DAVID TYDEMAN

[Redacted]

Tel: Mobile [Redacted] Private email: [Redacted]

Sept '18 to Feb '20 ***Chairman, Fairline Yachts***

A 50 year-old, well established British brand in the power boat sector, globally known – a B2B business and with new Russian based investors since early 2016 following collapse into Administration 2015. Remit as Exec Chairman to change operations to get the company on a path to profit. I recruited a new Executive Team, which raised new finance and then handed over exec duties to a new COO in August '19. I moved to Non-Exec Chairman as part of this planned handover with one of the active shareholders taking over the Chairman role in 2020.

Nov '08 – '18 **Group Chief Executive – Oyster Yachts**

Globally known British builders of exclusive, luxurious sailing yachts priced from ~£1m to £15m. Each yacht built to order for discerning high net worth clients and each build managed as a separate project to tightly controlled time, profit and cash targets over 12-36 months.

During my tenure, I led the sales team, signing ~150 contracts totalling ~£350m and developed/implemented a successful post-financial crisis recovery plan. We insourced production from contractors, reduced overheads by ~30% and financially restructured. We moved from a leveraged debt p/e structure eventually selling to a British entrepreneur. I led the new product development team financing a ~£15m capex programme - for 7 new models from 56ft to 118ft - from trading profits.

I have been credited with lifting the brand 'from a Land-Rover to a Bentley'.

2006 – 2008 **CEO (EVP) £1bn t/o, Building Division, Skanska Plc**

Recruited personally by the UK CEO to lead a strategic review and a re-organisation to facilitate an ambitious expansion plan to develop a regional local contracting base. Bidding for major projects around the UK had been historically difficult without good local supply chain relationships. Within this, the plans changed after my forensic review of the £2.5bn PFI portfolio of hospitals and schools (that I'd taken on in the building division) revealed embedded profit issues.

This led to the head of Skanska Financial Investments leaving, a profits warning for the Swedish parent company and the expansion plans being abandoned. The job I was recruited for disappeared and running Oyster was an exciting alternative.

2003 – 2006 **COO, £1bn t/o, Morrison Plc & Exec member AWG Plc**

Recruited personally by the CEO (after he left Railtrack) to lead a strategic review as part of his plans to simplify AWG and de-list. The review concluded the Morrison Plc companies needed re-organising and selling. As COO I led the operations through this process - Morrison Construction was sold to Galliford Try, Morrison Utilities to private equity, some smaller businesses disposed of. This lifted the 2003 market value of ~£700m/~£5 share price with AWG sold to the Osprey Consortium for ~£2.25bn/ ~£16/share in 2006.

2000 – 2003 **Vice president, Cap Gemini, Strategic consultancy**

Leading the infrastructure practice, we provided strategic consultancy to Railtrack, Network Rail, the London PPP's Metronet & Tubelines and the UK construction companies in the supply chain. Key issues were the contracting structures, data & control systems and post Hatfield accountability. The Railtrack/Network rail project charged ~£20m in fees and was one of the best contracts for Cap Gemini in 2002.

1997 – 2000 **Director, Vickers Marine Division (became Rolls-Royce Marine)**

I led the global technical support and services business across the division supporting ~20,000 vessels using the divisions' OEM components – winches, propulsion systems, stabilisers, engines etc. These operations involved 1000 engineers in 36 offices in 23 countries and were the cash and profit generator for the division focused around relationships and long-term service contracts with ship owners and operators. I ran the operation through 5 regions with a senior manager for each part.

