

NEW VESSELS PROJECT UPDATE

APRIL 2025

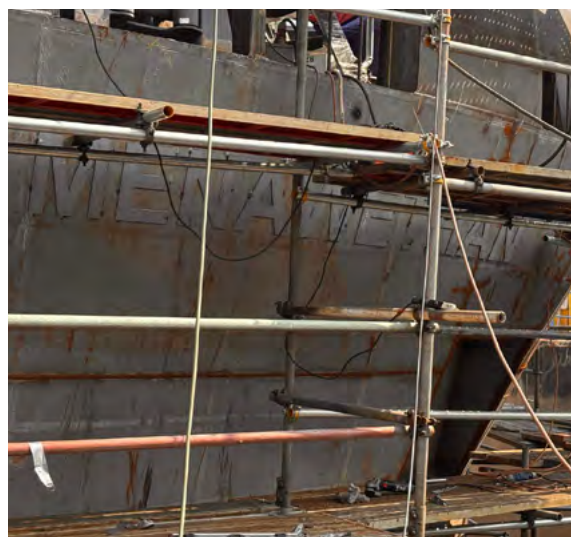


INTRODUCTION

Ten 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 ships with all the hull blocks for Menawethan integrated in the building dock. Scillonian IV hull construction is also progressing well, with all units (excluding the cargo hatches and bow bulwark) either constructed or under construction. The aluminium wheelhouse and upper passenger lounge blocks have now been fabricated, and the wheelhouse was integrated with the rest of the hull in the building dock at the end of February.

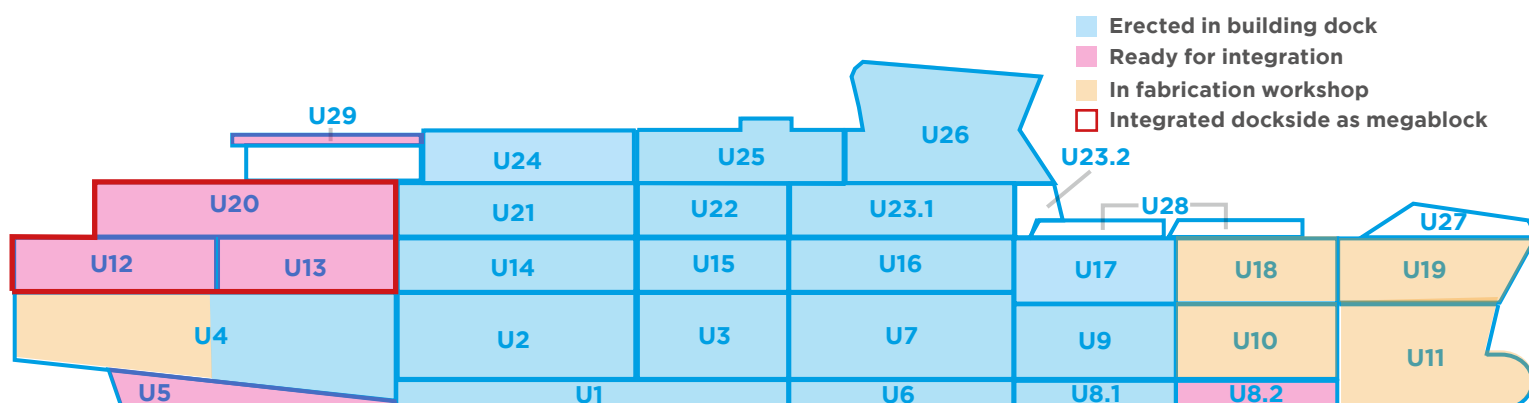
CURRENT SITUATION

The first quarter of 2025 has seen huge progress in the shipyard, with all hull blocks for Menawethan now complete and integrated (welded) together in the building dock. The remaining seven hull blocks for Scillonian IV are being fabricated in the workshops before being moved into the building dock for integration with the hull form.



As always, you can contact our team by emailing: vesselprojectteam@issg.co.uk

SCILLONIAN IV PASSENGER VESSEL



Construction of Scillonian IV is progressing well, with all units (excluding the cargo hatches and bow bulwark) either constructed or under construction. **Units 21, 22, 14 and 15** form a megablock (the mid parts of the passenger lounges, café, staircase and elevator shaft), for which outfitting is ongoing as well as preparation of the erection joints and seams. This megablock will not be welded to the rest of the hull structure yet, as it will be lifted off to enable installation of the main engines, gearboxes and generators in May.

