

## ANNEX A

**RE: MV Pentalina - Operational/Service Requirements**

**07/05/2021**

Hi [Redacted], [Redacted],

As promised, here are some initial comments and thoughts to be going on with, others may follow up with more. They are fairly rough. I've tried to group them a bit to assist reviewing.

In terms of attendees next week from TS it will be [Redacted], [Redacted], [Redacted] and Chris.

I hope you have a productive discussion,

[Redacted]

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**[Redacted]**

**Ferries Unit – Aviation, Maritime, Freight & Canals**

T: [Redacted]

M: [Redacted]

**From:** [Redacted]

**Sent:** 28 April 2021 16:09

**To:** Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>; [Redacted]; [Redacted],

**Cc:** [Redacted], [Redacted]

**Subject:** MV Pentalina - Operational/Service Requirements

Hi all,

We advised recently we'd update the paper previously provided on the Operational & Service Requirements, in bringing the Pentalina into service; updated paper now attached.

Can you please review and I'll liaise with [Redacted] to arrange a meeting to discuss early next week (following the bank holiday).

Thanks

[Redacted]

[Redacted]

CalMac Ferries Ltd

Phone: [Redacted]

Mobile: [Redacted]

- **MV Pentalina Operational / Service Requirements, CFL paper 23 April 2021**
- **Initial TS comments.**
- 
- **Making the case**
-

- How do we quantify the benefits of the various deployment options to determine the strongest business case?
- It's hard to see how we can best arrive at a decision on deployment. I guess we need to do some quick options appraisal against some criteria so we arrive at a rational and justifiable decision. Need to clarify first of all what the objective is – beyond "get more tonnage into the fleet". We could use the emerging senior LAs group used to discuss Covid arrangements to discuss the options once thinking is more developed. Also need to think about ferry committees on specific routes.
- What is the problem we are seeking to address with additional tonnage? In the past it has been perhaps around **capacity**, particularly in terms of finding a second summer vessel for Mull, but arguably the main objective now is **resilience**. However, the Covid restrictions might also make the capacity question still relevant for this summer? In "normal times" (2019) most constrained routes for vehicle capacity were

- Islay
- Triangle
- Arran
- Mull

Not Stornoway-Ullapool though not far behind. And space on the Seaforth overnights normally.

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- **Berthing trials**
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- Section 3.1 – 'berthing trials' – when do these happen? Until then how much certainty do we have on ports/routes options? Is the charter subject to whether all the trials are successful?
- 
- Are berthing trials a small number of berthing operations? Is there any value in trying the vessel for say a week on each of possible routes before we confirm the subsequent deployment?
- 
- In addition, it would also good if CFL were able to take the opportunity to test her performance on a wider number of routes, and her berthing – not loading/unloading – at a wider number of ports so we can finally get some real-life information on catamaran performance. Where she can tie up but not lower the ramp she could presumably do some pax-only sailings (which might be of enthusiast interest only but could in some cases enable day trips which not currently available e.g. Uig Triangle).
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- **Section 3 on options – queries and thoughts on deployment**
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- 
-

- Section 3.3 – Ullapool-Stornoway - can an appropriate final configuration be designed in to allow it to work on this route?

Ullapool-Stornoway – would add resilience and capacity to the route but not the wider network – if Seaforth went off again then CFL would still have to deploy another vessel to the route?

- 
- Section 3.3 - Ardrossan. It reads like the Arran Berth is a better option, is that correct? Does it strengthen the case for the modifications.
- 
- On a related point, if the vessel is on Ardrossan - Brodick route would it be able to serve the Campbeltown calls, with or without modifications?

Ardrossan-Brodick – attractive as it would release MV Isle of Arran to act as the spare and we know she is very versatile and can go anywhere on the major vessel network except Mallaig. Reduction in car capacity for Arran will not be popular though. I guess another option is a 3 vessel service if the Covid restricted capacity to Arran persists? Hard to justify that to the rest of the network though.

- - Section 3.3 - Islay. What would be the issues if Port Askaig cannot be served?
  -
- Islay – similar to Arran in releasing Heb Isles as a versatile vessel but even bigger loss of car capacity. Increased deadweight though so could be “sellable”
- In both Arran and Islay cases, the implied reduction in performance would not go down well (understatement!)

Mull – probably the most immediate route benefits in terms of addressing existing vehicle capacity issues but no improvement in route or fleet resilience as it does not release a major vessel. Mallaig-Armadale would benefit from release of Coruisk

- However depending on how long the modifications take then benefits would only come Summer 2022.

It is probably going to more attractive to bring her in sooner rather than later i.e. not wait for 20 weeks of works so that implies one of the first 3 options for Summer 2021 with potential for the works to be undertaken this Winter so she could go on to Craignure-Oban Summer 2022 – which is where I see the most likely prospect of us commissioning a catamaran in the short-term.

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- **Other specific queries**
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- Section 4.1.1 states 20 weeks to design and carry out the modification. Andrew Banks suggests he could do it in 3 weeks? If the difference here is the design work, could the vessel be used during the summer and then modified?
- 
- 4.1 Time charter - How flexible is deployment, can the vessel be moved around at CalMac discretion? It looks like some of the crew 2 or 3(?) would stay onshore?
-

5.2 – though we would support living wage being paid, would any additional costs fall to TS or CFL under CHFS contract?

- 
- 7.1, final bullet, just to confirm, is this saying Pentland Ferries would pay for the modifications?

Hi [Redacted],

Have provided comments in red below. We can discuss further at our meeting tomorrow.

Thanks

[Redacted]

I assume at section 5.3 ( see below) in your paper you are suggesting that you will reclaim any deductions imposed by TS by Pentland Ferries? – Yes, this is correct.

*5.3 Clauses would also be required to ensure delivery of the contract within strict service level measures, and performance deductions agreed and incurred by the Charterer where service levels are not met.*

I note the fuel costs have been calculated at [Redacted] based on the MV Hebriden Isles – what factors were taken into account on reaching that amount – This is a high level assumption at this point based on comparisons of the engine power and assuming similar operating hours. This would need to be re-assessed once an idea of route deployment, timetable, operating hours etc is known.

### Crew

Is crew accommodation and issue either aboard or shoreside? – As the vessel would be chartered on a time-charter, the Owner would need to consider and arrange for accommodation requirements (had the vessel been chartered on a bareboat charter there would have been a need to source shoreside accommodation for at least 3 crew, subject to the timetable operated).