1989 – 1997 **Other roles**

- Managing Director, Beneteau UK '89 to '92; UK subsidiary of world's largest boat builder.
- Own business '93 to '95 – I bought the license for Europe for a new racing yacht in '93 – the Melges 24 – which had just been introduced in the USA as a spin-off from the '92 America's Cup. We built over 100 yachts and I sold the business in '95.
- Head of Rule Development – American Bureau of Shipping '96-97

1980 – 1988 **Shipbuilding and Offshore Industry projects**

Technical, Compliance roles in major projects:

- Lloyds Surveyor – '76-79 (training programme) + Govan Shipbuilding '80-81
- Occidental - Piper Alpha & Claymore Offshore Platforms '82-88
- British Gas - Morecambe Bay development – '83-84
- Hamilton Brothers - Duncan and Esmond North Sea projects '84-88

Personal & other interests/activities

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Education & Qualifications

MBA '94-99, Henley Management College,
Dissertation on national cultural differences affecting global business operations

Diploma in Marketing, '95, Member CIM '99.

BSc Hons (1st Class) Naval Architecture, Southampton University '73-76, (C.Eng - MRINA, MIMarE - in '80's, now lapsed)

MINISTERIAL ENGAGEMENT BRIEFING: IVAN McKEE

Engagement title		Meeting with David Tydeman
Engagement timings		4 November 2021 15:50-16:00 Pre-meeting with Alistair Mackenzie (FMPG Chairman) 16:00-16:30 Meeting with David Tydeman
Organisation		Ferguson Marine (Port Glasgow) Ltd
Venue and full address		Microsoft Teams
Background/Purpose (including invitation history)		Mr McKee to meet with preferred FMPG CEO candidate David Tydeman
Meeting attendees		Mo Rooney – SCID Deputy Director Alistair Mackenzie – FMPG Chairman David Tydeman – FMPG CEO Candidate
Official support and mobile number		Mo Rooney – SCID Deputy Director - [Redacted]

Briefing contents **Annex A** – *Background* **Annex B** – David Tydeman CV (sent separately)

ANNEX A

BACKGROUND

CEO recruitment process

Odgers Berndtson were tasked, as part of the recruitment service delivery for FMPG, to provide detail on market/sector remuneration basis and benchmark the vacant position at FMPG. The search to find a new Chief Executive for Ferguson Marine Port Glasgow (FMPG) was far-reaching, broad, and deep in terms of numbers of individuals identified and approached, the sectors covered and the different regions of the UK and worldwide covered.

194 individuals were identified from global market mapping and verified. 48 were approached under NDA, with 34 returning signed NDAs and were briefed on the role. 21 potential candidates further engaged in the detailed briefing and screening discussions. 9 of which were subsequently interviewed and assessed by Odgers Berndtson. 2 candidates were then put forward for interview by the FMPG Chair.

In addition, the Chair of the FMPG Board has direct and recent (March 2021) experience in recruiting a Chief Executive Officer into a different sector but reasonably comparable organisation. The remuneration concluded in that particular exercise was generally in the upper quartile of the benchmark presented by Odgers Berndtson.

Recommended remuneration

It is recommended that in order to secure a suitably qualified individual to the role as Chief Executive Officer at FMPG that the following remuneration basis is agreed.

[Redacted]

News release
[**16 December 2021 - tbc**]

FERGUSON MARINE APPOINTS NEW CHIEF EXECUTIVE OFFICER

-New chief returns to shipbuilding on the Clyde where his 40-year career began-

Ferguson Marine (Port Glasgow) has appointed a new chief executive officer to lead the business to sustainable growth. David Tydeman will take up the helm at Ferguson Marine on 1 February 2022.

With a career spanning four decades, David brings a wealth of industry and senior leadership experience covering shipbuilding, offshore projects, capital infrastructure, and mergers, acquisitions and turnaround operations. His appointment at the Port Glasgow shipyard will see him return to shipbuilding on the Clyde; David started his career as a Lloyds Register surveyor at a Govan shipyard after graduating as a naval architect at Southampton University in 1976. He also has an MBA from Henley Management College.

David spent 20 years in the marine, shipbuilding and offshore industries, including roles at Occidental; the American Bureau of Shipping; and Vickers Marine (now Rolls-Royce Marine) as director of global technical support and services for around 20,000 vessels.

From 2000, David secured a series of strategic leadership and executive management roles, including vice president at Cap Gemini, working on Network Rail's acquisition of Railtrack; chief operating officer at AWG plc, leading on the sale of Morrison plc businesses; and CEO (building division) at Skanska, where he managed complex PFI contracts for schools and hospitals.