Other aluminium units, **units 24 and 25** – (the upper passenger and entrance foyer) are also fully constructed and erected with integration work ongoing.

The forward hull double bottom and the inner deck of the lower holds (**units 8.1 and 8.2**) have been fabricated, as has the aft lower and upper holds (**units 9 and 17**). **Units 8.1, 9 and 17** are all erected with integration ongoing.

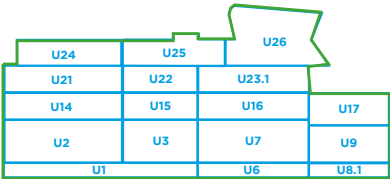
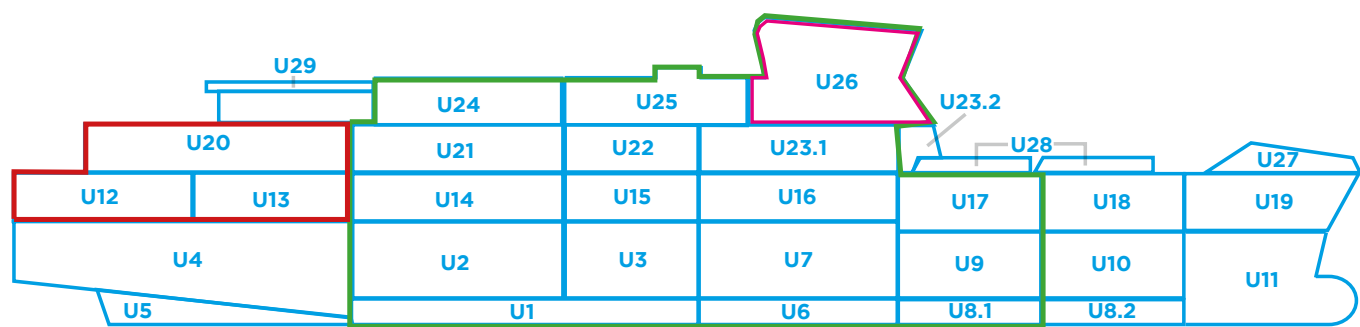
Units 10, 11, 18 and 19 are all being fabricated in workshops within the Piriou shipyard. The bow and bulbous bow block (**unit 10**) is a complex hull form with many intersecting curved steel shell plates and internal structures. The largest block unit 4 (which forms the engine room, switchboard room and steering gear room) is split into 2 sections forward and aft. The forward section (**4.2**) is erected with integration ongoing, the aft section (**4.1**) is still being fabricated in one of the yard's workshops. The after section is similarly a complex and interesting hull form with the incline of the bottom and the curvature of the propeller tunnels.

Outfitting work is progressing well, with the installation of stairs, guardrails, mooring equipment, machinery foundations, floorplate supports, electrical preparations, ventilation ducting and piping.

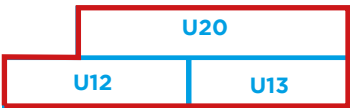
Blasting and painting of tanks and void spaces is also now underway.



SCILLONIAN IV PASSENGER VESSEL



The above roughly shows the section outlined in green on the diagram, which forms the mid-section of Scillonian IV.

