

NEW VESSELS PROJECT UPDATE

JANUARY 2025



INTRODUCTION

Six months into the Isles of Scilly Steamship Group's landmark project to bring two new vessels into service on the Penzance to Isles of Scilly route, notable progress has been made on both Scillonian IV and Menawethan.

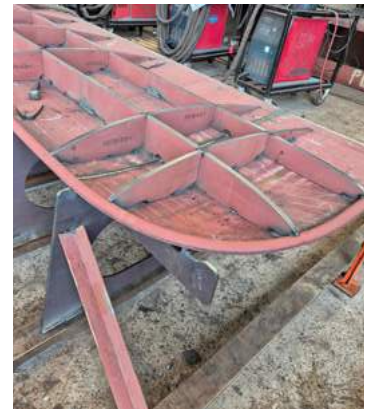
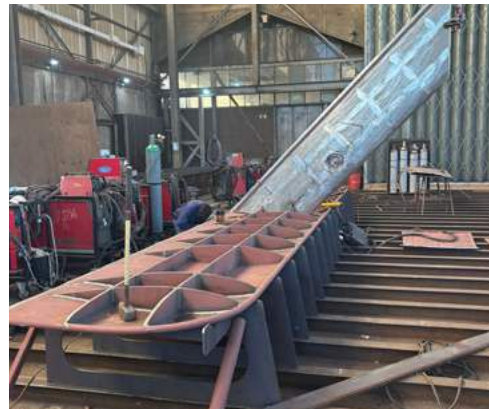
This week marked a major milestone for Menawethan, with all hull blocks, forming the complete hull, now in place in the building dock - a testament to the skill and dedication of the teams at Piriou's shipyard, with Scillonian IV following closely behind with approximately 75% of blocks built or under construction.

As the project continues to advance, it's incredible to see these vessels taking shape and moving closer to serving the Isles of Scilly community.

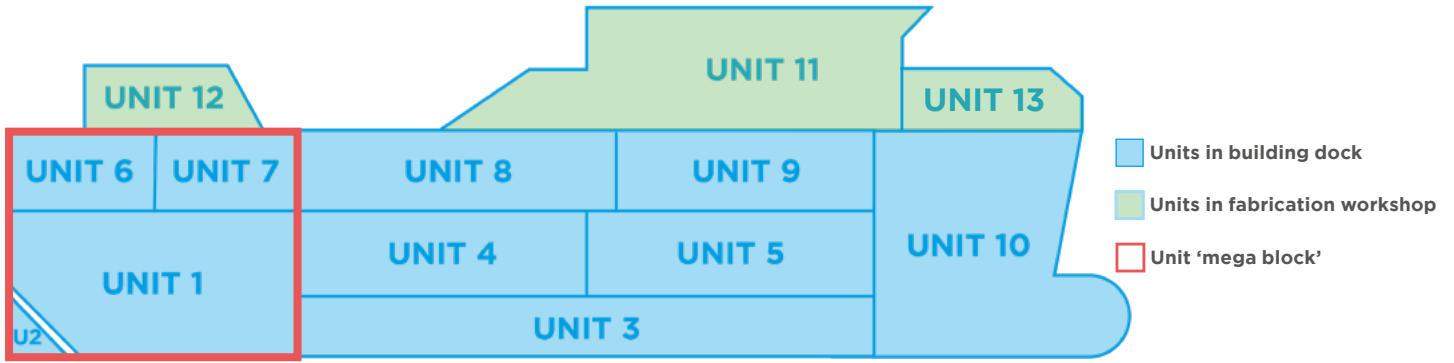
CURRENT SITUATION

The beginning of 2025 has seen a huge amount of work going on in the shipyard, with all hull structures for Menawethan now under construction and in the building dock.

The remaining hull blocks are being fabricated in the workshops for Scillonian IV before being moved into the building dock for integration, with the hull form being built up on both vessels.



MENAWETHAN CARGO VESSEL



Menawethan now resembles a ship, with all hull blocks now in the building dock.

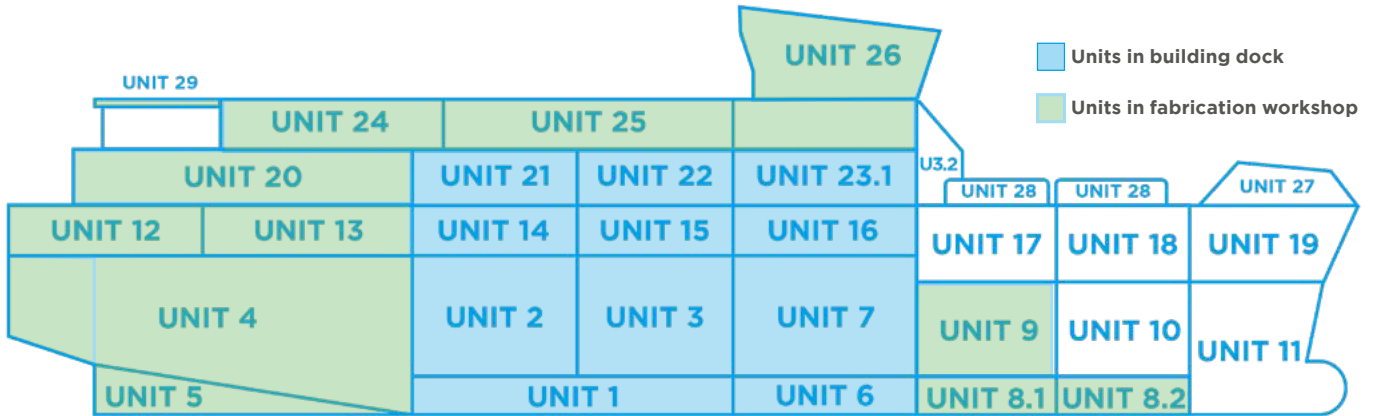
On 21st January, the “mega block” comprising units 1, 2, 6 and 7 (the main engine room, keel block and aft part of the upper cargo hold) was lifted from the dockside and successfully integrated with the fore part of the hull.