Between 2008 and 2018, David was group chief executive at Oyster Yachts, a British, globally known designer and builder of luxury yachts. He secured around 150 contracts worth £350 million, steered the company through two periods of private equity ownership, and is credited with building a stronger, more prestige brand. He then spent 18 months as chairman at Fairline Yachts, a British manufacturer of luxury motor yachts, and fulfilled a remit to appoint a new executive team and put the company on a path to profit. Since then, David has been providing consultancy services for several luxury yacht construction projects.

David was appointed following an extensive recruitment process, which was managed by Odgers Berndtson in partnership with the Ferguson Marine Board and involved an international search for candidates.

Ferguson Marine turnaround director, Tim Hair, who has led the business since August 2019 and implemented a major transformation programme, will depart in February 2022 following a short handover period.

Alistair Mackenzie, Chairman of the Board at Ferguson Marine (Port Glasgow), said:

"It is the right time to welcome a permanent and longer-term leader. David will be responsible for continuing to roll-out the ongoing turnaround plan, deliver the dual fuel ferries project, win new vessel orders and drive sustainable growth and expansion. He has a unique blend of shipbuilding, capital project and business change knowledge and experience at an executive level, which we believe is vital to securing a sustainable future for the shipyard. He also brings strong leadership skills and a proven track record of managing complex situations.

"The Board and wider team at Ferguson Marine extend our thanks to Tim Hair for his leadership, expertise and commitment over the past two years. It has been challenging, not least because of a global pandemic, but he has implemented a series of important changes, systems and controls and built an experienced and skilled team to strengthen the business and establish a solid footing for growth.

"A new CEO for the business is a positive and confident step towards a successful future, and we look forward to working with David to further rebuild the shipyard."

Ends

Issued by Clark on behalf of Ferguson Marine (Port Glasgow) Ltd. For further information, contact:
Angela Hughes angela@clarkcommunications.co.uk 07970 184 198

Notes to Editors

- Image attached: David Tydeman
- The shipyard is wholly owned by Scottish Ministers. It was taken into public ownership in December 2019.

www.fergusonmarine.com

[Redacted]
Strategic Commercial Interventions Division
8 December 2021

Cabinet Secretary for Finance and the Economy

Ferguson Marine Port Glasgow CEO Recruitment and Remuneration Package

Purpose

1. To update you on the recruitment process and remuneration package for the Chief Executive Officer (CEO) of Ferguson Marine Port Glasgow (FMPG).

Priority

2. Immediate

3. The Board have appointed David Tydeman. Mr Tydeman has extensive experience, he started his career as a Lloyds Surveyor in Govan shipyard on the Clyde after graduating as a Naval Architect at Southampton University. Joining Ferguson as CEO brings together David's solid experience in capital projects, shipbuilding, and complex turnarounds. A biography is attached for information at **Annex A**.

Background

4. Over the last few months, the FMPG Board, led by the Chair, have sensitively taken forward the recruitment of a permanent CEO to replace the current Turnaround Director, Tim Hair.

5. The Chair employed recruitment consultant's Odgers Berndtson. They were tasked to provide detail on market/sector remuneration basis and benchmark the vacant position at FMPG. The search to find a new Chief Executive for FMPG was far-reaching, broad, and deep in terms of numbers of individuals identified and approached, the sectors covered and the different regions of the UK and worldwide covered. Officials are mindful that of the 48 people approached, all were male and none were female. This is an unfortunate reality of the Shipbuilidng sector, that those with the relevant skill set and experience are overwhelmingly men. Since the Scottish Government took control of the yard the diversity of the senior management team has improved, with several high level posts now being filled by women.

