rather cramped plant room conditions made this an extremely difficult installation. The use of your fork lift truck and operator reduced the time required to install these units. The trucking company (Fliway) did not perform particularly well, however, the experience they gained on the pre-shipment installation make them an acceptable choice for the main shipment unless you wish to recommend an alternative. In future I will ensure that we will not require to put your staff at risk during any Cray deliveries.

Spare MG and RCU - these units are currently stored at Melbourne Airport, I look forward to moving them to a suitably convenient storage location in February.

STAFFING

Australian Engineers, have been working for Cray now since 22nd July and their theoretical and practical training in the UK is progressing well. They are scheduled to be fully trained and return to Australia by 24th February 1986 for the installation.

They have both been cleared

The Senior Cray Australian Engineer, joined us on 28th November and will therefore not be finished training until May 1986 and so will miss the installation. His clearance is progressing but not yet completed.

The Engineer In Charge of the installation and of Cray Engineering in Australia until is in a position to take over will be who will do a six to nine month secondment to ensure everything goes smoothly. He is a very experienced Cray Engineer who has been with us since early 1981 and has already set up installations in Germany and Sweden, and is currently running one of the UK regions as a Field Engineering Manager. He has recently been cleared in preparation for his trip and will arrive in Australia on 24th February 1986.

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In addition to the three "resident" engineers already mentioned, the installation will consist of myself, with the exception of , we all have clearance to visit Cheltenham.

American Wiring girls will be required for a few days to upgrade your SSD and they will need to be escorted, I will furnish you with personal details for them as soon as I have them.

All the installation team will have "visitors visas" and is organising the "entry Visa" for secondment.

I will send an update to you on Engineering activity in about two weeks time.

RR

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