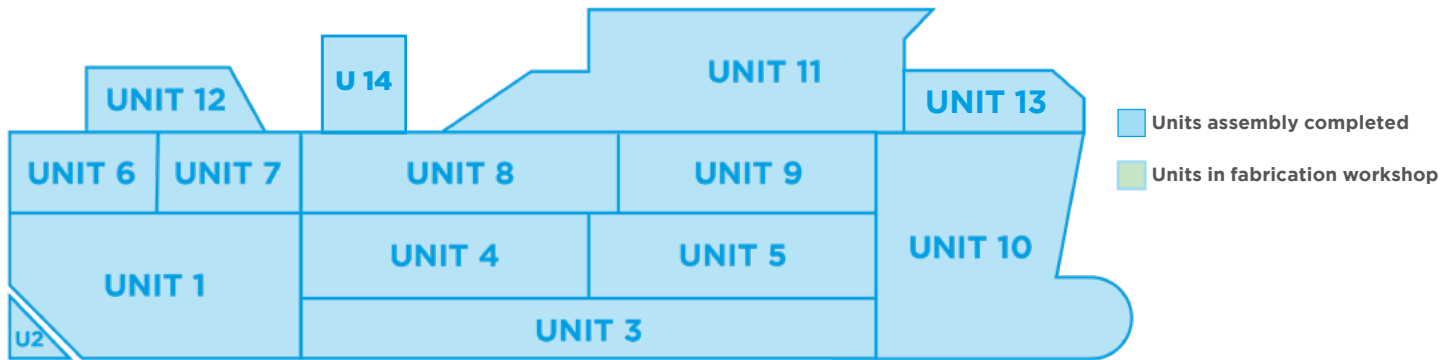


Units 12, 13 and 20, the aft part of the passenger lounges, have been integrated together and outfitting of this megablock is ongoing, with the installation of pipes, mooring equipment and ventilation ducts. This megablock is on the dockside and will be erected with the rest of the hull once integration of **units 4 and 5** is complete.



The wheelhouse and upper accommodation aluminium unit (**unit 26**) is erected with integration to **unit 23.1** ongoing. (photo is pre-intergration)

MENAWETHAN CARGO VESSEL



Menawethan now resembles a complete ship, with all hull blocks fully integrated in the building dock. On 12th March 2025 the final hull block, unit 14, was erected with the hull in the dock. This is the upper part of the cargo lift trunking and will contain the hydraulic ram for the cargo lift and also the structure to support the side shell door.

The impressive unit 11, which includes the wheelhouse, passenger lounge and crew accommodation, and units 12 (the engine casing) and 13 (the forward bulwark) have all been integrated with the rest of the hull in the building dock.

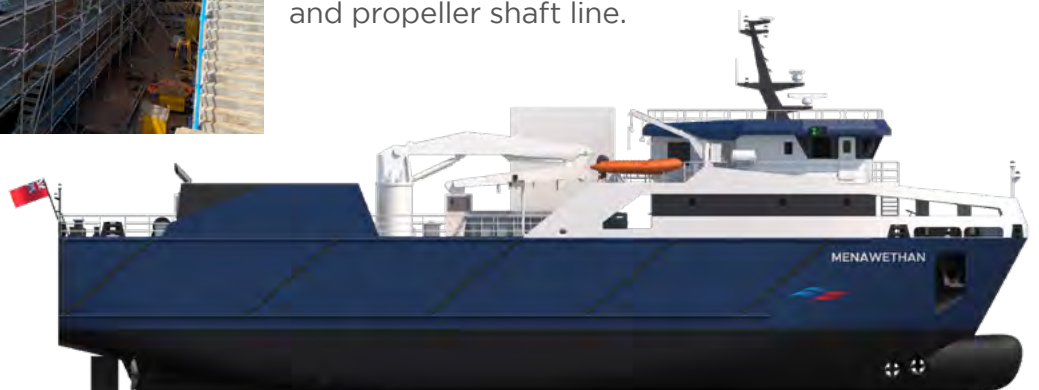


With the steel construction of Menawethan's hull and super structure largely complete, work is now ongoing with outfitting, including the installation of stairs, guardrails, mooring equipment, machinery foundations, floorplate supports, electrical preparations, cargo securing arrangements and system piping. Work is also ongoing with the installation of the tunnel thrusters and stern tubes.



Blasting and painting of tanks and void spaces is also now underway, and the propellers, shafts and inner stern tubes have arrived. Preparations for mounting the outer stern tubes is underway.

Machinery is increasingly arriving at the shipyard, including Menawethan's main engines, generators and propeller shaft line.



FACTORY ACCEPTANCE TESTS [FAT]

PROPELLER SHAFT DELIVERY



HULL VANE



Since our last newsletter factory acceptance tests (FATs) for both vessels have been progressing with the controllable pitch propellers and propeller shafts (x2) for Scillonian IV being fabricated and tested in Wuxi, China.

The Hull Vane for Scillonian IV has been fabricated and shipped from the Netherlands.

The steering gear for Menawethan has been built and tested in Penryn, Cornwall.

The propeller shafts (2) for Menawethan have been fabricated and shipped from Balino, Spain.

The electrical switchboards for Menawethan have been fabricated and tested in Concarneau, France.

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.

Classification Society surveyors, Lloyd's Register, attend the FATs for all the major machinery and auxiliary equipment, such as the main engines, generators, electrical switchboards, gearboxes, etc and issue certificates on completion of satisfactory tests, 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.

KEEP UP TO DATE

To keep up to date on the progress of our vessel replacement project, visit the link below, where you will find the latest newsletters, podcasts, photos, films and more.

VISIT: islesofscillysteamshipgroup.co.uk/new-vessels

