

Programme: 100m LNG Dual-fuel Ro-Ro Passenger Ferry

Programme Director: [Redacted]

Review Period: December 2021

<u>Name</u>	<u>Job Title</u>	
[Redacted]	Programme Director	
[Redacted]	CFO	
[Redacted]	Head of Planning	



Contract Summary

Customer	Scottish Government	Contract Start	Contract Effective Date - 1st April 2020
Agreed Contract value	£110.3M - £114M	Contract Finish	801: 25 July 2022 – 25 September 2022 802: 3 April 2023 - 3 July 2023
Project Type	Design and Build	Forecast Finish	801: 25 July 2022 – 25 September 2022 802: 3 April 2023 - 3 July 2023
Programme Director	[Redacted]	Contract Type	Fixed Price

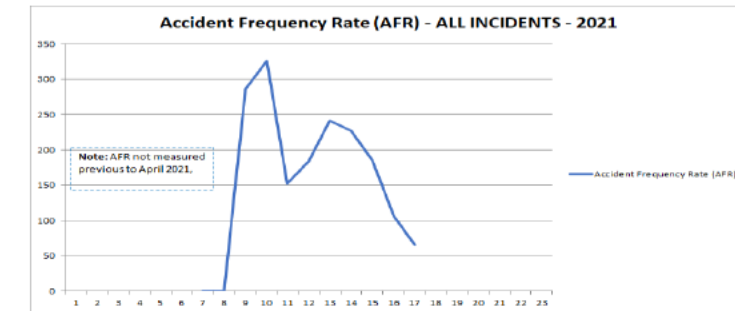
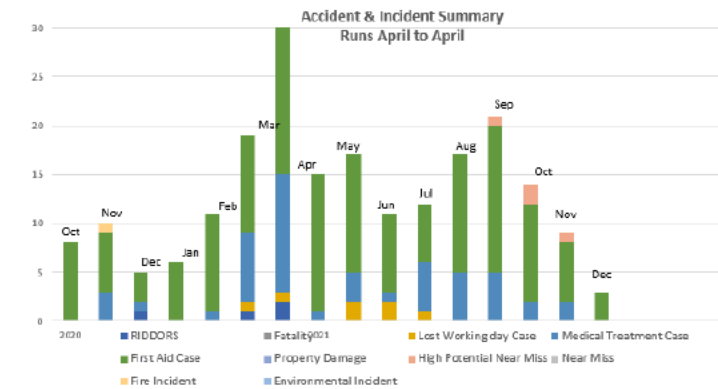
Project Scope	Design, build and commission 2 off LNG dual fuel ferries, including training and provision of spares and handbooks. The scope of this project is to complete the design and build etc. from the date of 16 th August 2019, being the date of Administration of FMEL
Significant Project Changes	None (in this phase).
Acceptance Criteria	As per the specification.
Payment Terms	Monthly payment application for Actual costs incurred in the previous calendar month
Warranty	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.
Liquidated Damages	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.
Special Conditions	

Health & Safety

Highlights

- Further Candidate for Lifting Manager position, identified, final interview 14th January 2022.
- Mark Burrows has joined as Head of HSE reporting to David Henderson _ Compliance Director. Roadmap for change will be produced by end of Q1
- Covid-19 cases starting to increase towards end of period, we continue to monitor the potential impact of Omicron and subsequent government guideline changes.
- Further reduction in incidents with only three First Aid cases is encouraging, albeit half of December there were fewer activities. This is reflected in continued reduction in AFR. 2021 Incident analysis confirms following trends: -
- Source of Injury: Manual Handling x 2 , Impact x 1
- Trade: Painter, Welder, Ancil.
- Body part affected: Finger, Hand and Ear
- Work location: 801, 802

Title	This Month	Cumulative
RIDDORS	0	0
Fatality Case (Fatal)	0	0
Lost Working Day Case (LWC)	0	5
Medical Treatment Case (MTC)	0	24
First Aid Case (FAC)	3	87
Property Damage (PD)	0	0
High Potential Near Miss	0	4
Near Miss (NM)	0	0
Fire Incident (FI)	0	0
Environmental Incident	0	0
Total Number of Recordable Injuries	0	1
Total Number of Days Lost	0	48



Traffic Light Report

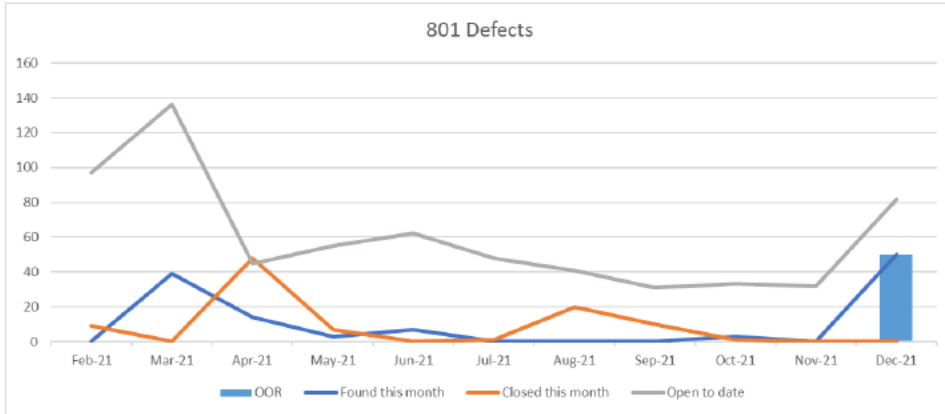
	Overall Status				Future Trend	Comments
	Sep 21	Oct 21	Nov 21	Dec 21		
Overall Status	A	A	A	A	↔	
Safety	G	G	G	G	↔	<ul style="list-style-type: none"> Permanent Head of HSE agreed and commences week 1, 2022. Lifting Manager recruitment re-commenced. Priority H&S actions continue to receive attention.
Cost	G	G	G	G	↔	<ul style="list-style-type: none"> Project Cost forecast is being continuously monitored and we are still within the window 110M – 114M.
Schedule	A	A	A	A	↔	<ul style="list-style-type: none"> 802 Project Master Schedule is under review.
Quality	G	G	A	A	↔	<ul style="list-style-type: none"> QMS tool, QPulse, implementation started. Live version now installed. Still on track for roll out through out the business, starting with the Leadership Team Formal Defect rate following Calling notice of inspection is remaining at a low level now that legacy defects are being reviewed and closed weekly. Increased incident rate of Work in Progress quality concerns, number of site visits with client jointly reviewing and currently being investigated. This moves Quality to amber until process improvement realized
Customer Relationship	G	G	G	G	↔	<ul style="list-style-type: none"> Rules of Engagement, renamed "Terms of Reference" have been agreed and sent to CMAL for signature. A thorough review of the OOR's has been undertaken and the output of this is being processed. The Buyer's Representative letter contradicts the Terms of Reference and question raised [redacted]
Technical	A	A	A	A	↔	<ul style="list-style-type: none"> P&IDs to be issued to CMAL at current rev for approval Stair width risk – application from for concession has been written and is with Jim Anderson for review. Stability results will require concession from CMAL. Crank case breather location to be determined and agreed – work ongoing. Open OORs could impact on design
Supply Chain	G	G	G	G	↔	
Operations	A	A	A	A	↑	<ul style="list-style-type: none"> Additional [redacted] employees now on-site further additions being progressed for post Christmas - making a positive impact on progress of hotwork packages. Focus is on completing 801 hotwork packages
Commissioning	G	G	G	G	↔	<ul style="list-style-type: none"> Commissioning planned to start in January
Risk Management	R	A	A	A	↑	<ul style="list-style-type: none"> The Risk Register has been refreshed and an internal review completed, a review is to be scheduled with CMAL w/c Monday 17 January.