### Summer Timetable

#### 6.1.1 Summer Timetable

- Deployed on Ullapool to Stornoway to provide additional freight capacity

Is freight capacity an issue on the route – do carryings show that additional capacity is required. I assume the Seaforth would still operate the overnight service. Is this the allow more tourist traffic on the Seaforth. Is the issue capacity or resilience depending the route? It would depend on the objectives being sought. There is a community desire for more capacity on Ullapool-Stornoway and there are pinch points which suggest additional capacity would be beneficial at certain times (I believe this was a conclusion of the Outer Hebrides STAG). However, the exact configuration is up for debate and depends on the problem statement being addressed.

[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP

E: [Redacted]

**From:** [Redacted]>  
**Sent:** 10 May 2021 08:16  
**To:** [Redacted], [Redacted] [Redacted]  
**Cc:** [Redacted] [Redacted]Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>; [Redacted];  
**Subject:** RE: MV Pentalina - Operational/Service Requirements

Hi [Redacted], [Redacted],

A couple of comments from me ahead of the call tomorrow, apologies for missing [Redacted]'s' reply to you at the end of last week.

### Charter

I assume at section 5.3 ( see below) in your paper you are suggesting that you will reclaim any deductions imposed by TS by Pentland Ferries?

*5.3 Clauses would also be required to ensure delivery of the contract within strict service level measures, and performance deductions agreed and incurred by the Charterer where service levels are not met.*

I note the fuel costs have been calculated at [Redacted] based on the MV Hebriden Isles – what factors were taken into account on reaching that amount

### Crew

Is crew accommodation and issue either aboard or shoreside?

### Summer Timetable

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Is freight capacity an issue on the route – do carryings show that additional capacity is required. I assume the Seaforth would still operate the overnight service. Is this the allow more tourist traffic on the Seaforth. Is the issue capacity or resilience depending the route?

Thanks  
[Redacted]

**RE: MV Pentalina - Operational/Service Requirements**

10/05/2021

Hi [Redacted],

Thanks for sending these over. Been going through these tonight and starting to pull together responses. The answers to these aren't quite as straightforward so rather than respond to you points individually I think it might be better to discuss tomorrow? Hope that's ok.

Thanks  
[Redacted]  
[Redacted]

All,

Have a brief update from you from our discussions with [Redacted].

- There is no scope to reduce the charter rate if the charter duration is increased. [Redacted] believes it is very competitively priced and is a fair market value.
- All staff/crew are already paid National Living Wage so no issue with that
- Modifications to the stern ramp are already underway, estimated for completion by 21/05. [Redacted] expects this will allow the vessel to berth both port and starboard side to. We have asked for drawings to confirm. All being well and subject to successful berthing trials the vessel should fit the previously identified range of ports.
- The vessel can be made available for trials at the previously agreed charter rate. Currently proposing beginning of June but potential scope to bring this forward.
- [Redacted] current plan is to only recruit enough crew for the crew cabins (8) with the expectation that CFL provides any additional crew including accommodation. However, given that the charter would be on a time-charter CalMac requires that all crew would be required to be provided by the Owner. This will therefore require negotiation with [Redacted].

Can you advise if you would like us to engage [Redacted] to undertake trials? Assuming trials would take between 1-2 weeks we can expect costs in the region of [Redacted] plus fuel, lube, and berthing.

[Redacted], I have also responded to your points in the attached. Let me know if you have any other questions in the meantime.

[Redacted], still looking at disruption data. Will get back to you to let you know what we have.

Thanks

[Redacted]

[Redacted]

**[Redacted]**

**RE: MV Pentalina - Operational/Service Requirements**

**19/05/2021**

All good points [Redacted]. Let's pick up on this on Friday. We should mention the Pentalina at NSG too, Will drop a note to the group.

Chris

**Chris Wilcock**  
**Head Of Ferries Branch**  
[Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 19 May 2021 17:54  
**To:** [Redacted]; [Redacted]; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>;  
[Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: MV Pentalina - Operational/Service Requirements

Hi All,

I've been reflecting further on our earlier chat with respect of the consultation aspect. I wonder whether it might be better to do some early engagement with communities now to help inform our thinking about vessel deployment. On Oban-Craignure, the other drawback of deployment on that route is the impact on turnaround times which we now know wouldn't be materially offset by any potential opportunities to decrease the passage time (confirmed today by Marine colleagues). This may still be a worthy cost if it offers a commutable service but it might be good to understand if the communities would share that view.

Given we have been quite up front about the discussions ongoing about Pentalina, we could potentially frame this as us seeking early community views on vessel deployment options. The only drawback may be raising expectations unnecessarily.

Could we perhaps ruminate on this and have a chat on Friday? Given the time it takes to get these types of meetings set up it may be better to start the process soonish, if indeed we want to do this at all this early on.

Many thanks  
[Redacted]

[Redacted]  
[Redacted]

**FW: Pentalina - draft submission and AO template - 21 May 2021**

**21/05/2021**

**From:** Brannen R (Roy) <Roy.Brannen@transport.gov.scot> **On Behalf Of** Chief Executive Transport Scotland  
**Sent:** 27 May 2021 17:37  
**To:** Twyman K (Kerry) <Kerry.Twyman@gov.scot>; Wilcock C (Chris) <Chris.Wilcock@transport.gov.scot>; Chief Executive Transport Scotland <ceo@transport.gov.scot>  
**Cc:** [Redacted], [Redacted], [Redacted], [Redacted], ([Redacted]; [Redacted], [Redacted]. Pacitti F (Frances) <Frances.Pacitti@transport.gov.scot>; [Redacted], [Redacted], [Redacted], [Redacted], [Redacted]@transport.gov.scot>  
**Subject:** RE: Pentalina - draft submission and AO template - 21 May 2021

Chris thanks. Having reviewed, on balance the argument for proceeding and VfM judgements is made. I'm content that this goes forward.

On the submission, not sure para 33 is adding anything.  
R

**From:** Twyman K (Kerry) <[Kerry.Twyman@gov.scot](mailto:Kerry.Twyman@gov.scot)>  
**Sent:** 27 May 2021 17:08  
**To:** Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>; Chief Executive Transport Scotland <[ceo@transport.gov.scot](mailto:ceo@transport.gov.scot)>  
**Cc:** [Redacted]; [Redacted]); [Redacted]; [Redacted]; Pacitti F (Frances) <[Frances.Pacitti@transport.gov.scot](mailto:Frances.Pacitti@transport.gov.scot)>; [Redacted]; [Redacted]  
**Subject:** RE: Pentalina - draft submission and AO template - 21 May 2021

Chris,

I've had a quick look and from the information you've provided around the necessity of the action and the work taken to mitigate the additional pressure, I'm content from a finance perspective.

