

# ISLE OF ARRAN FERRY COMMITTEE

## Minute of Meeting

Held on

Monday 10<sup>th</sup> November 2014

At 7.30pm in the

Arran Mountain Rescue Centre

**Present:** Robert Waine (Chair)  
Iain Thomson (Construction / Haulage) Liz Robertson (NFU)  
Bill Calderwood (Community Council) Kenneth Gibson (MSP)  
Colin McCort (CalMac) Simon Richmond (CalMac)  
Cllr John Bruce (NAC) Guy Bodie (Stagecoach)

**Also Present:** Bobbi Adamson (Minutes) John Salton (CMal)

**1. Welcome & Apologies:**

The Chairman opened the meeting, thanked all for attending and welcomed John Salton - Project Manager of New builds at CMAL - to the meeting. Apologies were received from Sheila Gilmore, Jim Lees and Jim Henderson – whom Bill Calderwood was attending on behalf of.

**2. Minute of Previous Meeting**

The minutes of the previous meeting were adopted as a true record, subject to one amendment.

Proposed: Iain Thomson

Seconded: Liz Robertson

**3. Matters Arising**

The progress on demand management was discussed.

RW has spoken with Ramsey Muirhead regarding a possible visit in the New Year regarding the new pier.

The action plan was looked at and completed actions were discussed.

BC raised some matters from the Community Council. It was suggested that any unhappy community members discuss the issues with KG. A meeting between RW and the Community Council was discussed.

**4. Finance**

None.

**5. CMal – John Salton**

JS explained that CMal will be in a position to issue the vessel build contract on the 28<sup>th</sup> of March. **Post meeting Note:** There is a mandatory standstill period so contract award will be awarded 13 April 2015. The ship yards are extremely busy at present therefore timescales could change slightly.

The vessels will be placed on the Uig Triangle and the Arran route. They may also be used to provide a freight service for MV Loch Seaforth.

A possible design was shown to the committee.

The new vessel will have a capacity of 127 cars with an increased car lane width.

The Caledonian Isles car spaces are 4.2m x 1.9m (0.16 m between spaces) the new vessel car spaces are to be 4.5m x 2m which will leave 1m width between cars on the mezzanine deck. Distance between cars on main deck will be 600

mm. The car spacing will be vastly improved on the new vessel. There will be 24 car spaces on the mezzanine decks and there is to be no centre casing.

The vessel will have an output 6000kw at the stern and 1800kw on the bow thrust.

The vessel will have a lower profile, improving manoeuvrability.

The stern ramp will be split into 3 sections.

Passenger access will be improved and will benefit with improved passenger access planned for Ardrossan Harbour, CMal are meeting with Clydeport to discuss plans on this.

There are plans for 650 internal seats 350 external totalling at 1000pc which is considerably more than on the Caledonian Isles.

There will be a car-deck and a passenger deck first-aid room.

There is to be 2, possibly 3, lifts of a larger size.

Access stairs to the car deck will be spread to avoid crowding during disembarking.

The vessel will be capable of 16.5 knots due to the requirements of the Uig Triangle. Loading and unloading may take longer due to the increase in capacity although the boat will be capable of using higher speeds to keep up with the timetable.

There will be clamshell doors on the bow, creating a sleeker hull although these will take longer to open and close.

The engines will be able to run on Marine Gas Oil and Liquefied Natural Gas.

As the design on the interior comes through, CMal will meet with community bodies to ensure all needs are met where possible.

The vessel will be capable of withstanding 50 knot winds.

The vessel is to be the primary vessel to the Arran route, with the Caledonian Isles being the secondary vessel.

All aspects that were explained and discussed were very well received by the committee.

On the 4<sup>th</sup> of December the invitation to tender will go out.

RW queried if a twin hull design was considered. JS explained that a twin hull design has been discounted as it would not give adequate service to the routes.

RW queried if the vessel will be capable of berthing at Gourrock. JS explained that it will.

IT queried if there were any plans to improve the Ardrossan Linkspan. JS explained that there are no plans currently.

LR queried the priorities on tendering. JS explained that 65% will be price, 5% will be delivery time.

The plans to improve the windage on the Caledonian Isles will be developed with CFL and hopefully be carried out in the 2016 refit.

The committee and JS agreed that the form for considerations on the new vessel design shall be ongoing and JS will work through responding to all comments and requests although most have already been fulfilled with the current design plans.

The committee thanks JS for the great input and information.

## **6. Correspondence**

RW has written to Graham Laidlaw regarding the second vessel start dates for 2016.

## **7. Port Managers Report**

BC queried how the weigh bridges in use are calibrated. CMcC explained that they are set to the weights and measures act.

BC queried if the police will have jurisdiction on parking with the new terminal. CMcC explained that the police will not have jurisdiction as the pier will still sit on private land.

## **8. Date of Next Meeting**

The date of the next meeting will be on the 8<sup>th</sup> of December at 7.30pm at the Arran Mountain Rescue Centre.

## **9. Any Other Business**

JB raised a request that the service of CalMac vans carrying heavy luggage on-board for passengers is announced clearly to allow struggling persons to make use of the service. SR explained that such a service is under

increasing pressure from a security point of view. The best option for passengers is to book this service in advance using the assistance helpline.

With no further business, the Chair closed the meeting.

**Signed:** .....

**Dated:** .....