6. 194 individuals were identified from global market mapping, the mapping exercise covered 25 different sectors, including Shipbuilding, Aviation, Defence, Manufacturing and Engineering. 48 were approached under NDA, with 34 returning signed NDAs and were briefed on the role. 21 potential candidates further engaged in the detailed briefing and screening discussions. Nine of which were subsequently interviewed and assessed by Odgers Berndtson. Two candidates were then put forward for interview by a panel including the FMPG Chair.

Remuneration Package

7. Odgers Berndtson's advice was that to secure a suitably qualified candidate for the role of CEO at FMPG a suitable commercial remuneration package was required. The Chair created the following package as a starting point for negotiations.

[Redacted]

8. After the negotiations between the FMPG Chair and Mr Tydeman, the following remuneration package was contractually committed with Mr Tydeman:

Element	Amount
Base Salary	£205k

[Redacted]

9. FMPG operates as a commercial shipyard, albeit one which is owned by a public sector organisation. The appointment of the CEO is therefore a commercial appointment, which may not align with Public Sector Pay Policy (PSPP) but remains within the CEO framework.

10. The elements of the remuneration package such as car allowance, relocation allowance, bonus arrangements, life insurance or other health benefits were

recommended in the Odgers Berndtson report and for an appointment of this kind are expected. The pension arrangements are in line with private sector norms for a role of this kind.

11. Throughout the process officials have looked at the total reward package, not the size of individual elements, the distribution of rewards amongst all the elements of the package is less important.

12. The Chair, in consultation with the FMPG Board as a whole, will assess the performance of the CEO on a continuous basis. They are also responsible for undertaking an annual appraisal of the CEO and will develop KPI's to guide this. The CEO's relationship with the Chair is a key influence on Board effectiveness and they should advise the Board on the discharge of their responsibilities as set out in FMPG Framework Document and in any other relevant instructions and guidance issued by the Scottish Ministers or Strategic Commercial Interventions Division (SCID).

13. Ivan McKee, Minster for Business, Trade, Tourism & Enterprise met with Mr Tydeman on 4 November 2021. Mr McKee had a good conversation with him where he learned more about his background and experience. The Minster was content that the FMPG Chair proceeded with the appointment process.

Affordability

14. The remuneration package is substantially lower than the current package the Turnaround Director receives (circa £2.5k per day plus expenses). The Turnaround Directors position was a temporary highly specialised role that required senior level experience and solid track record of transforming struggling businesses. It is the natural progression at this stage in the turnaround of FMPG to move to a permanent CEO. Recruiting a new CEO on a fraction of the cost is a presentational advantage. However officials are conscious that the position of FMPG CEO carries a very high level of press scrutiny, which is another reason for recruiting a robust candidate.

15. For comparison, The Chief Financial Officer (CFO) at FMPG is currently paid around £120k plus benefits and is the highest paid in the senior management team out with the Turnaround Director.

Scottish Government Remuneration Group

16. On 27 February 2020, SCID submitted a paper to the Remuneration Group (RG) proposing to exempt FMPG from being subject to public sector pay policy.

17. On 2 March 2020, the Remuneration Group advised they were content to support SCID's recommendation that it was not appropriate to apply PSPP to FMPG at this stage. However, this position may change following future decisions by Ministers on the longer term status of the organisation. The Group recommended that FMPG should maintain regular dialogue with Finance Pay Policy on any pay proposals, with an expectation that these will be broadly consistent with the provisions of PSPP.

18. In line with this recommendation, officials in SCID have been liaising with the RG in relation to the CEO's remuneration package and on 2 December 2021 they signed off the package. The RG agreed the proposal is reasonable and has been informed by a robust market analysis. The appointment may generate media and public interest, which means it is vital to get the right person but also means their financial package will be subject to heightened scrutiny. The RG's response is attached at **Annex B** as per their request.

Next steps

19. It is for the FMPG Board to announce the recruitment of the new CEO in due course. The Chair's current plan is to announce Mr Tydeman's appointment on 16 December to be followed by Mr Tydeman visiting the yard on 17 December. However, the Chair is also aware of Cabinet secretary's plan to visit on 15 December and is happy to co-ordinate if preferred.