Kerry

**Kerry Twyman**  
**Deputy Director Public Spending**  
**Scottish Government**

*I am currently working from home Monday to Noon Friday. I do have young children at home during this time so will endeavour to reply to emails and calls as soon as possible.*



**From:** Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Sent:** 27 May 2021 17:01  
**To:** Chief Executive Transport Scotland <[ceo@transport.gov.scot](mailto:ceo@transport.gov.scot)>

**Cc:** Twyman K (Kerry) <[Kerry.Twyman@gov.scot](mailto:Kerry.Twyman@gov.scot)>; [Redacted]; [Redacted]< [Redacted] [Redacted]  
[Redacted]>; Pacitti F (Frances) <[Frances.Pacitti@transport.gov.scot](mailto:Frances.Pacitti@transport.gov.scot)>; [Redacted], [Redacted]

**Subject:** FW: Pentalina - draft submission and AO template - 21 May 2021

**Importance:** High

Good Afternoon Roy,

With apologies for not getting these to you sooner, please find the [Redacted] and ministerial submission around the charter of the MV Pentalina. This has been seen by Procurement, SG Finance and Subsidy Control Colleagues and amended to reflect any issues raised. The headline summary is –

- Total cost of a 12 month Time Charter is around [Redacted] when income taken into account.
- We are proposing repurposing some of the [Redacted] Freight Fares budget allocation to meet this cost but this does create a [Redacted] pressure next year.
- Given the lack of alternative options and the wide ranging impacts on island economies and SG policy areas we feel there is a strong case for prioritising this over SG pressures elsewhere.
- Had Glen Sannox been in service we would have had to fund costs of these levels anyway so we are no worse off than we would have been.

I've not had a chance to have this cleared by [redacted] as they are unavailable and Mr Dey is keen that we get this moving to enable him to make a formal announcement on this and allow Calmac to properly engage in the commercial negotiations with Pentland Ferries.

This is the best opportunity we've had for some time to make a tangible and welcome impact on resilience across the CHFS network. It would be good to get this cleared to enable the commercial discussions to conclude next week.

Let me know if you need anything further on this.

Chris

[Redacted]

[Redacted]

**Chris Wilcock**

**Head Of Ferries Branch**

[Redacted]

[Redacted]

All,

Please find attached a paper outlining CalMac's proposed deployment plan upon introduction into service of MV Pentalina. This encompasses much of what we discussed over the past few days so nothing new but crystallises it in one view.

Happy to discuss on our usual 1pm call or if you'd rather a separate call to discuss please let me know.

Many thanks  
[Redacted]

[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP  
E: [Redacted] M: [Redacted]

Hi All,

Just to give you a bit of a progress update. We have now reached agreement on the Heads of Terms with Pentland Ferries although are still working through the exact details of the timetables.

From a contract perspective, although we could have reasonably moved to berthing trials as planned over the weekend, there is a requirement to provide harbour authorities with a minimum of 4 days notice. This plus the need for berthing plans and risk assessments to be drawn up (by Pentland) means it wouldn't be possible to do within the timescales. We've asked Pentland if they could flex on this or if this pushed it into July. Although they were willing to move these by a day they couldn't move anymore which wasn't sufficient to let the planning take place that was needed. We have therefore had no choice but to put off berthing trials over the next few days. We have asked for revised dates and asked that these be scheduled as soon as is possible. I will let you know once we hear more.

[Redacted]/[Redacted], is it worth us catching up tomorrow on consultation? Also, can you please add [REDACTED] to the LA engagement session please?

Many thanks

[Redacted]

[Redacted]

[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP

E: [Redacted] M: [Redacted]

**From:** [Redacted]

**Sent:** 08 June 2021 22:36

**To:** [Redacted]; [Redacted], [Redacted]; Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>

**Cc:** [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>

**Subject:** Re: Stakeholder engagement - Pentalina

We feel the exact same frustrations but there just doesn't appear to be any wiggle room from Pentland about the crewing issue. They can't/won't reduce their planned maintenance time and won't increase their crewing requirement. With the constraints of hours of rest legislation that leaves us little other option but to reduce services.

We really can't comment on the VfM per se but we do think there is value to be had in having a spare relief vessel. There may still be some things we could do like use her for additional support during LSF overhaul. It also still gives us more options than we have at the moment if we experience a breakdown. So I think there are definitely still options on the table that would see her being used rather than simply sitting in layup for the whole season.

Some of this will be fleshed out more in the coming days so we'll keep you up to speed as our thinking progresses.

Thanks

[Redacted]

Get [Redacted]

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**From:** [Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)

**Sent:** Tuesday, June 8, 2021 10:15:50 PM

**To:** [Redacted]; [Redacted]; [Redacted], [Redacted], [Redacted]

**Cc:** [Redacted], [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>

**Subject:** RE: Stakeholder engagement - Pentalina

[Redacted],

I think we'd be looking for a view from Calmac on whether or not this still represented VFM – but given your preference was to have it solely as a relief vessel in the first insistence I'd assume this is still worth it. I think the fact that the emerging thinking for summer deployment will see some real impact on a scheduled basis helps strengthen this further.

Feels slightly frustrating that for want of 15 mins a day it rules out the winter option – although as always I realise it's never that simple.

Chris

**Chris Wilcock**

**Head Of Ferries Branch**

[Redacted]

[Redacted]

**From:** [Redacted]

**Sent:** 08 June 2021 22:09

**To:** [Redacted], [Redacted]; [Redacted], Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>

**Cc:** [Redacted]<[\[Redacted\]](#)>; [Redacted]; Secondhand Tonnage [secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>

**Subject:** Re: Stakeholder engagement - Pentalina

Thanks Chris. There may be a middle ground. There may be something we could do to extend Arran's season. I'm not so sure about extending the dry Dock as this could really only be achieved by scheduled deployment of Pentalina. Let us look at it though and come back to you.

I guess what I more wanted to test is that if all else failed and we couldn't deploy the vessel on Mull on a scheduled basis and had to keep her in relief we assume that wouldn't be a deal breaker? It sounds like from our discussions that this wouldn't stop the charter going ahead, it just wouldn't be preferred. Do you think that's a fair assessment? Just helps inform our thinking on whether the berthing trials could go ahead as that is our next major hurdle.

