

**Programme:** 100m LNG Dual-fuelled Ro-Ro Passenger Ferry

**Programme Director:** [redacted]

**Review Period:** September 2020

<u>Name</u>	<u>Job Title</u>	<u>Signature</u>
[redacted]	Programme Director	
[redacted]	Project Accountant	
[redacted]	Planning and Controls Manager	



## 1a. SHE

### 1. Monthly Cumulative Safety Statistics

S/#	Title	This Month Figures		Cumulative
01	Total Man Hours (provided by Planning Department)	46,685		207,591
02	Man Power (provided by HR)	Direct	212	
		In-Direct	119	
		Total	331	
03	RIDDORS	0		0
04	Fatality Case (Fatal)	0		0
05	Lost Working day Case (LWC)	1		3
06	Medical Treatment Case (MTC)	2		5
07	First Aid Case (FAC)	6		19
08	Property Damage (PD)	0		0
09	Near Miss (NM)	1		3
10	Fire Incident (FI)	0		1
11	Environmental Incident	0		1
12	Total Number of Recordable Injuries	1		18
13	Total Number of Days Lost	10		16

### 2. Description of Incident/Accident and Near Miss Reported This Month

#### Events (NM/MT/FA/PD ETC...)

- Lost Working Day Case** – 1 case in month of July – Worker injured knee when coming down ladder on 802.
- Medical treatments** –
  - we had 2 minor burns to hands in month, with hydrogel spray applied with dressing.
  - Few minor cuts to fingers or hands, cleaned & dressed with no further action.
- First Aid** – 3 incidents of cuts to hand & 3 foreign body in eye.
- Fire incident** – fire alarm checks continue weekly as we start back after Covid-19 .
- Environmental incident** – no environmental incidents occurred in month of June.
- Near Miss - 801**– Piece of metal used to make bracket had fallen through scaffold boards and almost hit a worker below.

### 3. Other SHEQ Activities

Description	This Month	
Site Safety Inspection	3	801 fire & smoke alarm inspections . Top shed & module hall. 802 3dk safety walk & scaffold tag check.
Toolbox Talks	2	Smoking Policy Covid – 19 Return to Work Refresher on all Risk Assessments
Policy/Paperwork Reviews	2	Top Man for confined space Permit Passport
Training Courses	1	Scissor Lift Training planned for this month

### 4. SHEQ Initiatives

Description
SHE weekly briefings held at ships plan of the days; all issues dealt with daily.
Clearance of redundant metal, pipes, and scrap ongoing at the berth of 802.
Occupational Health for operatives working with Aluminum complete. Further health checks for welding of chromium materials to be carried out for pipe welders.
Daily checks of banded areas still ongoing
Additional safety signage & fire escape signs procured for the yard. Nightshift watch team will start fitting around the yard and on the vessels.
802 flood lights now installed on car deck to make area more visibly clear for everyone.

## 2. Contract Summary

<b>Customer</b>	CMAL	<b>Contract Start</b>	Restart – 2 <sup>nd</sup> December
<b>Agreed Contract value</b>	Budget to completion - £110m	<b>Contract Finish</b>	801 April 2022 – 802 Dec 2022
<b>Project Type</b>	Design and Build	<b>Forecast Finish</b>	801 April 2022 – 802 Dec 2022
<b>Project Director</b>	[redacted]	<b>Contract Type</b>	SG funded

<b>Project Scope</b>	Design, build and commission 2 off LNG dual fuel ferries. Including training and provision of spares and handbooks The scope of this project is to complete the design and build etc following the Receivership of 16 <sup>th</sup> August 2019
<b>Significant Project Changes</b>	None (in this phase)
<b>Acceptance Criteria</b>	As per the specification
<b>Payment Terms</b>	Currently – funding provided by the Scottish Government based upon FM(PG) cash flow forecast
<b>Warranty</b>	The warranty for both vessels is 12 months from delivery. No allowance has been made financially for either shipyard support or suppliers warranties that have lapsed during this period
<b>Liquidated Damages</b>	No allowance has been made for late delivery Performance penalty for weight – the maximum allowance of £250k per vessel has been included, if the allowance is exceeded the buyer has a contractual right to terminate Performance penalty for speed - the maximum allowance of £150k per vessel has been included, if the allowance is exceeded the buyer has a contractual right to terminate Performance penalty for fuel consumption – no allowance has been made
<b>Special Conditions</b>	

### 3. Business Success Criteria

Success Criteria	Due	Owner	Enabler	Status	TL	Fut Tr
All work undertaken at ship is by work package in accordance with the programme	June 20	[redacted]	<ul style="list-style-type: none"> <li>Development of the programme down to a work package level. Time recording aligned to allow role up. Time recording process effective.</li> </ul>	<ul style="list-style-type: none"> <li>801/802 project programmes are now at Lvl4 Detail. Manhours, zones, sub-zones and CAM's are coded within P6 for monitoring and reporting purposes.</li> </ul>	G	↔
Work packages are issued with associated information and materials	June 20	[redacted]	<ul style="list-style-type: none"> <li>Inventory is loaded into the stores management module on [redacted] inventory can be coded to align with P6 plan</li> </ul>	<ul style="list-style-type: none"> <li>Substantial Works are ongoing currently. We have sample workpacks to be issued for comment w/e 22/5/20. Alignment works with P6 are at an advanced stage</li> </ul>	G	↔
Inventory is properly identified in Factory Master to the appropriate level	May 20	[redacted]	<ul style="list-style-type: none"> <li>Movement of equipment from [redacted] to new facility and entered onto [redacted] with appropriate part numbering</li> </ul>	<ul style="list-style-type: none"> <li>Inventory has now been QC checked (with the exception of [redacted] material and comms cabinets), loading into Factory Master is now the outstanding task</li> </ul>	A	↑
Technical information is produced on time and change is minimised	Sept 20	[redacted]	<ul style="list-style-type: none"> <li>[redacted] are contracted to complete the design. Design review process allows proper review of the design before issue</li> </ul>	<ul style="list-style-type: none"> <li>IFA drawings are being delivered largely on time with a small number of early delays. Delays were mitigated by reducing the review time. Drawings are available at AFC to support the programme.</li> </ul>	A	↑
Technical information is produced on time and change is minimised	Sept 20	[redacted]	<ul style="list-style-type: none"> <li>Produce and maintain an accurate MDR, identify which existing drawings are required to be updated, identify which drawings are required for planned work packages.</li> </ul>	<ul style="list-style-type: none"> <li>Process developed to issue and track [redacted] production outputs, to be implemented this month as part of workpack creation.</li> </ul>	A	↔
Control of change is a properly managed process	March 20	[redacted]	<ul style="list-style-type: none"> <li>Creation of a new process, implementation and adherence</li> </ul>	<ul style="list-style-type: none"> <li>The process is fully operational</li> </ul>	G	↔
Customer relationship is positively maintained throughout the project	Through the project	[redacted]	<ul style="list-style-type: none"> <li>Regular dialogue at all levels, monthly reviews, ad hoc meetings</li> </ul>	<ul style="list-style-type: none"> <li>CMAL are fully engaged with the model review programme and long standing issues are being resolved. Monthly progress meetings are working well.</li> </ul>	G	↔
Identify and manage risks and opportunities	Through the project	[redacted]	<ul style="list-style-type: none"> <li>A risk review process is in place and is being proactively managed</li> </ul>	<ul style="list-style-type: none"> <li>Risk review are being undertaken monthly. Key risks are being actioned</li> </ul>	G	↔
The project is properly resourced with suitably qualified and experienced people	April 20	[redacted]	<ul style="list-style-type: none"> <li>Accurate resource forecasting from the schedule and a resource strategy in place</li> </ul>	<ul style="list-style-type: none"> <li>The ITT for labour resource has been completed and suppliers are now on the framework agreement. There is still a requirement for a commissioning manager however this will be managed in the short term by using Babcock resource. An offer for an on-site subcontract manager has been made and accepted. Engineering has key resource requirements to reduce the reliance on contractors.</li> </ul>	A	↑