20. The chair's has confirmed that Mr Tydeman will take up the appointment on **1 February 2021.** Any publicity would be co-ordinated with SG Communications. FMPG's press team have a draft media release standing by.

Conclusion

21. Grateful if Cabinet Secretary could note the information above and feed back any views on the announcement and visit.

[Redacted]
Strategic Commercial Interventions Division
8 December 2021

Copy List:	For Action	For Comments	For Information Portfolio Interest	For Information Constit Interest	For Information General Awareness
Cabinet Secretary for Finance and Economy	X				
Minister for Transport			X		
Minister for Business, Trade, Tourism and Enterprise					X

DG Economy
Chief Executive Transport Scotland
Reuben Aitken
Mo Rooney
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
Frances Pacitti
[Redacted]
[Redacted]
[Redacted]
[Redacted]
Leanne Dobson
John MacFarlane
Kate Higgins
[Redacted]
[Redacted]
Comms Finance and Economy
Press Transport Scotland
Finance Pay Policy

ANNEX A

David Tydeman Biography

1. David Tydeman started his career as a Lloyds Surveyor in Govan shipyard on the Clyde after graduating as a Naval Architect at Southampton University. He developed his interest in the Safety and Certification agenda with 10 years in the North Sea Offshore industry, working for Occidental, British Gas and Hamilton brothers based mainly in Aberdeen and Invergordon. This period strengthened David's passion for Scotland and his love of being out in the wilds – both on-land and at sea.

2. He was a regular visitor to the Piper Alpha platform during his time with Occidental and the tragic accident with that platform strengthened his focus on safe design and safe working practices. He went on to join American Bureau of shipping as part of the technical rule development team before joining the executive team of Vickers Marine with responsibility for worldwide after-sales support for nearly 20,000 vessels which had equipment on board supplied by the manufacturing operations of Vickers Marine.

3. As part of the acquisition team in Vickers buying the Ulstein Group in 1999 and then part of the senior team merging the Vickers-Ulstein operations with Rolls-Royce Marines operations in 2000, David started to strengthen his experience in mergers, acquisitions, and turnaround operations. Joining Cap Gemini's strategic consultancy operations in 2001, David had his first experience with the public sector, becoming a lead advisor to the main board of Railtrack and the senior teams in Metronet and Tubelines. Helping the transition of Railtrack into Network Rail and being part of the teams solving the strategic issues in the London Underground PPP's, David established himself as safe pair of hands in complex situations.

4. Encouraged by the ex-COO of Railtrack to join his executive team as he took on the CEO role at AWG Plc in 2003, David took on the task of selling the Morrison plc Construction, Utility and facilities management businesses within AWG to private equity and other commercial partners, moving with this to join Skanska Plc in 2007. Solving some complex Pfi contracts for schools and new large hospitals within Skanska consolidated Davids focus on capital projects and their long-term financing structures.

5. An enthusiastic sailor since childhood, David has raced offshore, in Superyacht events and in Corinthian events like Cowes week, and this passion led him to take on the CEO role of Oyster yachts in 2008. Credited with steering this company well through two periods of private equity ownership over the next decade and evolving the business from its earlier days run hands-on by the founder into a more structured operation, David also launched the Oyster World Rally in 2013 which positioned the company more firmly as a global brand.

6. Joining Ferguson as CEO brings together David's solid experience in capital projects, shipbuilding, and complex turnarounds. Being back where he started on the Clyde is an added benefit. David's CV can be shared upon request.

ANNEX B

OFFICIAL SENSITIVE - Remuneration Gro

Remuneration Group Sign Off Letter

REQUEST TO CONSIDER THE PROPOSED REMUNERATION PACKAGE FOR CHIEF EXECUTIVE AT FERGUSON MARINE (PORT GLASGOW) LTD

1. Thank you for your submission of 5 November 2021 (RG(21)25). The Remuneration Group considered the proposed remuneration package for Chief Executive at Ferguson Marine (Port Glasgow) Ltd (FMPG) in correspondence.

2. Remuneration Group agree the the proposal is reasonable and has been informed by a robust market analysis. The appointment may generate media and public interest, which means it is vital to get the right person but also means their financial package will be subject to heightened scrutiny. Remuneration Group therefore requests the following comments are addressed in your Ministerial submission.

3. The Group noted a total reward approach has been taken in defining the value of the remuneration package. However, relative to the average car allowance set out in the Odger's report, the proposed car allowance is significantly larger. Additionally, the Odger's report indicated fewer than 15% of the sample received this benefit. Your Ministerial submission should therefore explain the rationale behind both the presence and scale of the allowance.

4. The Odgers report recommends both an annual "operational KPI" linked bonus payment at 30% of base pay, as well as a long term incentive plan arrangement. It is not clear from your paper whether the proposed package is one of: a 30% annual bonus subject to KPIs only; a 30% LTI bonus linked to strategic KPIs / defined milestones only; or both. Additionally, it is not clear if the 30% forms a range to reflect variable performance, and if it is, what the upper limit of out-performance would be. It would be helpful to have some further clarity on this point covered in your submission, so that Ministers are clear on the totality of the proposed performance bonus arrangements.

5. Remuneration Group also recommend your submission should provide more detail on the KPI targets themselves to be met to qualify for the bonus payment.

6. The Odger's report details that four of the initial 194 people identified were female, but of the 48 people then approached, all were male and none female which raises potential diversity and equal opportunity concerns. Ministers should be assured that the sponsor area have asked for and received an explanation for the heavily skewed gender profile of candidates, and are satisfied with the reasons given.

7. In conclusion, the Group was content that a further submission should be presented to Ministers for their consideration and request that these comments are reflected in that submission. Finally, the Group requests that this response is annexed to the final Ministerial submission and that the submission should be copied to both the Cabinet Secretary for Finance and the Economy and the Finance Pay Policy Team.

From:	[Redacted]
To:	Cabinet Secretary for Finance and Economy; Minister for Business, Trade, Tourism & Enterprise
Cc:	McCaig C (Callum); Ingebrigtsen R (Ross); Nicolson S (Stuart) (Special Adviser); Mackintosh E (Emily); [Redacted] ; [Redacted] [Redacted]); Rooney M (Maureen); [Redacted]); Communications Finance & Economy; [Redacted] (Comms)
Subject:	FOR CLEARANCE: Quote to welcome new Ferguson Marine CEO
Date:	Wednesday, 15 December 2021 14:57:00
Attachments:	NEWS RELEASE new CEO appointment.docx

PO/Cab Sec,

As Cab Sec is aware Ferguson Marine will be announcing a new CEO tomorrow. The attached news release is due to issue at 15:00 tomorrow after staff are told.

We have agreed the following quote for inclusion in the Ferguson Marine news release. We have also drafted lines to take on reactive issues which we may face queries on after this announcement is made.

Grateful if Ms Forbes can consider the quote and reactive lines and clear if content.

Thanks
[Redacted]

Economy Secretary Kate Forbes said:

"Appointing a permanent CEO is an important milestone for Ferguson Marine and reflects the progress made since the Scottish Government stepped in to save the yard and the jobs. David Tydeman brings four decades of industry experience and senior leadership to Fergusons and will be key to securing our long term ambitions for the yard.

"I want to thank Tim Hair who, alongside his team, have worked tirelessly to turn Fergusons around by ensuring the yard is fit for purpose, is working to complete the vessels and win future contracts, and who has helped set Fergusons on that long term path towards securing a sustainable future."

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Communications Team Leader for Finance and Economy

The Scottish Government, St Andrew's House, Edinburgh

e: [Redacted] @gov.scot

m: [Redacted]

@ScotGovEconomy

www.gov.scot/news

From: [Redacted]
Sent: Thursday, 04 November 2021 15:27
To: [Redacted] @gov.scot>; Minister for Business, Trade, Tourism & Enterprise <[Redacted] @gov.scot>
Cc: Rooney M (Maureen) <[Redacted] @gov.scot>; [Redacted] <[Redacted] @gov.scot>; [Redacted] @gov.scot>; Aitken R (Reuben) [Redacted] @gov.scot>; Dobson L (Leanne) <[Redacted] @gov.scot>; Higgins K (Kate) <[Redacted] @gov.scot>
Subject: RE: Briefing for Mr McKee meeting with David Tydeman

Private Office,

Please also find attached the preferred candidates CV and some further background from the Chair below.

In terms of process the candidate was first identified by our appointed executive search specialists (Odgers Berndston), contacted to establish if "any interest", interviewed by executive search specialist and committed under formal NDA. Following that process recommended to FMPG as worthy of consideration – short list candidate.

Candidates interviewed by 4 person FMPG Non-Executives selection panel (Chairman, 2 x shipbuilding experienced, 1 x recruitment/HR specialist}. Candidates were interviewed twice. First interview done virtually with formal, structured questions set. Second interview in-person, more informal and with 'open' format allowing interrogation of specific areas of interest (potential strengths/weaknesses).

The preferred candidate was the unanimous choice of the selection panel. As an interesting aside after first interview it was 3 to 1 in favour of that candidate (me being the 1 albeit that was by a narrow margin). The information gathered in second interview (including cultural fit, inter-personal skills, vision for future etc) reversed my opinion and it became 4 to 0 – unanimous.

Thanks

[Red

From: [Redacted] @gov.scot>
Sent: Thursday, 04 November 2021 15:00

To: Minister for Business, Trade, Tourism & Enterprise <MinisterBTTE@gov.scot>
Cc: [Redacted] @gov.scot>; Rooney M (Maureen) <[Redacted] @gov.scot>; [Redacted] @gov.scot>; [Redacted] @gov.scot>; Aitken R (Reuben) <[Redacted] @gov.scot>; Dobson L (Leanne) <[Redacted] @gov.scot>; Higgins K (Kate) <[Redacted] @gov.scot>
Subject: Briefing for Mr McKee meeting with David Tydeman

To whom it may concern,

Please find attached a briefing regarding Mr McKee's meeting with David Tydeman.

The Chair has been at in person back to back meetings all day, so he has not been able to share as much detail for the briefing as we would have liked. We hope to be able to send up the candidates CV before the meeting begins.

Please let me know if you require any further details.

Best,
[Red

[Redacted] | Finance and Business Support Officer
Strategic Commercial Interventions Division
Scottish Government

E: [Redacted] @gov.scot

From: Alistair Mackenzie <[Redacted] @fergusonmarine.com>
Sent: 03 November 2021 16:20
To: [Redacted] @odgersberndtson.com>
Cc: Minister for Business, Trade, Tourism & Enterprise <[Redacted] @gov.scot>; Alistair <[Redacted] >; Rooney M (Maureen) <[Redacted] @gov.scot>
Subject: Meeting Mr Ivan McKee/David Tydeman

[Red ,

I am hoping that [Redacted] will have briefed you. We have a request for Mr Ivan McKee, Minister for Business, Trade, Tourism and Enterprise (Scottish Government) to have a meeting (I anticipate 30 minutes) via MS Teams with David Tydeman. Can you please liaise with Mr Mckee's private office (copied in this email) and arrange a mutually convenient date and time slot for that meeting to take place.

Please also keep me appraised of the meeting date/time and, subject to confirmation, I might also sit in as an observer in that meeting.

Regards,
Alistair Mackenzie
Chair, Ferguson Marine (Port Glasgow) Lts.

> On 3 Nov 2021, at 13:41, [Redacted] @gov.scot wrote:
>
> Private Office, Alistair,
> Email to ensure you both have necessary contact details.
> Mo.
> **Mo Rooney** (she/her)
> Deputy Director, Strategic Commercial Interventions Division
> Scottish Government
> 4th floor, Atlantic Quay
> 150 Broomielaw, Glasgow
> [Redacted]
> I am working from home, contactable by email, on my mobile, and on Teams.
>
>