Many thanks

[Redacted]

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**From:** [Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Sent:** Tuesday, June 8, 2021 8:19:23 PM  
**To:** [Redacted]; [Redacted], [Redacted]; [Redacted];  
**Cc:** [Redacted] <[Redacted]>; [Redacted], Secondhand Tonnage [secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)  
**Subject:** RE: Stakeholder engagement - Pentalina

Thanks [Redacted]. On the plan B I think we would just have to live with it if it was the only option - but is there scope for us to do something with her that's a little more productive (Plan C perhaps) – such as extending the Arran season? We had talked about longer dry dock periods that she would afford as cover - is there an option there or are the routes too exposed?

**Chris Wilcock**  
**Head Of Ferries Branch**  
[Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 08 June 2021 20:14  
**To:** [Redacted]; [Redacted]; [Redacted], Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>;  
[Redacted]  
**Cc:** [Redacted]; [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>  
**Subject:** RE: Stakeholder engagement - Pentalina

All,

You asked to understand the comparison between operating hours of current CHFS services on Mull v what is being proposed by Pentland. See below for a summary of weekly operating hours in the winter. As you can see below we have significantly more scope under CHFS to deliver more services. We also have shorter turnaround times in winter which helps (in normal operations).

Normal (non-covid TT)	82:46 (35 returns)
Covid TT	87:42 (31 returns)
Pentalina	77:00 (21 returns)

We have looked to see if we could reduce the turnaround time to 30 mins in winter due to lower demand. Whilst we could do this, it still doesn't allow comparable services to be delivered. This would see service levels of 31 returns (Covid winter) / 35 (normal) reduce down to 21 returns. The reason for such a big reduction is because of the need to get the vessel back to the same location each night so a full return trip is needed. We could reduce down to 28 returns but the operating hours would still be 15 mins over each day which wouldn't meet HoR. The only way to mitigate this is to remove a return sailing.

I think we really need to seriously consider a Plan B if consultation with the community doesn't go well (which is looking increasingly likely). Would you be content with the Plan B that the Pentalina is in layup in winter and only used if needed?

Thanks  
[Redacted]

[Redacted]

[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP

E: [Redacted] M: [Redacted]

**From:** [Redacted]

**Sent:** 08 June 2021 15:20

**To:** [Redacted], [Redacted]; Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>; [Redacted]

**Cc:** [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>

**Subject:** RE: Stakeholder engagement - Pentalina

Thanks [Redacted]. Yes, it does mitigate the berth issues. Overall a much more attractive proposition. Next problem we do need to overcome however is the operating hours for the winter service. We're currently trying to understand if we can still deliver a commutable timetable without impacting on service levels within an 11 hour working day. That may present some constraints which we need to work through.

And yes, I'll be updating the paper tonight and sending you a revised draft.

Thanks

[Redacted]

[Redacted]

[Redacted]

E: [Redacted] M: [Redacted]

**From:** [Redacted]

**Sent:** 08 June 2021 15:17

**To:** [Redacted]; [Redacted]; Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>; [Redacted]

**Cc:** [Redacted]; [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>

**Subject:** RE: Stakeholder engagement - Pentalina

Hi [Redacted]

Thanks, I assume that reduces the problem with berth availability too. Will you be updating your paper (idc) accordingly – we were just pulling together some comments on the current version which I can feed into a revision, should be able to get those to you tomorrow.

A combination of direct improvements for Arran in winter and Mull in summer, plus increased network resilience overall, is an attractive package.

Best regards

[Redacted]

[Redacted]

Ferries Strategy

Transport Scotland  
[Redacted]

[Redacted]

**From:** [Redacted]  
**Sent:** 08 June 2021 14:59  
**To:** [Redacted]; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>  
**Subject:** RE: Stakeholder engagement - Pentalina

And I've just realised I haven't copied them in either! The irony of that is not lost on me....

Chris, just in case we don't get a chance to speak before your meeting with Mr Dey I've included an update below.

We issued a Heads of Terms agreement to Pentland over the weekend and commenced commercial negotiations. We're not too far away in positions which is optimistic and re-assuring, and subject to timetables being agreed with communities we don't anticipate any major barriers.

They have confirmed their requirements now for planned maintenance activities, which when combined with hours of rest, mean that they can only operate an 11 hour day. They have also confirmed they won't provide any additional crew to compensate for this. This will likely impact on timetables given the increased turnaround times.

At the same time we have also developed timetables based on the indicative deployment plan we shared last week i.e. Oban-Craignure in summer supplemented by IoM at peak times. Due to issues with berth availability at Oban (the vessel can only operate to the same berth that all other Oban vessels operate which means there would be nearly 6 vessels vying for the berth) and the challenges around maximum length of operating means this would be an overly complex proposition to deliver. The disruption it would cause in delays whilst still not providing the capacity that would be needed when required mean it would result in a detriment to current service.

As such we have reconsidered our position for summer and now believe the more sensible solution to deploy Pentalina alongside IoA on Arran on the four days where the IoA is delivering Campbeltown services, so Thu, Fri, Sat, Sun. These services would be delivered on a scheduled basis and timetabled. Pentalina would then be in layup Mon-Wed but could still be used to do additional sailings on Arran if needed. In the event of a disruption elsewhere in the network, these sailings would be cancelled and Pentalina would move north to service on Oban-Craignure releasing the IoM. There will be shore side accommodation issues that we'll need to overcome but is a much easier situation to manage.

We believe this approach provides the greatest balance between resilience and capacity when and where it is needed the most. This doesn't affect winter deployment plans – those will remain with Pentalina on Oban-Craignure.

I can take you all through this in more detail when we catch up but these are the headlines.

Thanks  
[Redacted]

[Redacted]

[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP

E: [Redacted] M: [Redacted]

**From:** [Redacted] >

**Sent:** 08 June 2021 14:38

**To:** [Redacted], Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>; [Redacted]

**Cc:** [Redacted], [Redacted], [Redacted]; [Redacted] >

**Subject:** RE: Stakeholder engagement - Pentalina

Hi [Redacted]

That's fine, thanks. I haven't been close to recent discussions so was just going through [Redacted], so helpful to know who should be copied.

Thanks

[Redacted]



[Redacted]

[Redacted]

**Ferries Unit – Aviation, Maritime, Freight & Canals**

[Redacted]

Please note I do not work on Wednesdays.

**From:** [Redacted] [Redacted], >

**Sent:** 08 June 2021 14:36

**To:** Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>; [Redacted]; [Redacted]

**Cc:** [Redacted]<[\[Redacted\]](#)>; [Redacted]; [Redacted]

**Subject:** RE: Stakeholder engagement - Pentalina

All, I'm sure this was just an oversight but can I ask that any discussions about Pentalina are copied to me and our mailbox for Second Hand Tonnage (included above). Things are moving on really quickly and just want to make sure everyone has the most up to date position.

