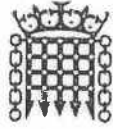
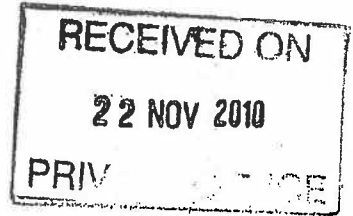


ANDREW GEORGE MP



HOUSE OF COMMONS  
LONDON SW1A 0AA



Norman Baker MP  
Parliamentary Under Secretary of State  
Department for Transport  
Great Minster House  
76 Marsham Street  
London  
SW1P 4DR

19th November 2010

Our ref: 10/16.7/ag/umc

*Dear Norman,*

[REDACTED]  
[REDACTED] copied me in on his letter to you dated 11th November 2010 in respect of the Isles of Scilly Ferry Link (copy enclosed for ease of reference).

As you know I hope we will be able to meet soon to discuss the issue of the Isles of Scilly Ferry Link. In the meantime, I believe that the comments [REDACTED] makes in his letter to you are encouraging and I hope that you will take these into consideration when coming to a decision on this very important issue.

With every good wish.

Yours sincerely,

PLEASE REPLY TO:

Andrew George MP, Trewella, 18 Mennaye Road, Penzance, TR18 4NG  
Tel: 01736 360020 Fax: 01736 332866 [www.andrewgeorge.org.uk](http://www.andrewgeorge.org.uk)

[REDACTED]

11 November 2010

Norman Baker Esq. MP  
Department for Transport  
Great Minster House  
76 Marsham Street  
London SW1P 4DR

Dear Under Secretary

Isles of Scilly Link Project

I write as a 50-year visitor to the Isles of Scilly and [REDACTED]  
[REDACTED] We both love the islands and live there for much of the summer.

I have followed the tortuous progress of the scheme with growing concern. The underlying assumption of the Route Partnership and Cornwall County Council appears to be that generous state funding will be made available for the envisaged capital cost. Huge amounts of money have already been largely wasted on a profusion of consultants, and, if Option A goes ahead, yet more will be squandered. From the onset, the project has lacked sound and cost conscious commercial management. There has been no obvious grip and precious little leadership. A proper, independent and full review is now needed and this will inevitably take time. Specifically I draw your attention to the following:

- (1) Plans for Penzance Harbour (Option A). It is unnecessary to destroy much of the seafront of Penzance by turning the port area into a freight marshalling yard. A study by consultants has apparently concluded that an out-of-town container stuffing facility would be uneconomic. I suggest these findings are nonsense. The fact is that the bulk of the world's cargo is now carried by container. This should also apply to the Isles of Scilly trade which totals a modest 20,000 tons annually or 80 tons maximum per voyage and which could readily be carried by 4 x 20 ft boxes. Containers are nowadays rarely, if ever, stuffed within port areas. The right, indeed the only, way to tackle the Penzance problem is to create a cargo-handling station at the Southern end of the A30. Trucks would then be able to offload full containers and would then return to the motorway without having to enter the town or the dock area. One dedicated truck would take each container from the cargo-handling

station to the ship to be then loaded in about 5 minutes. 4 containers (about 40 tons) would be the average lift needed for a normal high season voyage and the total time taken alongside the ship would only be about 20 minutes. Some improvements to the existing jetty are undoubtedly needed along with enhanced passenger facilities, and they both could be built at a modest cost. However, the container concept would have to be accepted with enthusiasm by the Route Partnership. Once they have done so, Option A would no longer be a requirement.

(2) The proposed new ship. [REDACTED]

[REDACTED] We opened discussions about 7 years ago with the Isles of Scilly Steamship Company and have designed a high specification ship for them which we believe would be an ideal replacement for the existing Scillonian. If built, our ship is likely to be both sea-comfortable, economical to operate and able to carry both containers and general cargo. We believe our design has distinct advantages over that proposed by Naval Architects Burness Corlett and would certainly be cheaper to build. We can also arrange finance. A maximum loan of 80% is possible and the equity element could be shared to suit any interested parties. We do not believe that public funding is necessary for the new ship, although if a long term bareboat (i.e. leasing) route is preferred, it would probably be a requirement that the charter be guaranteed by Cornwall County Council. A copy of our proposed design is attached.