SOFT Report

Successes	Opportunities
<ul style="list-style-type: none"> • Further integration of [Redacted] MRP in the business and will be fully implemented for 802. • Q-Pulse QMS tool, programming and installation complete 21st Dec. Live version now installed. Plan to Roll out throughout January. • Sea Water system installation being readied for January testing 	<ul style="list-style-type: none"> • Build strategy review for 802 to build as blocks for wheelhouse units erection at ship • Completion of 802 clam shell doors on slip before launch • Continuous employee improvement up-skill by coding of several apprentices throughout the business. • Supervision engagement and capability requirements defined to allow for effective performance management. – commence mid Jan • Progress reporting metrics rolling out to ship is in progress and being monitored • Risk Management process has just been re-established and brought up to date and a refreshed risk register is available. Reviews with CMAL to be re-established in January 2022 • Quality-Increased focus through CMAL and FM QC engagement with on-board vessel patrols. • CMAL are unhappy with access to valves and pumps and the installation of the platforms in zone 2. We are working with CMAL to identify opportunities to modify the design. • Quality-Increased focus on OOR review and closure with a introduction of a tracking board within QC to allocate tasks and track closure with support from CMAL.
Failures	Threats
<ul style="list-style-type: none"> • Stability – load cases when carrying 16 HGVs does not pass stability requirements with full passenger complement. Will require concession from CMAL who have been supportive of this in meetings held to discuss. 	<ul style="list-style-type: none"> • COVID 19 impact to programme– remains a threat to the programme. • Level of change is being processed and managed on a daily basis. • 801 valve & instrumentation delivery forecast threat to completion of some pipe systems. • Stair widths from car deck to passenger areas are too narrow and require a concession from the MCA – Form filled out and with Jim Anderson for review • Crank case breather location is a threat. This is a key system for commissioning and must be resolved to the customer's satisfaction. Location is critical as this creates a zone 1 hazard. – Work ongoing to resolve. • Close out of OOR's & Technical Queries in a timely manner • Pipe install rate to completion will require additional resource and quick resolution of issues.

Quality

5. Quality – Tracking of 801 & 802 Formal Internal QC Surveys and OOR's

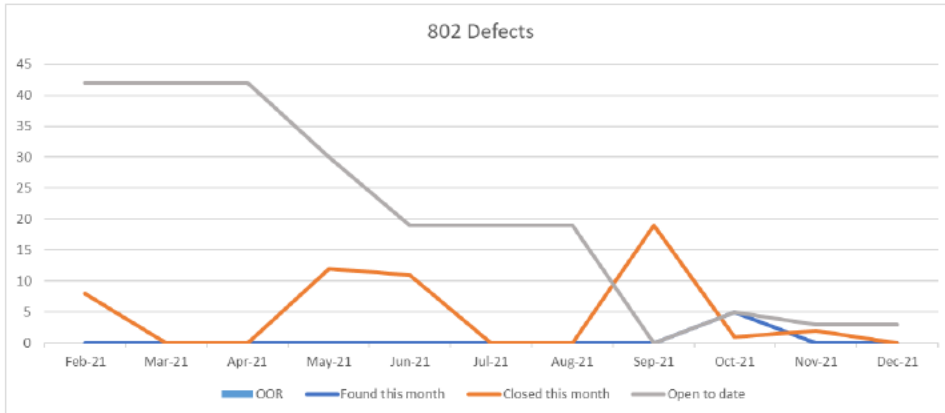


OOOR's that have been reviewed and identified as actual defects have now been included within the Defect Reports. These will be tracked to closure with QC Teams with the defect owners, then reviewed with CMAL for closure verification.

801 – Majority of Surveys performed in December was Pipework on Fuel Oil, Sea Water and Air Pipe systems. .

Main issues detected:-

Lack of paint on contact points. Currently being rectified
U-Bolt holes sizes, too large. [Redacted] currently rectifying

