

Network Strategy Programme Steering Group

Network Strategy Programme Steering Group is coordinated and Chaired by Transport Scotland.

In October 2013 Transport Scotland sponsored a project to seek advice from the Tripartite group (Transport Scotland, Caledonian Maritime Assets Ltd and CalMac Ferries Ltd) of what a programme of vessel retentions, acquisitions and disposals may look like in order that the delivery of the Ferries Plan could be fulfilled. The key project deliverable is the Vessel Replacement and Deployment Plan.

The remit of the Group is to determine and develop clear roles and responsibilities for the operator (CFL) and the asset owner (CMAL) in the retention, acquisition and disposal strategy of the Clyde and Hebrides Ferry Service (CHFS) fleet. In addition, port infrastructure maintenance and improvement strategy plans within the CHFS network are also discussed and developed within the Group.

This strategic approach is intended to enable optimal delivery of the Ferries Plan and to ensure that the on-going delivery of lifeline ferry services on the CHFS network will continue to be fit for purpose and benefit from investment decisions which are transparent and well informed.

Network Strategy / Programme Steering Group membership

The membership of the Group will consist of representatives from:

- Transport Scotland (TS)
- Caledonian Maritime Assets (CMAL)
- CalMac Ferries Ltd (CFL)

The following is an update from CMAL of 18/5/17 to the PSG on Vessels 801 and 802:



Agenda Item 7 a – Project Updates

Project New Vessels 1 & 2 – Progress update



Planning/Programme

- The Shipyard are concentrating on the fabrication and erection of units for Vessel 1
- Vessel 1: As of 12th May 2017 - 80% fabrication achieved
- Vessel 2: As of 12th May 2017 - 60% fabricated achieved
- Vessel 1: We were advised at a meeting with FMEL on the 24th March 2017, that the fabrication of the Aluminium structure would commence at the beginning of May 2017 on-site at FMEL. The aluminium work area for the accommodation units has been prepared and segregated from the mild steel areas and work is now underway (about 2 weeks later than we were advised at the meeting with FMEL on 24th March 2017)
- Vessel 2: Fabrication of the Aluminium structure was planned to commence at the beginning of May 2017 at Inchgreen. This work has not started. We have since been advised by FMEL on the 10th May 2017, that they had not yet agreed on using Inchgreen and are still in discussions with Inchgreen and investigating one other option.
- Vessel 1: The LNG storage tank left Shanghai on the 09th May 2017, the port of transshipment is Antwerp, Belgium. ETA Antwerp 24th June 2017.



Agenda Item 7 a – Project Updates

Project New Vessels 1 & 2 – Progress update



Fabrication Milestones

Vessel 1 – Next milestone is 100% fabrication, now planned for 10th July 2017, 6 months later than originally scheduled.

Vessel 2 - Next fabrication milestone is 75% fabrication. As of 12th May 2017 – 60% achieved. Original planned date for 75% fabrication: 15th December 2016, now planned for 22nd September 2017, 9 months later than originally scheduled.

Delivery Dates

Contract dates for Vessel 801 and 802 are 25th May 2018 and 26th July 2018 respectively. The Contract allows the dates to be exceeded by 120 days, giving a delivery date of 22nd September 2018 for Vessel 1 and 23rd November 2018 for Vessel 2, and can be further extended for specific events.

Manoeuvring and Berthing Simulation Tests

Further Simulation trials were carried out at the state of the art simulator suite at the City of Glasgow College on the 27th March 2017. The latest tests were to include the correct vessel dynamic responses. Unfortunately, the correct dynamic responses had not been fed in to the simulator model. The college themselves cannot change the software (the model is built and updated using an external company), as such the tests were not completed, further tests to be carried, date awaited.

Launch and Vessel Names

Four names for Vessel 1 have been shortlisted:

- Glen Iorsa
- Glen Sannox
- Hutton
- Goatfell

These names have been noted by the Transport Minister on 28th April 2017 and the public naming competition commenced w/c 01st May.

Crew Attendance at Shipyard

Requirements for crew attendance at shipyard pre-delivery of vessels to be determined and budgets agreed

Vessel 1: Towards Launch (24th August 2017)

- FMEL are now under time pressure to install equipment before the launch. Preparation for shipping the LNG Tank and the Stabilisers is well underway and production has been stepped up on the forward and aft units of the ship to get the units ready for erection and welding on the slipway.
- There are only three months left to complete all structural items and fit main ships equipment on-board.
- Launch date is achievable for a water tight hull; however, it is possible that a dry-dock period will be required if other hull works are not completed.

Vessel 2: Towards Launch (17th November 2017)

- The launch date is an ambitious target by FMEL. It may be possible for FMEL to meet this date with reduced level of outfit (enough to make the hull watertight).

FMEL plan to launch the vessels in line with original planned dates. As noted above, Vessel 2 will be a challenge. By the time of launch of both Vessels, the steel/aluminium structure is not expected to be fully complete as per original plans or will the level of design/drawings/outfit be at the state originally planned.

Fabrication/Equipment

Shipyards are concentrating on the fabrication and erection of units on Vessel 1.