## 4. SOFT Report

Successes	Opportunities
<ul style="list-style-type: none"> <li>• Home working has continued during this period with engineering and finance being the key departments.</li> <li>• The yard continues to operate with 3 days shifts and a night shift. Production capacity is now near 100% of the core workforce with the amenities having been upgraded to increase capacity.</li> <li>• 801 successfully returned from drydock on the 8th September. All planned work was completed - see below regarding the hull paint condition.</li> <li>• The model programme has continued over the period with the final 4 zones due to reach model freeze by the end of October.</li> <li>• Subzone 201 has now received all [redacted] (approved for construction) information with the first load of pipework data into Factory master achieved.</li> <li>• Equipment checking of the Westway equipment is near complete with no major issues identified to date (the communications equipment has been sent to Wartsila for a full inspection and test and [redacted] equipment to be contracted).</li> <li>• The subcontractor labour framework is now being finalised with 3 suppliers.</li> <li>• The [redacted] has received 6 tenderers. This will now be assessed.</li> </ul>	<ul style="list-style-type: none"> <li>• Use of a 1<sup>st</sup> fixing system – this is now agreed and work is in hand to set up for this. This will also be applied below 3dk for 802.</li> <li>• Use of MRP function in Factory Master for pipe procurement and installation – the first file has been uploaded into FM and the procurement process will be run. – there remains issues with finalisation of the file information</li> <li>• Improvements of engine room layout for 802 has now been agreed with CMAL and [redacted]. The contract with [redacted] will be placed and a kick off meeting arranged.</li> </ul>
Failures	Threats
<ul style="list-style-type: none"> <li>• The final inspections of the 801 underwater paint scheme showed that there had been too much damage (both during initial build and with emergent work during the docking period) to accept the paint system. Remedial work will be required during the second docking period which will extend the period by circa 10 days. A report is currently being produced for agreement with CMAL to agree the rectification work.</li> <li>• The confirmation of the draught markings in the dry dock showed that these had been applied inaccurately prior to 801 launch and the fore and aft markings will require replacing as part of the next docking period.</li> </ul>	<ul style="list-style-type: none"> <li>• COVID 19 impact to programme – Further issues/restrictions remain a threat to the programme</li> <li>• Assessment of equipment condition from Westway. This is now near complete (with the exception of the comms cabinets and [redacted] equipment) and loading onto factory master will be progressed</li> <li>• Issued for approval IFA drawings are now being received for zone 2. The large volume will be a problem to support. [redacted] information is now being received and the key zone 2 areas are now being detailed planned.</li> <li>• The QLA programmes for 801 and 802 have not yet been signed off. A reassessment of the zone 2 programme requires a change of logic within the current programme timescales</li> <li>• There is potentially a number of secondary structure deficiencies that will cause rework. This has been reviewed at ship and confirmation that this will be scoped within the [redacted] zone outputs is required.</li> <li>• The programmes are now seeing a shortage of production labour requiring subcontractors, particularly for 802. Portacabins for additional amenities have now been ordered with a forecast date of 9<sup>th</sup> October with 1 week set up.</li> </ul>
Impact Statement / Help Needed	

# 5. Quality

## 1. Current Periods Defect Update

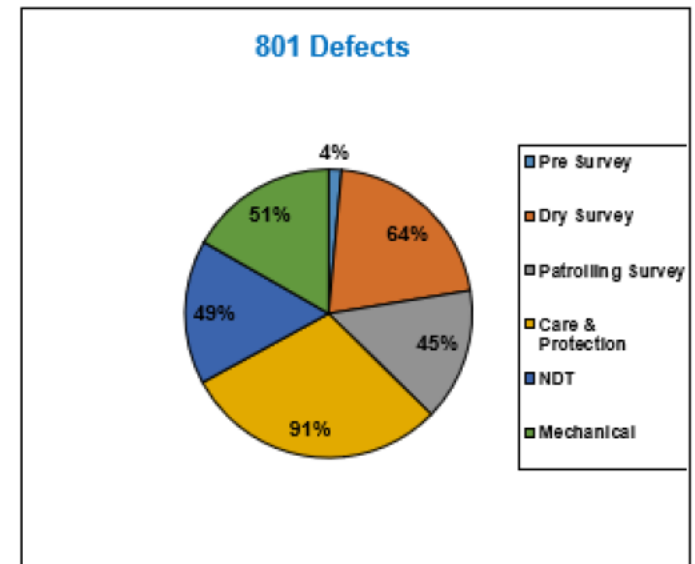
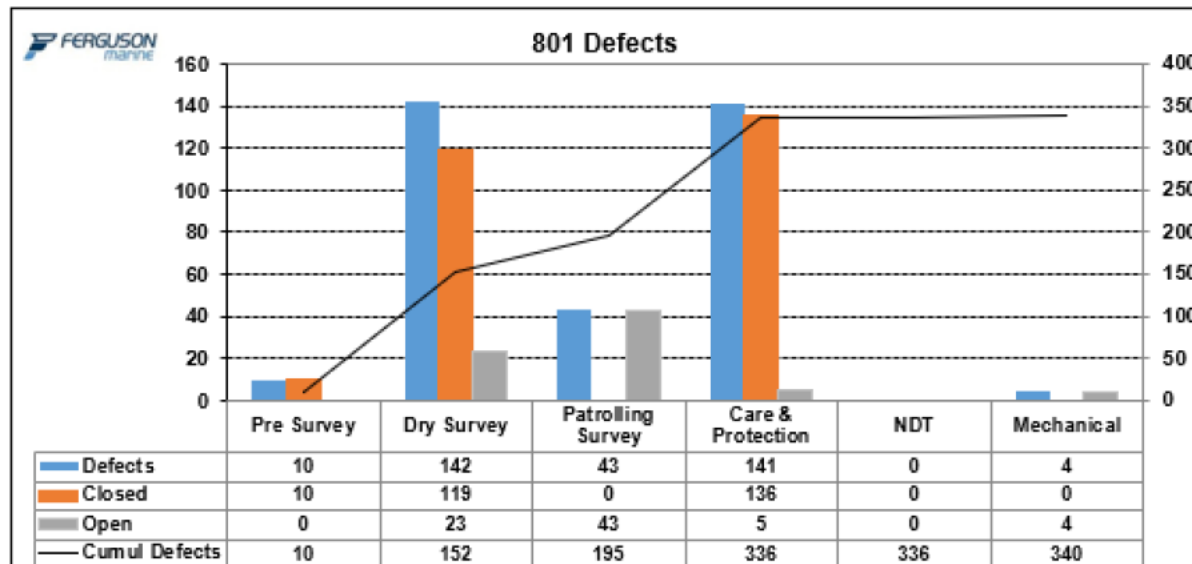
Please see below details of monthly report regarding QC progress the past month:

- legacy Defects continue to be progressed that were not signed off at the time of survey and are now on a 'burn down' tracker with production teams
- 802 Ultrasonic testing now reestablished.
- 801 bottom hull paint following exist from Drydock now detailed on Defect register and proposal being worked up

The following is an update from our Greenock Stores regarding pipework received defects:

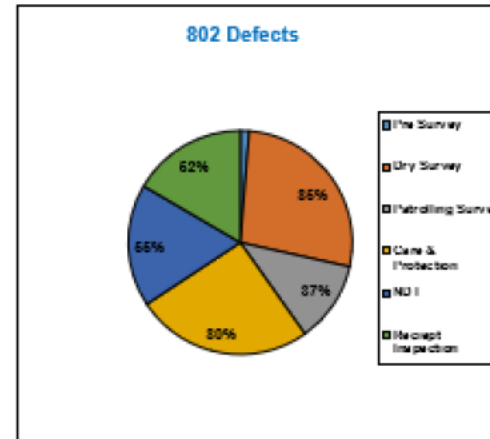
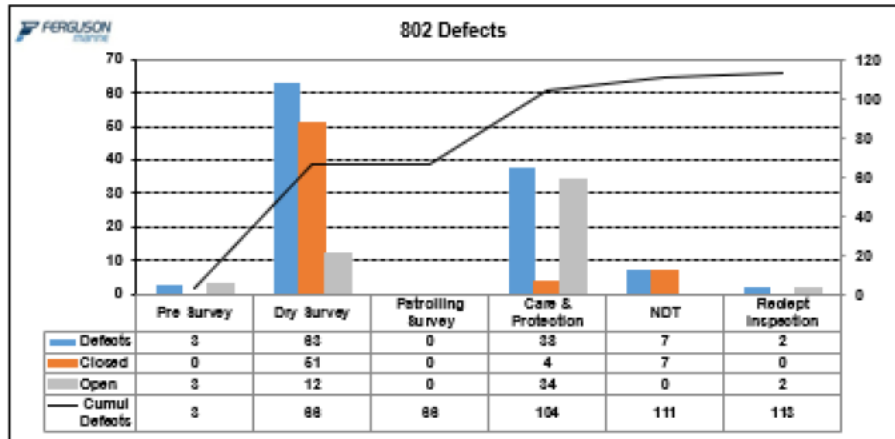
- 801 Fresh Water pipes rejected, Total 47 to remake
- 802 Lubricating oil system, Total 22 to remake, pickle and pacify
- 802 Fuel oil system, Total 23 to remake, pickle and pacify
- 802 Sludge system, Total 7 to remake, pickle and pacify.

### 1. 801

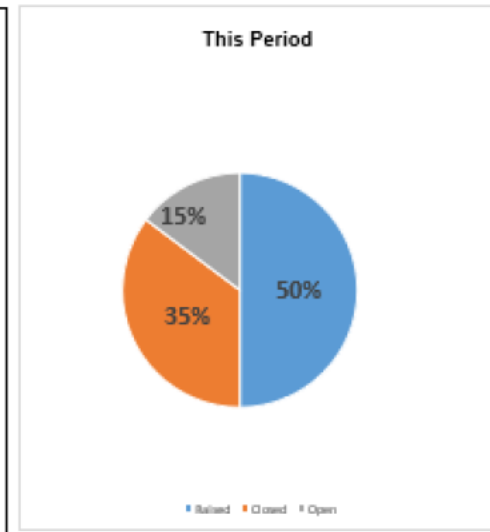
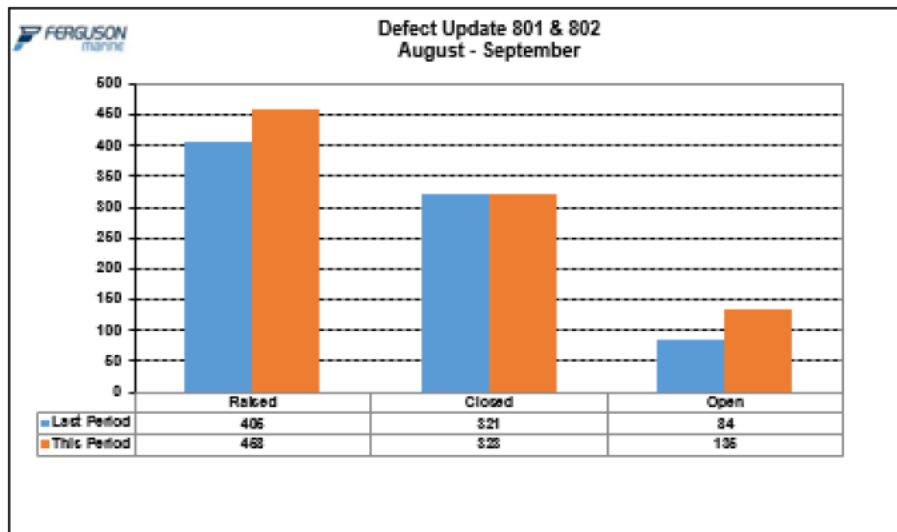


