brymor group

CLIENT

Solent University

LOCATION

East Park Terrace,
Southampton

VALUE

£3.3M

DATE

August 2018
March 2019

CASE STUDY

Solent Simulator.

About the project.

A fast paced two-stage design and build refurbishment contract to form the UK's largest state of the art, maritime simulation suite for the Warsash School of Maritime Science and Engineering, utilising an existing internal space, just off the entrance to the University's main campus.

It provides one full mission bridge, two 360-degree bridges, three 270 degrees bridges, a crane simulator, an HV training room, three engine room simulators, an engine control room, 36 desk top simulations, a liquid cargo simulation, debrief rooms and a welcome area.

The works included the soft-strip and demolition of all existing non-load bearing walls, mechanical & electrical services, suspended ceilings, raised access floors, finishes / furnishings and asbestos containing materials to facilitate the refurbishment of the learning resource centre within the Andrews Building.

A new steel frame was installed to support the 7m diameter curved walls, projectors and associated services within the main bridge to prevent deflection to the existing structure.

Extensive new M&E installations included new roof top plant to facilitate the large volume of air flow and cooling to accommodate the requirements of the simulators.

Raised access flooring, the co-ordination and management of simulator installation, walls, ceilings, finishes, furniture, fixtures and fittings were also incorporated.

High performing acoustic walls and doors were also installed within a difficult space to isolate each of the simulations.

The site had no storage areas other than the working area, deliveries had to be carefully planned and materials ordered for just in time to prevent congesting the site.

With live university areas on all four sides of the site and working class and exam rooms directly above the site, access for site operatives and materials were carefully considered and the use of an existing fire exit and designated routes ensured the public were unaware of the on-going works.