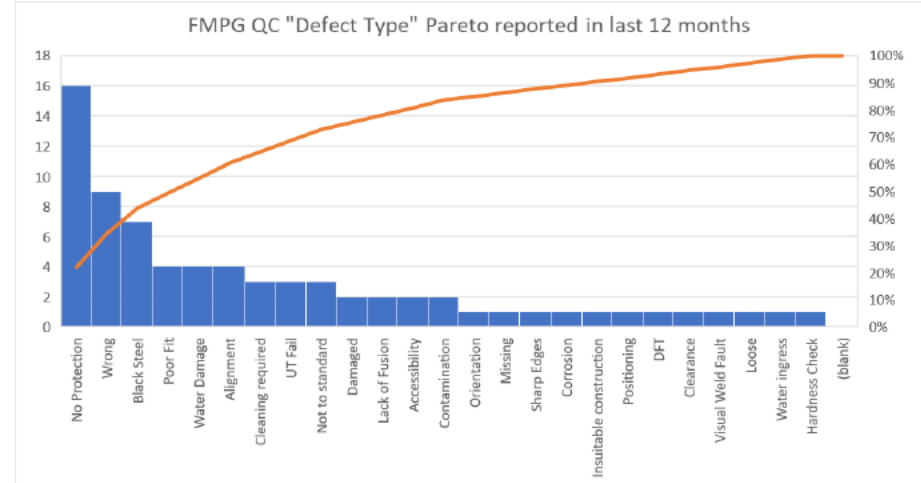
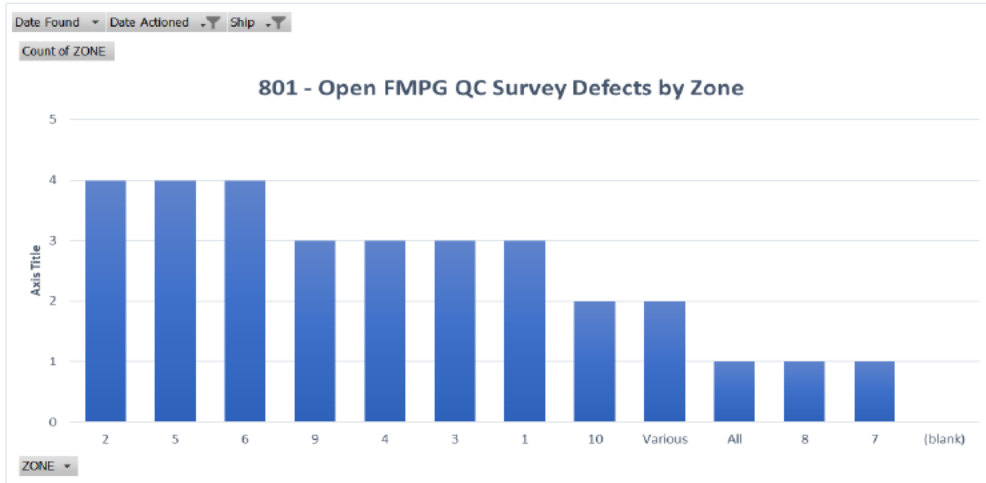
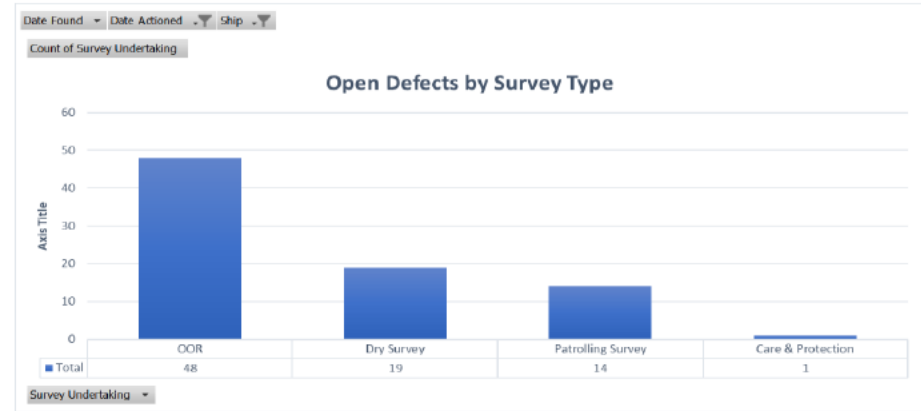
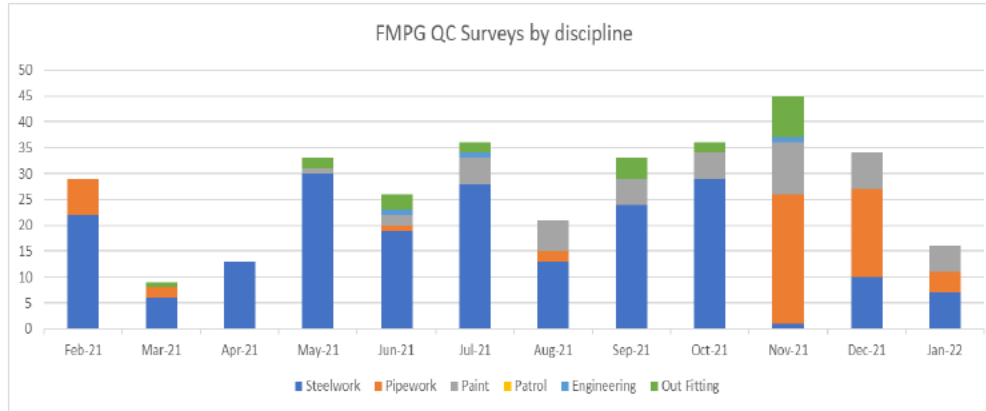


802 – Units A 6/5, Units 49/50 /51 part surveys conducted.

External Bilge Keel Port and Stbd Conducted

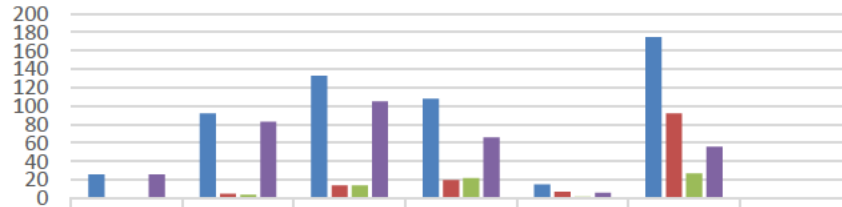
Quality

5. Quality Dashboard – 801 & 802 Formal Internal QC Surveys



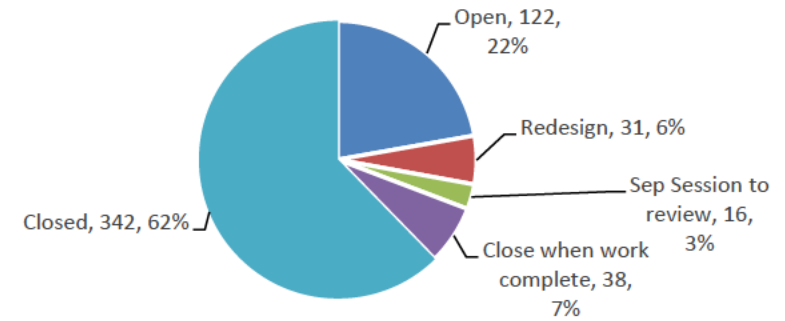
OOR Reviews

Number Opened

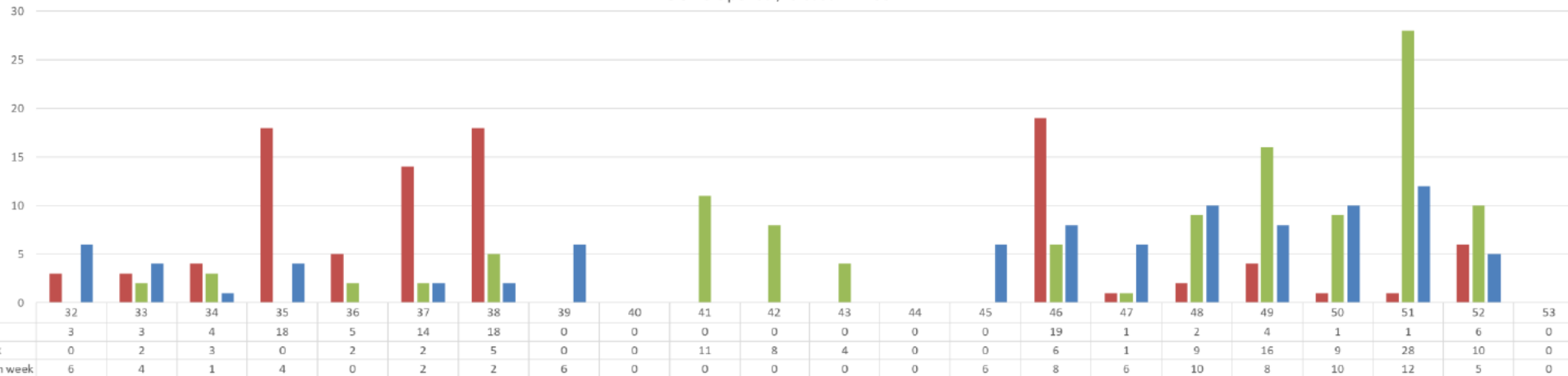


	2016	2017	2018	2019	2020	2021	2022
Number opened	26	92	133	108	15	175	0
Number open	0	5	14	20	7	92	0
Number will be done	0	4	14	22	2	27	0
Number closed	26	83	105	66	6	56	0

