

## Glen Sannox & 802 Monthly Report – [September 2021]

### 1.0 General

#### Executive Summary

Project priority dates set out within each high-level program issued 28 June 2021, are again largely missed this reporting period. Activities flagged as in delay in previous reports show no signs of recovery action. [redacted]

[redacted] increasing task slippage is not addressed. The last project review was held on the 15th of September 2021. [redacted] no production actuals were reported against either baseline program. It remains questionable whether the total remaining project float for either vessel is sufficient to absorb the consequential impact of current delays.

Moving forward in the project, unavoidable bottlenecks will now be faced.

Current scheduling is not based on real-world task data. Task durations are not based upon contractor estimations. [redacted]

#### On Site Design Review

A team of [redacted] attended the Yard and surveyed both vessels, focussing on outstanding Technical Query (TQ) issues. It is understood FMPG now sees the importance of an on-site engineering team to expedite outstanding technical queries more efficiently. It is likely [redacted] will now maintain a presence in the Yard.

#### Glen Sannox Yard Survey of Remaining Works

The remaining scope of work to deliver hull 801 has been the subject of a detailed Yard audit over this period. It is unclear why the Yard, through monitoring production actuals, would not be aware of the remaining works as the Yard must have undertaken a similar level of survey prior to the release of the rebaselined programs in June 2021.

#### Resource Allocation

FMPG has instigated a significant change in resource allocation that has seen X 10 existing [redacted] steelworkers reposition from hull 802 to hull 801. Presumably, this decision is driven by the [redacted] late identification of outstanding works. This change is proposed to be in force for at least three weeks of this reporting period.

#### Hull 802

FMPG has advised of significant changes (delay) to the baseline schedule dates issued 28th June 2021 supporting block erection and completion, ref, email dated 28th September 2021, entitled Review of the Block Erecting and Consolidation Programme. Whilst it is acknowledged rescheduling of works within the program is wholly under the responsibility of the yard and that the yard seeks to maintain overall key dates for Hull Assembly Completion (802KM002) and Superstructure Complete (802KM003), respectively 26th January 2022 and 21st July 2022. Late structure delivery invariably will impact the freedom production workers have to timely commence outfitting work in line with the current schedule, raising the question of the ongoing credibility of the current 802 schedule.

## **Manning Resources 801 & 802**

The average core headcount per day for workers positioned on 801 continues a similar trend to previous months. [redacted]

The average core headcount per day for workers positioned on 802 continues a similar trend to previous months. [redacted]

None of the principal 3rd party contractors [redacted] has increased their manning numbers over this reporting period for either vessel, despite the inference presented in the revised baseline that planned release of additional working interfaces.

## **Yard Supervision**

The lack of onboard supervision of workers regardless of discipline remains a significant issue. Worker efficiency remains lower than would be typically expected of a shipyard [redacted]

## **2.0 Changes to Site Supervision Team**

No Changes this period

### **1.0 Design Changes Approved**

(Note of changes; changes to be authorised & recorded in Design Change Register)

### **4.0 Agreed Changes to Delivery Date**

(Note of changes; changes to be authorised & recorded in Contract Variations Register)

### **5.0 Agreed Changes to Price**

(Note of changes; changes to be authorised & recorded in Contract Variation Register)

### **6.0 Changes Awaiting the Owner's Approval**

(Note of changes outstanding for approval by the Owner in excess of Buyer's Representative authority as stated in Consultancy Agreement Cl. 3.4)

## **7.0 Surveys / Inspections**

### **Week 36 Surveys 801**

Partial pre-paint survey performed; work standard not accepted.

### **Week 36 Surveys 802**

Block 8 to 9 all butts surveyed from tank-top top to underside 03dk.  
Skeg to underside of Unit 80 main seams (internal/external).  
ECR compartment deck and bulkheads surveyed.

### **Week 37 Surveys 801**

No calls for inspection this period.

