

Serco NorthLink Ferries  
 Dry dock 2022  
 Impact of proposal 18 October

	Timetable alterations fuel impact verses existing fuel plan		Ship berthing dues costs impact on timetable changes CY2	Total fuel and harbour dues impact
Vessel:	CY2	Comments		
Hjal tland	[redacted]	Additional fuel for extra Kirkwall calls and timetable amendments	[redacted]	[redacted]
Hrossey	[redacted]	Additional fuel for extra Kirkwall calls and timetable amendments	[redacted]	[redacted]
Hamnavoe	[redacted]	Additional fuel for timetable amendments verses existing fuel plan	[redacted]	[redacted]
Hil dasay & Helliar	[redacted]	Net additional fuel for freighters on timeable changes plus removal of pentland firth cover	[redacted]	[redacted]
	[redacted]		[redacted]	[redacted]
<b>Notes</b>				

**From:** [redacted]  
**Sent:** 27 July 2021 09:02  
**To:** [redacted]  
**Subject:** FW: Ministerial Correspondence MV Arrow

Morning [redacted] ,

[redacted]

Regards,  
[redacted]

**From:** [redacted],  
**Sent:** 26 July 2021 15:10  
**To:** [redacted],  
**Cc:** [redacted],  
**Subject:** [redacted],

Hi [redacted],

[redacted]

[redacted]

[redacted]:

- [redacted].
- [redacted]
- [redacted]
- Any other information you think would be useful for the response. Our broker is well aware of our requirements for a charter vessel (both for potential dry-dock and livestock season cover) and, in addition to our regular call, he would highlight to us immediately should a vessel come on the market that may be potentially suitable. He is continuing to scour the market.

If you require any further information, please let me know.

Thanks,  
[redacted]

[redacted]

[redacted]

Ferries Unit  
Aviation, Maritime, Freight and Canals



Transport Scotland, the national transport agency  
*Còmh dhail Alba, buidheann nàiseanta na còmh dhail*

\*Our logo may not display properly on some computer systems

**From:** [redacted] >  
**Sent:** 17 September 2021 14:49  
**To:** [redacted] >  
**Cc:** [redacted] >; [redacted] >  
**Subject:** RE: Vessel DD dates

Good afternoon [redacted]

It was good to meet you and team also.

[redacted] has been in discussion with the yard about the proposed dates and as far as I'm aware we are just awaiting confirmation. [redacted] is off today but I will pick this up with him on Monday and see if they have replied yet.

[redacted]  
[redacted]

**Serco NorthLink Ferries**

Jamieson Quay  
Aberdeen, AB11 5NP

**From:** [redacted] >  
**Sent:** 17 September 2021 13:52  
**To:** [redacted] >  
**Cc:** [redacted] ; [redacted]  
**Subject:** Vessel DD dates

Hi [redacted] ,

It was good to meet you for the first time yesterday, hopefully we'll be able to meet face to face sometime soon.

In the meantime, I have been asked for the vessel dry dock dates if they have been scheduled yet, can you advise please?

Thanks,

[redacted]

[redacted]  
[redacted]  
Ferries Unit  
Aviation, Maritime, Freight and Canals

**From:** [redacted] >  
**Sent:** 18 October 2021 15:59  
**To:** [redacted] >; [redacted] >  
**Subject:** Dry Docking 2022 - draft timeline and relief timetable proposals

Serco Business

[redacted],

By way of some detail with regard dry dockings in 2022.  
Provisional timings, or stemming as it is known in the industry, as in a ship is stemmed for docking are as under.

Hjaltland has a short docking in 2022, Hrossey should have been the same, but we had both the Helliar impact on 2021 dry docking post the Stromness Harbour grounding and then the non-availability of the [redacted] technicians, so we have two week scheduled docking in '22. Hamnavoe has her scheduled two weeks in refit with a considerable scheme of work tasked as a consequence of the 'Owners enhancement' of the MES facilities on both Port and Starboard Deck 7 contributing an extra 3.5 tons on each side of the vessel plus additional steel work to protect the deployment lines. We can talk you through the actual intricacies of this detail both in advance of the dockings and then in the actual dry dock itself at Rosyth as the works progress, assuming of course CV-19 allows us to attend in dock.