Distribution by Category



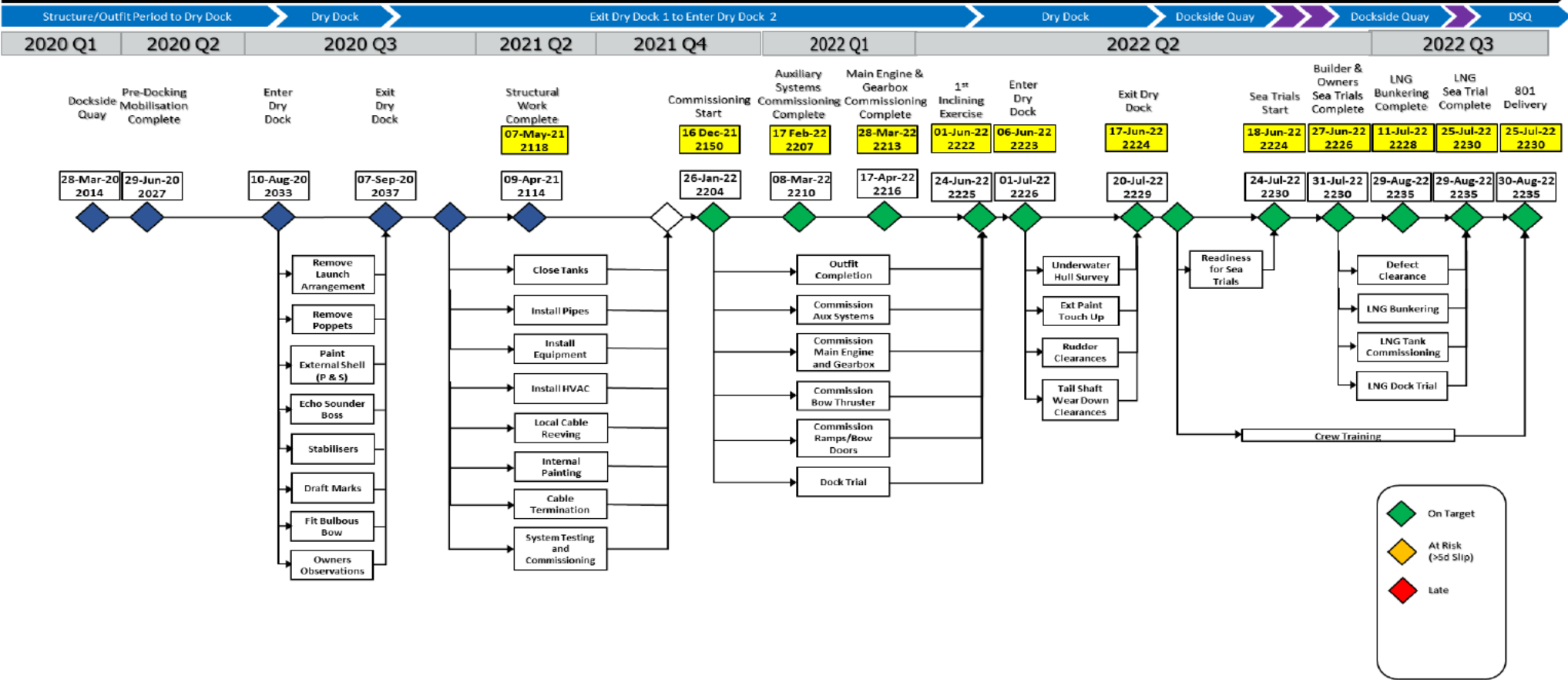
KPI OOR's Opened / Closed in week



801 Milestones

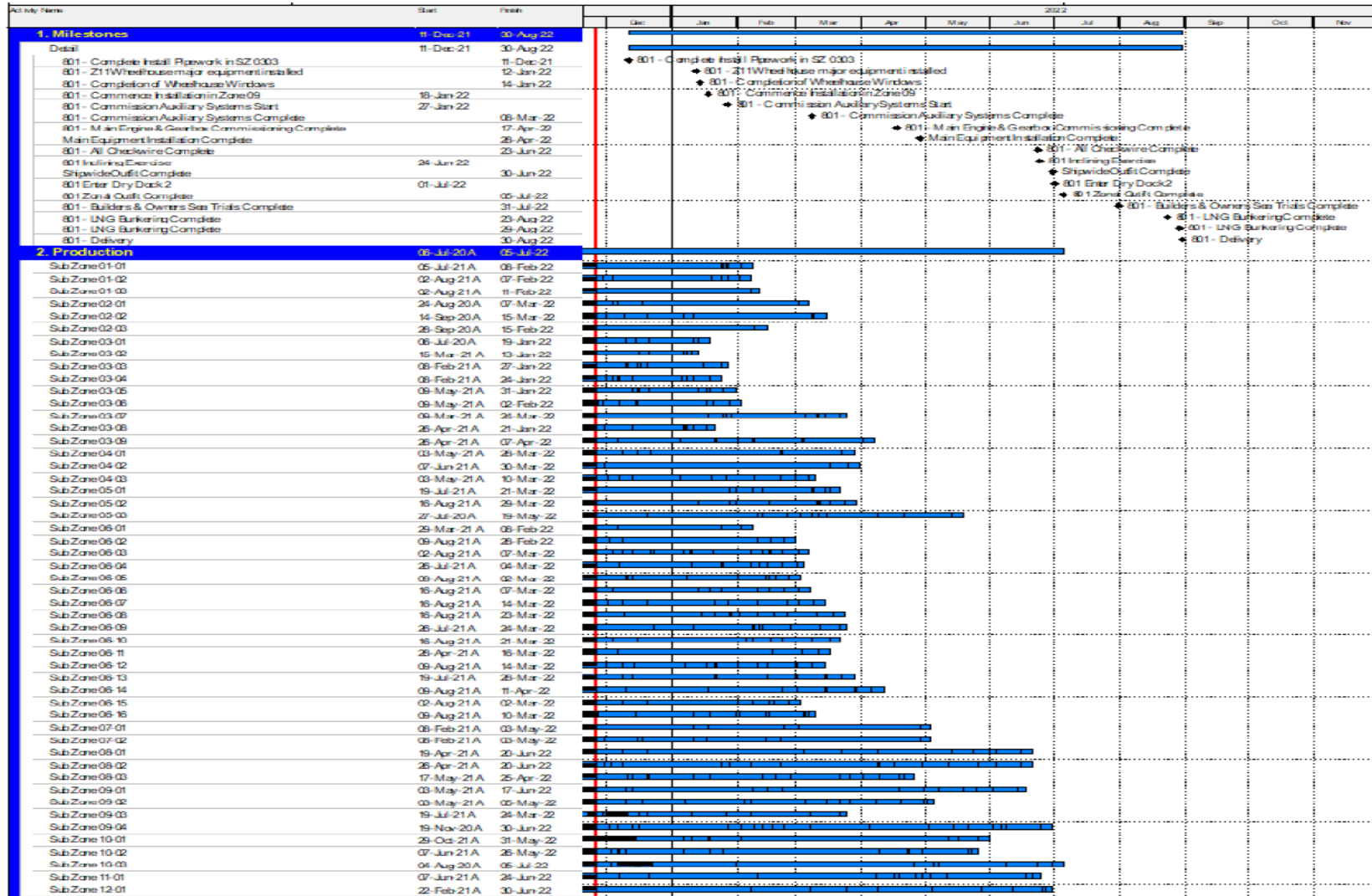


Pre-Docking Mobilisation Complete to Delivery

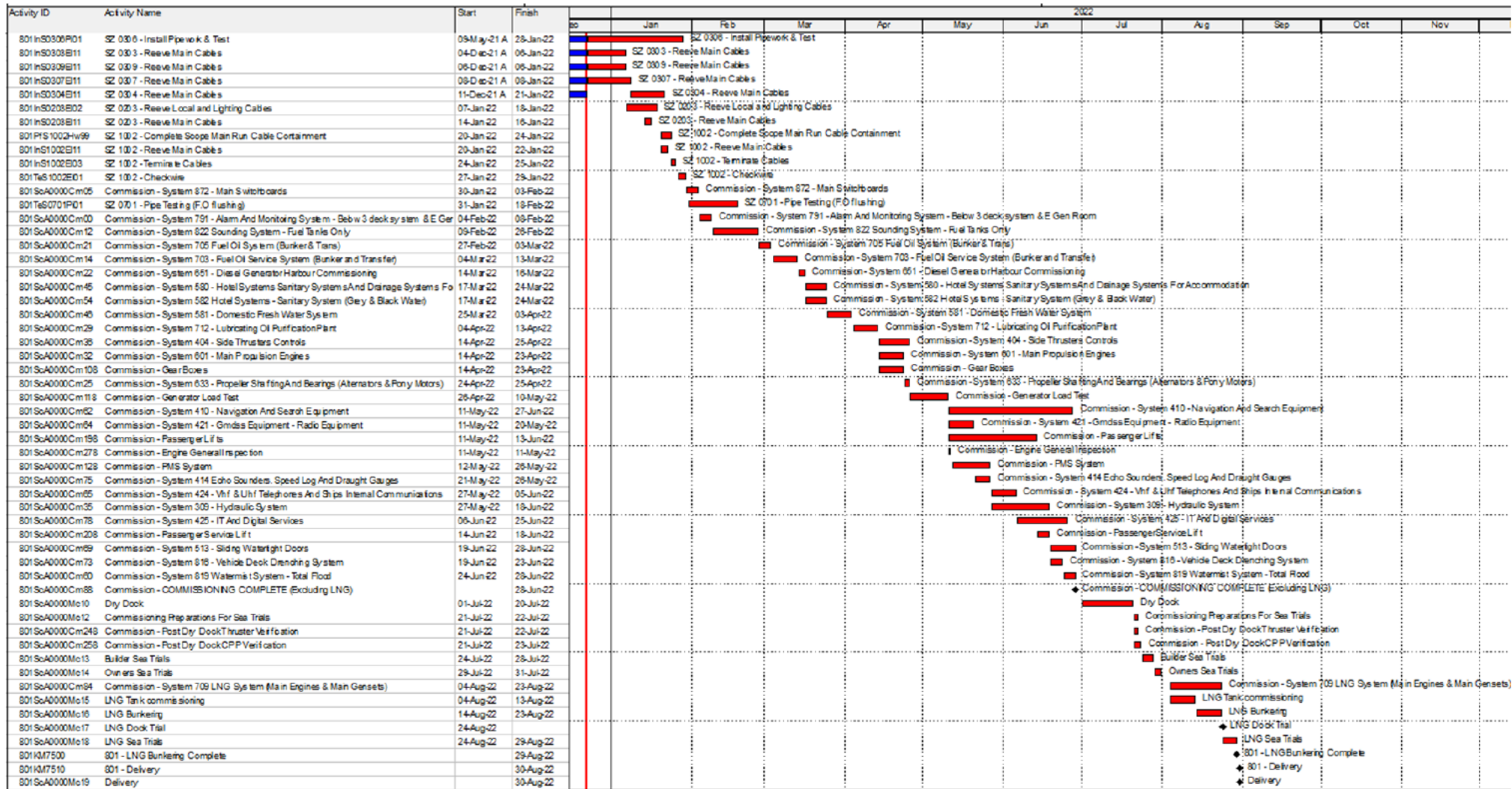


Updated 31st May 2021

801 L2 Schedule – Sub Zone Level



801 Critical Path



801 Trades

	Status		Comments
	Quality	Schedule	
Steelwork	G	A	<ul style="list-style-type: none"> Hull Outfit (HO) steelwork & Pipe spool manufacture being progressed through Manufacturing & Subcontract facilities HO steelwork plan in place [Redacted] ramp up understood for January
Pipe Installation	G	A	<ul style="list-style-type: none"> Volume of change from modifications sheets understood and modifications underway, materials available or on order. Plan for system completion for commissioning is in place Weekly review in place on key commissioning systems completion Installation continuing in Zones 1,2,3,4,5,7,8,10 Additional resource being agreed for January
Electrical Installation	G	A	<ul style="list-style-type: none"> More workfaces opened to B-GEN Cable pulling underway Switchboard clean planned & PO placed Acceleration plan agreed with B-GEN ECR / Main switchboard changes underway [Redacted]
Upper Decks Insulation & Outfit	G	G	<ul style="list-style-type: none"> Pinning & insulation progressing Cable ladder installation progressing Bonding of windows Deck 6 windows under review with subcontractors
HVAC installation	G	A	<ul style="list-style-type: none"> Deck 5 installation continues, await additional tapping straps
Hydraulic Pipe manufacture & install	G	G	<ul style="list-style-type: none"> [Redacted] progressing installation Additional materials now on order with [Redacted]
Structural Insulation	G	A	<ul style="list-style-type: none"> Access to areas being agreed as hotwork packages complete
LNG Installation	G	A	<ul style="list-style-type: none"> Installation underway Cryodiffusion back on site Tank tie in philosophy developed with [Redacted] to construct RAMS. System flushing / cleaning procedures and SOW in development

