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Edward Mountain  
Convenor  
Net Zero, Energy & Transport Committee  
Scottish Parliament  
EH99 1SP

22 August, 2023

Dear Mr Mountain,

**Update on Glen Sannox, Hull 801 & Hull 802**

In my letter to you 30<sup>th</sup> June I mentioned some emerging issues with the Maritime and Coastguard Agency and the deferral of dry-docking plans for Glen Sannox to late December. I am aware that the press has picked up these issues and write to you now to provide further information.

The MCA have reassessed the application of 'cargo ship' rules to the crew spaces of passenger ferries (on a broader basis than just Ferguson and Glen Sannox/802) and for the last 2 months we have been working to close the impacts of this and some other approvals issues. We have been designing and planning the necessary modifications to some doorways in crew corridors and three additional staircases between decks 5, 6 & 7. We have one issue to finalise and hope to reach final agreement with the MCA within the next 2 weeks so that we can carry out all the modifications before Glen Sannox moves to the dry-dock just before Xmas.

However, this will mean that sea-trials will move into the first quarter of the new year and the commissioning of the LNG systems at Troon (which must be done after dry-docking) will also move to after Xmas. We now meet weekly with key individuals from Scottish Government, Transport Scotland, CMAL and Calmac to jointly monitor the commissioning, trials and handover programme, and how this best works with the subsequent mobilisation of crew and the start of Calmac's passenger operations.

We will need to maintain some flexibility for Glen Sannox to operate from the quayside at the shipyard during January and February and with this in mind, we will defer the launch of 802 to the next high tide window towards the end of February, perhaps early March.

From March we plan for 802 to use the FMPG quayside and Glen Sannox to complete trials and handover further down the river.

I will provide a further update on costs and delivery dates for both vessels in my quarterly report at the end of September.

There has also been media coverage of some safety issues on site, and I am pleased to advise that following a constructive and positive meeting with the HSE last week, the HSE confirmed the appropriateness of our engineering and administration controls, particularly for electrical safety. Whilst the publicised stand down by our electrical contractor has lost some time over the past weeks, this can be managed within the timelines for completing the commissioning and MCA related issues as above.

Yours sincerely,

**David Tydeman**  
Chief Executive Officer