### **Week 37 Surveys 802**

No calls for inspection this period.

### **Week 38 Surveys 801**

Deck fairing issues surveyed on deck 6 & 7.  
Pre-Insulation Inspection on deck 5 & 6.  
Coating – Surface preparation and equipment protection survey performed.

### **Week 38 Surveys 802**

No inspections called.

### **Week 39 Surveys 801**

Pre insulation inspection of deck head area, deck 6 aft cabins - Accepted  
IAC's Deck deflection survey, toilet area deck 6 - Accepted

### **Week 39 Surveys 802**

Structural inspection called for sub assembly blocks 80, 81 and 93, - Accepted - no specific areas of concern to report.  
Window hose test sub assembly block A5/5 completed - Accepted

## **8.0 Progress Against Programme**

### **Hull 801**

#### **Ongoing Structural Works**

FMPG has decided to divert most available structural worker resources from hull 802 to complete outstanding structural works on hull 801. The slippage now faced to complete programmed works defined within the master schedule as 'Install all Compartment Hotwork incl. Hull Outfit/Walkways/Elec Seats' is now significant for work zones 2, 3, 4, and 7. Late completion also extends to the program dates to complete the onboard installation of the forward mast, scheduled to be complete 27th July 2021, completion of the external hull belting, scheduled completion 7th May 2021.

### **Clam Shell Door Installation**

Initial fit up positioning of hydraulic locking cleats (160) and hinge connection guiding arm is in progress. The P&S bow door hinge arm (150) was installed at an earlier stage of the project. It should be noted that this work is being undertaken without the onsite input of the OEM. Such an approach cannot be seen as risk-averse in a Yard that openly reports a considerable lack of traditional/specialist shipbuilding expertise.



### **Main and Auxiliary Engine Exhaust Resilient Supports**

Works are ongoing in the uptake and funnel structure to complete the heavy sub supporting structure needed to hang the exhaust antivibration tie rods. This work is hugely time consuming because of the lack of space now available to work and should have to the largest part been completed prior to lifting the funnels on board the vessel prior to the 7<sup>th</sup> of May 2021 milestone 'Structural Completion'.

### **Panama Eyes**

Work started on removal back in week 33 and remains to be completed. Three eyes fitted to the starboard aft mooring platform are now changed out. A single eye remains to be completed on the port side (used to moor the vessel). Of the fifteen eyes fitted to the forward mooring deck, six have been partially cut out from the bulwark structure. It is unclear why this work has not been completed during the summer period of good weather as hot work will now be much more difficult (time & cost) to carry out as wet weather protection will have to be erected. Scheduling of this work is not set out within the 801 baseline program shared with CMAL; however, this work should have been completed as part of the 7<sup>th</sup> of May 2021 Milestone.

### **Structural Compensation of Pipe Transits**

There is little sign that this crucial work has been given the required level of prioritisation to ensure timely completion of the mechanical installation of affected piping systems. Where delays in completion will ultimately impact system mechanical completion sign off and delay to the start of the commissioning process. Work is underway in zone two machinery spaces, the LNG cryogenic tank space and stabiliser rooms. The work is currently under-resourced,

utilising only six workers. [redacted]

From a ship construction perspective, uncontrolled erroneously cut openings in vessel primary structure should never have been allowed to reach the extent witnessed on hull 801.

### **Hull Belting**

Planned completion by the 7th May 202 in support of claimed milestone, work interface abandoned for the whole of this reporting period, no reference is made within the level 1 baseline program as to when this work is scheduled to be completed. Work is not complete on either sides of the vessel.

### **Structural Plenums**

Work continues in the fabrication of structural plenums. No reference is made within the level 1 baseline program as to when this work is scheduled to be completed.

### **Deadweight Issue**

Non-compliance with the contractual deadweight for Hull 801 remains a concern as the reported figure for August 2021 decreased by 1.47 tonnes remains 42.82 tonnes heavier than the target weight of 3553.35 Tonnes. The Yard states that it expects to recover the 42.82 tonne excess (13%) as it moves to verify the remaining 332 tonnes. The final assessment is promised by the end of October 2021.