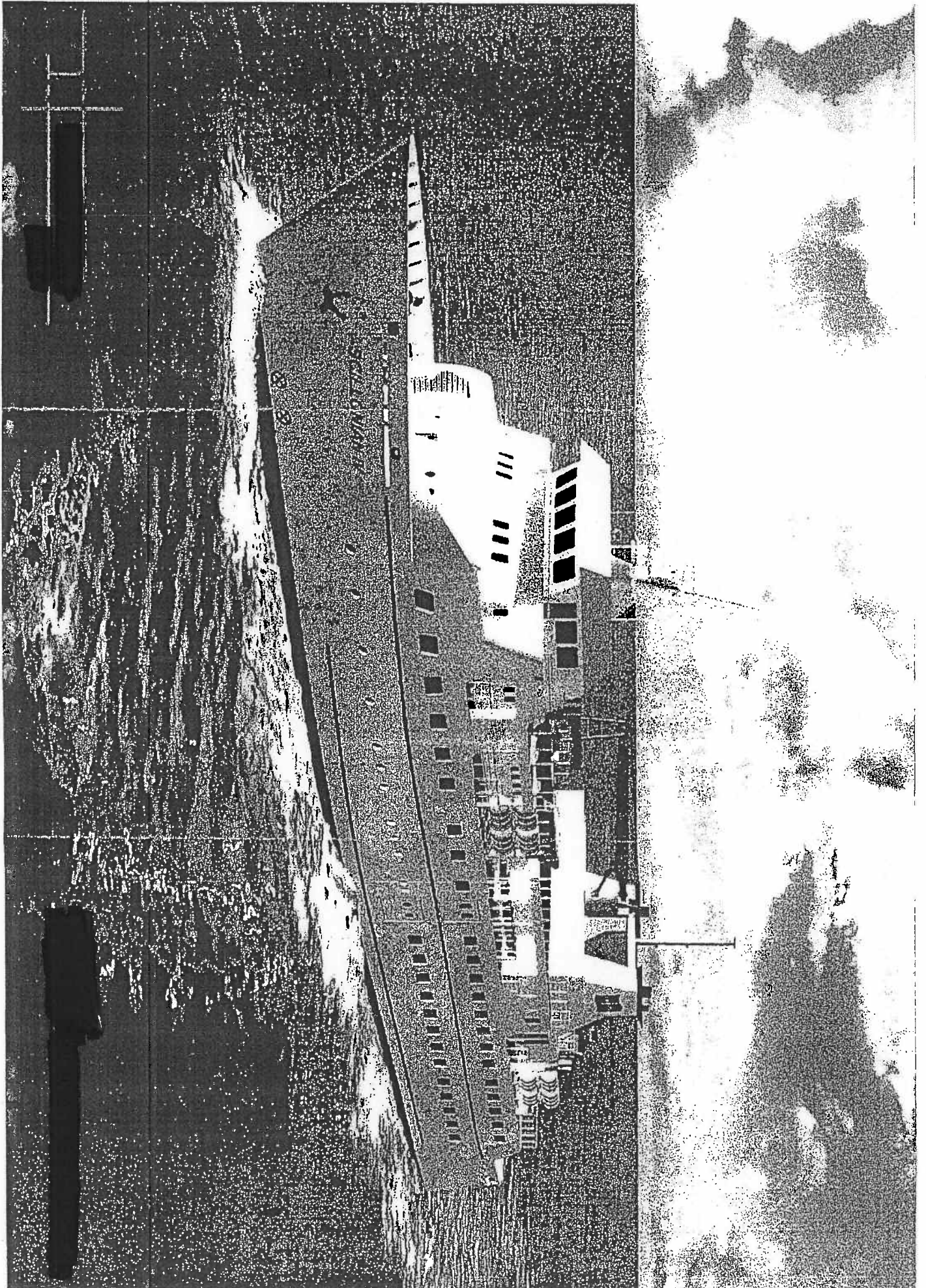
[REDACTED] We believe we were unfairly treated at the time, but we remain interested and would be willing to re-open discussions preferably directly with the Steamship Company as we consider them to be good practical ship operators with a unique local knowledge of the trade to and from the Isles of Scilly.

In conclusion, I should add that the proposed engineering works for St. Mary's harbour are entirely valid and urgently needed. They have my full support.