So initial timetable for drydock 2022 looks as follows:

Hjaltland – short docking – with PSSC requiring renewal by 30.03.22

- Complete discharge and proceed to Rosyth 08.01.22
  - Dock pm 08.01.22
  - Dock emptied and cleaned 09.01.22
  - Class and Flag Hull inspection 10.01.22
  - Flood up Wed 12.02.22 – in water PSSC for two days.
  - Light Ship 14.01.22
  - Return to Aberdeen 17:30 15.01.22 post Hrossey departure Northbound

Hamnavoe – two week docking. PSSC requires renewal by 17.03.22

- Complete discharge Stromness last sailing Sunday 30.01.22 and proceed to Rosyth.
  - Dock pm 31.01.22, empty dock, pump out and clean overnight.
  - Fitting of the CMAL asset MES2 additional to dry dock planned works.
  - Two days in water plus PSSC & light ship.
  - Test of MES2 and repack of spare unit one further day.
  - Pick up 06:45 sailing 14.02.22

Hrossey – two week docking for postponed bow visor works - PSSC Renewal due by 24.03.22

- Complete discharge Aberdeen and proceed to Rosyth 26.02.22
  - Dock pm 26.02.22

- Dock emptied and cleaned 27.02.22
- Dock flood up 09.03.22 – in water PSSC for two days
- Light ship 11.03.22
- Return to Aberdeen 17:30 12.03.22 post Hjaltland Northbound departure

You will see that this timetable allows for all PSSC renewals to be completed by 12<sup>th</sup> March, all ahead of 2022 renewal dates, but actually only by a margin of two weeks. PSSC is the 'Passenger Ship Safety Certification' which is a mandatory SOLAS requirement, issued for a period not exceeding 12 months and requires renewal in advance of its annual anniversary.

Ref to Lightship, and a bit of a technical explanation:

For passenger vessels at intervals not exceeding five years, from vessel age 15 years a statutory lightweight survey shall be carried out to verify any changes in lightship displacement and longitudinal centre of gravity (CG). If a change in lightship displacement is found to exceed 2%, or, the longitudinal CG changes by more than 1%, the vessel shall be re-inclined. If alterations are made to a vessel and anticipated deviations exceed the 2% and 1% limits then the vessel shall be re-inclined as well.

As a consequence of dry docking then in 2022 we would seek to operate an amended timetable as follows:

During Hja & Hro dry docking will have the traditional or normal dry dock timetable of one passenger vessel sailing:

North - Sunday, Tuesday, Thursday with no Saturday sailing, unless that is a Saturday on which the sister ship is expected to return ex Dry dock.

South – Monday, Wednesday and Friday.

Kirkwall calls are Thursday and Sunday North and Wednesday and Friday South.

During Hamnavoe dry docking we have generally replaced Hamnavoe with a freighter. In 2022 however Scrabster Port have advised essential engineering works on the QE berth, with a single ram to be replaced on the ramp, second to follow similarly in 2023 on the second ram and again during dry dock. Consequentially we are unable to access Scrabster during the first week of dry dock. Separately, and as you know, we have maintained a strict 'no passenger' approach to both freighters since the start of the Covid-19 pandemic. For this reason we would suggest that the use of a freight vessel, with no passengers serves little meaningful purpose on the Stromness/Scrabster service for the second week of the Hamnavoe dry dock. Re-instating passenger carrying on the freighter would undermine the Covid-19 protection afforded to both Helliar and Hildasay since March 2019, and increase the risk to lifeline services by exposing the freighter crew to potential third party Covid transmission, with all attendant consequences for freight volumes post dry dock.

We would propose that for 2022 Dry Docking of m.v. Hamnavoe that we would timetable a North and South Kirkwall call each evening to maintain a NorthLink Orkney/Aberdeen daily on/off connection. Early dialogue and space allocations to regular Hamnavoe Pentland Firth traffic would enable key hauliers to plan traffic flows accordingly and if programmed into our 2022 timetable before we go live with

2022 bookings would ensure no passenger bookings would require amendment as a consequence of a late change to published schedules.