### **Piping**

#### **LNG**

We reported in August that constant yard responsible hold-ups had delayed LNG pipe installation. This remains the case for much of this reporting period. Hold-ups are currently estimated to stand at circa five to six weeks. The situation has caused the contractor's workers to leave the site. They are expected to return in week 40. No reference is made within the level 1 baseline program as to when this work is scheduled to be completed.

### **Zone 2 Machinery Space Isometric Pipe Installation**

In July 2021, CMAL noted that over a thousand pipe spools remained to be installed in Zone 2. Most being required to complete the services needed to run the main and auxiliary engines. At the time of writing work continues at a slow pace, largely as a result of long overdue design solutions to technical queries driven by [redacted] model accuracy. Onboard observation flags the complexity of the remaining works will warrant significantly longer installation times per spool. A normal installation would typically factor between 5 and 10 hours per spool, we now typically see this as closer to 20 hours per spool. [redacted]

The ongoing baseline program completion date overrun is currently reported as 102 calendar days in delay. Unless the Yard takes immediate action to recover this delay through acceleration measures there is little likelihood that commissioning will start in line with the master schedule on the 16th of December 2021. The level of program insight needed to accurately further comment on the impact of the above program slippage is not shared by the Yard.

### **Pipe System Prioritisation - Commissioning - 801**

In their August 2021 project report, the yard identifies the various priority piping systems needed to support the first start of main and auxiliary engines, ref page 21, slide title,

Commissioning. It should be understood that the ad-hoc approach currently pursued to close out piping design technical query modifications does not support the prioritisation of the works needed to complete essential systems. Currently, there is no evidence supporting key system prioritisation.

### **Piping, Cable & Transformer Space - 0303**

Minimal production progress is measured over this reporting period. Installation of the central hydraulic system main pipe header transiting the area has stalled as the contractor requires yard responsible hot work to be completed. The overall level of piping completion this period; penetrations through to the P&S stabiliser spaces are now complete allowing final spool pieces to be installed for some transiting systems. Progress is assessed to remain at 75% for mechanical installation. The late procurement of glycol system valves and pipe spools, the late installation of the LNG bunkering pipe transits, and a lack of available resources to complete remain the principal issue faced by the yard. Scheduled completion of this area was planned as 16th August 2021. The current delay is 39 calendar days. [redacted]

### **Forward Machinery Space (0402) – 801**

Initially, this work was performed by the Yards in house resource. Ongoing delays now see the work contracted to a 3rd party contractor responsible for the pipe spool installation in zone 2 machinery spaces. The majority of pipe spool installation onboard is currently performed in this area. 25 workers of the 30 available now work in this space because of the problems faced in zone 2.

### **Central Hydraulic System Installation - 801**

Work has started on the pipe installation, the main header is now run from the sewage treatments space (0304), through the pipe, cable and transformer space (0303), initial feedback is the installation standard is high, progress is slow as the contractor is unavoidably forced to await the shipyard driven hot works (bulkhead penetrations, support attachments to tank tops etc.) be completed. Again, this complex pipe installation is not specifically referenced in the level one planning document.

### **Zone 2 Walkways - 801**

[redacted] has resulted in the construction of walkways that fail to meet the basic requirements of a vessel's design. Work continues in zone 2 (Machinery Spaces) to install floor plates as per the original 3D modelled design. Walkways continue to be constructed in such a manner that prevents maintenance access to equipment. Engineers from the vessel operators will not be able to sight local temperature and pressure monitoring gauges critical in safe plant operation and a core requirement of safe watchkeeping duties. CMAL has reported this situation to the Yard as numerous evidence-based observations through the Yard OOR reporting system with only limited success. It is expected that modifications will be made to the supporting structure at some point during the vessel's delivery, which will invariably result in the need for welding works to reposition the supporting structure. This hot work will unavoidably result in burn damage to double bottom tank coatings. Once MGO fuel is bunkered, any modifications to supporting structure above tank NO3MGO 'MGO Drain Overflow Tank' will no longer be possible. At the time of writing, no consideration has been given to potential weight saving modifications in this area that could ultimately mitigate the risk to an increase in delivered dead weight.