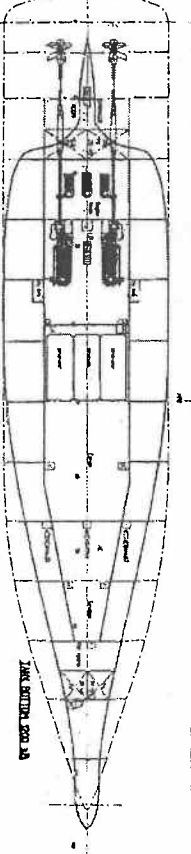
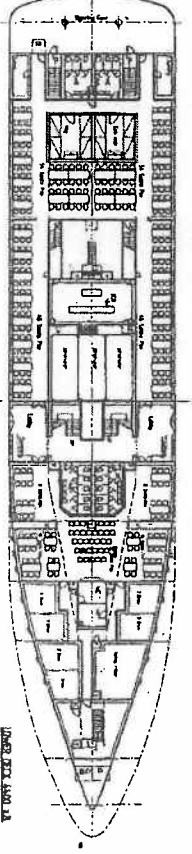
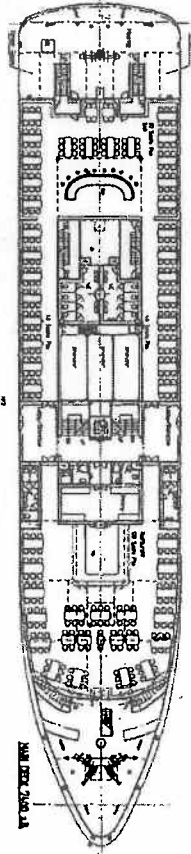
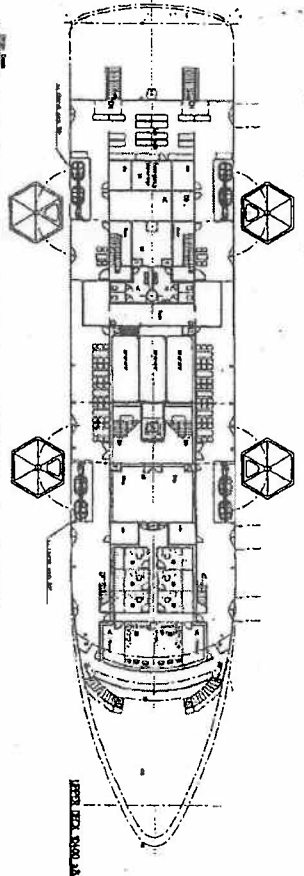
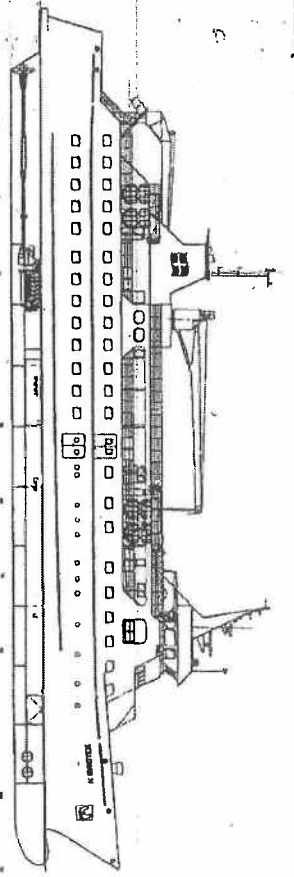
Yours sincerely

[REDACTED]  
[REDACTED]  
cc: Rt Hon Philip Hammond MP.  
Secretary of State  
Department of Transport

✓ cc: Andrew George Esq MP



# SDC1708 - Fast Passenger / Cargo Ferry for Island Service



## CLASSIFICATION

GL B100AS E "Passenger Ferry"  
 Designed for coastal trading.  
 IW + MC Aut RP2

## MAIN DIMENSIONS

Length over all	80.00 m
Length betw. perp.	73.00 m
Breadth mid.	15.40 m
Depth to Main Deck mid	7.40 m
Depth to Lower Deck	4.40 m
Depth to Upper Deck mid	10.40 m
Design draught	2.90 m
Scantling draught	3.05 m
Deadweight	300 t

## SPEED

Service Speed on scantling draught 16.20 kn

## Passenger Spaces

600 seats under deck, 130 seats on open deck

Upper deck: shop and office, sun deck aft and open air passenger seating area PS and SB, reception area

## Main deck:

bar saloon aft/midships, forward saloon with restaurant/buffet, lobby PS and SB

Lower deck: saloon aft/midships, saloon forward, lobby PS and SB

## CREW ACCOMMODATION

6 officers in single cabins  
 12 crew members in double cabins  
 Total 18 Pers.

## CARGO CAPACITIES

Containers 20' in hold 12 units  
 on deck 5 units  
 General Cargo on tank top, abt. 80 m<sup>3</sup>

## CARGO EQUIPMENT

lashing points for 5 containers 20' traillets for gigs and for cars on bridge deck  
 1 cargo crane with a capacity of 15 t SWL at 18 m  
 1 service crane with a lifting capacity of 3 t at 14 m  
 Cargo hold ventilation 6 air changes per hour

## STABILIZING SYSTEM

For improvement of sea keeping behavior a passive anti roll tank (FLUME) is arranged on upper deck, with 140 tons sea water. Filling by the 2 general service pumps. Remote controlled valves and piping for quick release of water within 3 min.  
 Liquid level /roll period indicating system  
 Tank is empty in harbour and refilled at sea in order to fulfill the draught limits.

## MAIN ENGINE/PROPULSION

max. service rating 2x2,000kW at max. 1000 rpm  
 2 x CPP  
 Main and aux. diesel engines running on GO.

## ELECTR. POWER SUPPLY

2 x 300 kW, 1,800 rpm Shaft Generator  
 3 x 200 kW, 1,800 rpm Aux. Diesel Generators  
 1 x 85 kW, 1,800 rpm Emergency Generator  
 Electrical system 440V/50Hz

## TANK CAPACITIES

Fuel Oil approx. 50 m<sup>3</sup>  
 fresh water approx. 50 m<sup>3</sup>

## BILGE / BALLAST SYSTEM

Ballast pump 2 x 200 m<sup>3</sup>/h  
 2x Fire fighting pump, 2x Bilge pump  
 Emergency fire fighting pump  
 Bilge water separator

## SHIPS EQUIPMENT

2 spade rudders of flap type  
 2 electro-hydraulic steering gears  
 2 electric bow thruster, CPP, 2 x 225 kW