We will provide separately an analysis of fuel and port dues impact as a consequence of this proposal, including any potential costs which would have been incurred in chartering additional tonnage to cover for a freighter being used on the Pentland Firth routes. We have already confirmed with Pentland Ferries that they do not plan to be undertaking any remedial engineering works on their vessel during this period.

I remain available to discuss this proposal, and as ever I am conscious of the need to communicate our intent within the community at the earliest opportunity, and certainly in tandem with the release of our 2022 timetable in early November.

[redacted]

[redacted]

[redacted]

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From: [redacted]

Sent: 09 November 2021 17:27

To: [redacted]

Cc: [redacted]; [redacted]

Subject: FW: 2022 Dry docking of Hamnavoe - additional analysis as requested.

Hi [redacted],

As we discussed earlier today, in the absence of other options TS are content with the proposal of no freight vessel on Scrabster-Stromness with additional call-ins to Kirkwall during the Hamnavoe's DD in Q1 next year [redacted]

Also as discussed, it would be helpful if you could provide figures for the loss of revenue when there are no Pentland Firth sailings during DD against any increase realised on the Aberdeen service to show if traffic was displaced, [redacted]

[redacted]

[redacted]

[redacted]

[redacted]  
[redacted] Ferries Unit  
Aviation, Maritime, Freight and Canals  
Transport Scotland

From: [redacted]  
Sent: 02 November 2021 16:37  
To: [redacted]  
Subject: 2022 Dry docking of Hamnavoe - additional analysis as requested.

Serco Business

[redacted],  
Good afternoon and as requested please find attached supporting documentation including costed assumptions and detailed timetables covering 2022, but specifically the Q1 Dry dock periods.  
I'd ask you to specifically look at the Hamnavoe excel tab which also captures a summary of changes to the sailing schedules YoY, or in some cases as would have been had we not had CV-19 to contend with in both 2020 and 2021.

[Redacted]

[redacted]

I think both the analysis, on the pdf, which shows the cost of the additional Kirkwall calls during dry dock being offset by the saving achievable by not chartering relief tonnage is clearly presented, and likewise the timetable sheets provided for all vessels.

I realise we work with these concepts daily and I'm presenting to you for overview, comment and I trust authorisation, but as ever if you would like to either talk through or to arrange a call to discuss then we would of course be happy to explain any specific aspect.

[redacted] led the review by my team with input from [redacted], [redacted] and [redacted] and of course my [redacted] colleagues then ran their steely gaze over the figures.

Happy to discuss, conscious [redacted] is off, can I leave you to circulate amongst your team as you see fit.

Thanks  
[redacted]

[redacted]  
[redacted]  
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**From:** [redacted]>  
**Sent:** 07 December 2021 14:15  
**To:** [redacted]>  
**Subject:** Pentland Firth 2022 Dry docking - m.v. Hamnavoe

Serco Business

[redacted], hope below is of assistance in addressing the queries from [redacted], interestingly they haven't approached us.

You will see that this advice to [redacted] was on 161121, following the Orkney Transport Forum when we presented on the Hamnavoe Dry Dock plans.

Q2 answered above, plus early advice to the MP concerned.

Q4 fails also to note the additional daily Kirkwall calls North & South during the dry dock period.

Just give me a shout if you need anything further.

Cheers,  
[redacted]

[redacted]

[redacted]  
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**From:** [redacted]

**Sent:** 16 November 2021 12:48

**To:** [redacted]>

**Subject:** Pentland Firth 2022 Dry docking - m.v. Hamnavoe

Serco Business

[redacted], just some early advice as to our Pentland Firth timetabling for 2022 including impact of planned Scrabster Harbour engineering works and Covid-19 restrictions on Freighters, as I briefed in this morning at the Orkney External Transport Forum chaired by [redacted] with [redacted] as Co-Chair

Hamnavoe is scheduled for dry dock from 1<sup>st</sup> – 13 February, departing Stromness after evening sailing arrival on 31<sup>st</sup> January, and picking up first sailing on the 14<sup>th</sup> on her return. Hamnavoe will be receiving significant and specific CMAL investment on her MES system during this dry dock period in addition to the normal scope of routine dry dock activity.