### **Owner's Observation Reports (OOR)**

The process to manage owners' observation reports continues as a weekly meeting interface. The Yard has made no significant improvements to the rate of closure for open issues, which remains circa 7 per week. [redacted]

The important context in this discussion is an understanding of the basic premise underpinning issue raised as an OOR. Which is simply a notification of a building deficiency that typically reports a deviation from the vessel contractually agreed building specification, Yard construction standards and or operational safety issues. An agreement has been entered into with FMPG to reduce the existing OOR loading for four weeks. During that time, CMAL will hold on issuing new deficiencies reports and follow the below procedure to capture issues.

1. All building deficiencies deemed to have a material impact upon the project's success will, in the first instance, be shared verbally with the FMPG vessel manager.
2. After a reasonable period has elapsed (case by case), if no progress is reportable, the issue is to be followed up via a suitably worded email reminder sent to the vessel manager.
3. Should the issue remain unresolved and the impact upon the vessel's construction be adjudged as significant, the issue is to be submitted by the site team as a written OOR for further consideration by CMAL. As of 30<sup>th</sup> September 2021, Total OOR's that remain open is 276, Closed this period 32, number issued this period 7.

## **Electrical**

Work on the electrical installation continues at a slow pace. Measurable production achievement is confined to legacy cable routing checks. At this point in the build, based on our detailed knowledge of ship's electrical systems, we would estimate circa 150 -200km of various electrical cables remain to be installed onboard the vessel, the installation of which will likely reside on the critical path for the vessel build given the recent slippage reported by the master schedule. None of the remaining cables has been pulled this period it is unlikely this work will start until the majority of 2nd fix cable tray routing is complete. The impact upon the commissioning process will need to be carefully monitored. Our observations on board would suggest that some of the cables pulled initially by [redacted] are too short to reach the desired end-user terminations. Should this be the case, replacement cables will need to be procured, the situation will be closely monitored.

[redacted] have started the [redacted] modification of the main switchboards

## **Accommodation Structural Fire Protection - 801**

Work is ongoing, status is presented in the below table, the MCA has yet to survey formally. The yard is proactively releasing limited work interfaces to both the electrical and HVAC contractors.

Deck	Area	% Completion			Comments
		Wk37	WK38	WK39	
5	Aft Lounge	40%	50%	60%	
5	Lounge Cafeteria	70%	80%	85%	
5	Main Galley	10%	10%	10%	Only Beams
6	Quiet Lounge	20%	20%	20%	Only Beams
6	Recliner Lounge	20%	20%	20%	Only Beams
6	Lounge	20%	20%	30%	Only Beams
6	Rec Room	20%	20%	20%	Only Beams
6	Mess Room	20%	20%	20%	Only Beams
6	Cabins	20%	30%	40%	
7	Pax Cabins	70%	70%	75%	
7	Bridge	5%	5%	5%	Only Pinned
7	Server Equip	0%	0%	0%	

Production Actuals – CMAL Survey

### Accommodation Progress - 801

Temporary pillars now removed from the Wheelhouse; doors remain on hold.

Unistrut being fitted in forward lounge deck 5

Ladder rack installation continues deck 5 aft lounge area

Structural door opening continue deck 7

Fire protection insulation continues in all available work interfaces

Insulation pinning is ongoing on decks 5 & 6

### Coating - 801

#### Bow Thruster Space – 801

Work has stalled for most of this reporting period as the coating team await the hire of suitably sized air compressor equipment. Portable compressor equipment arrived on-site Thursday 30th September. However, work has yet to start as additional air pipes and cables to connect the mobile services have not been sourced to support the plant equipment hired. Overall, the delay in beginning sweep blasting in the bow thruster space is assessed to be 22 calendar days. Work this period is limited to localised touch up.