# 5. Quality

## 2. #02



## 3. Defect Update September (#01 & #02)



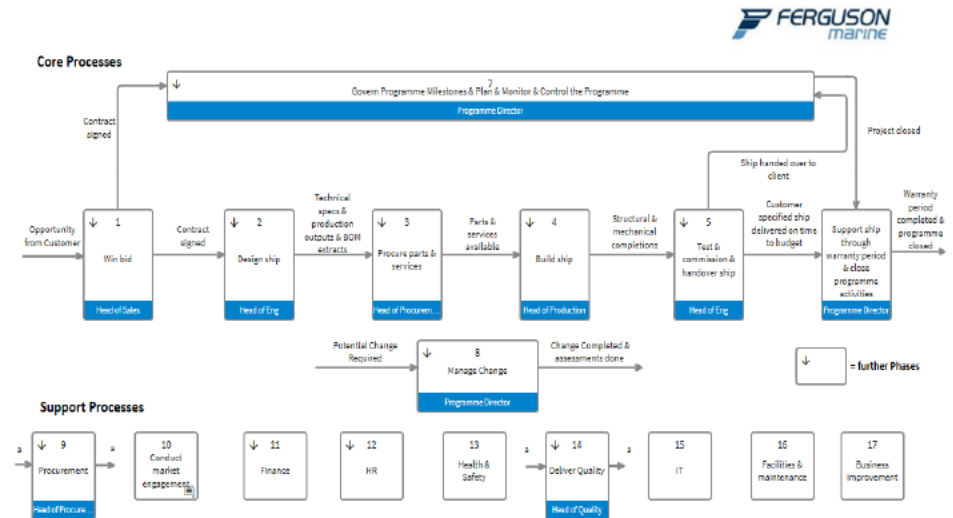
# 5. Quality

A presentation of the New FM(PG) Business process mapping hierarchy was presented to the CMAL. A very positive session and detailed how we are transforming the business to a process driven, customer focused business. Internal workshops on a phased approach commence from next week with the Production teams

Dimensional control survey of Draft marks conducted in drydock have been collated and issued to Class and Flag for review and sign off ahead on agreed rework scheduled in Dock prior to Incline and Sea trials

Technical proposal for final bottom hull painting discussed between FM(PG) and CMAL and consensus reached, formal technical submission in work and will be with CMAL before next meeting for review and endorsement

Inventory checking at Greenock now focused-on legacy pipes and piece parts, which are being marshaled and sent to Greenock stores for QC thorough examination, rejected spools per system being collated within Defect registers.





## 6. Traffic Light Report

Criteria	Overall Status				Future Trend	Return to Green		Comments
	May 20	Jun 20	Jul 20	Aug 20		Date	Status	
Overall Status	R	R	R	G	↔			• A re-baselined programme was issued as draft on 7 <sup>th</sup> August and formally issued on the 21 <sup>st</sup> .
Safety	G	G	G	A	↔	Nov	G	• The new Operations Director has reviewed safety within the yard and has identified a number of shortfalls. A new safety manager will be starting during September.
Quality	R	R	R	R	↔	Nov	G	• Quality remains red although the issues are changing. For the [redacted] inventory there remains only to check [redacted] equipment and the comms cabinet checks. The survey and servicing of the main machinery has been impacted by the COVID travel impacts as the engineers will be coming from Europe. An alternative needs to be reviewed. The underwater paint finish has been defected and a way forward is to be agreed with CMAL.
Customer Satisfaction	G	G	G	G				
Schedule	R	R	R	G	↔			• A revised programme was issued as draft on 7 <sup>th</sup> August and formally issued on the 21 <sup>st</sup> .
Finance	G	G	G	G	↔			• The re-baseline has maintained the previous forecast at completion.
Technical	A	A	A	A	↑	Jan	A	• Critical path AFC information is now being received for zone 2. Lloyds and MCA approval remains outstanding and a design verification exercise is to be undertaken
Subcontractor	A	A	A	A	↑	Nov	G	• The status remains amber as the pipework ITT did not identify enough suppliers to support the total programme and a further ITT has been issued. The Electrical ITT review process timescales to achieve a contract
Resources	G	A	A	A	↔			• The ITT for labour resource has been completed and a framework agreement is being finalised. There is still a requirement for a commissioning manager however this will be managed in the short term by using [redacted] resource. An offer for an on-site subcontract manager has been made and accepted. Engineering has key resource requirements to reduce the reliance on contractors.
Risk	R	R	R	A	↔	TBA	G	• A revised programme was issued as draft on 7th August and formally issued on the 21st. The COVID risk has been included in the cost and programme. The status remains at Amber as there is an ongoing risk arising from COVID. There are no new major risks to the programme and the ongoing mitigation of risks is reducing the impact.

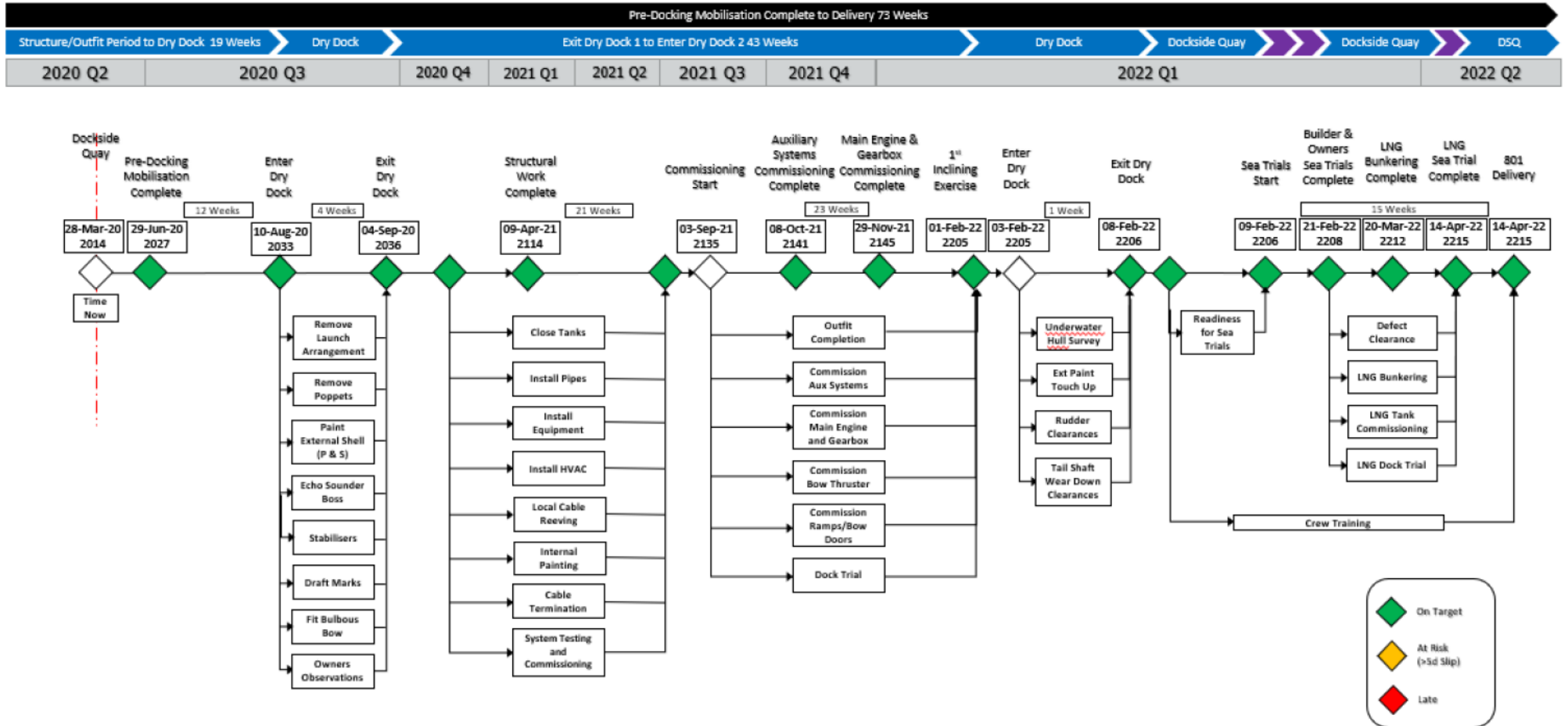
## 7. KPIs / Balanced Scorecard

KPIs / Balanced Scorecard	801	802
1 - Health & Safety		
1.1 - Lost Working Day Cases	1	3
2 - Quality		
2.1 - Defects	?	?
3 - Programme Overview		
3.1 - SPI	0.88	0.78
3.2 - CPI	1.42	1.07
4 - Schedule		
4.1 - Completed Output Packs	TBA	TBA
4.2 - Completed Milestones - Manufacture	TBA	Phil
4.3 - Completed Milestones - Production	TBA	Phil
4.4 - Overall Project % Complete	TBA	6%
5 - Resource / Manpower		
5.1 - Resource Profile	?	?
5.2 - Labour Hours - In Period	?	?
5.3 - Labour Hours - Cumulative	?	?
5.4 - Labour Hours - Attended vs Booked	?	?
6 - Procurement		
6.1 - OTD	?	?

