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Mr. Willie Rennie
Convener of Transport Committee
The Scottish Parliament
Edinburgh
EH99 1SP

29th October 2026

Dear Convener,

Re: MV Glen Rosa Update

Further to my letter of 2nd October 2026, I am writing to provide the Committee with an update on MV Glen Rosa and the next stages of the vessel's programme.

Sea Trials

As previously advised, we had anticipated commencing Builders' Sea Trials during October 2026. During the intensive commissioning activity undertaken since my previous update, a number of minor system issues have been identified which require to be addressed before progressing to Builders' Sea Trials. As a result, the commencement of Builders' Sea Trials has moved into November 2026.

The identification and resolution of such issues are a normal part of commissioning a vessel of this complexity, as individual systems are brought into operation, tested and integrated. Our immediate focus remains on completing this work as quickly and safely as possible to ensure the vessel is ready for trials and subsequent handover.

Vessel Handover

Separately, we have now received direction from the Scottish Government to adopt the proposal of the Glen Rosa Coordination Group (comprising representatives from CMAL, CalMac, Ferguson Marine and Transport Scotland and Scottish Government officials), which requires us to incorporate a change that drives additional scope into the remaining programme for MV Glen Rosa. This change brings forward the installation of the vessel's new propeller blades, which are now available, so that the work is completed before handover rather than afterwards, as previously specified and planned.



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This is a change to the scope of work required before handover. Our immediate priority is to incorporate the additional scope into the remaining programme to include installation of the new propeller blades during the available dry-dock window in late January 2027. Once the revised schedule and sequencing are established, we will assess the cost impact of this change.

This change also affects the sequencing of LNG commissioning, as, for safety reasons, the vessel cannot enter dry dock with LNG on board. Introducing LNG and commissioning the system before dry-docking would incur additional costs in subsequently removing the fuel and repeating the bunkering and commissioning process after dry-docking. The most cost-effective approach is therefore to defer LNG commissioning until the dry-dock work is complete. We will then bring LNG on board, complete commissioning of the LNG system and demonstrate its operation, avoiding the cost of undertaking this process twice.

Our focus is to achieve handover of MV Glen Rosa by February 2027, with the new propeller blades fitted and LNG commissioning completed.

We will keep the Committee informed and, following Builders' Sea Trials and completion of this planning and cost assessment, provide a substantive update on the outcome of the trials, the revised handover schedule and the cost impact of the change.

We remain confident in our ability to deliver the vessel against the original scope in Q4 2026. The revised handover date of February 2027 reflects the additional scope now required before delivery. We recognise that this change serves the best interests of the communities who depend on these ferry services, and we are keen to support that intent. We will do what is necessary to give effect to the intention set out in the letter from the Cabinet Secretary, Mr Stephen Flynn, with safety and quality remaining central to delivery.

Yours sincerely,

Graeme Thomson
Chief Executive
Ferguson Marine (Port Glasgow) Holdings Limited.