#### HVAC Installation - 801

Progress is reported below, progress in all areas is limited by the yard's lateness to complete background outfitting works. Progress in passenger areas is most delayed.

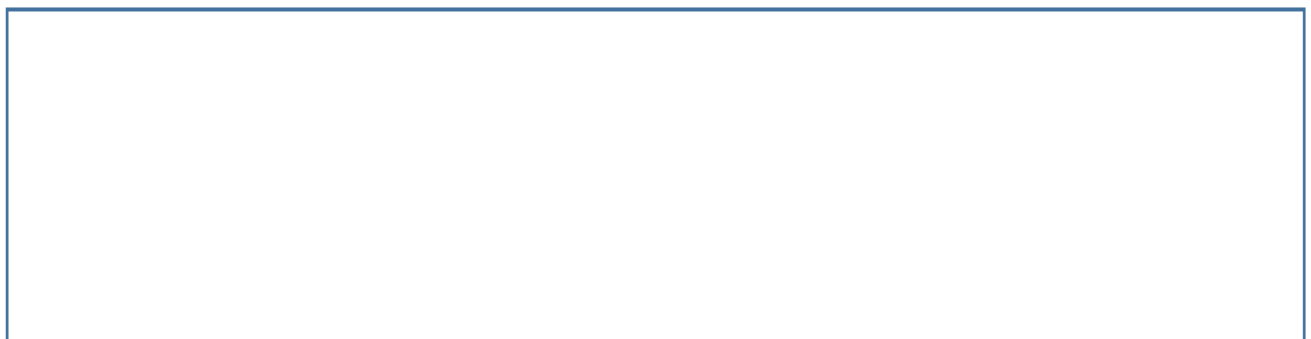


Space	Deck	Space No	%		Comments
			Week 39	% Commissioning	
Steering Gear Space	2	102	0%		Not Surveyed
ER Workshop	2	103	60%		Not Surveyed
Generator Room	2	202	60%		Not Surveyed
Main Engine Room	2	203	40%		Not Surveyed
Engine Control Room	2	309	80%		Not Surveyed
STP Room	2	304	0%		Not Surveyed
Hydraulic Room	1	307	60%		Not Surveyed
Stabiliser Port	2	308	80%		Not Surveyed
Stabiliser Stb	2	305	80%		Not Surveyed
Stores Area	2	403	80%		Not Surveyed
Fwd Machinery Space	2	402	40%		Not Surveyed
Bow Thruster Space	2	502	0%		Not Surveyed
Pipe, Cables & Transformer	2	303			Standalone Cooler Units
LNG Tank Storage Space	2	306	0%		Not Surveyed
Aft Passenger Lounge	5	801	5%		Not Surveyed
W/T Doors Control	3		85%		Not Surveyed
Corridor Stb Frames 110 -130	3		60%		Not Surveyed
Fwd Pax Lounge & Cafeteria	5	802	5%		Not Surveyed
Main Galley	5	803	5%		Structural penetrations cut
Pax Cabins Aft	6	901	0%		Not Started
Crew Mess	6	902	0%		Not Started
Servery & Pantry	6	902	0%		Not Started
Pax Cabins Stb Midships	6		0%		Not Started
Pax Forward Lounge	6	904	0%		Not Started
Bridge	8	1101	0%		Not Started
Crew Cabins	7		0%		Not Started
Emergency Generator space	7		0%		Not Started
Fan Room	6	903	5%		Structural penetrations cut
Fan Room	7	1002	0%		Not Started
Fan Room Bridge	7		0%		Not Started

## Vessel 802

### Block Erection Status - 802

Duck tail not shown



### Production Focus - 802

Production focus in the yard continues to prioritize works on hull 801 to the detriment of the 802 program. To all intent and purpose production, onboard hull 802 should be considered to have been suspended for a third consecutive week.