Chris, I'm having a 2 min comfort break so if you call and I don't answer I'll call you back!

Thanks for your help.

[Redacted]

[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP

E: [Redacted] M: [Redacted]

**From:** [Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Sent:** 08 June 2021 14:15  
**To:** [Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted], [Redacted] >  
**Subject:** RE: Stakeholder engagement - Pentalina

I'll give you a call when I'm clear of this one – about 1430

**Chris Wilcock**  
**Head Of Ferries Branch**  
[Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 08 June 2021 14:14  
**To:** Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>; [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted] >  
**Subject:** RE: Stakeholder engagement - Pentalina

Hi Chris, can we have a quick call? Keen to update you on progress as the position has changed.

[Redacted]  
[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP  
E: [Redacted]M: [Redacted]

**From:** [Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Sent:** 08 June 2021 14:13  
**To:** [Redacted], [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted], [Redacted] >  
**Subject:** RE: Stakeholder engagement - Pentalina

Thanks [Redacted]. Just to confirm that the Minister was also content for engagement to take place with the Mull community.

Is there any update on your wider negotiations? I'm meeting Mr Dey in an hour so it would be helpful to know where we have gotten to.

It would be helpful to consider how Calmac will engage with unions on this and at which point?

Worth getting round a call later? I'm free from 5.

**Chris Wilcock**  
**Head Of Ferries Branch**  
[Redacted]  
[Redacted]

**From:** [Redacted] >  
**Sent:** 08 June 2021 14:00

**To:** [Redacted]  
**Cc:** Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: Stakeholder engagement - Pentalina

Will get back to you this afternoon [REDACTED].

Thanks  
[Redacted]

[Redacted] – Contract & Planning Manager  
CalMac Ferries Ltd  
Phone: [Redacted]  
Mobile: [Redacted]

**From:** [Redacted]  
**Sent:** 08 June 2021 13:15  
**To:** [Redacted]  
**Cc:** Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>; [Redacted], [Redacted], [Redacted]  
[Redacted]  
**Subject:** Stakeholder engagement - Pentalina

Hi [Redacted]

We are seeking to hold an engagement session with Chief Executives of relevant Local Authorities to outline the thinking behind the approach for Pentalina deployment, and set out factually why some of the wider aspirations for deployment cannot be realistically addressed. This would all be framed as work being done in pursuit of the option and that commercial discussions were ongoing so no guarantees.

Can you confirm who would be involved from CalMac please, and their availability on Friday afternoon after 1:30?

Thanks

[Redacted]



[Redacted]  
**Operational Policy**  
**Ferries Unit – Aviation, Maritime, Freight & Canals**  
[Phone icon] [Redacted]

Please note I do not work on Wednesdays.

\*\*\*\*\*  
\*\*\*

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\*\*\*\*\*

\*\*\*

**RE: MV Pentalina Charter Terms**

**10/06/2021**

Ok thanks both.

I think on that case lets leave the purchase point out for now as it potentially adds more complexity than we need.

On the extension, it may somewhat depend on funding availability. I'll check with our lawyers to see if there's the option of multiple extensions each of 6 months. That might offer maximum flexibility.

I'll get back to you on that.

Thanks

[Redacted]

[Redacted]

[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP

E: [Redacted] M: [Redacted]

**From:** [Redacted] >

**Sent:** 10 June 2021 17:34

**To:** Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>; [Redacted]; [Redacted]; [Redacted]

**Cc:** [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>

**Subject:** RE: MV Pentalina Charter Terms

[Redacted]

[Redacted]

My previous thought about purchase is that if she works reliably then we might collectively see a benefit to bringing her in to the fleet for a longer period beyond what would be needed for spare vessel duties (e.g. to cover Craignure-Oban while the new pier at Craignure is being built) in which case purchase may be cheaper and operationally preferable than charter, as well as presenting "colour of money" opportunity. But I appreciate that is a big step to be thinking about now given reported vessel condition and I don't think we would need a clause in the contract – the only potential benefit I can see would be to pin a price down now rather than find ourselves in a weaker negotiating position but of course that works both ways and we might get a better price in 12 months' time.

[Redacted]

[Redacted]

Ferries Strategy

Transport Scotland

[Redacted]

[Redacted]

**From:** Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Sent:** 10 June 2021 17:15  
**To:** [Redacted]; [Redacted]<[REDACTED]>; [Redacted]; [Redacted]  
**Cc:** [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>  
**Subject:** RE: MV Pentalina Charter Terms

[Redacted],

On period of extension I would be happy with a period that Calmac thinks is sensible – 6 months or 12 months? Whatever gives us the option of continuing under broadly the same terms but doesn't tie us into a period longer than needed. It should be non-committal and clearly would need an end stop date for us to make that decision (unless otherwise mutually agreed).

On purchase this was more of a throwaway thought and again would welcome views as to whether or not to include it. On reflection it would be for CMAL to purchase and they are not party to the agreement so perhaps this cannot go in here for now. We'd also need to agree the amounts with CMAL to be included and there would not appear to be time to do so. On reflection I suggest we drop this element and can negotiate separately if so minded. Unless others have strong views.

Chris

**Chris Wilcock**  
**Head Of Ferries Branch**  
[Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 10 June 2021 16:39  
**To:** Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>; [Redacted]<[REDACTED]>;  
[Redacted]; [Redacted]  
**Cc:** [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>  
**Subject:** MV Pentalina Charter Terms

Hi All,

We need some info to support completion of the charterparty agreement that I was hoping you could help me with. We previously talked about the option to extend the agreement – we need to specify a duration for any extension. What period would you consider extending for?

Also, you previously discussed wanting a clause about option to purchase. Do you want that in the form of the below or is it more the option of discussing purchasing? Feedback from our lawyers is that just having the option to discuss buying is pretty meaningless and so if it is a serious intent then the phraseology below would be better. Are you content with this?

Let me know what you think.

Thanks

[Redacted]

1. The Charterers shall have an option to purchase the Vessel (the "Purchase Option") exercisable on each of the dates stated below as follows:

Date (state number of months after delivery of the Vessel)	Purchase Price (the "Purchase Option Price")
(months)	(amount and currency)

2. To exercise their Purchase Option, the Charterers shall notify the Owners in writing not later than six (6) months prior to the relevant date stated in the table above. Such notification shall not be withdrawn or cancelled.