801 Pipe Installation

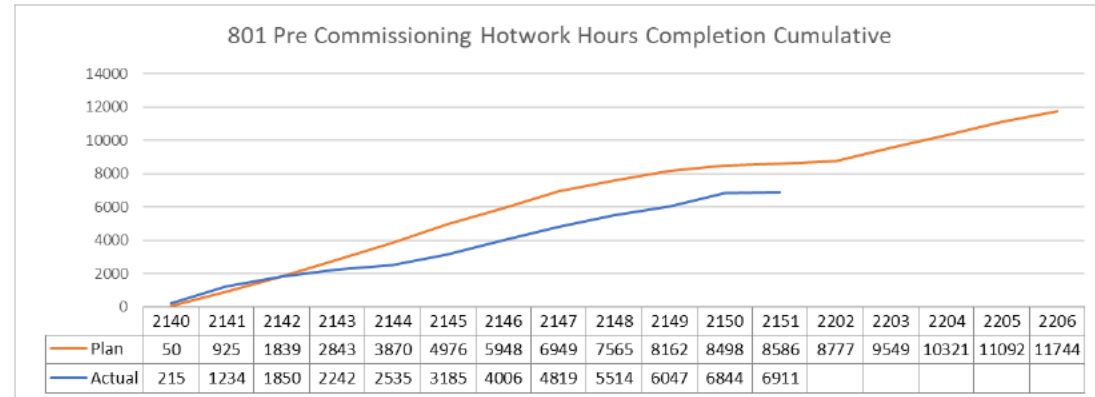
Overall

- Pipe Installation in Zone 01, 02, 03, 04, 05, 07, 08 & 10 is underway using FMPG & [Redacted] resource
- [Redacted] installation of SFI 309 system continues primarily in Zone 3 / 4
- Cryodiffusion back on site to complete installation of 801, 802 following completion on 801
- Overall pipe installation curve shown for 801 for remaining spools S-Curves amended to align with programme / mod sheets
- Pipe penetrations have slowed progress for pipe installation teams
- [Redacted]/FMPG have focus on FO / LO / SW system completions
- Additional valves now on order
- Instrumentation lists being confirmed
- Additional resource requirements to be engaged in January
- For 2022 reports to separate spools from site runs
- Seawater system testing planned for January

801 Hotwork

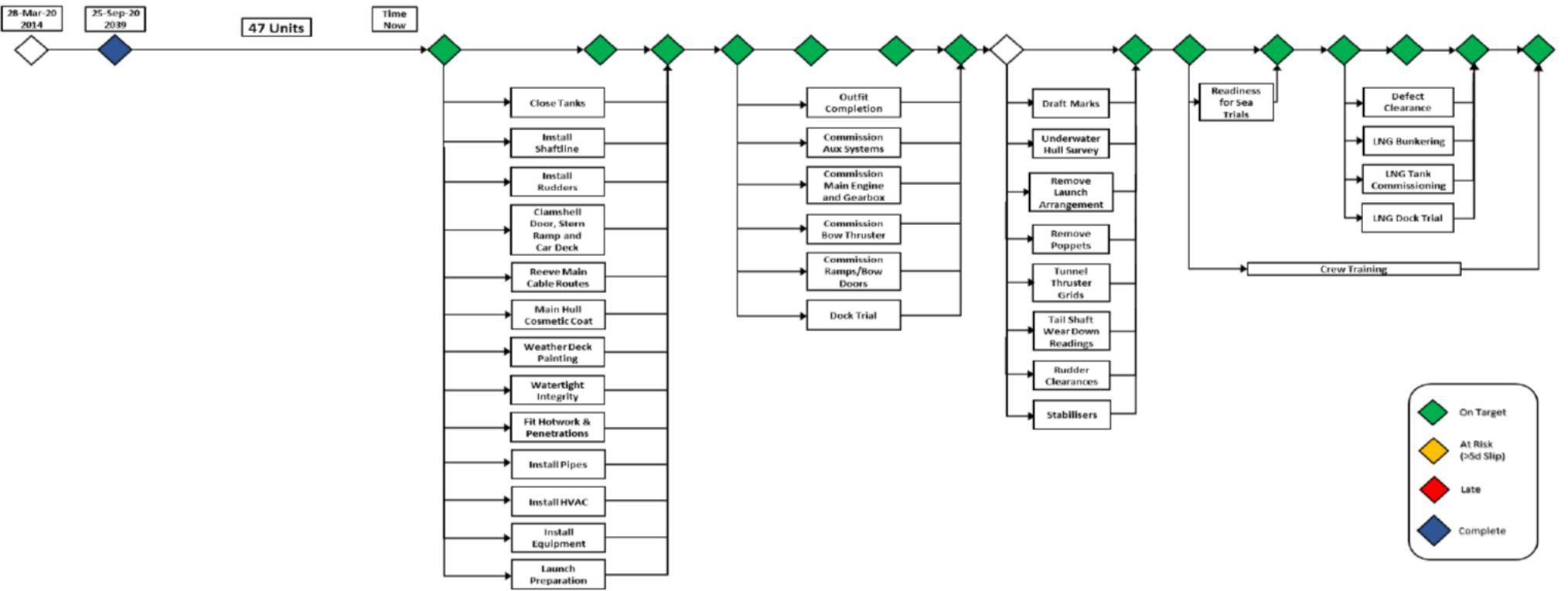
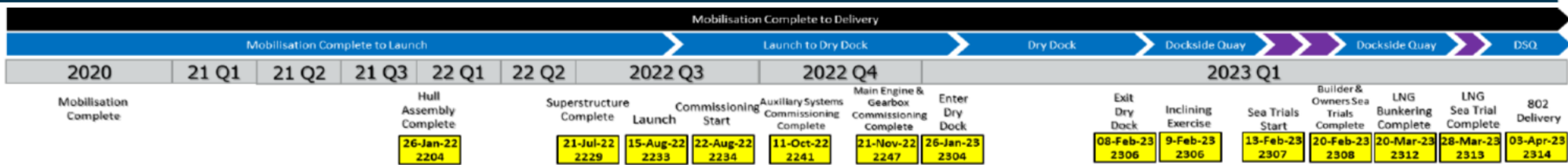
Overall

- Managing resource to key activities only ahead of Christmas break
 - CN330
 - electrical foundations
 - zone 11 void
 - aluminium integration around lifts
 - Zone 8/9
 - bow doors
- Additional subcontract manufacture continues to be used to accelerate availability of major and electrical seats.



