

ICSMSU Boat Club Contingency Claim

Submitted by Phil Harbord (Club Captain)

ICSMSU Boat Club requires the constant safe usage status of all its boats in order to meet the requirements of our club's members as we run at full capacity in terms of our equipment. If one of our boats is deemed unsafe to row in, and is assessed to be potentially hazardous on the water, this has a severe impact on participation of members. Rowing on the Tideway in London presents occasional problems due to the surrounding forestation of the river, such as large logs or sections of trees being transported underwater by the current. It is not possible to foresee when these objects may be in the path of the rowing boat, and therefore sometimes small collisions occur. However, very rarely, especially if there has been a recent storm (as was the case in late October) the potential of larger deadwood in the river is increased for some time after the storm, as was possibly the case in two incidents involving our Swift and Janousek Vllls. These sorts of incidents are not predictable and are unavoidable if the deadwood is hidden underwater.

Claim 1: The incident in question occurred on the Tideway between Richmond Lock and Brentford Lock, and our Swift VIII collided with a hidden piece of deadwood underwater that caused damage to the fin, rudder and hull around the fin. At the time, it was felt that damage was minimal as few marks were visible, but upon sending the boat for repair on December 10th due to the fact the inside of the boat was taking on water, severe damage was discovered to these areas by a professional boat repair service who informed us that *"Unfortunately the hull around the fin box has completely collapsed, due to the way Swift manufacture their boats. The only way we can repair this is to cut out the fin box and reinforce the hull around the area of the fin."*

Without repair of this Swift, the participation of our members would be severely impacted for the coming term, and this unforeseen aforementioned cost has severely impacted our long term budgeting for the year. Thus, we are requesting the amount of £450 in the form of a contingency claim.

Swift VIII IMM 003

Remove damaged fin box and rudder tube
Reinforce hull around this area
Install carbon support for fin box
Install new fin box, fin and rudder
Patch-spray area around fin

£450 inc VAT

We await your instructions to proceed. Please do not hesitate to contact me if you have any further enquiries regarding this quotation.

Kind regards



Eric Sims
Director

Claim 2: We initially budgeted for the repair of another VIII (Janousek) that received damage in a similar scenario due to an underwater rock. We were quoted £200 inc.VAT, which we incorporated into our budgeting, but this quote was later amended to £640, when further inspection by ES Rowing (the professional repair service) revealed deeper damage. This extra £440 cost could not have been predicted once we received the initial quote, as we thought this was going to be the eventual cost. The additional cost in this further quote is severely detrimental to our financial outcomes for the term, but safe repair of these boats is crucial to ensuring student participation is not limited next term. Thus, we are asking to claim the difference in valuation of £440, as this was an unexpected increase in unavoidable repair costs.

Janousek VIII

Option 1: Repair the area as previously discussed	£200 <u>inc</u> VAT
Option 2: Repair approximately 3m of badly damaged hull in same area as above	£640 <u>inc</u> VAT

Summary

Claim 1: £450 (100% of total cost)

Claim 2: £440 (69% of total cost)

Total: £890