[Redacted]

[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP  
E: [Redacted] M: [Redacted]



**FW: Berthing Trials**

**11/06/2021**

**From:** [Redacted] **On Behalf Of** Secondhand Tonnage

**Sent:** 11 June 2021 16:44

**To:** [Redacted]; [Redacted], [Redacted]; [Redacted], [Redacted], [Redacted]; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>

**Cc:** [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>; [Redacted]

**Subject:** RE: Berthing Trials

Hi [Redacted]

Please see below for the berthing schedule as it stands right now. As [Redacted] said there is a caveat that the schedule is subject to change.

Day	Time	Berth	Comments
14 June 2021	AM	Campbeltown North	
	1105	Brodick Linkspan	
	1135	Brodick Fixed	
	1245	Ardrossan Irish	
	1350	Ardrossan Arran	
	1720	Campbeltown Linkspan	Vessel to overnight in Campbeltown
15 June 2021	1240	Oban 1	
	1340	Craignure Linkspan	
	1430	Craignure South	
	1545	Oban 2	
	1945	Craignure Linkspan	Vessel to overnight in Craignure
16 June 2021	1530	Stornoway	
	1830	Ullapool Linkspan	
	1900	Ullapool	

If you have any questions please let me know.

Thanks

[Redacted]

**[Redacted]**

[Redacted] | [Redacted]

**CalMac Ferries Limited**

Ferry Terminal Gourock PA19 1QP

M: [Redacted]

[www.calmac.co.uk](http://www.calmac.co.uk)

**From:** [Redacted]

**Sent:** 11 June 2021 16:33

**To:** [REDACTED]; [Redacted]; [Redacted], [Redacted]; [Redacted]; Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>

**Cc:** [Redacted]; Secondhand Tonnage <[secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk)>; [Redacted]

**Subject:** RE: Berthing Trials

I'll defer to [Redacted]/[Redacted] to confirm the locations.

Thanks

[Redacted]

[Redacted]– [Redacted]  
CalMac Ferries Ltd  
Phone: [Redacted]  
Mobile: [Redacted]

**From:** [REDACTED]  
**Sent:** 11 June 2021 16:32  
**To:** [Redacted], [Redacted], [Redacted], [Redacted], [Redacted]; Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>  
**Cc:** [Redacted]; Secondhand Tonnage [secondhand.tonnage@calmac.co.uk](mailto:secondhand.tonnage@calmac.co.uk); [Redacted]  
**Subject:** RE: Berthing Trials

Hi [Redacted], doesn't need to be detailed, but would this cover it? [Redacted]

**“Background**

Berthing trials are being planned between 14 and 18 June to establish suitability of the vessel at a number of ports on the west coast including initially at Ardrossan, Brodick, Craignure and Oban. “

---

[Redacted]

All,

Quick update for you on Pentalina.

**Arran**

The vessel can berth effectively at Ardrossan Irish Berth as expected. We tried to berth at the Arran Berth at Ardrossan but the vessel was unable to land her ramp – again this was to be expected. She also trialled the linkspan berth at Brodick which was considered successful. She also trialled the concrete berth but this attempt had to be abandoned due to weather.

**Mull**

As expected the vessel is unable to land the ramp at Oban No. 1. She managed to berth ok at both Oban No. 2 and Craignure but the linkspan fit was less than optimal. We would strongly recommend slight ramp modifications to enhance the fit. These should be minor and more ‘trimming’ areas of the ramp rather than a complete redesign and modification.

**Islay**

She is due to trial Islay today so we will update you later. We now have reason to believe she will only be able to berth at the concrete ramp at Kennacraig which would mean she would only be able to operate a tidally restricted service on Islay between Port Askaig and Kennacraig. This will be validated at the berthing trials today.

We will provide a further update later this afternoon/this evening.

Thanks

[Redacted]

See attached – [Redacted] will send over the final version but hopefully this will give you enough to start costings.

[Redacted]

[Redacted]

Ferries Unit

T: [Redacted]

BlackBerry: [Redacted]

[Redacted]

### ***Contract Variation Notice***

**Variation Notice Reference: CHFS2/CY5/CV(N) Notice XXXXXXX**

This Contract Variation Notice is entered into under and incorporates the provisions set out in the Contract between The Scottish Ministers and Calmac Ferries Ltd dated 22 August 2016.

The Contract Variation anticipated by this Contract Variation Form will potentially commence on **date to be confirmed** and expire (unless terminated earlier in accordance with the Contract) on 30 September 2024.

Title of Contract Variation: **Time-charter agreement of the MV Pentalina from Pentland Ferries for use on the Clyde and Hebrides Ferry network under the Clyde & Hebrides Ferry Service (CHFS) Public Service Contract**

Originator: [Redacted],

Transport Scotland

Telephone: [Redacted]

Date:

## **DESCRIPTION OF CONTRACT CHANGE:**

The contract shall incorporate the following potential Contract Variation:

- The introduction of the MV Pentalina on a time charter basis from Pentland Ferries. Pentland Ferries will therefore be responsible for the management and maintenance of the vessel and supplying 8 crew members. Any technical issues which result in performance deductions must be recouped by CFL from the vessel owner.
- Detail the requirement and cost breakdown for 3 retail staff by CFL for the duration of the charter agreement.
- The service should operate as agreed between CFL and TS taking into account capacity and resilience needs. Initial discussions have found the most suitable routes (pending berthing trials) to be:
  - Oban-Craignure
  - Ardrossan-Brodick
  - Kennacraig-Islay
  - Ullapool-Stornoway
- An agreed protocol to be drawn up to inform what options would be considered appropriate in terms of routes and any subsequent vessel cascade.

### **To Note:**

## **INTENDED PURPOSE OF THE CONTRACT CHANGE:**

The Scottish Ministers intend that the purpose of the Contract Variation will be:

- To incorporate the MV Pentalina into the Clyde & Hebrides Ferry Service network from XXXXXXXX.
- To establish annuals cost of incorporating the service in CHFS.

## **COST VARIATIONS:**

The Operator should provide an Evaluation Notice including costs and potential Revised Base Case.

Hi [Redacted],

Slight modification to the berthing trials summary. If you could change the third bullet point as follows:

- The trials have confirmed that the vessel will be able to operate on the Arran service between Ardrossan (Irish Berth) and Brodick Linkspan. However, observation of MV Pentalina suggests she is slightly less powerful than expected which was reinforced by the attempted but abandoned trials to the Brodick East Berth due to weather. We therefore anticipate she will have a wind speed limitation when operating to Ardrossan.

It is for Pentland to determine the actual limitation – not us.

Trust that makes sense. Give me a call if you want to discuss further.

Thanks

[Redacted]

[Redacted]

**[Redacted]**

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP

E: [Redacted] M: [Redacted]

**RE: CalMac/TS Catch up**

**18/6/2021**

**From:** [Redacted]  
**Sent:** 18 June 2021 16:59  
**To:** [Redacted]; [Redacted]; [Redacted] [Redacted]  
**Cc:** [Redacted]; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Subject:** RE: CalMac/TS Catch up

Thanks [Redacted], that makes sense.



[Redacted]  
[Redacted]  
**Ferries Unit – Aviation, Maritime, Freight & Canals**  
☎ [Redacted]

Please note I do not work on Wednesdays.

**From:** [Redacted]  
**Sent:** 18 June 2021 15:42  
**To:** [Redacted], [Redacted] [Redacted]; [Redacted]>  
**Cc:** [Redacted] Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Subject:** RE: CalMac/TS Catch up

I agree [Redacted] and didn't intend to close off that option – hence "at this stage" we would see this as a temporary step; but I think we also need to be careful to manage expectations as we still don't know for sure how she will perform in practice.

[Redacted]

[Redacted]  
[Redacted] Transport Scotland  
[Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 18 June 2021 15:34  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted] Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Subject:** RE: CalMac/TS Catch up

Thanks [Redacted]

Agree on the first part. Re the highlighted part, do we want to keep our options open in the longer term? There may be merit in considering her as a permanent addition to the fleet in addition to planned new builds, depending on performance, community reaction, etc during the charter period?

Thanks

[Redacted]



[Redacted]  
[Redacted]  
**Ferries Unit – Aviation, Maritime, Freight & Canals**  
☎ [Redacted]

[Redacted]

**From:** [Redacted]  
**Sent:** 18 June 2021 14:54  
**To:** [Redacted]; [Redacted]; [Redacted] ; [Redacted]>  
**Cc:** [Redacted] >; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Subject:** RE: CalMac/TS Catch up

I think the safest “holding reply” might be to say that the quickest way to bring her into the fleet is time charter.

Could also add that purchase is a long-term commitment whereas – at this stage – we would see this as a temporary step to address resilience issues that should be reduced once new tonnage on order arrives in 12 months’ time [we hope!].

What do others’ think?

[Redacted]

[Redacted]  
[Redacted]  
Transport Scotland  
[Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 18 June 2021 14:48  
**To:** [Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted]; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot); [Redacted]  
**Subject:** RE: CalMac/TS Catch up

Hi All,

We’re currently preparing an FAQ and think one of the questions that will be asked is “Have you considered buying the vessel rather than time-chartering?”. Is this something you can help provide an answer for?

Thanks

[Redacted]

[Redacted]

**[Redacted]**

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP

E: [Redacted] M [Redacted]

**From:** [Redacted] >

**Sent:** 18 June 2021 13:51

**To:** [Redacted] [Redacted]; [Redacted] >

**Cc:** [Redacted]; Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>; [Redacted]

**Subject:** RE: CalMac/TS Catch up

Thanks [Redacted]

---

[Redacted]

**Ferries Unit – Aviation, Maritime, Freight & Canals**

T: [Redacted]

M: [Redacted]

**From:** [Redacted]

**Sent:** 18 June 2021 13:30

**To:** [Redacted]; [Redacted]; [Redacted]

**Cc:** [Redacted]; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>; [Redacted] >

**Subject:** RE: CalMac/TS Catch up

Hi [Redacted],

See below for an update from all of our discussions this past week. I'm confident this covers everything but anything else you need to know let me know.

Thanks

[REDACTED]

**Berthing Trials**

- MV Pentalina conducted berthing trials between 14-16 June across three main routes: Arran, Mull, and Islay.
- The trials have confirmed that the vessel will be able to operate on the Arran service between Ardrossan (Irish Berth) and Brodick Linkspan. However, observation of MV Pentalina suggests she is slightly less powerful than expected which was reinforced by the attempted but abandoned trials to the Brodick East Berth due to weather. We therefore anticipate she will have a 20-knot limit wind limit when operating to Ardrossan.
- The vessel is able to operate on the Mull service but will be restricted to using No 2 berth in Oban. Modifications to the ramp are necessary to optimise fit at both Oban No 2 and Craignure. The trial also confirmed that whilst modifications could be considered to allow operations to Oban No 1 berth, this would result in insufficient manoeuvring space being available for commercial vehicles during loading operations which would prohibit CV carriage.
- The trials have also confirmed that the vessel will not be able to deliver the Islay service. The vessel was unable to land her ramp at any of the berths on Kennacraig and Port Ellen.

- Unfortunately, there was insufficient time to complete trials on Ullapool-Stornoway however we are reasonably confident from the desktop assessment carried out that she will be able to deliver a service on that route.

### **Proposed Deployment and Service Offering**

- Summer
  - Current intentions would see MV Pentalina being deployed on Ardrossan-Brodick in the summer delivering 1-2 additional scheduled sailings each day from Thursday to Sundays. The vessel will also be available to provide additional unscheduled services as may be needed to accommodate backlogs in traffic whether due to cancellations to other services, or influx of visitors to the island due to good weather or local events.
  - It is also intended that MV Pentalina would be deployed to provide additional services towards the end of this summer period and the beginning of next summer when the route normally reduces to a single vessel service. This has been a long-standing aspiration of the community due to the demand pressures that are usually experienced at these times.
- Winter
  - The current intention is to deploy the vessel on Oban-Craignure in the winter.
  - Whilst it was broadly considered that MV Pentalina would allow an island-focused service to be delivered, which has been a long-standing community aspiration for some 6+ years, given the constraints around the vessel's maximum operating day coupled with the restrictions in berth compatibility at Oban along with berth availability, it is unlikely that she could deliver even close to a normal level of service. For reference Oban-Craignure normally receives 35 returns in winter, reduced to 31 during Covid – MV Pentalina would see a reduction to just 22 returns.
  - As such it is now intended that the vessel will deliver an additional sailing leaving Craignure in the morning and returning from Oban late in the evening, to still provide an island-focused service without reducing capacity. This is on the basis that there may be occasions where MV Pentalina is required to be deployed to Oban-Craignure for relief which may see a temporary reduction in services.
  - This approach would still see an additional vessel being made available within the fleet to provide more resilience than available currently.
- Additional Overhaul Support

It had been hoped that the vessel would provide some additional opportunity to extend some of the existing vessels' overhaul periods that would allow additional resilience works to be carried out. It is now evident that any use of MV Pentalina to provide additional support to extend overhaul periods would be at the significant cost of capacity on the Mull service. However, whilst she is unable to provide the support that would allow overhauls to be extended, she would still provide additional resilience benefits during the overhaul period, in the form of additional tonnage that could be called upon in the event of delays or vessel breakdowns.

### **Consultation**

- CalMac met with the Arran Ferry Committee (AFC) on 14 June 2021 to discuss potential proposals for deployment of MV Pentalina. Constructive discussions took place with general recognition that any additional sailings would be welcomed. CalMac will shortly issue proposed timetables for consultation and feedback.
- CalMac has also been in discussion with Mull and Iona Ferry Committee (MIFC) regarding potential service offerings and intends to meet w/c 21 June 2021 to discuss these in more detail.

- CalMac intends to meet with MSPs Kenneth Gibson, Jenni Minto, and Alasdair Allan to discuss deployment options. Contact has still to be arranged.

### **Union Engagement**

- Server
  - CalMac met with trade unions (TUs) RMT and Nautilus 11 June 2021 to discuss outline proposals. The key area of concern remained to be the issue around the removed section of the galley, which the RMT had raised directly with the MCA.
  - On further investigation, Pentland Ferries confirmed to CalMac that a section of the galley had indeed been removed in 2015 but had received full MCA approval along with subsequent annual certification for safety.
  - CalMac were advised that the MCA visited the vessel during berthing trials to carry out an inspection of the galley in response to the concerns raised. We have since been advised via Pentland Ferries that following the inspection, the MCA are requesting that the section of the galley is re-instated.
  - Pentland Ferries have confirmed they will reinstate the section of the galley as required by the MCA prior to any charter to CalMac.
- Terms and Conditions
  - The TUs also continued to raise concern regarding the differential in terms and conditions between Pentland Ferries and CalMac crew. CalMac confirmed any discussion on Pentland Ferries crew terms and conditions would need to be raised with them. However, as a minimum as part of the charterparty we intend to specify that all crew must be paid at least National Living Wage Accreditation rate. Pentland Ferries have confirmed crew are paid at least this rate.

### **Charterparty Agreements**

- Agreement has been reached between CalMac and Pentland Ferries on high level Heads of Terms for the charterparty. These are now being translated into the standard BIMCO charterparty agreement. We are currently aiming for a contract completion date of 25 June 2021.

### **Mobilisation**

- Although the charterparty agreement is not yet complete, CalMac have been carrying out mobilisation activities where possible to reduce any lead time in service start date. We are currently planning to commence recruitment for the service-based staff and are also preparing our network and other operational protocols that will be required.

### **Communication and Stakeholder Engagement**

- Focus is now needed on the communication and stakeholder engagement plan. As expected there has been significant press interest and it is essential that community expectations are managed whilst still celebrating the positive story. The next key milestone for communication is around the date of contract signing.
- CalMac will prepare a communication plan and share with Transport Scotland for discussion.

[Redacted]

**[Redacted]**

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP

E: [Redacted] M: [Redacted]

**From:** [Redacted]>  
**Sent:** 18 June 2021 11:13  
**To:** [Redacted]>; [Redacted]; [Redacted]>  
**Cc:** [Redacted]>; Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>; [Redacted]  
**Subject:** RE: CalMac/TS Catch up

Thanks [Redacted],

That'd be great, I'll then put something to the Minister later in the afternoon.

Are you expecting any further press interest this weekend? Just in case, I'll refresh our lines from last week.

[Redacted]

---

**[Redacted] Ferries Unit – Aviation, Maritime, Freight & Canals**

T: [Redacted]  
M: [Redacted]

**From:** [Redacted]>  
**Sent:** 18 June 2021 11:07  
**To:** [Redacted]; [Redacted]>; [Redacted]>  
**Cc:** [Redacted]; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>; [Redacted]  
**Subject:** RE: CalMac/TS Catch up

Hi [Redacted],

We should hopefully have the report with you by 1pm today. Hope that's ok.

Thanks  
[Redacted]

[Redacted]  
[Redacted]

CalMac Ferries Ltd, Ferry Terminal, Gourock, PA19 1QP  
E: [Redacted] M: [Redacted]

**From:** [Redacted]>  
**Sent:** 18 June 2021 11:06  
**To:** [Redacted]; [Redacted]>  
**Cc:** [Redacted]>; [Redacted]; Chris Wilcock <[chris.wilcock@transport.gov.scot](mailto:chris.wilcock@transport.gov.scot)>; [Redacted]  
**Subject:** RE: CalMac/TS Catch up

Thanks [Redacted],

That's fine by me.

Not to add pressure but just to help with my planning, do you know roughly when today the written report will be ready?

Thanks, [Redacted]

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[Redacted]  
**Ferries Unit – Aviation, Maritime, Freight & Canals**  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted] >  
**Sent:** 18 June 2021 09:42  
**To:** [Redacted] >; [Redacted] >  
**Cc:** [Redacted]; [Redacted]; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Subject:** RE: CalMac/TS Catch up

Morning [Redacted]

Okay with me, thanks.

[Redacted]



[Redacted]  
[Redacted]  
**Ferries Unit – Aviation, Maritime, Freight & Canals**  
☎ [Redacted]

[Redacted].

**From:** [Redacted] >  
**Sent:** 18 June 2021 09:00  
**To:** [Redacted]; [Redacted] >  
**Cc:** [Redacted]; [Redacted] >; Wilcock C (Chris) <[Chris.Wilcock@transport.gov.scot](mailto:Chris.Wilcock@transport.gov.scot)>  
**Subject:** RE: CalMac/TS Catch up

[Redacted] / [Redacted],

Given [Redacted] and Chris both off today and we had a catch up last night – unless anything significant changes on Pentalina, suggest we cancel today's 1pm meeting (unless either of you have anything else urgent to discuss?). [Redacted] is working on the written update promised on Pentland which will be with you today.

Thanks  
[Redacted]

[Redacted] [Redacted]  
CalMac Ferries Ltd  
Phone: [Redacted]  
Mobile: [Redacted]

-----Original Appointment-----

**From:** [Redacted] >  
**Sent:** 26 February 2021 10:47  
**To:** [Redacted] [Redacted]; [Redacted]; [Redacted] [Redacted]; [Redacted]

**Subject:** CalMac/TS Catch up

**When:** 18 June 2021 13:00-13:30 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

**Where:** Microsoft Teams Meeting

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[Redacted],

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Hebridean & Clyde Ferries

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