Vessel 1: Fabrication 80% achieved
Vessel 2: Fabrication 60% achieved

Vessel 1 – Skeg



Vessel 1 - Aluminium



Vessel 1 - Production milestones - Actual progress compared with schedule

YARD NO. 801	Original Scheduled Date See Note 1	Revised Scheduled Date See Note 2	Revised Scheduled Date See Note 3	Revised Scheduled Date See Note 4	Actual Date	Comments
Cutting of Steel	15 Dec 2015	15 Dec 2015	-		15 Dec 2015	Achieved on original scheduled date Rev 01
10% Fabrication	18 Apr 2016	13 Jun 2016	-		10 Jun 2016	Achieved 2 months later than original schedule Rev 01 Achieved in line with revised schedule Rev 03
25% Fabrication	14 Jun 2016	26 Jul 2016	-		04 Aug 2016	Achieved 2 months later than original schedule Rev 01 Achieved in line with revised schedule date rev 03
35% Fabrication	15 Aug 2016	12 Sep 2016	-		06 Oct 2016	Achieved 8 weeks later than original schedule Rev 01 Achieved 4 weeks later than revised schedule Rev 03
50% Fabrication	14 Oct 2016	14 Oct 2016			09 Dec 2016	Achieved 2 months later than original and revised schedules
Major Equipment and Lock Out Items Installations	14 Nov 2016	13 Mar 2017 to 18 Jan 2018	-	14 th June 2017		"Installation" of all the "Major Equipment" has not been commenced on the 14th November 2016 as per original plan. Major items of Main Propulsion were delivered (not installed) on the 19th December 2016; these are the Main Engines, Auxiliary Engines and Shaft Alternators.
75% Fabrication	15 Dec 2016	15 Dec 2016	10 Feb 2017		31 st March 2017	Achieved 3 and a half months later than originally scheduled.
100% Fabrication	16 Jan 2017	16 Jan 2017	16 June 2017	10 th July 2017		
Berth Join Up	14 Mar 2017	28 Apr 2017	14 Jul 2017	15 th Aug 2017		
Hull Inspection Prior to Paint	17 Apr 2017	26 May 2017	21 Apr 2017	24 th July 2017		
Launch	14 Aug 2017	24 Aug 2017	24 Aug 2017	24 Aug 2017		We expect that the vessel will be ready to launch by this date. However the status of the drawings, outfitting and installation will be several months behind schedule.
Delivery	25 May 2018	29 Jun 2018	25 May 2018	25 May 2018		The Contract allows for a delivery date of 22nd September and can be extended for specific events.

Note 1: From Cardinal Programme Rev 01 dated 14 Dec 2015
 Note 2: From Cardinal Programme Rev 03 dated 16 May 2016
 Note 3: Email from FMEL 09 Dec 2016
 Note 4: 12th May 2017

Vessel 2 - Production milestones - Actual progress compared with schedule

YARD NO. 802	Original Scheduled Date See Note 1	Revised Scheduled Date See Note 2	Revised Scheduled Date See Note 3	Revised Scheduled Date See Note 4	Actual Date	Comments
Cutting of Steel	15 Dec 2015	15 Dec 2015	-		15 Dec 2015	Achieved on original scheduled date Rev 01
10% Fabrication	18 Apr 2016	13 Jun 2016	-		10 Jun 2016	Achieved 2 months later than original schedule Rev 01 Achieved in line with revised schedule Rev 03
25% Fabrication	14 Jun 2016	02 Aug 2016	-		04 Aug 2016	Achieved 2 months later than original schedule Rev 01 Achieved in line with revised schedule date rev 03
35% Fabrication	15 Aug 2016	26 Sep 2016	-		06 Oct 2016	Achieved 8 weeks later than original schedule Rev 01 Achieved 2 weeks later than revised schedule Rev 03
50% Fabrication	14 Oct 2016	18 Nov 2016	20 Jan 2017		13 Jan 2017	Achieved 3 months later than original schedule Rev 01
Major Equipment and Lock Out Items Installations	14 Nov 2016		TBA	16 Oct 2017		"Installation" of all the "Major Equipment" has not been commenced on the 14th November 2016 as per original plan. Major items of Main Propulsion were delivered (not installed) on the 19th December 2016; these are the Main Engines, Auxiliary Engines and Shaft Alternators.
75% Fabrication	15 Dec 2016	19 Jan 2017	05 May 2017	22 Sep 2017		
100% Fabrication	16 Jan 2017	20 Feb 2017	20 Oct 2017	13 Oct 2017		
Berth Join Up	14 Mar 2017	05 Jan 2018	14 Dec 2017	10 Nov 2017		
Hull Inspection Prior to Paint	17 Apr 2017	02 Feb 2018	24 Nov 2017	31 Oct 2017		
Launch	12 Oct 2017	20 Mar 2018	12 Jan 2018	17 Nov 2017		The launch date is an ambitious target by FMEL. It may be possible to meet this date with very reduced works (enough to make the hull watertight).
Delivery	26 Jul 2018	29 Aug 2018	26 Jul 2018	26 Jul 2018		The Contract allows for a delivery date of 23rd November 2018 and can be extended for specific events.

Note 1: From Cardinal Programme Rev 01 dated 14 Dec 2015
 Note 2: From Cardinal Programme Rev 03 dated 16 May 2016
 Note 3: Email from FMEL 09 Dec 2016
 Note 4: 12 May 2017