With the complete hull now in place, only four blocks remain to be added – unit 11, which includes the wheelhouse, passenger lounge and crew accommodation, and is currently under construction in the fabrication shop; unit 12, the engine casing, which is ready and waiting on the dockside; unit 13, the forward bulwark, which is under construction; and unit 14, the cargo elevator upper casing, which is complete and ready for integration.

As well as the hull structure fabrication a huge amount of system piping (ballast, bilge, fuel oil, scuppers, lub oil and fresh water) have been fabricated and installed within the hull blocks.



SCILLONIAN IV PASSENGER VESSEL



UNIT 21 - TURNED AND MOVED

Scillonian IV has seen units 14 and 15, parts of the main deck (lower passenger lounge), integrated in the building dock, with units 1, 2, and 3, the double bottom, main engine room and auxiliary engine room, followed by units 6, 7 and 8, the double bottom, technical room and lower crew accommodation.

The main mid-section of the hull comprising a block of eight units, is now in situ in the dock. Units 21 and 22 (part of the upper passenger lounge, staircase and elevator shaft) have been integrated on top of units 14 and 15.



UNIT 22 INTEGRATION

On the quayside, units 8.1, 8.2 and 9, hull blocks of the bow section are being fabricated and the largest block of all, unit 4 (the main engine room, switchboard room and steering gear room) is being fabricated in a workshop within the shipyard.

The wheelhouse and upper passenger lounge blocks unit 26, unit 25 and unit 24 are being fabricated in a specialist dedicated aluminium workshop within the shipyard.



FACTORY ACCEPTANCE TESTS [FAT]

CHRIS AND SAM IN FRANCE



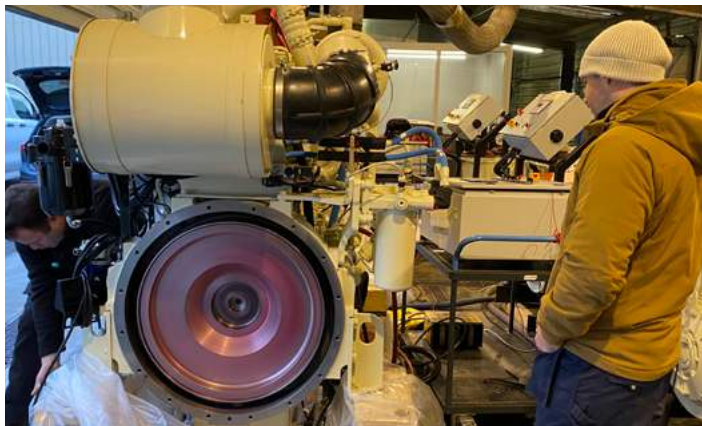
It's been a busy start to 2025 for several members of the project team who have been travelling around Europe visiting suppliers.

Chris Lingham and Scillonian III marine engineer Sam Noye have been in Nantes, France, visiting Mecatlantic, to attend factory acceptance tests for some of the electrical generator sets for both Scillonian IV and Menawethan.

Chris then travelled to Ghent, Belgium, for the factory acceptance tests (FAT) of the first main engine for Scillonian IV at the ABC factory on Friday 10th January. He then went to Bergen, Norway, to attend FAT for the pallet hoist control system, manufactured by MacGregor, before returning to Ghent for FAT of the second main engine for Scillonian IV, on Friday 17th January.

Sam remained in Nantes to complete the FAT for the generators with Mecatlantic.

Scillonian III Master Dave Redgrave and Gry Maritha Master Tom Sexton have been in Poland visiting MacGregor, the factory making the pallet hoist and side door for Menawethan and witnessing the FAT.



DAVE AND TOM IN POLAND



The factory acceptance tests include testing of the machinery safety systems and performance of the equipment enabling any issues to be identified before the machinery is delivered to the shipyard. Our classification surveyors, Lloyd's Register, will attend the FATs for the main engines, generators, electrical switchboards, gearboxes, etc and issue certificates on completion of satisfactory test, as part of the supply chain quality assurance process.

Piriou and ISSG attend the factory acceptance tests to verify the performance of the machinery and confirm that it functions correctly and in accordance with specification. Should there be any issues, these can be addressed and resolved prior to the machinery being delivered to the shipyard.