Overall Manhours	Budget	Actual	Remaining	Out-turn
801	446,810	12,125	433,936	446,061
802	716,739	26,689	690,494	717,183

# 8. Schedule Overview (1)

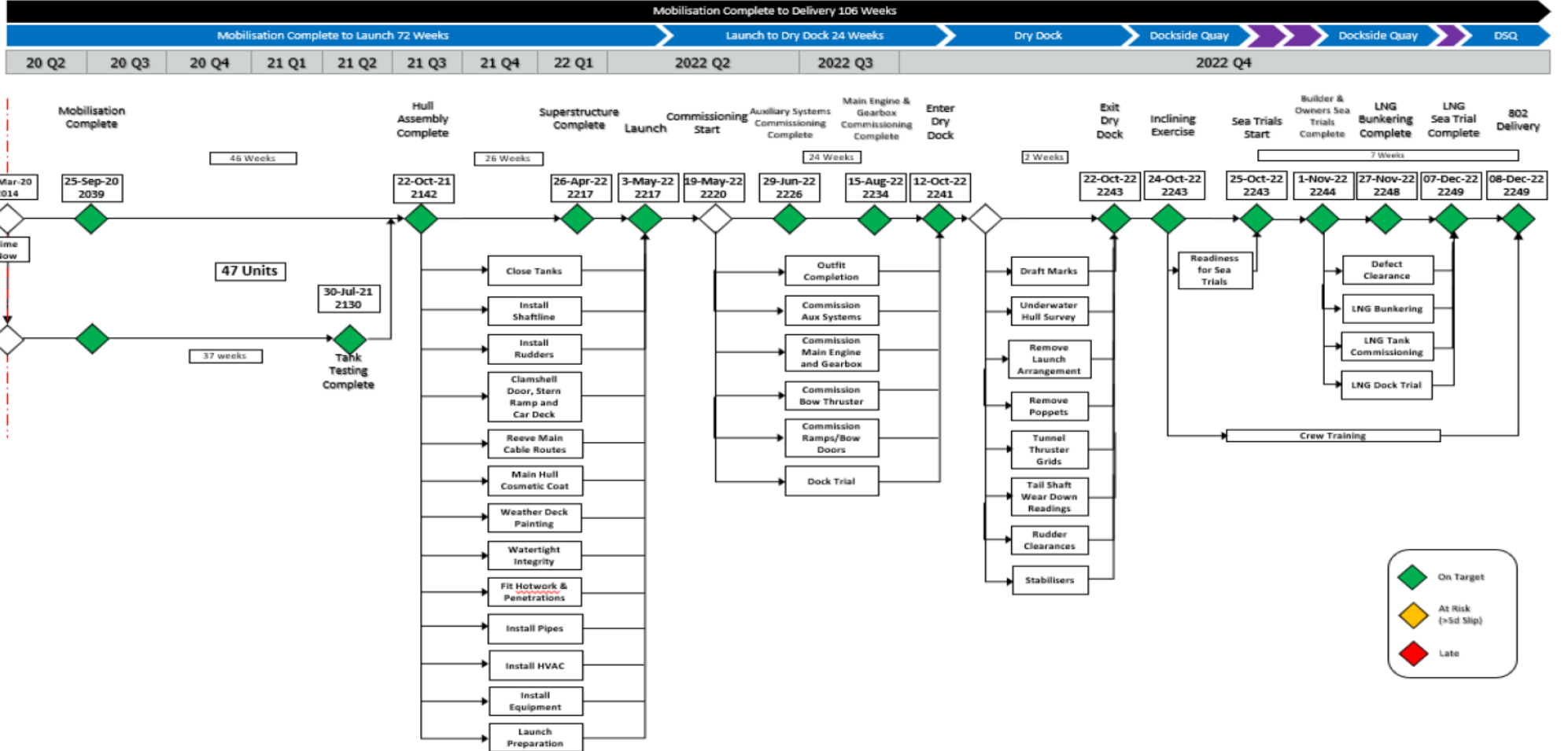
## 801 Timeline to Delivery



CDP has 3 weeks time contingency included compared to our Driving Project Plan

# 9. Schedule Overview (2)

## 802 Timeline to Delivery





# 9. Schedule Overview (3)

[redacted]

## Programme

Zone		3D Model					Production Outputs			801				Comments	
		Start	30% Review	60% Review	90% Review	Freeze	Start	Finish	Slippage (Weeks)	Outfit Network Baseline Start	Slippage (Weeks)	Outfit Pipework Baseline Start	Slippage (Weeks)		
Zone 01	Planned	18-May-20		19-Jun-20	31-Jul-20	21-Aug-20		16-Oct-20			18-Jan-21		28-Jan-21		
	Actual/Forecast	26-Jun-20		26-Jun-20	18-Sep-20	25-Sep-20		13-Nov-20	-4		08-Feb-21	-3	18-Feb-21	-3	
Zone 02	Planned	02-Mar-20		27-Mar-20	30-Apr-20	22-May-20		17-Jul-20			26-Oct-20		08-Dec-20		
	Actual/Forecast	27-Mar-20		30-Mar-20	15-Jun-20	03-Jul-20		09-Oct-20	-12		09-Nov-20	-2	29-Jan-21	-7	Variation order raised to cover slippage. FMPG could not hit maturity level 90% on original dates, additional time of 5 weeks agreed by FMPG. ICR's had a major impact on this WZ. Second 90% review also held.
Zone 03	Planned	09-Mar-20		10-Apr-20	22-May-20	12-Jun-20		07-Aug-20			23-Nov-20		26-Nov-20		
	Actual/Forecast	10-Apr-20		13-Apr-20	25-May-20	10-Jul-20		16-Oct-20	-10		07-Dec-20	-2	10-Dec-20	-2	Regarding W203 - [redacted] Review for Zone 03 - 0L3 was held on 18.05.2020. ICE conclusion with respect to maturity of design / 3-D Model is that 3-D Model overall progress is around 80% (multidisciplinary) and not all the disciplines achieved the 90% target: *Structural - 85%; *Arch. Outfitting - 90%; *Hull Outfitting - 75%; *Electrical - 80%; *Piping - 70%; *HVAC - 90%; @ W22: On 27.05.2020, FM accepted 3 weeks delay for W203.
Zone 04	Planned	30-Mar-20		24-Apr-20	05-Jun-20	26-Jun-20		14-Aug-20			23-Nov-20		03-Dec-20		
	Actual/Forecast	24-Apr-20		27-Apr-20	15-Jun-20	03-Jul-20		16-Oct-20	-9		14-Dec-20	-3	14-Jan-21	-6	
Zone 05	Planned	06-Apr-20	08-May-20	12-Jun-20	17-Jul-20	07-Aug-20		25-Sep-20			11-Jan-21		22-Jan-21		
	Actual/Forecast	08-May-20	11-May-20	19-Jun-20	14-Aug-20	04-Sep-20		06-Nov-20	-6		25-Jan-21	-2	05-Feb-21	-2	WZ slippage due to FMPG requested break in programme to allow extra time to clear ICR's.
Zone 06	Planned	02-Mar-20	03-Apr-20	15-May-20	26-Jun-20	17-Jul-20		04-Sep-20			08-Feb-21		12-Feb-21		
	Actual/Forecast	03-Apr-20	06-Apr-20	18-May-20	10-Jul-20	24-Jul-20		23-Oct-20	-7		01-Mar-21	-3	05-Mar-21	-3	WZ slippage due to FMPG requested break in programme to allow extra time to clear ICR's.
Zone 07	Planned	16-Mar-20	16-Apr-20	29-May-20	10-Jul-20	31-Jul-20		25-Sep-20			01-Mar-21		21-Sep-20		
	Actual/Forecast	16-Apr-20	21-Apr-20	09-Jun-20	17-Jul-20	07-Aug-20		30-Oct-20	-5		08-Mar-21	-1	26-Oct-20	-5	WZ slippage due to FMPG requested break in programme to allow extra time to clear ICR's.
Zone 08	Planned	25-May-20	19-Jun-20	24-Jul-20	28-Aug-20	18-Sep-20		06-Nov-20			21-Apr-21		12-May-21		
	Actual/Forecast	26-Jun-20	26-Jun-20	21-Aug-20	02-Oct-20	23-Oct-20		18-Dec-20	-6		20-May-21	-4	09-Jun-21	-4	WZ slippage due to FMPG requested break in programme to allow extra time to clear ICR's.
Zone 09	Planned	03-Jun-20	03-Jul-20	07-Aug-20	11-Sep-20	02-Oct-20		20-Nov-20			08-Mar-21		18-Mar-21		
	Actual/Forecast	10-Jul-20	31-Jul-20	11-Sep-20	16-Oct-20	06-Nov-20		24-Dec-20	-5		31-Jan-21	5	14-Apr-21	-4	WZ slippage due to FMPG requested break in programme to allow extra time to clear ICR's.
Zone 10	Planned	27-Apr-20	29-May-20	10-Jul-20	21-Aug-20	11-Sep-20		06-Nov-20			22-Mar-21		16-Apr-21		
	Actual/Forecast	05-Jun-20	09-Jun-20	17-Jul-20	25-Sep-20	16-Oct-20		11-Dec-20	-5		07-Apr-21	-2	30-Apr-21	-2	WZ slippage due to FMPG requested break in programme to allow extra time to clear ICR's.
Zone 11	Planned	21-Apr-20	22-May-20	03-Jul-20	14-Aug-20	04-Sep-20		30-Oct-20			25-Jan-21		22-Feb-21		
	Actual/Forecast	22-May-20	25-May-20	10-Jul-20	18-Sep-20	09-Oct-20		04-Dec-20	-5		10-Mar-21	-6	09-Apr-21	-7	WZ slippage due to FMPG requested break in programme to allow extra time to clear ICR's.

