

New vessels for the Clyde and Hebrides
Written submission, by email from Joseph McKee, 8 November
2022

I see at last investigation of the above Ferries begins. While there is some consideration as to the costs of delays and the delays to run the ferries on gas, there is little consideration as to the preservation of the vessels and costs required to put them into service.

Having spent over Fifty years in the Maritime Industry as seagoing Chief Engineer Drydock Project Manager and more recently Technical Manager of a Ship Management Co, In Glasgow, I can speak with some authority.

During the 2008-2011 period when vessels were taken out of Service and not being laid up correctly, horrendous costs were incurred to put them back into service as systems and Structures were not preserved . The alternative that many experienced were vessels were scrapped. I developed and implemented procedure to lay up(preserve) vessels, which were implemented world wide not only to cargo vessels but Offshore FPSO, Passenger Vessels etc. .

Normally new vessels are constructed over a fifteen month period, during which structures and machinery are preserved.

Without going into details of preservation of structures machinery and electronic components, The above vessels will suffer from machinery failures due to corrosion of machined components oxidation of electrical components due to damp air Failure of electrical motors due to lack of heating etc I would suggest as part of your remit to ask What preservation techniques are being employed What records of preservation are being kept.

I would imagine you will get the “1000 yard stare” to both questions.

Should you require any further details please feel free to contact me,