## **Coating Works Duct Tail Block**

Two coats of [redacted] were applied. [redacted] per coat is to be verified. CMAL were not called to survey the surface preparation before coating.

## **801 Glen Sannox Review Against Program**

Our ability to review the revised baseline programme (RBP) progress for September is severely curtailed as production progress updates have not been shared by the Yard since the documents formal release on the 28th of June 2021, 93 calendar days ago.

## **Zone 2 Outfitting**

801Z02PIPE001 - Installation of Pipe Spools in Zone 2 (Main & Aux Machinery Spaces) planned completion date 30th June 2021. Activity slippage now reported as 92 calendar days late. This activity is currently deemed to reside on the project's critical path as completed systems are the predecessor of mechanical system completion and subsequently the base from which to start commissioning. Based on the revised rate of spool installation over this reporting period of 10/week, this pivotal event is not likely be achieved until mid-January 2022 as the deliverable remains circa 800 spools (ref June MRP, page 25). It remains to be seen if the existing program float can absorb the current delay impact now faced by the project.

801Z02PIPE003 – Pipework Testing Zone 2 (Main & Aux Machinery Spaces) was scheduled to start 12th July 2021, testing of partially complete systems is now started, Activity slippage against the schedule is 65 calendar days. The planned completion date is reported as 16th September 2021, activity slippage is now 14 calendar days later than planned. The planned duration to complete pressure testing is reported as 67 calendar days. This duration has a foundation in the time taken to pressure test X 25 complete systems. The context in this discussion is that the Yard has only started pressure testing partially complete systems, the actual duration for the completed system is now an open book dependent upon system design completion. This activity is currently deemed to reside on the project's critical path as completed system pressure testing is the precursor of flushing and passivation works (not currently considered in yard planning) which must be completed prior to the commencement of commissioning activities. It remains to be seen if the existing program float can absorb the current delay impact now faced by the project.

8011Z02HVAC002 - HVAC Testing - Zone 2 – Was scheduled to finish 24th August 2021, Slippage of 37 calendar days is now reported. Ongoing delays are directly attributed to the late completion of pipe work and structural fire protection activities in each machinery space. Interestingly the yard does not consider the hugely time-consuming activity to structurally insulate each work zone within its current headline activities, this is a naive approach as this work is hugely time consuming and can only be completed once all hot work is completed.

801Z02ELEC003 – Electric Cables – Reeve to Band Cables Zone 2 – Activity scheduled to start 01st September 2021, this date presumably is factored against missing cabling as opposed to legacy cabling already installed. Current slippage against the planned start date is now reported as 29 days.

801Z02HTWK001 – Hot Work completion in Zone 2 – Scheduled completion date 30th July 2021, slippage now 60 days. The yard currently does not prioritise close out of hot works in any working zone.

801Z03PIPE001 - Install Pipework Zone 3 – Activity completion was schedule to finish 25th August 2021, reported slippage now 36 calendar days. Delay are largely down to late

procurement of LT cooling water and glycol isolating valves. The context being that the yard has absolutely no idea within [redacted] what equipment is or is not available at their warehouse.

801Z03HTWK001 – Hot Work completion in Zone 3 – Scheduled completion date 16th August 2021, slippage now 45 days. The yard currently does not prioritise close out of hot works in any working zone.

8011Z03HVAC002 - HVAC Testing - Zone 3 – Was scheduled to complete 30 August 2021, Slippage of 30 calendar days is now reported.

801Z03PIPE003 – Pipework Testing Zone 3 scheduled to start 19th August 2021, Activity slippage against the schedule is now 42 calendar days.