COMPLETE

## 9. Key Deliverables / Milestones Status – QLA4 2020

ZONE	DETAIL DRAWINGS ISSUED AFC	LATEST ISSUE DATE
Z01	Latest AFC Drawings Issued - Z01	Oct-20
Z02	Latest AFC Drawings Issued - Z02	Sep-20
Z03	Latest AFC Drawings Issued - Z03	Oct-20
Z04	Latest AFC Drawings Issued - Z04	Oct-20
Z05	Latest AFC Drawings Issued - Z05	Oct-20
Z06	Latest AFC Drawings Issued - Z06	Nov-20
Z07	Latest AFC Drawings Issued - Z07	Oct-20
Z08	Latest AFC Drawings Issued - Z08	Dec-20
Z09	Latest AFC Drawings Issued - Z09	Feb-21
Z10	Latest AFC Drawings Issued - Z10	Jan-21
Z11	Latest AFC Drawings Issued - Z11	Jan-21

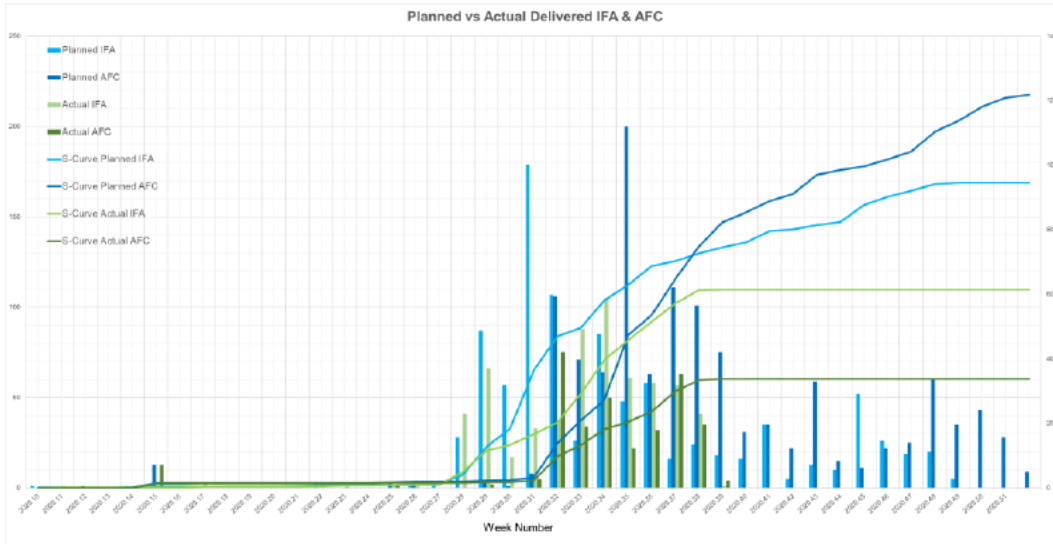
ZONE	MANUFACTURING COMMENCE	EARLY START DATE
Z01	Earliest Manufacture Commence - Z01	Nov-20
Z02	Earliest Manufacture Commence - Z02	Sep-20
Z03	Earliest Manufacture Commence - Z03	Sep-20
Z04	Earliest Manufacture Commence - Z04	Oct-20
Z05	Earliest Manufacture Commence - Z05	Nov-20
Z06	Earliest Manufacture Commence - Z06	Sep-20
Z07	Earliest Manufacture Commence - Z07	Oct-20
Z08	Earliest Manufacture Commence - Z08	Jan-21
Z09	Earliest Manufacture Commence - Z09	Feb-21
Z10	Earliest Manufacture Commence - Z10	Jan-21
Z11	Earliest Manufacture Commence - Z11	Jan-21

ZONE	INSTALLATION COMMENCE	EARLY START DATE
Z01	Commence Installation - Z01	Jan-21
Z02	Commence Installation - Z02	Sep-20
Z03	Commence Installation - Z03	Sep-20
Z04	Commence Installation - Z04	Nov-20
Z05	Commence Installation - Z05	Jan-20
Z06	Commence Installation - Z06	Nov-20
Z07	Commence Installation - Z07	Sep-20
Z08	Commence Installation - Z08	Feb-21
Z09	Commence Installation - Z09	Feb-21
Z10	Commence Installation - Z10	Mar-21
Z11	Commence Installation - Z11	Jan-21

ZONE	CRYOGENIC PIPES INSTALL START	EARLY START DATE
2	Commence Install Cryogenic Pipes	Sep-20

SHIP	UNIT ERECTION IN BERTH	EARLY START DATE
802	Erect, Fair and Weld Unit 82 (1st Unit to Berth)	Oct-20
802	Install Hoistable Car Deck (Mezz Deck)	Oct-20
802	Erect, Fair and Weld Unit A5/5 (1st Superstructure Unit to Berth)	Nov-20

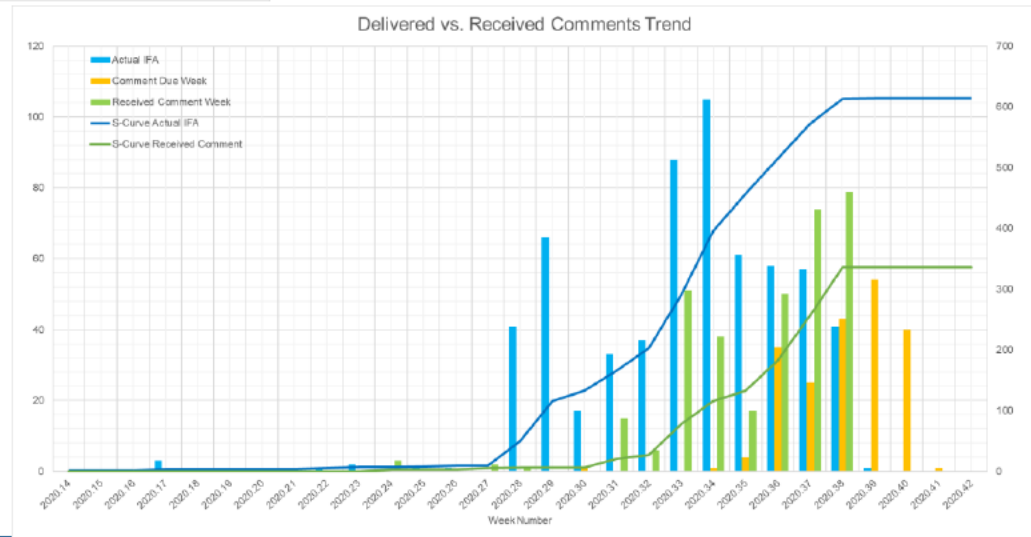
# 9a. [redacted] FMPG Production Output Delivery Status



**Forecast IFA - 727**  
**Actual IFA - 613**  
**Difference -114**  
**Forecast AFC - 748**  
**Actual AFC - 334**  
**Difference -414**

**The critical delivery of pipe information for zone 2 has been achieved for 0201 and 0202 and forecast for 0203 week 39**

**Forecast comments due - 613**  
**Actual comments received from FMPG - 336**



# 9b. Milestone Slip Chart (Ship 801)

## 801 Cardinal Dates Extract

	Baseline Date Variance	Baseline Float Comparison	Comments	
Enter Dry Dock	<p>Baseline: #####</p> <p>Current: #####</p> <p>Variance: 0</p>	<p>Baseline: 8</p> <p>Current: 0</p> <p>Variance: -8</p>	100% Complete	Enter Dry Dock
Exit Dry Dock	<p>Baseline: #####</p> <p>Current: #####</p> <p>Variance: -3</p>	<p>Baseline: 0</p> <p>Current: 0</p> <p>Variance: 0</p>	100% Complete	Exit Dry Dock
Structural Work Complete	<p>Baseline: 13-Apr-21</p> <p>Current: #####</p> <p>Variance: 25</p>	<p>Baseline: 85</p> <p>Current: 100</p> <p>Variance: 15</p>		Structural Work Complete
Commence Commissioning	<p>Baseline: #####</p> <p>Current: #####</p> <p>Variance: -41</p>	<p>Baseline: 0</p> <p>Current: -28</p> <p>Variance: -28</p>		Commence Commissioning
Inclining Exercise	<p>Baseline: #####</p> <p>Current: #####</p> <p>Variance: -42</p>	<p>Baseline: 48</p> <p>Current: 34</p> <p>Variance: -14</p>		Inclining Exercise