Scrabster Harbour have advised us that they will be undertaking essential engineering maintenance on their RoRo ramp during the first week of the Hamnavoe dry dock. In recent years we have used either Helliar or Hildasay to provide cover during Hamnavoe annual refit. Our freighters have, since the start of the pandemic, operated on a vehicle only basis, no passengers have been carried and thus protecting the essential freighters from unnecessary exposure to CV-19. As a consequence of the combined impact of the engineering works and the Covid protection measures, we have determined that during the 2022 dry docking of Hamnavoe we will operate a North and Southbound call at Hatston each evening to provide a daily NorthLink Kirkwall Hatston – mainland connection.

Our timetables, as a consequence of these issues, are currently being amended and uploaded into our 2022 booking system. We plan to have the system open for bookings by Monday 22<sup>nd</sup>. In the event that our testing of the system continues to go well this week then we may indeed be in a position to be open for bookings later this week, time and testing will tell.

[redacted]

Although early days I understand also from Scrabster Harbour that the works planned for 2022, on one of the ramp rams, will be replicated in 2023, and again in tandem with the Hamnavoe dry dock period. We anticipate our Hamnavoe 2023 dry dock to be of approximately one week duration when I would suggest a similar Kirkwall Hatston proposal.

I think I have captured as easily as possible both the issue and impact together with our planned resolution but please just let me know if you have any questions as a consequence of my advice, which of course is not yet in the public domain although as I have indicated it has now been briefed to the forum.

I have separately briefed [redacted], [redacted] in a manner similar to the above advice and to your fellow Orkney domiciled MSPs.

As ever, best regards.

[redacted]

[redacted]

[redacted]

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T: [redacted]

M: [redacted]

[redacted]

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**From:** [redacted]  
**Sent:** 08 December 2021 13:06  
**To:** [redacted]  
**Subject:** [redacted]

Hi [redacted]

Just FYI, the lines we responded to [redacted] with yesterday are below.

Regards,

[redacted]

- 1) After discussions with Serco NorthLink Ferries (SNF), Transport Scotland agreed with the proposal not to provide cover for the MV Hamnavoe's scheduled Dry Dock in 2022 by using one of the fleet's freighter vessels as happened in previous years. Due to the Covid pandemic, it is deemed prudent that the freight vessels do not carry passengers, to reduce the likelihood of crew being infected to ensure that lifeline freight connectivity to the Northern Isles continues. In addition, Scrabster Harbour maintenance work is scheduled to be carried out that will make it impossible to operate the Pentland Firth service during the first week of MV Hamnavoe's Dry Dock. It should also be noted that additional daily Kirkwall calls North and South will operate during the Dry Dock period.
- 2) SNF presented the Dry Dock plans for MV Hamnavoe to stakeholders at the Orkney External Transport Forum on 16 November. Furthermore, SNF wrote to local elected council officials and MSPs as well as the islands' MP Alistair Carmichael on the same date to advise of the plans to provide additional call ins at Kirkwall during this period and of the reasoning behind these plans.
- 3) The Northern Isles and the Western Isles ferry networks are different services, operated under different contracts and should not be compared. However, in general the CalMac Dry Dock schedule is covered by utilising vessels within the CalMac fleet.
- 4) Transport Scotland cannot comment on the service of private operators. SNF have liaised with Pentland Ferries to confirm MV Alfred will operate during the period of MV Hamnavoe's Dry Dock. Transport Scotland is continuing work to explore options to introduce RET on all Northern Isles routes. In the meantime, fare reductions have been introduced on Northern Isles ferry services where it is possible to do so. The Scottish Government has also provided funding to Orkney Islands Council to facilitate the introduction of RET on Orkney's inter-island ferry services and to increase the frequency of these services.

**From:** [redacted]  
**Sent:** 15 November 2021 15:35  
**To:** [redacted]  
**Subject:** RE: Timetable - Pentland Firth 2022

Serco Business

Thanks [redacted],  
[redacted]

Essentially I was just looking to give [redacted] some early advice as to our Pentland Firth timetabling for 2022 including impact of planned Scrabster Harbour engineering works and Covid-19 restrictions on Freighters.