%age progress overall								
Zone	Major Seats	Elect Seats	Lift Eyes/ M.Rails	PipePens (Cut)	Elec Pens (Cut)	HVAC Pens (Cut)	WW/Stairs/ Pltfms Ldrs/Rails	Struct/ Sketches
1	97%	100%	100%	78%	100%	100%		100%
2	100%	100%	100%	97%	100%		63%	100%
3	94%	100%	83%	74%	80%	100%	20%	80%
4	100%	89%	100%	53%	67%	100%	58%	100%
5	100%	37%	76%	25%	0%	50%	21%	0%
6	75%	63%	22%	15%	7%	35%	5%	49%
7	71%	19%	0%	62%	48%	0%	0%	76%
8	25%	0%	100%	0%	86%	81%		10%
9	0%	45%	100%	0%	93%	80%		0%
10	18%	17%	100%	20%	68%	57%	50%	0%
11	91%	0%		0%	21%	100%		100%

802 Milestones



Updated 30th Sept 2021

802 Trades

	Status		Comments
	Quality	Schedule	
Steelwork	G	A	<ul style="list-style-type: none"> • HO steelwork being progressed through Manufacturing & Subcontract facilities. • Units 85/86 & 49/50/51 being progressed in Shed. • Units A/75 & A/95 being progressed in Shed. • Fenders being progressed. • Ducktail - Lloyds have provisionally approved the proposal for the Chine Bar. Change request has been submitted. • Resource has been constraint.
Pipe Installation	G	A	<ul style="list-style-type: none"> • [Redacted] have commenced marking out pens to be cut in zone 2.
Electrical Installation	G	G	<ul style="list-style-type: none"> • No current issues impacting cost, schedule or quality.
Upper Decks Insulation & Outfit	G	G	<ul style="list-style-type: none"> • No current issues impacting cost, schedule or quality.
HVAC installation	G	G	<ul style="list-style-type: none"> • No current issues impacting cost, schedule or quality
Hydraulic Pipe manufacture & install	G	G	<ul style="list-style-type: none"> • No current issues impacting cost, schedule or quality
Structural Insulation	G	G	<ul style="list-style-type: none"> • Initial pinning has commenced
LNG Installation	G	G	<ul style="list-style-type: none"> • All materials now onsite. • Installation to commence after hot work completion, plan being reviewed.

Learning from Experience

We are holding weekly meetings looking at how we Learn from Experience from 801 and opportunities improving 802 moving forward. Some issues/opportunities raised to date:

Ref	Subject	Raised by	Date Raised	801	802	Action	WHO	Completion date
18	Outfit	AC	07/12/2021	Access issues in funnel area, outfit completion an issue.	Review build strategy	Review build strategy	Plan/OPS/JG	
19	Outfit	AC	07/12/2021	No floorplates fitted in walkways	Is there an option to fit earlier in the outfit sequence	Review outfit build strategy	Plan/OPS/JG	
20	Care & Protection	AC	07/12/2021	Bellows damaged (OOR raised) (NC) Req raised.	Correct protection process in place	Review current process, implement necessary improvements. Use 801 redundant on 802.	Manufacturing Engineers	
21	Care & Protection	SM	07/12/2021	Care and protection	Reviewing process ship wide	Review current process, implement necessary improvements	Manufacturing Engineers	
22	Outfit	AC	07/12/2021	20+ doors incorrect information on drawings (CR330)	Correct Drawings to be issued before fitment	Track CR	CG	
23	Outfit	AC	21/12/2021	Passenger handrails 6/7 decks incorrect	Review and update drawings before issueing	Review drawings	ENG/Paul Ross	
24	Outfit	AC	21/12/2021	Windows triple glazed not double as spec	Already ordered and started to fit	Clarify if 802 will be triple	ENG	
25	Strucural	AC	21/12/2021	units 49/50/51 Ram lugs both fully welded, now need reworked	1 to be fully welded 1 tacked in position only	Inform Ops team	JG	
26	Strucural	AC	21/12/2021	built in ducts HVAC not fitted on 801	Started to fit in shed, fit on ship before launch as much as possible	Ops to review build strategy	Ops	
27	Maintenance	CR	21/12/2021	Preservation on equipment not carried out	Review process	Review process	Manufacturing Engineers	
28	Outfit	AC	21/12/2021	Issues with door fitment	fitted earlier in build	Review process	Manufacturing Engineers	

Weight

- No change to weight in December.
- [Redacted] will be reviewing the impact of any changes to pipes and validating the weight of miscellaneous steel in the next month.

Engineering – Basic Design Status – Lloyds status at 10/1/22

Under review at Lloyds	Date Sent to LR	note
Technical & Domestic Fresh Water System	[Redacted]	Waiting on response from A Waterworth
Tank & Capacity Plan	08/12/2021	
Nitrogen System	15/12/2021	held up by LNG comments
Fore End Structure IWO Bow Thrusters	18/11/21 (To local), and 15/12/21	
LNG System For ME & DF Gen Sets (Superseded M-519-797-3101-01 to 03)	15/12/2021	comments returned
Heating System	13/12/2021	comments returned
Glycol System	15/12/2021	held up by LNG comments
Freeboard / External Watertight Integrity Plan	[Redacted]	LR want MCA to review
Exposed Deck Scupper & Drains Arrgt	[Redacted]	LR are holding to do with the heating system
Exposed Deck Scupper & Drains Arrgt	[Redacted]	LR are holding to do with the heating system
Anti Fouling Plan	[Redacted]	[Redacted]
to be submitted to Lloyds (in work)	Expect to complete	note
Damage control plan	End Feb	After stability work concludes
Cargo Securing Manual	End Jan	waiting info from CMAL

Engineering – Basic Design Status – MCA status at 10/1/22

Under review at MCA	Date sent to MCA	Note
Structural Fire Protection Plan	04/10/2021	Delayed due to GA update
Fixed Fire Extinguishing Syst. ECR & Pipes, Cables Transformer Room	04/11/2021	expected in Jan
Fixed Fire Extinguishing Syst. Server Equip. Rm - Deck 7	04/11/2021	expected in Jan
Fixed Fire Extinguishing Syst. Emergency Diesel Generator room	04/11/2021	expected in Jan
Layout Drawing - Bridge Wheelhouse console	04/11/2021	
Escape Route Plan	[Redacted]	Delayed due to GA update
Fire Door, Damper & Patrol Point Monitoring Dk.7 to Dk. 1 Gen. Arrgt	26/10/2021	expected in Jan
To be submitted to MCA (in work)	Expect to complete	Note
Tank & Capacity Plan	Complete	Waiting on LR review
Stability book	Draft in Early 2022	Finalise after inclining
Life Saving arrangement	[Redacted]	to be updated after GA issue
Fire Control Plan	[Redacted]	delayed by escape route plan
Fire & Deck Wash System	requires approval of a change	
CALMAC SAR Plan	CMAL	
CALMAC Muster Lists (Mode 1-4)	CMAL	
Accommodation Layouts	Delayed due to GA update	
801&802-LNGPac Operating & Maintenance Manual LNGPac-H149-D9	[Redacted] to confirm	[Redacted] updating
Emergency Low level lighting	Will submit after escape route plan approved	delayed by escape route plan

Commissioning

- Test Packs are being created and sent to CMAL/LR when they are ready for review and approval where appropriate.
 - 65 (58%) have been drafted and submitted for review
- Of the 48 remaining test agendas:
 - 11 will be written by the naval architects prior to sea trials – target date for draft is 1st June 22
 - 16 are OEM supported trials and we will use their commissioning documents as a basis
 - 21 still required to be drafted by the T&C team.
- A senior electrical commissioning engineer will join the team in January.
- A detailed commissioning plan has been created by the commissioning team and the next step is to create this in Primavera as a level 4 plan for commissioning that can be linked to production activities.
- Commissioning activities that will be delivered by OEMs need to be highlighted in the plan.
- OEM commissioning scopes of work and pre-requisites need to be confirmed.