# 9b. Milestone Slip Chart (Ship 802)

## 802 -- Pre-Launch

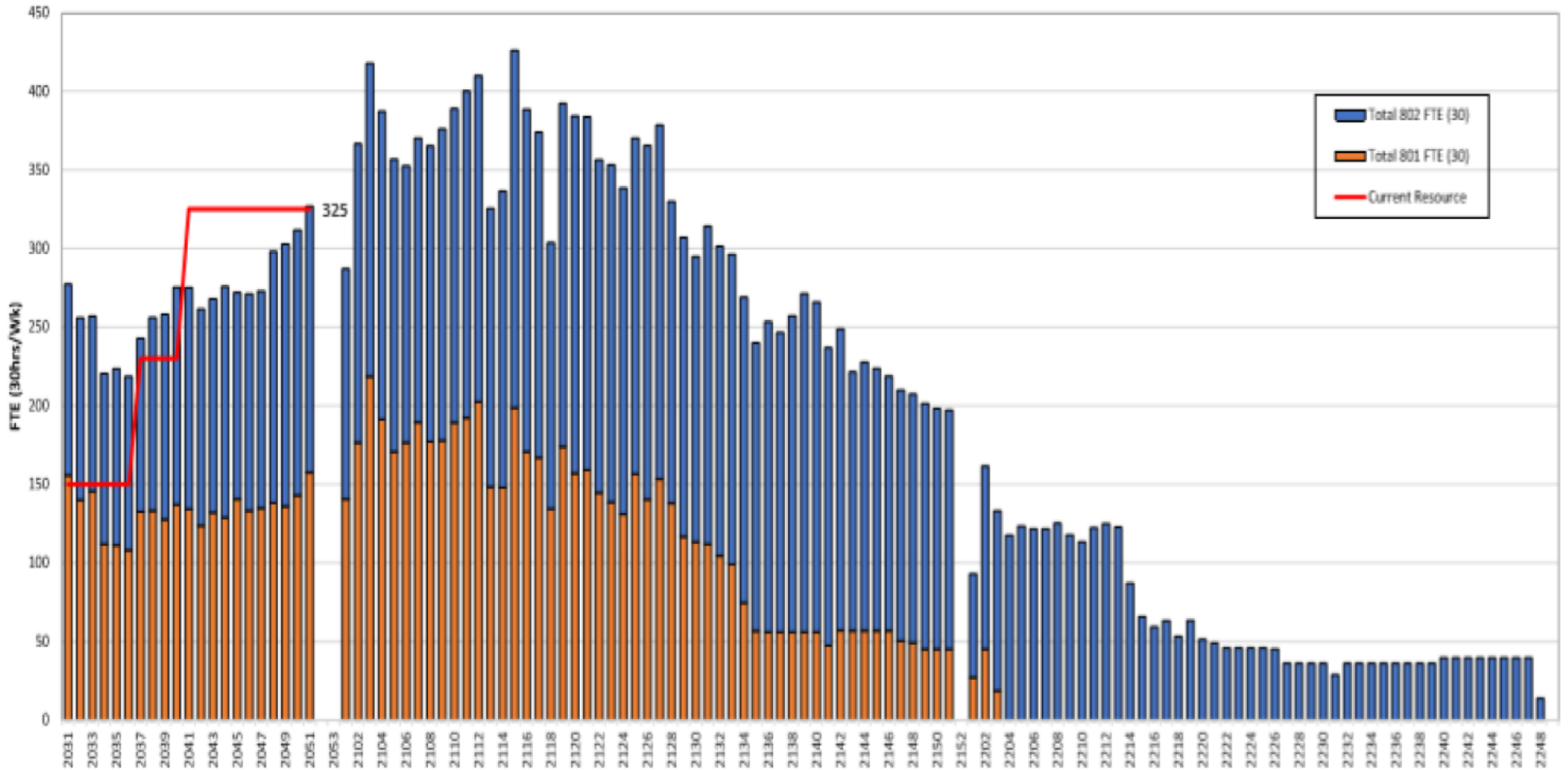
Baseline Date Variance		Baseline Float Comparison	Comments												
Mobilisation Complete	<p><b>Mobilisation Complete</b></p> <table border="1"> <tr><td>Baseline</td><td>#####</td></tr> <tr><td>Current</td><td>#####</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	#####	Current	#####	Variance	0	<p><b>Mobilisation Complete</b></p> <table border="1"> <tr><td>Baseline</td><td>264</td></tr> <tr><td>Current</td><td>264</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	264	Current	264	Variance	0	
Baseline	#####														
Current	#####														
Variance	0														
Baseline	264														
Current	264														
Variance	0														
Tank Testing Complete	<p><b>Tank Testing Complete</b></p> <table border="1"> <tr><td>Baseline</td><td>#####</td></tr> <tr><td>Current</td><td>#####</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	#####	Current	#####	Variance	0	<p><b>Tank Testing Complete</b></p> <table border="1"> <tr><td>Baseline</td><td>171</td></tr> <tr><td>Current</td><td>171</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	171	Current	171	Variance	0	
Baseline	#####														
Current	#####														
Variance	0														
Baseline	171														
Current	171														
Variance	0														
Hull Assembly Complete	<p><b>Hull Assembly Complete</b></p> <table border="1"> <tr><td>Baseline</td><td>22-Oct-21</td></tr> <tr><td>Current</td><td>22-Oct-21</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	22-Oct-21	Current	22-Oct-21	Variance	0	<p><b>Hull Assembly Complete</b></p> <table border="1"> <tr><td>Baseline</td><td>155</td></tr> <tr><td>Current</td><td>155</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	155	Current	155	Variance	0	
Baseline	22-Oct-21														
Current	22-Oct-21														
Variance	0														
Baseline	155														
Current	155														
Variance	0														
Superstructure Complete	<p><b>Superstructure Complete</b></p> <table border="1"> <tr><td>Baseline</td><td>28-Apr-22</td></tr> <tr><td>Current</td><td>28-Apr-22</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	28-Apr-22	Current	28-Apr-22	Variance	0	<p><b>Superstructure Complete</b></p> <table border="1"> <tr><td>Baseline</td><td>30</td></tr> <tr><td>Current</td><td>30</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	30	Current	30	Variance	0	
Baseline	28-Apr-22														
Current	28-Apr-22														
Variance	0														
Baseline	30														
Current	30														
Variance	0														
Launch	<p><b>Launch</b></p> <table border="1"> <tr><td>Baseline</td><td>#####</td></tr> <tr><td>Current</td><td>#####</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	#####	Current	#####	Variance	0	<p><b>Launch</b></p> <table border="1"> <tr><td>Baseline</td><td>167</td></tr> <tr><td>Current</td><td>167</td></tr> <tr><td>Variance</td><td>0</td></tr> </table>	Baseline	167	Current	167	Variance	0	
Baseline	#####														
Current	#####														
Variance	0														
Baseline	167														
Current	167														
Variance	0														







# 10. Resource Profile





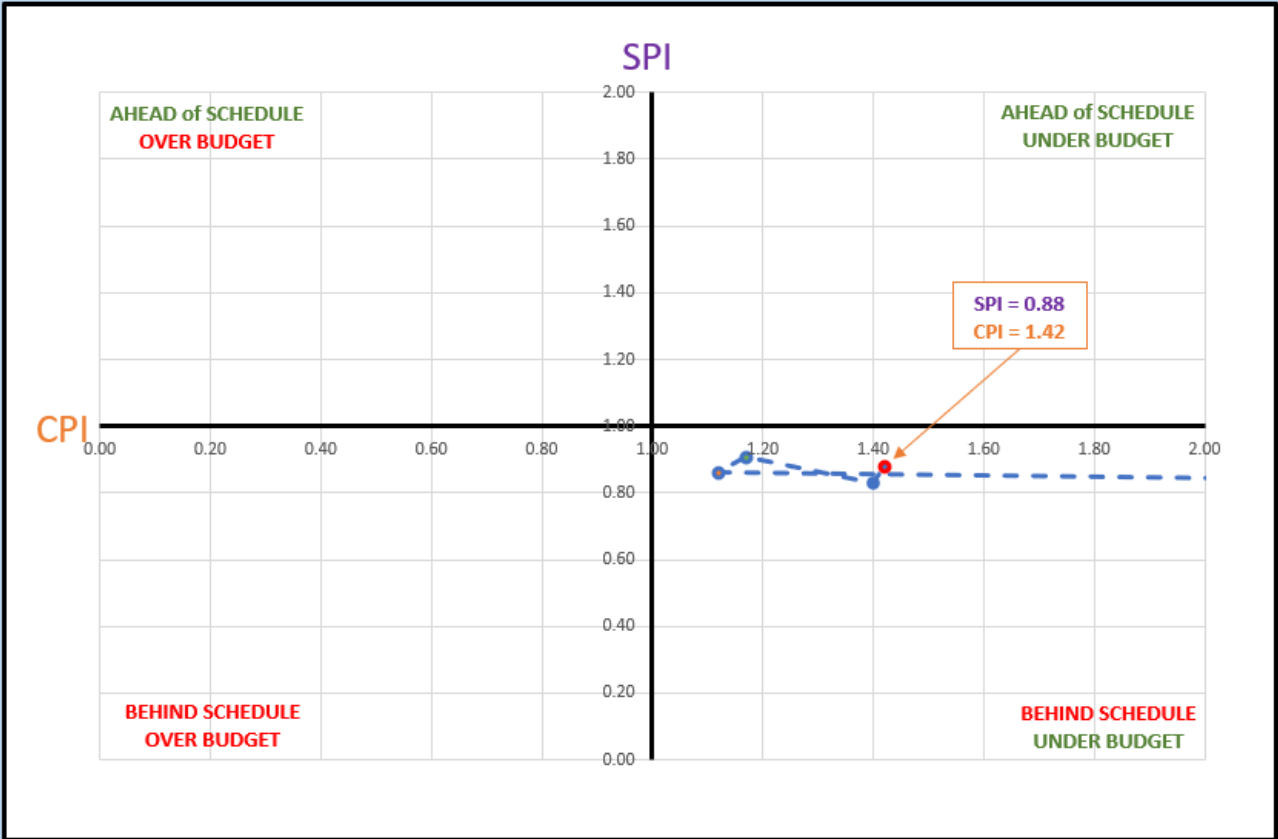
[redacted]

# 12. SPI & CPI Trends

Based on the 2020 Q1 Plan

## 801 - CPI / SPI Performance

Week	CPI	SPI
W34	3.27	0.82
W35	1.12	0.86
W36	1.17	0.91
W37	1.40	0.83
W38	1.42	0.88
W39		
W40		
W41		
W42		
W43		
W44		
W45		
W46		
W47		
W48		
W49		
W50		
W51		
W52		
W01		
W02		
W03		
W04		
W05		
W06		
W07		

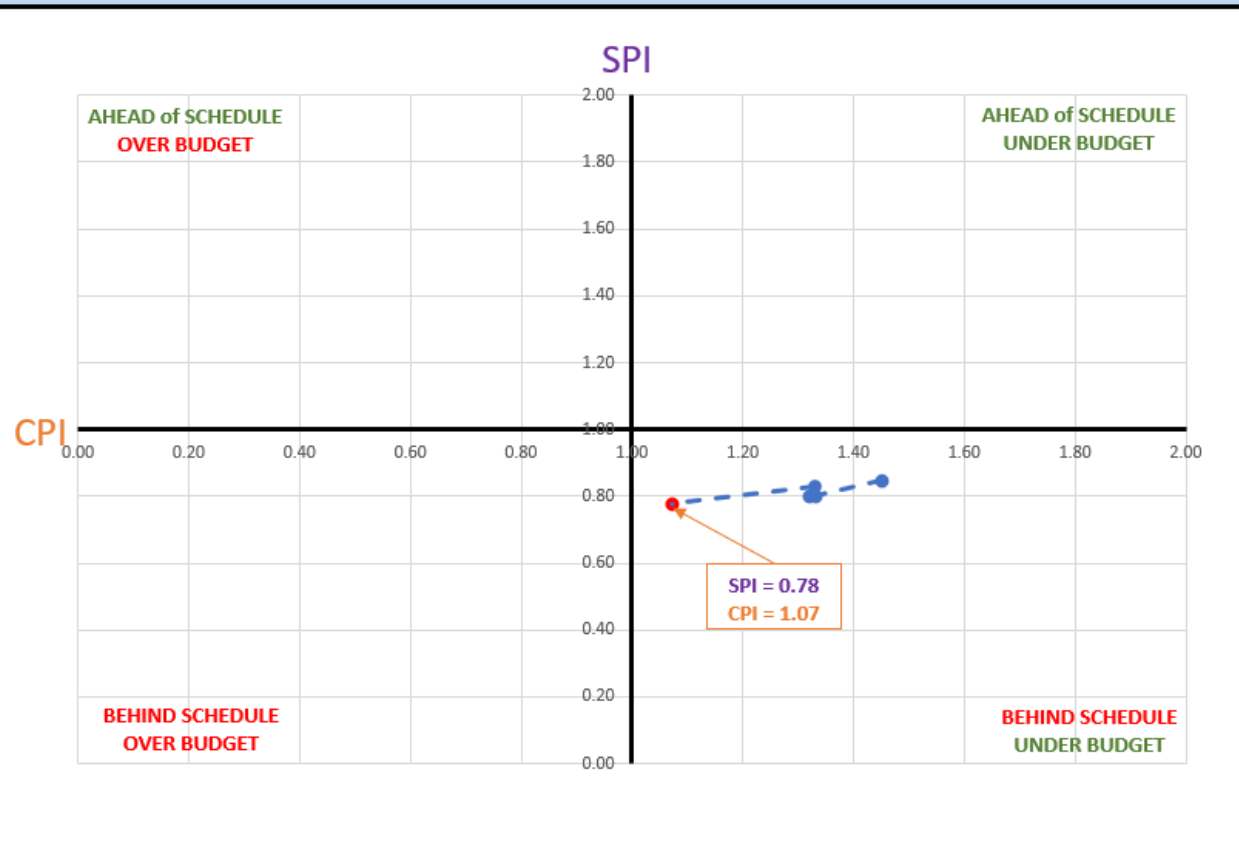


## 12. SPI & CPI Trends

Based on the 2020 Q1 Plan

### 802 - CPI / SPI Performance

Week	CPI	SPI
W34	1.45	0.85
W35	1.33	0.80
W36	1.32	0.80
W37	1.33	0.83
W38	1.07	0.78
W39		
W40		
W41		
W42		
W43		
W44		
W45		
W46		
W47		
W48		
W49		
W50		
W51		
W52		
W01		
W02		
W03		
W04		
W05		
W06		
W07		



## 13. Sub-contractor Status

Subcontractor	Scope of Work	Forecast contract date	Status
[redacted]	Electrical design and commissioning	August - DONE	Contract executed 27 <sup>th</sup> August 2020 and POs issued for equipment and commissioning of both 801 & 802. [redacted] cabinets at [redacted] for condition survey. 801 switchboard survey report now available.
[redacted]	Accommodation outfit	September - DONE	Contract executed 9 <sup>th</sup> September and POs issued. Programme dates for manufacturing and installation shared and aligned.
[redacted]	HVAC	September - WIP	Currently in final negotiations and a novated contract is expected to be signed in September
[redacted]	Power and Propulsion Equipment	September - WIP	Currently in final negotiations and a novated contract is expected to be signed in September. Additional long leadtime equipment to be ordered. Travel restrictions are impacting the required survey of the condition of equipment.
[redacted]	Pipe manufacture	September - DONE	3 providers selected from 10 bids. Contract award issued and published on PCS on 14/09. All 3 suppliers are mobilised to support volume profile. 35 pipe spools from first subzone 0201 are now at [redacted] for price and delivery confirmation. Next subzone volume to be split across supply base.
[redacted]	Cable installation and termination	November - WIP	6 bids were submitted on [redacted] by deadline of 15/09. Tender evaluation pack to be issued to team 22/09. Contract delivery not expected until Nov.



# 14. Risks – Top 10

Risk Category	Risk identified by:	Risk Description	Controls in Place	Current Impact	Current Likelihood	Current Risk Score	Change to Risk Score	Action Planned	Target Impact	Target Likelihood	Target Risk Score	Change to Risk	Target Date	Risk Owner	Date Last Updated	Date Last Reviewed	Change explanation
88	Project	[redacted]	COVID 19 - there is a risk that the ongoing effect may impact the yard or its suppliers	maintain the onsite social distancing policies	50	5	250	monitor situation and enforce policies	50	5	250			[redacted]	Jul-20		
86	Supply Chain	[redacted]	Materials has been stored offsite at Westway in poor conditions and unmanaged. The material condition and level of stock is uncertain and may result in material stock write downs	New facility opened, equipment relocated and stock check and physical condition established. Stock to be entered on Factory Master	50	5	250	1. relocate all offsite materials to a new storage facility 2. undertake a stock take 3. improve store location capability	50	3	150			[redacted]	30-Oct	Sep-20	A full stock take has been completed and a small amount of rectification work has been required. Inventory now requires to be loaded onto Factory aster
37	Project	CMAL	Late delivery of 801/802	Risks associated with late delivery are captured elsewhere in the risk register with planned controls.	50	5	250	1. Include a time allowance for programme slippage	50	3	150			[redacted]	Sep-19	Sep-20	Programmes are being re-baselined to take account of the COVID impact
38	Project	CMAL	Programme launch date of 802 not met	Risks associated with late launch are captured elsewhere in the risk register with planned controls.	50	5	250	1. Include time allowance for programme slippage (same as late delivery)	50	3	150			[redacted]	Sep-19	Sep-20	Programmes are being re-baselined to take account of the COVID impact
85	Production	[redacted]	Production resource labour rates are below industry sector and may require an increase to be	Resource plans from revised programme, together with yard plan	50	5	250	1. review allowance against market rates 2. Include allowance for potential	50	3	150	▼		[redacted]		Sep-20	wage negotiations are currently underway. A contract for the supply of subcontract labour has now been let.
14	Project	[redacted]	The level of rework is not sufficiently scoped. Known rework is not fully scoped. Unknown rework will occur particularly during the test and commissioning phase	As part of the re-baselining, OOR's, 200 series drawings and other sources of information have been reviewed, costed and added to the programme. Future rework will be controlled by a more robust engineering change process	50	5	250	1. Completion of re-baseline evaluation 2. Updated and improved change control process 3. Allow additional time in the commissioning programme	25	5	125			[redacted]	Sep-19	Jul-20	a change control process has been implemented. OOR's have been incorporated into the model. CN's and 200 series have been included in the programme. A number of changes have now been raised.
27	Supply Chain	[redacted]	A commercial decision is not reached with Kongsberg to allow electrical work to progress to the plan	Ongoing meetings and dialogue to resolve concerns	25	5	125	Ongoing meetings and discussions - Agreement in place that [redacted] will support build and completion	25	5	125		Impacted	[redacted]	Mar-20	Sep-20	This has now been resolved with [redacted] contracted to undertake the work with [redacted] contracted to complete the design
22	Project	[redacted]	Workpackaging arrangements are not robust enough to control properly the work sequence and capturing performance	No workpackaging arrangement currently in place	50	5	250	1. Introduce a process for workpackaging 2. Improve the organisation to deliver the new process	50	2	100	▼		[redacted]		Sep-20	Work package arrangements for volume outfit are now close to delivering information into production
16	Commissioning	[redacted]	Equipment may not work during the setting to work and commissioning phase as a result of being idle for a significant length of time	there is a limited equipment maintenance package for all equipment with the exception of anti condensation heating and main engine supplier maintenance	25	4	100	1. appoint a commissioning manager 2. review maintenance requirements 3. Wartsila to inspect and provide a service proposal (COVID impacted)	25	4	100			[redacted]			
46	Technical	CMAL	Vessel cannot meet contract deadweight	Lightship weight continues to grow	50	5	250	1. Continue to limit weight growth wherever possible and practical 2. Commercial impact subject to the contract provisions	25	4	100			[redacted]	Oct-19	Jul-20	21/7/20 - Risk remains. Lightweight materials selected from [redacted]. Weight report due.

