1. *What will the expected turnaround times be. Also the linkspan compatibility, PAS compatibility and crossing time. Lots of variations here, so this is a table of what I think we hope to know –*

	LOA	GT	Pax Capacity	Real-life car capacity including mezzanine	Real-life car capacity excluding mezzanine	Turnaround time Oban WITH mezzanine	Turnaround time Oban WITHOUT mezzanine	Turnaround time Craignure WITH mezzanine	Turnaround time Craignure WITHOUT mezzanine	PAS compatibility Oban	PAS compatibility Craignure	Linkspan compatibility Oban #1	Linkspan compatibility Oban #2	Crossing time
MV Caledonian Isles	94m	5221	Mode 1 – 1000 Mode 2 – 837 Mode 3 - 597	93	**55** 68 with one mezz	40	**30**	40	**30**	Oban #1 Bow in – tight but fine Stern in – too close to be considered operational, because of ramp position. **pax would likely need to go via the linkspan.** This may change once the vessel gains familiarity on the route. Oban #2 No problems	Bow in - fits Stern in – PAS doesn't fit	Bow in – ramp is fine Stern in – ramp railing fouls ramp, modification required.	Bow in – all fine Stern in – all fine	**50 minutes**
MV Finlaggan	90m	5626	Mode 1 - 550	80	**64**	35 *ramp speed is slower than IOM	**25 *ramp speed is slower than IOM**	40 * Pier restriction, ramp interface is poor & PAS doesn't fit	**30 * Pier restriction, ramp interface is poor & PAS doesn't fit**	Oban #1 Would require a berthing trial Oban #2 no problems bow in, would require a berthing trial for stern in.	**PAS doesn't fit**	Would require a berthing trial to answer.	Bow in – no problems Stern in – believed to be fine however would require a berthing trial to confirm	45 minutes
MV Hebrides	99m	5506	Mode 1 - 612 Mode 2 - 402	86	70	40 *mezz decks are non-riding, pax need to get out of cars before it can be raised.	20 mins	40 *mezz decks are non-riding, pax need to get out of cars before it can be raised.	20 mins	**Oban #1 Cannot use the PAS** Oban #2 No problems	**PAS doesn't fit bow in, can** potentially use it stern in	No problems	No problems	45 minutes
MV Clansman	99m	5499	Mode 1 – 638 Mode 2 – 300	78	70	35 *mezz deck is non riding & ramp speed is slower than IOM	**25 *ramp speed is slower than IOM**	35	20	**Oban #1 Cannot use the PAS** Oban #2 no problems	Bow in would require a trial, PAS fits stern in	No problems	No problems	45 minutes
MV Isle of Mull	90m	4719	Mode 1 – 530 Mode 2 – 596 Mode 3 - 951	n/a	63	n/a	20 mins	n/a	20 mins	No problems	No problems	No problems	No problems	50 minutes – but used to be 40-45.

2. *If the 0.2m/s approach speed limit was removed from Craignure pier (and therefore the round-head was only used in adverse weather), how would the turnaround times above improve?*
   The Masters on the Cale Isles and Finlaggan requested approx. 10 minutes extra to manoeuvre stern in with the current limitation of Craignure pier. Masters on the Clansman and Hebrides estimate that they would require an additional 5 minutes extra given that they are faster and more powerful. It is expected that bow in would not require additional time. The times shown in the table have taken into consideration the pier restrictions.

3. *What, in detail, is the justification for the Cale Isles being cascaded to Craignure-Oban and not another route?*
   I will get this info across to you in writing as soon as I have this.

4. *In the opinion of Masters / Marine Superintendents or whoever is most senior/knowledgeable, how would the vessels listed above rank in terms of controllability, and likelihood of keeping within the 0.2m/s limit in the widest range of conditions? In other words, which would be kindest to the pier, taking all factors into account rather than just displacement?*

   It's incredibly difficult to rank these vessels as there are a lot of factors which go into controllability. I've summarised below for each.

   Clansman/Hebrides – Powerful vessels and not as heavy as the Finlaggan, less windage than the Cale Isles.

   Finlaggan – Heavier vessel but powerful, won't overhang as much as the Clansman/Hebrides.

   Cale Isles – Less power due to inward turning props, more windage that others. Wind on and off the pier will be more of a problem than others, will most likely be limited to approx. 25-30kts.

5. *Again, in the opinion of Masters or other suitably qualified people, please rank the vessels above in terms of reliability of service to Craignure in terms of weather resilience, whilst having to operate to the 0.2m/s approach speed limit?*

   Hebrides and Clansman are more powerful and faster vessels with less windage than the Cale Isles. They would of course be an improvement on the route and offer higher reliability. The Finlaggan is also a powerful vessel, and like Cale Isles, won't overhang/catch the wind as much as Hebrides and Clansman when alongside. The Cale Isles is a manoeuvrable vessel and it is expected that she would be able to operate a service similar to the IOM if she operates bow in to Craignure.

6. *If Caledonian Isles is re-deployed to Craignure-Oban, what are the plans for MV Hebrides and FInlaggan, once their respective replacements arrive?*

   This continues to be worked on, given the current deployment issue we face no decision has yet been made to either the MV Hebrides or the Finlaggan. Announcements will be made in due course

7. *Although the Cale Isles is a little younger than the IOM (by 5 years), she has a worse reliability record than the IOM. Can you provide survey / engineering information for both ships that demonstrate that the Cale Isles is the better candidate for retention than the Isle of Mull? In particular, how do the hulls compare in terms of decay and critical thickness limits, and which is therefore likely to have a longer remaining service life? (In the case of both ships, I'm*

*obviously thinking here of the areas of steelwork that have **not** been replaced already. Whilst the Cale Isles has had far more of her hull replaced than the IOM, there presumably remains a lot of original steelwork on both ships)*

This will take a while to collate, we are in the process of completing Lloyds Register Hull Renovation Surveys on several vessels in the Fleet including Caledonian Isles and Isle of Mull and the data derived from these surveys will allow us to proactively address any structural steel issues during the scheduled overhaul periods. HRS is a dedicated and detailed review of the vessels structure which far exceeds the legislative requirement.