801Z04HTWK001 – Hot Work completion in Zone 4 – Scheduled completion date 03rd August 2021, slippage now 51 days. The yard currently does not prioritise close out of hot works in any working zone.

8011Z04HVAC001 – Install HVAC & Hangers - Zone 4 – scheduled to complete 13th August 2021, Slippage of 48 calendar days now reported.

801Z04ELEC003 – Electric Cables – Reeve to Band Cables Zone 4 – Activity scheduled to start 02nd September 2021. Current slippage against the planned start date is now reported as 28 days.

8011Z05HVAC001 – Install HVAC & Hangers - Zone 5 – scheduled to start 22<sup>nd</sup> September 2021, Slippage of 8 calendar days now reported.

801Z07HTWK001 – Hot Work completion in Zone 7 – Scheduled completion date 12th August 2021, slippage now 49 days. Zone 7 included the funnel uptake area. The yard currently does not prioritise close out of hot works in any working zone.

Erection of Forward Mast - Slippage of 98 calendar days is reported against the planned revised baseline start date to outfit, fair and weld this structure. This work is scheduled to take 35 calendar days to complete. The impact of this now out of sequence work will likely be the precursor of future delays unless manning numbers are increased. As of week 39, the mast is now delivered to the yard, outfitting is underway before installation.

### **Cardinal Date Status**

Milestone' Completion of Car Deck Recesses' originally due 9 April 2021 and is now claimed as complete 7 May 2021, is now scheduled to be complete 24 May 2021 under the guidance set out in the re-baselined programme. The balance of work needed to complete the remaining 17 structural recesses remains to be started. The programme slippage currently stands at 128 calendar days. Clearly the baseline expectations underpinning the RBP is unrealistic.

Work to complete the claimed milestone of structural completion claimed 7 May 2021 remains ongoing. Many other areas need to be worked and completed to achieve 'full' Steel/Aluminium Structural Completeness. Examples are, installation of all remaining internal bulkheads, aluminium bulkheads within the accommodation areas, installation of all stairwells, completion of welding of all Panama fairleads, completion of lift shafts, installation of all windows, installation of Forward Mast and the cutting / opening of bow doors and associated major structural works.

Aft Mast: As of week 21, 2021, milestone completion claimed 7 May 2012. However, final acceptance by CMAL inspection was not possible as the build quality of vent pipe supports and poor standard of internal structure coating was insufficient to satisfy normal industry build standards or the requirements set out in the contractual specification.

Belting: Milestone completion claimed 7 May 2021; As of week 30, 2021, work remains incomplete on the starboard side of the vessel, work has been progressed this period to complete the port aft belting, this is not expected to complete until week 34, 2021. Programme slippage currently stands at 115 calendar days

### **Hull 802 Review Against Program**

Our ability to review the revised baseline programme (RBP) progress for September is severely curtailed as production progress updates have not been shared by the Yard since the documents formal release on the 28th of June 2021, 93 calendar days ago.

### **Late to Start/Finish Against the Master Schedule**

Commence Zone 2 Pipework Manufacturing, originally scheduled to start February 2021, is now rescheduled under the re-baselined programme to start 24 May 2021. This event is already started back in week 26. [redacted]

Complete Preparation Unit 48 – Originally scheduled for completion in December 2020, is now rescheduled within the re-baselined programme to be complete 25 May 2021. As of week 39, this activity is complete. Programme slippage currently stands at 105 calendar days. The baseline expectations underpinning the RBP are unrealistic.

### **Zone 2 Outfitting**

802Z02HTWK001 - Hot Work completion in Zone 2 – Scheduled completion date 23rd September 2021, slippage now 7 days. Significant hot works remain to be completed; the unachievable completion date is further indication of the unrealistic baseline expectations underpinning the current programme.