[redacted]

# 16. Weight

No change to weight in past month

Lightship History	Rev 18				Rev 19				Rev 20				Rev 21			
	Weight (tonnes)	Lever @AP. (m)	Lever @Centre (m)	Lever @BL (m)	Weight (tonnes)	Lever @AP. (m)	Lever @Centre (m)	Lever @BL (m)	Weight (tonnes)	Lever @AP. (m)	Lever @Centre (m)	Lever @BL (m)	Weight (tonnes)	Lever @AP. (m)	Lever @Centre (m)	Lever @BL (m)
Group 2-1 Hull Steel	1543.5	48.21	-0.02	5.76	1543.5	48.21	-0.02	5.76	1543.5	48.21	-0.02	5.76	1543.5	48.21	-0.02	5.76
Group 2-2 Misc. Steel	143.1	39.97	-0.23	5.60	142.0	39.73	-0.23	5.48	142.0	39.69	-0.23	5.46	141.8	39.69	-0.23	5.46
Group 2 Permanent Ballast	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
Steel Margin	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
<b>Total Steel</b>	<b>1686.7</b>	<b>47.52</b>	<b>-0.04</b>	<b>5.75</b>	<b>1685.6</b>	<b>47.50</b>	<b>-0.04</b>	<b>5.74</b>	<b>1685.6</b>	<b>47.50</b>	<b>-0.04</b>	<b>5.74</b>	<b>1685.4</b>	<b>47.50</b>	<b>-0.04</b>	<b>5.74</b>
Group 2-3 S/S Aluminium	177.4	56.91	-0.20	16.76	177.4	56.91	-0.20	16.76	177.4	56.91	-0.20	16.76	177.4	56.91	-0.20	16.76
Aluminium Margin	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.0	0.00	0.00	0.00
<b>Total S/S Aluminium</b>	<b>177.4</b>	<b>56.91</b>	<b>-0.20</b>	<b>16.76</b>	<b>177.4</b>	<b>56.91</b>	<b>-0.20</b>	<b>16.76</b>	<b>177.4</b>	<b>56.91</b>	<b>-0.20</b>	<b>16.76</b>	<b>177.4</b>	<b>56.91</b>	<b>-0.20</b>	<b>16.76</b>
Group 2-4 Paint	31.9	48.69	-0.04	6.81	33.2	48.73	-0.04	6.76	33.2	48.73	-0.04	6.76	33.2	48.73	-0.04	6.76
<b>Total Paint</b>	<b>31.9</b>	<b>48.69</b>	<b>-0.04</b>	<b>6.81</b>	<b>33.2</b>	<b>48.73</b>	<b>-0.04</b>	<b>6.76</b>	<b>33.2</b>	<b>48.73</b>	<b>-0.04</b>	<b>6.76</b>	<b>33.2</b>	<b>48.73</b>	<b>-0.04</b>	<b>6.76</b>
Group 3 Cargo Equipment	185.9	54.02	-0.16	9.59	185.9	54.02	-0.16	9.59	185.9	54.02	-0.16	9.59	185.9	54.02	-0.16	9.59
Group 4 Ship Equipment	182.3	55.55	-0.01	7.85	183.1	55.30	-0.01	7.84	183.1	55.30	-0.01	7.84	183.1	55.30	-0.01	7.84
Group 5 Equipment for Crew & Pax	561.0	53.92	0.36	13.13	562.4	53.88	0.35	13.10	564.7	53.90	0.35	13.10	564.7	53.90	0.35	13.10
<b>Total Outfit</b>	<b>929.2</b>	<b>54.26</b>	<b>0.18</b>	<b>11.39</b>	<b>931.4</b>	<b>54.19</b>	<b>0.18</b>	<b>11.37</b>	<b>933.8</b>	<b>54.20</b>	<b>0.18</b>	<b>11.37</b>	<b>933.8</b>	<b>54.20</b>	<b>0.18</b>	<b>11.37</b>
Group 6 Main Machinery	295.4	28.53	0.08	3.06	295.4	28.53	0.08	3.06	295.4	28.53	0.08	3.06	295.4	28.53	0.08	3.06
Group 7 Machinery Systems	181.9	32.81	-0.98	4.88	181.1	32.58	-0.96	4.82	178.8	32.70	-0.97	4.85	178.8	32.70	-0.97	4.85
Group 8 Ships Common Systems	248.2	44.77	0.17	6.81	250.4	44.48	0.17	6.76	248.5	44.58	0.18	6.78	248.5	44.58	0.18	6.78
<b>Total Machinery &amp; Electrical</b>	<b>725.6</b>	<b>35.16</b>	<b>-0.15</b>	<b>4.80</b>	<b>727.0</b>	<b>35.03</b>	<b>-0.15</b>	<b>4.77</b>	<b>722.7</b>	<b>35.08</b>	<b>-0.14</b>	<b>4.78</b>	<b>722.7</b>	<b>35.08</b>	<b>-0.14</b>	<b>4.78</b>
<b>Lightship</b>	<b>3550.6</b>	<b>47.24</b>	<b>-0.01</b>	<b>7.59</b>	<b>3554.5</b>	<b>47.18</b>	<b>-0.01</b>	<b>7.58</b>	<b>3552.6</b>	<b>47.21</b>	<b>-0.01</b>	<b>7.58</b>	<b>3552.4</b>	<b>47.21</b>	<b>-0.01</b>	<b>7.58</b>
Margin	3.7	47.24	-0.01	7.59	-0.1	47.18	-0.01	7.58	1.8	47.21	-0.01	7.58	2.0	47.21	-0.01	7.58
<b>Lightship with margin</b>	<b>3554.4</b>	<b>47.24</b>	<b>-0.01</b>	<b>7.74</b>	<b>3554.4</b>	<b>47.18</b>	<b>-0.01</b>	<b>7.73</b>	<b>3554.4</b>	<b>47.21</b>	<b>-0.01</b>	<b>7.73</b>	<b>3554.4</b>	<b>47.21</b>	<b>-0.01</b>	<b>7.73</b>
<b>Ducktail weight (802)</b>	<b>13.0</b>	<b>-3.20</b>	<b>0.00</b>	<b>4.75</b>	<b>13.0</b>	<b>-3.20</b>	<b>0.00</b>	<b>4.75</b>	<b>13.0</b>	<b>-3.20</b>	<b>0.00</b>	<b>4.75</b>	<b>13.0</b>	<b>-3.20</b>	<b>0.00</b>	<b>4.75</b>
<b>Major changes</b>	General update External chairs updated to supplier specification Forward mast updated as per scantling drawings Ducktail updated LNG pipe weights updated Equipment foundations updated			Winch bollard control cabinets added Fwd Mast weight updated as per drawing Certainties reviewed Pipe weight reviewed Adjusted paint weight for latest Jotun spec			General update Equipment removed in group 7 & 8 Deck coverings reviewed			Fwd mast updated according to fabrication drawing						
<b>Notes re Margin on VCG</b>	Margin on VCG (m)			Margin on VCG (m)			Margin on VCG (m)			Margin on VCG (m)						
	Margin in Summary page			Margin in Summary page			Margin in Summary page			Margin in Summary page						
	Total margin			Total margin			Total margin			Total margin						
	Total margin			Total margin			Total margin			Total margin						
	Displacement at 3.45m draught			Displacement at 3.45m draught			Displacement at 3.45m draught			Displacement at 3.45m draught						
	Contract deadweight			Contract deadweight			Contract deadweight			Contract deadweight						
	VTC deadweight change			VTC deadweight change			VTC deadweight change			VTC deadweight change						
	Maximum lightship weight			Maximum lightship weight			Maximum lightship weight			Maximum lightship weight						