Hamnavoe is scheduled for dry dock from 1<sup>st</sup> – 13 February, departing Stromness after evening sailing arrival on 31<sup>st</sup> January, and picking up first sailing on the 14<sup>th</sup> on her return. Hamnavoe will be receiving significant and specific CMAL investment on her MES system during this dry dock period in addition to the normal scope of routine dry dock activity.

Scrabster Harbour have advised us that they will be undertaking essential engineering maintenance on their RoRo ramp during the first week of the Hamnavoe dry dock. In recent years we have used either Helliars or Hildasay to provide cover during Hamnavoe annual refit. Our freighters have, since the start of the pandemic, operated on a vehicle only basis, no passengers have been carried and thus protecting the essential and necessary freight vessels from exposure to CV-19. As a consequence of the combined impact of the engineering works and the Covid protection measures, we have determined that during the 2022 dry docking of Hamnavoe we will operate a North and Southbound call at Hatston each evening to provide a daily NorthLink Kirkwall Hatston – mainland connection.

Our timetables, as a consequence of these issues, are currently being amended and uploaded into our 2022 booking system. [redacted]

[redacted]

Although early days I understand also from Scrabster Harbour that the works planned for 2022, on one of the ramp rams, will be replicated in 2023, and again in tandem with the Hamnavoe dry dock period. We anticipate our Hamnavoe 2023 dry dock to be of approximately one week duration when I would suggest a similar Kirkwall Hatston proposal.

I think I have captured as easily as possible both the issue and impact together with our planned resolution but please just let me know if [redacted] has any questions as a consequence of my advice, which of course is not yet in the public domain. I will of course look to brief in these details to the Orkney Transport Forum tomorrow morning. I have separately briefed [redacted], [redacted] in a manner similar to the above advice.

Best regards,

[redacted]

[redacted]

[redacted]

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T: [redacted]

M: [redacted]

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**From:** [redacted]

**Sent:** 15 November 2021 11:41

**To:** [redacted]

**Cc:** [redacted]

**Subject:** Pentland Firth timetabling 2022 & Hamnavoe Dry dock connections through Kirkwall North & South daily.

Serco Business

Good morning [redacted] and some early advice as to Pentland Firth timetabling for 2022 including impact of planned Scrabster Harbour engineering works and Covid-19 restrictions on Freighters.

Hamnavoe is scheduled for dry dock from 1<sup>st</sup> – 13 February, departing Stromness after evening sailing arrival on 31<sup>st</sup> January, and picking up first sailing on the 14<sup>th</sup> on her return. Hamnavoe will be receiving significant and specific CMAL investment on her MES system during this dry dock period in addition the normal scope of routine dry dock activity.

Scrabster Harbour have essential engineering maintenance scheduled for their RoRo ramp during the first week of the Hamnavoe dry dock. In recent years we have used either Helliard or Hildasay to provide cover during Hamnavoe dry dock. Our freighters have since the start of the pandemic operated on a vehicle only basis, no

passengers have been carried and thus protecting the essential and necessary freight vessels from exposure to CV-19. As a consequence, of the combined impact of both the engineering works and the Covid protection measures, we have determined that during the 2022 dry docking of Hamnavoe we will operate a North and Southbound call at Hatston each evening to provide a daily NorthLink Kirkwall Hatston – mainland connection.

Our timetables as a consequence of these issues are currently being amended and uploaded into our 2022 booking system, which we plan to have open for booking a week today, the 22<sup>nd</sup>. In the event that our testing of the system goes well this week then we may indeed be in a position to be open for bookings later this week.

[redacted].

Although early days I understand also from Scrabster Harbour that the works planned for 2022 on one of the ramp rams will be replicated in 2023, and again in tandem with the Hamnavoe dry dock period. We anticipate our Hamnavoe 2023 dry dock to be of approximately one week duration when I would suggest a similar Kirkwall Hatston proposal.

I think I have captured as easily as possible both the issue and impact together with our planned resolution but please let me know if you have any questions as a consequence of my advice.

Kind regards,  
[redacted]

[redacted]  
[redacted]  
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T: [redacted]  
M: [redacted]  
[redacted]

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