802Z02PIPE001 – Install Pipework in Zone 2 – Scheduled start date 12 July 2021, schedule finish 7th October 2021. All work to install pipe spools has stalled, all dates incorporated in the current planning are without foundation as is the 63-day duration to complete the installation. A realistic time frame to complete this work is more likely to be closer to 200 working days, based on the 5-day working week currently worked by the yard this equates to 40 weeks of work which points to a September 2022 finish date. Again, the planning philosophy applied is unachievable, highlighting the unrealistic baseline expectations underpinning the current programme.

### **Zone 3 Outfitting**

802Z03HVAC001 – Install HVAC & Hangers in Zone 3 – Scheduled start date 03rd August 2021, this work is not started, slippage currently 58 calendar days. Again, the planning philosophy applied is unachievable, highlighting the unrealistic baseline expectations underpinning the current programme.

802Z03PIPE001 – Install Pipework in Zone 3 – Scheduled start date 03rd August 2021, schedule finish 16th December 2021, this work is not started, slippage currently 58 calendar days. Again, the planning philosophy applied is unachievable, again, highlighting the unrealistic baseline expectations underpinning the current programme.

802Z03PIPE003 – Pipework Testing in Zone 3 – Scheduled start date 30th August 2021, this work is not started, slippage currently 30 calendar days. Again, the planning philosophy applied is unachievable, highlighting the unrealistic baseline expectations underpinning the current programme.

802Z03ELEC003 – Electrical Cables – Reeve to Band Cables in Zone 3 – Scheduled start date 07th September 2021, this work is not started, slippage currently 23 calendar days. Again, the planning philosophy applied is unachievable, highlighting the unrealistic baseline expectations underpinning the current programme.

#### **Zone 4 Outfitting**

802Z04PIPE001 – Install Pipework in Zone 4 – Scheduled start date 20th September 2021, schedule finish 16th December 2021, this work is not started, slippage currently 58 calendar days. Again, the planning philosophy applied is unachievable, highlighting the unrealistic baseline expectations underpinning the current programme.

#### **Zone 6 Outfitting**

802Z06HVAC001 – Install HVAC & Hangers in Zone 6 – Scheduled start date 25th August 2021, this work is not started, slippage currently 36 calendar days. Again, the planning philosophy applied is unachievable, highlighting the unrealistic baseline expectations underpinning the current programme.

802Z06PIPE001 – Install Pipework in Zone 6 – Scheduled start date 25th August 2021, this work is not started, slippage currently 36 calendar days. Again, the planning philosophy applied is unachievable, highlighting the unrealistic baseline expectations underpinning the current programme.

802Z06HVAC002 – HVAC Testing in Zone 6 – Scheduled start date 13th September 2021, this work is not started, slippage currently 17 calendar days. Again, the planning philosophy applied is unachievable, highlighting the unrealistic baseline expectations underpinning the current programme.

#### **Milestone Events - 802**

Commence Zonal Hot Work Programme Zone 2, scheduled to start 21 July 2021, as of week 32, this activity is not started. Programme slippage currently stands at 40 calendar days. The baseline expectations underpinning the RBP are unrealistic.

Commence Zone 2 Pipe Work Installation, scheduled to start 12 July 2021. As of week 32, this activity is not started. Programme slippage currently stands at 49 calendar days. The baseline expectations underpinning the RBP are unrealistic.

Commence Tank Testing, originally scheduled to start January 2021, is now re-baselined to start 26 July 2021. As of week 32, this activity is not started. Programme slippage currently stands at 35 calendar days. The baseline expectations underpinning the RBP are unrealistic.

### **9.0 Next Stage Payment Due**

n/a

## **10.0 Forthcoming Period Events**

(Note of events, visits, holidays or other yard commitments)

## **11.0 Tests & Trials Due**

Updated statistics not provided by FMPG for this reporting period.

## **12.0 Risk Register Update**

Updated statistics not provided by FMPG for this reporting period.

## **13.0 Safety & Environmental**

Updated statistics not provided by FMPG for this reporting period

Print Name: [Jim Anderson]

Signature:

Date: [17 October 2021]

[redacted]