Top Risks

Risk No	Risk Category	Risk Owner	Risk Description	Action Planned	Current Risk Score	SCORE AT LAST REVIEW	
2	Operations	[Redacted]	There is a risk that we are unable to complete Critical compartments in line with the plan due to emergence of 'unscoped changes'.	<ol style="list-style-type: none"> Extend the change process to [Redacted] Any changes recommended by [Redacted] to be signed off by Engineering Director and included a clear justification for change with impact analysis. Create a rule that no change will be accepted for 801 unless it Safety critical, results in an early life failure of its customer paid change. Change for 801 must be signed off by Turnaround Director with full impact assessment provided. Start meetings to review change by zone / system (include Engineering / QC / OOR in first instance) 	250	250	→
3	Operations	[Redacted]	There is a risk that there are critical items still to be procured that are on a lead time longer than the programme has scope for.	<ol style="list-style-type: none"> Develop a fast track process for Procurement of 'Urgent items'. Categorise priority items and supplier, commence engagement with suppliers and FastTrack process (ahead of identification of what's missing - Discuss with Cath, what's possible) Complete reviews of OEM scope with suppliers Review list of missing items in stores to buy items [Redacted] 	250	250	→
4	Operations	[Redacted]	There is a risk that the programme is impacted due to a lack of buy-in from work force to deliver the plan. This includes the fitness of our workforce to deliver the challenge ahead (mature workforce)	<ol style="list-style-type: none"> Employee engagement sessions planned for January 2022, planned for week 3 Provide visibility of the plan - rollout week 2 (for next 6 weeks) Finalise allocation of supervisors to areas for start back in January - rollout week 02 Performance management in place in January 2022 	250	250	→
7	Project	[Redacted]	There is a risk that the work to complete the close out of OORs is underestimated / not identified within the plan activities .	<ol style="list-style-type: none"> Maintain regular reviews Ensure agreed OORs are scoped within the programme and workpackaged Ensure future OORs are captured and actioned Compliance involved in closing out / ensuring work is in plan Identification of defect / change to action what is needed to plan for closure OOR strategy for latest 50 to be agreed / implemented (safety / operability / TLS impacts) Customer engagement (ongoing) 	250	200	↑
76	Technical		There is a risk that the number of legacy cables that need to be re-routed impacts the programme	<ol style="list-style-type: none"> Put contract in place with BGEN to size task Identify resource requirements emerging Identify any additional material requirements 	250		
5	Supply Chain	[Redacted]	There is a risk that equipment in stores cannot be located in a timely manner to support work packages	<ol style="list-style-type: none"> Work packages and BOM now identify material requirements. Finalised BOM to be put in place Physical survey of ship to identify equipment on board / installed SQEP warehouse resource to be put in place Stock take to be completed to identify what is available MRP run to identify missing items to be ordered Additional SQEP headcount approved 	200	200	→

Top Risks

Risk No	Risk Category	Risk Owner	Risk Description	Action Planned	Current Risk Score	SCORE AT LAST REVIEW	
5	Supply Chain	[Redacted]	There is a risk that equipment in stores cannot be located in a timely manner to support work packages	<ol style="list-style-type: none"> 1. Work packages and BOM now identify material requirements. 2. Finalised BOM to be put in place 3. Physical survey of ship to identify equipment on board / installed 4. SQEP warehouse resource to be put in place 4. Stock take to be completed to identify what is available 5. MRP run to identify missing items to be ordered 6. Additional SQEP headcount approved 	200	200	➡
6	Operations	[Redacted]	There is a risk that there are items in the model which are required but do not have a production output drawing from VN, [Redacted] FMPG. This would lead to late emerging change, late hotwork.	<ol style="list-style-type: none"> 1. Drawings to be moved to sharepoint 2. Model to be available on the ship 3. Put change manager in place 4. [Redacted] move to Manufacturing Engineering (Buildability). [Redacted] to review the Model and the ships for Critical areas. 5. Where drawing are not available, develop a fast track process (sketch - back of fag packet!) to allow the work to be completed. 6. Work with Operation Manager [Redacted] and Technical Liaison to manage and fast track missing drawings which are key to complete hotwork. 7. How are supplier detailed workpackages packaged (e.g. TTS, alfa laval boiler) 	200	200	➡
1	Commissioning	[Redacted]	There is a risk that we do not have appropriate level of commissioning staff to support the programme with suitable qualifications and experience. Resulting in delays in completion of commissioning activities.	<ol style="list-style-type: none"> 1. Recruitment of commissioning manager. 2. Use of [Redacted] resource as required to support 3. Use other on site subcontractors to support 	150	250	⬇
8	Commissioning	[Redacted]	There is a risk that the commissioning programme is delayed / extended due to impact of further changes	<ol style="list-style-type: none"> 1. Change to be tightly controlled to identify schedule impact 2. Impact assessments to be completed and held in a register 	150	150	➡
9	Commissioning	[Redacted]	There is a risk that level 4 commissioning activities extend beyond level 2 time envelope	<ol style="list-style-type: none"> 1. Level 4 programme to be agreed with Planning - WIP 2. QC / LR support over 7 days to be confirmed (subject to special attendance fee). MCA only available within normal hours 3. OEM attendance to be confirmed 	150	150	➡
50	Project	[Redacted]	COVID-19 - there is a risk that the ongoing effect may impact the yard or its suppliers	<ol style="list-style-type: none"> 1. Put absence monitoring in place to ensure resource is applied to correct activities 2. Resource manager to be in post (offer issued) 	150	[Red]	⬆

Variations to Contract

Description	Additional Cost 801	Additional Cost 802	Programme Allowance 801	Programme Allowance 802	Weight Allowance 801	Weight Allowance 802	Status
Removal of Oily Water Separator	-	-	-	-	-1.88 T	-1.88 T	Closed
Removal of 1 air compressor, 1 air receiver, and 1 air dryer	-	-	-	-	-1.1 T	-1.1 T	Closed
Removal of 2 LO purifiers for Diesel Gen	-	-	-	-	-1 T	-1 T	Closed
Removal of Vapour Return Line	-	-	-	-	-	-	Closed
Supply of Window Washing Equipment	[Redacted]	[Redacted]	-	-	-	-	Closed
Removal of Condition Monitoring System	-	-	-	-	-	-	Closed
Change of Supplier from Kongsberg to Wartsila	-	-	-	-	-	-	Closed
Removal of 24V AC system	-	-	-	-	-	-	Closed
Raindrop Ventilation Change	-	-	-	-	-	-	Closed
Panama Eye Removal	-	-	-	-	-	-	Closed
802 Thermostatic Valves	-	[Redacted]	-	-	-	-	Closed
Provision of Workshop Tools	[Redacted]	-	-	-	-	-	[Redacted]
Accommodation Fresh Water Fire Main							FM to send VTC
Sliding Weathertight Doors Deck 7							FM to send VTC
Additional Shore Supply Connection 802							FM to send VTC

[Redacted]



CMAL Comments to the Monthly Report

CMAL Comments: