COR/2018/02639

July 23, 2018

Dear Applicant:

Re: Your request for access to information under Part II of the Access to Information and Protection of Privacy Act [Our File #: TW/036/2018]

On May 1, 2018, the Department of Transportation and Works received your request for access to the following records:

Any documentation, including, but not limited to, written reports, emails, recommendations, related to the MV Gallipoli refit and related stop-work order at Burry’s Shipyard in Clarenville. Timeline? February, March and April, 2018.

I am pleased to inform you that a decision has been made by the Deputy Minister for Transportation and Works to provide access to some of the requested information.

Please note: Pages 204 – 209, 281 – 286, and 367 – 369 have been redacted as non-responsive.

Access to the remaining records, and/or information contained within the records, has been refused in accordance with the following exceptions to disclosure, as specified in the Access to Information and Protection of Privacy Act (the Act):

Subsection 29 (1)(a) – The head of a public body may refuse to disclose to an applicant information that would reveal (a) advice, proposals, recommendations, analyses or policy options developed by or for a public body or minister;

Subsection 30(1)(a) - (1) The head of a public body may refuse to disclose to an applicant information (a) that is subject to solicitor and client privilege or litigation privilege of a public body; or

Subsection 35(1)(d) - (1) The head of a public body may refuse to disclose to an applicant information which could reasonably be expected to disclose (d) information, the disclosure of which could reasonably be expected to result in the premature disclosure of a proposal or project or in significant loss or gain to a third party;
Subsection 40(1) - The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party’s personal privacy.

As required by 8(2) of the Act, we have severed information that is unable to be disclosed and have provided you with as much information as possible. In accordance with your request for a copy of the records, the appropriate copies have been enclosed. Please be advised that you may appeal this decision and ask the Information and Privacy Commissioner to review the decision to provide partial access to the requested information, as set out in section 42 of the Act (a copy of this section of the Act has been enclosed for your reference). A request to the Commissioner must be made in writing within 15 business days of the date of this letter or within a longer period that may be allowed by the Commissioner. Your appeal should identify your concerns with the request and why you are submitting the appeal.

The appeal may be addressed to the Information and Privacy Commissioner is as follows:

Office of the Information and Privacy Commissioner
2 Canada Drive
P. O. Box 13004, Stn. A
St. John’s, NL A1B 3V8

Telephone: (709) 729-6309
Toll-Free: 1-877-729-6309
Facsimile: (709) 729-6500

You may also appeal directly to the Supreme Court Trial Division within 15 business days after you receive the decision of the public body, pursuant to section 52 of the Act (a copy of this section of the Act has been enclosed for your reference).

Please be advised that responsive records will be published following a 72-hour period after the response is sent electronically to you or five business days in the case where records are mailed to you. It is the goal to have the responsive records posted to the Completed Access to Information Requests website within one business day following the applicable period of time. Please note that requests for personal information will not be posted online.
If you have any further questions, please contact me by telephone at 709-729-5351 or by email at ATTW@gov.nl.ca.

Sincerely,

Angela McIntyre
ATIPP Coordinator
Policy advice or recommendations

29. (1) The head of a public body may refuse to disclose to an applicant information that would reveal

(a) advice, proposals, recommendations, analyses or policy options developed by or for a public body or minister;

(b) the contents of a formal research report or audit report that in the opinion of the head of the public body is incomplete and in respect of which a request or order for completion has been made by the head within 65 business days of delivery of the report; or

(c) draft legislation or regulations.

(2) The head of a public body shall not refuse to disclose under subsection (1)

(a) factual material;

(b) a public opinion poll;

(c) a statistical survey;

(d) an appraisal;

(e) an environmental impact statement or similar information;

(f) a final report or final audit on the performance or efficiency of a public body or on any of its programs or policies;

(g) a consumer test report or a report of a test carried out on a product to test equipment of the public body;

(h) a feasibility or technical study, including a cost estimate, relating to a policy or project of the public body;

(i) a report on the results of field research undertaken before a policy proposal is formulated;

(j) a report of an external task force, committee, council or similar body that has been established to consider a matter and make a report or recommendations to a public body;

(k) a plan or proposal to establish a new program or to change a program, if the plan or proposal has been approved or rejected by the head of the public body;
(l) information that the head of the public body has cited publicly as the basis for making a decision or formulating a policy; or

(m) a decision, including reasons, that is made in the exercise of a discretionary power or an adjudicative function and that affects the rights of the applicant.

(3) Subsection (1) does not apply to information in a record that has been in existence for 15 years or more.
Legal advice

30. (1) The head of a public body may refuse to disclose to an applicant information

(a) that is subject to solicitor and client privilege or litigation privilege of a public body; or

(b) that would disclose legal opinions provided to a public body by a law officer of the Crown.

(2) The head of a public body shall refuse to disclose to an applicant information that is subject to solicitor and client privilege or litigation privilege of a person other than a public body.
Disclosure harmful to the financial or economic interests of a public body

35. (1) The head of a public body may refuse to disclose to an applicant information which could reasonably be expected to disclose

(a) trade secrets of a public body or the government of the province;

(b) financial, commercial, scientific or technical information that belongs to a public body or to the government of the province and that has, or is reasonably likely to have, monetary value;

(c) plans that relate to the management of personnel or the administration of a public body and that have not yet been implemented or made public;

(d) information, the disclosure of which could reasonably be expected to result in the premature disclosure of a proposal or project or in significant loss or gain to a third party;

(e) scientific or technical information obtained through research by an employee of a public body, the disclosure of which could reasonably be expected to deprive the employee of priority of publication;

(f) positions, plans, procedures, criteria or instructions developed for the purpose of contractual or other negotiations by or on behalf of the government of the province or a public body, or considerations which relate to those negotiations;

(g) information, the disclosure of which could reasonably be expected to prejudice the financial or economic interest of the government of the province or a public body; or

(h) information, the disclosure of which could reasonably be expected to be injurious to the ability of the government of the province to manage the economy of the province.

(2) The head of a public body shall not refuse to disclose under subsection (1) the results of product or environmental testing carried out by or for that public body, unless the testing was done

(a) for a fee as a service to a person or a group of persons other than the public body; or

(b) for the purpose of developing methods of testing.
Disclosure harmful to business interests of a third party

39. (1) The head of a public body shall refuse to disclose to an applicant information

(a) that would reveal

   (i) trade secrets of a third party, or

   (ii) commercial, financial, labour relations, scientific or technical information of a third party;

(b) that is supplied, implicitly or explicitly, in confidence; and

(c) the disclosure of which could reasonably be expected to

   (i) harm significantly the competitive position or interfere significantly with the negotiating position of the third party,

   (ii) result in similar information no longer being supplied to the public body when it is in the public interest that similar information continue to be supplied,

   (iii) result in undue financial loss or gain to any person, or

   (iv) reveal information supplied to, or the report of, an arbitrator, mediator, labour relations officer or other person or body appointed to resolve or inquire into a labour relations dispute.

(2) The head of a public body shall refuse to disclose to an applicant information that was obtained on a tax return, gathered for the purpose of determining tax liability or collecting a tax, or royalty information submitted on royalty returns, except where that information is non-identifying aggregate royalty information.

(3) Subsections (1) and (2) do not apply where

(a) the third party consents to the disclosure; or

(b) the information is in a record that is in the custody or control of the Provincial Archives of Newfoundland and Labrador or the archives of a public body and that has been in existence for 50 years or more.
Disclosure harmful to personal privacy

40. (1) The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party’s personal privacy.

(2) A disclosure of personal information is not an unreasonable invasion of a third party’s personal privacy where

(a) the applicant is the individual to whom the information relates;

(b) the third party to whom the information relates has, in writing, consented to or requested the disclosure;

(c) there are compelling circumstances affecting a person’s health or safety and notice of disclosure is given in the form appropriate in the circumstances to the third party to whom the information relates;

(d) an Act or regulation of the province or of Canada authorizes the disclosure;

(e) the disclosure is for a research or statistical purpose and is in accordance with section 70;

(f) the information is about a third party’s position, functions or remuneration as an officer, employee or member of a public body or as a member of a minister’s staff;

(g) the disclosure reveals financial and other details of a contract to supply goods or services to a public body;

(h) the disclosure reveals the opinions or views of a third party given in the course of performing services for a public body, except where they are given in respect of another individual;

(i) public access to the information is provided under the Financial Administration Act;

(j) the information is about expenses incurred by a third party while travelling at the expense of a public body;

(k) the disclosure reveals details of a licence, permit or a similar discretionary benefit granted to a third party by a public body, not including personal information supplied in support of the application for the benefit;

(l) the disclosure reveals details of a discretionary benefit of a financial nature granted to a third party by a public body, not including
(i) personal information that is supplied in support of the application for the benefit, or

(ii) personal information that relates to eligibility for income and employment support under the *Income and Employment Support Act* or to the determination of income or employment support levels; or

(m) the disclosure is not contrary to the public interest as described in subsection (3) and reveals only the following personal information about a third party:

(i) attendance at or participation in a public event or activity related to a public body, including a graduation ceremony, sporting event, cultural program or club, or field trip, or

(ii) receipt of an honour or award granted by or through a public body.

(3) The disclosure of personal information under paragraph (2)(m) is an unreasonable invasion of personal privacy where the third party whom the information is about has requested that the information not be disclosed.

(4) A disclosure of personal information is presumed to be an unreasonable invasion of a third party’s personal privacy where

(a) the personal information relates to a medical, psychiatric or psychological history, diagnosis, condition, treatment or evaluation;

(b) the personal information is an identifiable part of a law enforcement record, except to the extent that the disclosure is necessary to dispose of the law enforcement matter or to continue an investigation;

(c) the personal information relates to employment or educational history;

(d) the personal information was collected on a tax return or gathered for the purpose of collecting a tax;

(e) the personal information consists of an individual's bank account information or credit card information;

(f) the personal information consists of personal recommendations or evaluations, character references or personnel evaluations;

(g) the personal information consists of the third party's name where

(i) it appears with other personal information about the third party, or
(ii) the disclosure of the name itself would reveal personal information about the third party; or

(h) the personal information indicates the third party's racial or ethnic origin or religious or political beliefs or associations.

(5) In determining under subsections (1) and (4) whether a disclosure of personal information constitutes an unreasonable invasion of a third party's personal privacy, the head of a public body shall consider all the relevant circumstances, including whether

(a) the disclosure is desirable for the purpose of subjecting the activities of the province or a public body to public scrutiny;

(b) the disclosure is likely to promote public health and safety or the protection of the environment;

(c) the personal information is relevant to a fair determination of the applicant's rights;

(d) the disclosure will assist in researching or validating the claims, disputes or grievances of aboriginal people;

(e) the third party will be exposed unfairly to financial or other harm;

(f) the personal information has been supplied in confidence;

(g) the personal information is likely to be inaccurate or unreliable;

(h) the disclosure may unfairly damage the reputation of a person referred to in the record requested by the applicant;

(i) the personal information was originally provided to the applicant; and

(j) the information is about a deceased person and, if so, whether the length of time the person has been deceased indicates the disclosure is not an unreasonable invasion of the deceased person's personal privacy.
Access or correction complaint

42. (1) A person who makes a request under this Act for access to a record or for correction of personal information may file a complaint with the commissioner respecting a decision, act or failure to act of the head of the public body that relates to the request.

(2) A complaint under subsection (1) shall be filed in writing not later than 15 business days

(a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or

(b) after the date the head of the public body is considered to have refused the request under subsection 16 (2).

(3) A third party informed under section 19 of a decision of the head of a public body to grant access to a record or part of a record in response to a request may file a complaint with the commissioner respecting that decision.

(4) A complaint under subsection (3) shall be filed in writing not later than 15 business days after the third party is informed of the decision of the head of the public body.

(5) The commissioner may allow a longer time period for the filing of a complaint under this section.

(6) A person or third party who has appealed directly to the Trial Division under subsection 52 (1) or 53 (1) shall not file a complaint with the commissioner.

(7) The commissioner shall refuse to investigate a complaint where an appeal has been commenced in the Trial Division.

(8) A complaint shall not be filed under this section with respect to

(a) a request that is disregarded under section 21 ;

(b) a decision respecting an extension of time under section 23 ;

(c) a variation of a procedure under section 24 ; or

(d) an estimate of costs or a decision not to waive a cost under section 26 .

(9) The commissioner shall provide a copy of the complaint to the head of the public body concerned.
Direct appeal to Trial Division by an applicant

**52.** (1) Where an applicant has made a request to a public body for access to a record or correction of personal information and has not filed a complaint with the commissioner under section 42, the applicant may appeal the decision, act or failure to act of the head of the public body that relates to the request directly to the Trial Division.

(2) An appeal shall be commenced under subsection (1) not later than 15 business days

(a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or

(b) after the date the head of the public body is considered to have refused the request under subsection 16 (2).

(3) Where an applicant has filed a complaint with the commissioner under section 42 and the commissioner has refused to investigate the complaint, the applicant may commence an appeal in the Trial Division of the decision, act or failure to act of the head of the public body that relates to the request for access to a record or for correction of personal information.

(4) An appeal shall be commenced under subsection (3) not later than 15 business days after the applicant
OK looks fine

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisto, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Drover, Rodney C
Sent: Thursday, February 08, 2018 11:26 AM
To: Cuff, Greg
Cc: Scott, Brian
Subject: RE: MEDIA RESPONSE - Veteran and others

See below. Added mention of the Legionnaire in the last paragraph for clarity. We’ve already provided more detail on the Legionnaire to this reporter today.

Media Inquiry
February 8

CBC

Inquiry:  

What is the issue with [the MV Veteran]? How long has it been out of service and when is it expected back?

Apologies for what seems to be incremental questions, but we are doing a story now that we have some information, so I look forward to hearing from you on the Veteran issues (and any other vessels that are sidelined).

Suggested Response:

The MV Veteran went into dry dock on February 1 to have its thruster repair completed. The vessel is expected to start sea trials in the coming days. If all goes well, it will return to the Fogo Island - Change Islands - Farewell run shortly after that.

The MV Gallipoli is currently receiving scheduled refit in Clarenville. This includes required inspections, painting, steel renewal and other routine maintenance work.

This work is estimated to be completed in April 2018. The MV Sound of Islay is servicing the Ramea-Grey River-Burgeo route in the interim.
Beyond the MV Legionnaire, the MV Veteran and the MV Gallipoli on refit, there are no other vessels out of service at this time.

---

From: Cuff, Greg  
Sent: Thursday, February 8, 2018 10:52 AM  
To: Drover, Rodney C <RodneyCDrover@gov.nl.ca>  
Cc: Scott, Brian <BrianScott@gov.nl.ca>  
Subject: RE: MEDIA RESPONSE - Veteran and others

Made a slight adjustment below in blue. We are not mentioning the Legionnaire?

Greg Cuff  
Director of Marine Services – Marine Services Division  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
AOG 3A0  
709-535-6210  
grccuff@gov.nl.ca

---

From: Drover, Rodney C  
Sent: Thursday, February 08, 2018 10:43 AM  
To: Cuff, Greg  
Cc: Scott, Brian  
Subject: MEDIA RESPONSE - Veteran and others

Hi Greg. Response below for your review as discussed. We’ve already provided a response to the reporter re: Legionnaire, so it’s not mentioned in this one.

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Media Inquiry  
February 8

Inquiry:  
s. 40(1)

CBC

Inquiry:  
s. 40(1)

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This work is estimated to be completed in April 2018. The MV Sound of Islay is servicing the Ramea-Grey River-Burgeo route in the interim.

There are no other vessels out of service at this time.

-----------------------------------------------------------------

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneydrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Hi John – response to CBC re: the Veteran and others out of service is below for your approval. Greg has reviewed. We have already provided details on the Legionnaire to this reporter today.

**Media Inquiry**

**February 8**

**Inquiry:**

What is the issue with [the MV Veteran]? How long has it been out of service and when is it expected back?

Apologies for what seems to be incremental questions, but we are doing a story now that we have some information, so I look forward to hearing from you on the Veteran issues (and any other vessels that are sidelined).

**Suggested Response:**

The MV Veteran went into dry dock on February 1 to have its thruster repair completed. The vessel is expected to start sea trials in the coming days. If all goes well, it will return to the Fogo Island - Change Islands - Farewell run shortly after that.

The MV Gallipoli is currently receiving scheduled refit in Clarenville. This includes required inspections, painting, steel renewal and other routine maintenance work.

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Beyond the MV Legionnaire, the MV Veteran and the MV Gallipoli on refit, there are no other vessels out of service at this time.

---

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneydrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Any info on this?

Hi Brian,

I'm hearing that something may have happened while the Gallipoli was in drydock in Clarenville. I'm hearing that the ferry may be stuck in the lift. What are you able to tell me?

VOCM News

s. 40(1)
I'll check on this and let you know.

Sent from my iPhone

On Feb 15, 2018, at 9:47 AM, VOCM Feedback <feedback@vocm.com> wrote:

Hi Brian,

I'm hearing that something may have happened while the Gallipoli was in drydock in Clarenville.

I'm hearing that the ferry may be stuck in the lift. What are you able to tell me?
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
Tracy, this is the update we have for VOCM. John has approved.

VOCM, St. John’s
feedback@vocm.com

Inquiry:
I’m hearing that something may have happened while the Gallipoli was in drydock in Clarenville. I’m hearing that the ferry may be stuck in the lift. What are you able to tell me?

Suggested Response:

The contractor was in the process of undocking the MV Gallipoli back into the water earlier this week when the lift stopped working properly.

The lift is currently being inspected to determine necessary repairs. An update will be provided when available.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
From: Crocker, Steve
Sent: Thursday, February 15, 2018 11:33 AM
To: Scott, Brian
Cc: King, Tracy; Drover, Rodney C; Baker, John (TW)
Subject: Re: Minister: response to VOCM re: Gallipoli

Good for me

Sent from my iPhone

On Feb 15, 2018, at 11:31 AM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Minister, this is the update we have for VOCM. John and Tracy have approved.

s. 40(1) [Redacted]
VOCM, St. John's
feedback@vocm.com

Inquiry:
I'm hearing that something may have happened while the Gallipoli was in drydock in Clarenville. I'm hearing that the ferry may be stuck in the lift. What are you able to tell me?

Suggested Response:

The contractor was in the process of undocking the MV Gallipoli back into the water earlier this week when the lift stopped working properly.

The lift is currently being inspected to determine necessary repairs. An update will be provided when available.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
Hi Scott, Brian

The contractor was in the process of undocking the MV Gallipoli back into the water earlier this week when the lift stopped working properly.

The lift is currently being inspected to determine necessary repairs. An update will be provided when available.

Thanks,
Brian

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Hi Brian,

I'm hearing that something may have happened while the Gallipoli was in drydock in Clarenville.

I'm hearing that the ferry may be stuck in the lift. What are you able to tell me?
Did you see this news clip. Wondering if it is so that the boat is back in the water. Did they go ahead and do the work?

BTW, I heard from our Officer and she is on the way to Clarenville. She will be in contact Jennifer Temple

DOUG CARTER | Manager - OHS Inspections (Eastern Region)
Service NL
Occupational Health and Safety Division
Government of Newfoundland & Labrador
28 Pippy Place, St. John's, NL A1B 3X2
☎:709 729-6216 | 709 729-3445 | dcarter@gov.nl.ca

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From: Hawkins, Darrell
Sent: Thursday, February 15, 2018 2:27 PM
To: Cuff, Greg
Cc: Baker, John (TW)
Subject: Fw: Gallipoli Stop Work

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [Redacted]
Sent: Thursday, February 15, 2018 1:47 PM
To: [Redacted]
Cc: Robert Kennedy; Paul Brown; Hawkins, Darrell; Walsh, Jack; Flynn, Mark; Burry Group Safety
Subject: Re: Gallipoli Stop Work

Noted, I have GNL in cc of this reply.

Sent from my BlackBerry — the most secure mobile device — via the Bell Network.

From: [Redacted]
Sent: February 15, 2018 1:38 PM
To: [Redacted]
Cc: [Redacted]
Subject: Gallipoli Stop Work
After reviewing the forecast I am concerned for the stability of the vessel.

Marine forecast has winds increasing to 35kts Saturday morning, coming from the NW.

This wind has the potential to

1) Create swell and waves which will cause deck planks to come off creating a hazard to future operations in the water

2) Create swell and waves which may, at high tide, displace side blocks.

3) Have an overall negative impact on the stability and structural integrity of the railway/vessel.

4) A slight movement which is not carefully planned and executed may cause damage to the hull, the thrusters, and additional damage to the railway. A swell has the potential to cause the vessel to be grounded on the forward end, and floating freely on the after end.

It has been reported to me that the vessel was moving outward and progress had been made (being launched) prior to the stop work order and that they anticipated being secure alongside before dusk this evening.

[Initial redacted]

Technical Manager

BURRY
GROUP OF COMPANIES

3 Wharf Road
Clarenville NL
A5A 2B2
Canada

Email: [Redacted]

https://ca.linkedin.com/in
Any update? More media calling, asking about an update on this today.

Hi Brian,

Any further update on the Gallipoli?
From: Scott, Brian
Sent: Friday, February 16, 2018 12:12 PM
To: Scott, Brian
Subject: RE: Tracy: first of two media responses: Gallipoli update

Good.

From: Scott, Brian
Sent: Friday, February 16, 2018 12:07 PM
To: King, Tracy <TracyKing@gov.nl.ca>; Baker, John (TW) <JBaker@gov.nl.ca>
Cc: Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Subject: Tracy: first of two media responses: Gallipoli update

VOCM asking for an update. Packet asking about what happened at the shipyard—had some details but wanted confirmation.
Bottom paragraph is update from John. Previous two are what we sent yesterday to VOCM that we will send to Packet today.
All approved by John B:

The contractor was in the process of undocking the MV Gallipoli back into the water earlier this week when the lift stopped working properly.

The lift is currently being inspected to determine necessary repairs.

Burry’s is currently developing a plan to safely repair the lift. Once the plan has been approved by independent naval architects working for the department and repairs are complete, the undocking will continue.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
Minister, VOCM asking for an update on Gallipoli. Packet asking about what happened at the shipyard—had some details but wanted confirmation.

Bottom paragraph is update from John. Previous two are what we sent yesterday to VOCM that we will send to Packet today.

All approved by John B and Tracy.

The contractor was in the process of undocking the MV Gallipoli back into the water earlier this week when the lift stopped working properly.

The lift is currently being inspected to determine necessary repairs.

Burry's is currently developing a plan to safely repair the lift. Once the plan has been approved by independent naval architects working for the department and repairs are complete, the undocking will continue.

**Brian Scott**
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
Hi [Redacted] here’s some info on the Gallipoli.

The contractor, Burry’s, was in the process of undocking the MV Gallipoli back into the water earlier this week when the lift stopped working properly.

The lift is currently being inspected to determine necessary repairs and Burry’s is developing a plan to safely repair the lift. Once the plan has been approved by independent naval architects working for the department and repairs are complete, the undocking will continue.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
From: VOCM Feedback <feedback@vocm.com>
Sent: Friday, February 16, 2018 12:57 PM
To: Scott, Brian
Subject: RE: Update

Thank you.

From: Scott, Brian [mailto:BrianScott@gov.nl.ca]
Sent: Friday, February 16, 2018 12:51 PM
To: VOCM Feedback
Cc: Drover, Rodney C
Subject: RE : Update

Burry's is currently developing a plan to safely repair the lift. Once the plan has been approved by independent naval architects working for the department and repairs are complete, the undocking will continue.

From: VOCM Feedback [mailto:feedback@vocm.com]
Sent: Friday, February 16, 2018 12:17 PM
To: Scott, Brian
Subject: RE: Update

Thanks

From: Scott, Brian [mailto:BrianScott@gov.nl.ca]
Sent: Friday, February 16, 2018 12:13 PM
To: VOCM Feedback
Subject: RE : Update

Should have something for you within the hour. Hope to have it then.

From: VOCM Feedback [mailto:feedback@vocm.com]
Sent: Friday, February 16, 2018 10:40 AM
To: Scott, Brian
Subject: Update

Hi Brian,

Any further update on the Gallipoli?

VOCM News

---

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From: MacArthur, Gina

Sent: Sunday, February 18, 2018 2:01 PM

To: Scott, Brian

Cc: Drover, Rodney C; O'Neill, Melony

Subject: Re: Issues with the Gallipolli ferry

Thanks Brian

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Scott, Brian

Sent: Sunday, February 18, 2018 1:54 PM

To: MacArthur, Gina

Cc: Drover, Rodney C; O'Neill, Melony

Subject: Re: Issues with the Gallipolli ferry

Our response is below.

The contractor, Burry's, was in the process of undocking the MV Gallipoli back into the water earlier this week when the lift stopped working properly.

The lift is currently being inspected to determine necessary repairs and Burry's is developing a plan to safely repair the lift. Once the plan has been approved and repairs are complete, the undocking will continue.

Sent from my iPhone

On Feb 18, 2018, at 1:40 PM, MacArthur, Gina <GinaMacArthur@gov.nl.ca> wrote:

Hi Rod and Brian,

We will be sending the response below to CBC.
Hi Minister,

We are sending this response to CBC:

Service NL's Occupational Health and Safety Division conducted an inspection at Burry's Shipyard in Clarenville Thursday, February 15th. A stop work order has been issued, requiring an assessment to be conducted and written safe work procedures developed before work proceeds. All documentation is to be submitted to the OHS Division for review and approval before the stop work order will be lifted.

Hi there - we're hearing that OHIS is on the scene in Clarenville where the Gallipoli is being repaired. Reports say it's stuck in between the dock and the water.

Wonder if you could give me a call to discuss and provide more information. My number is [redacted]. If you could get back to us ASAP, that would be great.
Thanks, CBC NL

Associate Producer/Web Reporter
Hi Brian - a couple follow up questions.

So is the ferry currently stuck on the lift?

We've also been told that Service NL has issued a stop-work order. Were wondering what violations were found in their inspection of the contractor's shipyard.

Is there an ETA on when you expect things to be back to normal?

Thanks,

Sent from my iPhone

On Sun, Feb 18, 2018 at 1:57 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

It wasn’t a collapse.

The contractor, Burry’s, was in the process of undocking the MV Gallipoli back into the water earlier this week when the lift stopped working properly.

The lift is currently being inspected to determine necessary repairs and Burry’s is developing a plan to safely repair the lift. Once the plan has been approved and repairs are complete, the undocking will continue.

Sent from my iPhone
Hi there - we're hearing that the Gallipoli has ran into trouble where it's being repaired in Clarenville. Wanting to get some more information - we're hearing the lift collapsed while it was being put back into the water.

Could you give me a call when you get this message?

CBC NL
Associate Producer/Web Reporter

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Good

Sent from my iPhone

> On Feb 18, 2018, at 2:56 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:
> 
> CBC emailed us and Service NL about the Gallipoli. I sent the same statement we sent to VOCM and the Packet.
> 
> Sent from my iPhone
Hi Brian,

How are you this morning?

What’s the latest on the Veteran? I hear she’s out of drydock.

What’s the latest on the Gallipoli?
From: Drover, Rodney C
Sent: Monday, February 19, 2018 9:59 AM
To: Baker, John (TW); Burden, Nancy; Crocker, Steve; Dunford, Joe; English, Tracy; Grandy, Cory; King, Tracy; Scott, Brian; Williams, Ann Marie; Worthman, Matthew
Subject: TW Headlines - Monday, February 19, 2018

s. 40(1), Non responsive
Potential copyright material

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Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
He said they are engineers to help them put their plan in place.

Help them do what? Develop safety plans? Make the repairs?

Their MHA called me late yesterday and told me they have some people coming in from the US to help them.

John

Still has a stop work order from DHS. Working to rectify the work order.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca
Hey guys.
Looking for an update on the situation.
Is an interview possible?
Thanks.

CBC News
St. John's, NL
From: Crocker, Steve
Sent: Tuesday, February 20, 2018 2:45 PM
To: Scott, Brian
Cc: King, Tracy; Baker, John (TW); Drover, Rodney C
Subject: Re: CBC interview request re: Gallipoli ... Burry's shipyard

Sure

Sent from my iPhone

On Feb 20, 2018, at 2:37 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Absolutely. You’ve got an opening at 1:00 to 2:00 tomorrow. Want to do it then?

Sent from my iPhone

On Feb 20, 2018, at 2:34 PM, Crocker, Steve <SteveCrocker@gov.nl.ca> wrote:

Can we do it tomorrow

Sent from my iPhone

On Feb 20, 2018, at 1:31 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Hey guys.
Looking for an update on the situation.
Is an interview possible?
Thanks.

CBC News
St. John's, NL
From: [Redacted]
Sent: Wednesday, February 21, 2018 8:49 AM
To: Scott, Brian
Cc: Drover, Rodney C
Subject: Re: Gallipoli ... Burry's shipyard

Thanks

See you at 1:30

Sent from my iPhone

On Feb 21, 2018, at 08:45, Scott, Brian <BrianScott@gov.nl.ca> wrote:

1:30 today here at Confederation Building. Most likely in the minister's office again. Come to the visitors entrance. Rod Drover or I will drop over to bring you back over.

Sound good?

---

On Feb 20, 2018, at 14:39, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Tomorrow looks good for an interview. Likely early afternoon. Does that work for you? I'll keep you posted.

---

On Tue, Feb 20, 2018 at 1:12 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:
Checking on an update. I'll get back to you this afternoon.

Sent from my iPhone

> On Feb 20, 2018, at 11:52 AM, [Redacted] wrote:
> > Hey guys.
> > Looking for an update on the situation.
> Is an interview possible?
> Thanks,
> --

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CBC News
St. John's, NL

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I have notified our insurer as I think their expertise is needed.

Burry says blocks are moving not the vessel, but either way, another component of the vessel blocking is no longer effective.

Given the potential for vessel damage and/or loss we should consider the options and requirements to mitigate same and protect our financial interests.

Darrell

Sent from my BlackBerry 10 smartphone on the Bell network.

Staff in Clarenville have reported the vessel is now moving on the lift to the extent the forward blocks under the bow thruster comp no longer taking weight. There has been no heat on the vessel for over a week which puts the electronics in suspect condition. If there is no action soonest there is possibility of capsizing the Gallipoli resulting in vessel loss. Warren we should put our insurance on notice as this could result in total loss of vessel. Realize that Clarenville yard has their engineering firms in place today, hopefully a solution will be completed before it becomes irrelevant. Darryl if I am missing something please add.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
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gregcuff@gov.nl.ca
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
From: Hawkins, Darrell
Sent: Wednesday, February 21, 2018 11:34 AM
To: Baker, John (TW); Cuff, Greg; Fitzgerald, Barry; Morris, Warren; Walsh, Jack
Subject: Re: Gallipoli

They will not consider trying to move the vessel back to dry land, I asked last week.

Darrell

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Baker, John (TW)
Sent: Wednesday, February 21, 2018 11:20 AM
To: Cuff, Greg; Hawkins, Darrell; Fitzgerald, Barry; Morris, Warren; Walsh, Jack
Subject: RE: Gallipoli

I understood they could not move the vessel to the water for undocking but they were able to move the vessel forward which they did already, are they able to move it forward on blocks to stabilize her more??

John

From: Cuff, Greg
Sent: Wednesday, February 21, 2018 11:02 AM
To: Baker, John (TW)<JBAker@gov.nl.ca>; Hawkins, Darrell<DarrellHawkins@gov.nl.ca>; Fitzgerald, Barry<BarryFitzgerald@gov.nl.ca>; Morris, Warren<morrisw@gov.nl.ca>; Walsh, Jack<walshj@gov.nl.ca>
Subject: Gallipoli

Staff in Clarenville have reported the vessel is now moving on the lift to the extent the forward blocks under the bow thruster compost no longer taking weight. There has been no heat on the vessel for over a week which puts the electronics is suspect condition. If there is no action soonest there is possibility of capsizing the Gallipoli resulting in vessel loss. Warren we should put our insurance on notice as this could result in total loss of vessel. Realize that Clarenville yard has their engineering firms in place today, hopefully a solution will be completed before it becomes irrelevant. Darryl if I am missing something please add.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
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P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca
Our insurance has been notified and I expect to hear from London today.

---

From: Hawkins, Darrell  
Sent: Wednesday, February 21, 2018 11:39 AM  
To: Fitzgerald, Barry; Baker, John (TW); Cuff, Greg; Morris, Warren; Walsh, Jack  
Subject: Re: Gallipoli

No measures are in place to prevent access.

Sent from my BlackBerry 10 smartphone on the Bell network.

---

From: Fitzgerald, Barry  
Sent: Wednesday, February 21, 2018 11:24 AM  
To: Baker, John (TW); Cuff, Greg; Hawkins, Darrell; Morris, Warren; Walsh, Jack  
Subject: RE: Gallipoli

Have we confirmed that measures have been put in place to prevent unauthorized (unsafe) access?

---

From: Baker, John (TW)  
Sent: Wednesday, February 21, 2018 11:21 AM  
To: Cuff, Greg; Hawkins, Darrell; Fitzgerald, Barry; Morris, Warren; Walsh, Jack  
Subject: RE: Gallipoli

I understood they could not move the vessel to the water for undocking but they were able to move the vessel forward which they did already, are they able to move it forward on blocks to stabilize her more??

John

---

From: Cuff, Greg  
Sent: Wednesday, February 21, 2018 11:02 AM  
To: Baker, John (TW) <JABaker@gov.nl.ca>; Hawkins, Darrell <DarrellHawkins@gov.nl.ca>; Fitzgerald, Barry <BarryFitzgerald@gov.nl.ca>; Morris, Warren <morrisw@gov.nl.ca>; Walsh, Jack <walshj@gov.nl.ca>  
Subject: Gallipoli

Staff in Clarenville have reported the vessel is now moving on the lift to the extent the forward blocks under the bow thruster comp no longer taking weight. There has been no heat on the vessel for over a week which puts the electronics is suspect condition. If there is no action soonest there is possibility of capsizing the Gallipoli resulting in vessel loss. Warren we should put our insurance on notice as this could result in total loss of vessel. Realize that Clarenville yard has their engineering firms in place today, hopefully a solution will be completed before it becomes irrelevant. Darryl if I am missing something please add.

Greg Cuff  
Director of Marine Services – Marine Services Division  
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Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atipoffice@gov.nl.ca.
Quote: "Just an unfortunate incident. These things happen".

Really, Minister Crocker??

It may be just an unfortunate incident to you, but to us who live in Ramea, and depend on the Gallipoli, it is devastating news.

5th September 2017 That's when the Gallipoli left Ramea for a 90 day refit in Clarenville. Everyone knows that, not only is the shipyard cradle not big enough to handle the Gallipoli, but they also know that there is not sufficient work force in Clarenville to do the much needed work on the Gallipoli.

We don't need to be a minister in government to know that it was politics that put the Gallipoli in Clarenville, leading to the predicament that she is now in. We don't really care about politics, we just want the Gallipoli out of that situation, in "ship shape" condition, and back where she belongs.

And once she's out of that cradle, and in the water, you state that she will be put back up there again! Mr. Crocker, you have got to be kidding...........

Why would she have to go back up there again, weren't they putting her in the water????????????

You state that you trust this contractor, sorry, but we don't. It's been our understanding right from the start, that once the Clarenville shipyard is done with her, that she will have to go to St. John's to finish up. If I recall correctly, that's what was done with the Sound of Islay.

Wasn't it just as well that she had gone to St. John's in the first place. Politics.

This is unbelievable.

We hope that the Gallipoli situation is not going to be a repeat of the Beaumont Hamel situation, in which that particular vessel
was in Newdoc for a year.

As for the *Sound of Islay* being here on this run, she can't do the runs like the *Gallipoli* can; check your stats and see how many days she's been tied to the dock since she's been here. She is a very uncomfortable boat, seating leaves a lot to be desired, and absolutely nowhere to lie down if a passenger needs to. We are not all sailors.

The *Gallipoli* has done refits in St. John's and Marystown, and was never sent to Clarenville in all the years she's been operating. The reason?? The dockyard is not suitable for the size of the vessel, and the type of work required to be done. Politics.

A 90 day refit has now turned into over 170 days, and the "work is over 50 percent completed". Your words, sir. How in the world can you justify this. Only 50 percent, and double the days.

The *Sound of Islay* was removed from the Clarenville shipyard and sent to St. John's shipyard to finish up the refit before she was brought to Ramea. Why was that????????????

As you can tell, frustration abounds. In a couple of months time, we hope to have our fish plant up and running again, and the *Sound of Islay* can't do the work now. What happens then, when we have fish trucks on the dock waiting to go, along with the every day traffic. At the rate things are going, this "refit" won't be finished any time soon. Frustrated now?? This will be small stuff when these trucks get on the move.

We need the *Gallipoli*. And we need her yesterday.

Get the work done. If it can't be done in Clarenville, send her somewhere where it can be done. Soon.

We are taxpayers as well as those— and we have lives that are just as important as those anywhere.

I dare to say that there would be a lot more in the news about this situation if it involved one of the Bell Island ferries. Thank heavens for CBC.

Have a wonderful day.
The lift certification was submitted with the tender package, attached. There was a recent assessment done by Acuren after the failure which is also attached. Have also included a fleet data booklet which gives the vessel's gross tonnage. Acuren is a third party engineering firm not affiliated with the Burry Group and certified the lift capable of handling the Gallipoli.

---

Hi guys.

I've been receiving an unusual amount of feedback from sources about the situation at Burry's Shipyard, and the Gallipoli. Most notable, I'm being told that the marine slipway at Burry's is not capable of handling the weight of the Gallipoli, and that some "fancy math" and other measures were taken to certify the infrastructure.

Engine removed from the vessel in order to reduce its weight?

Was the department aware of concerns about the ability of the slipway to handle the vessel?

Was this slipway at its extreme maximum capacity by handling the Gallipoli?

Additionally, can I please acquire copies of the documentation that certified the slipway? And any commentary related to the certification? What level of expertise was used in this certification process?

Industry insiders say a "major failure" of a ship's cradle just doesn't happen, unless it is not up to the task in the first place. Please advise.

ANALYSIS RESULTS:

MAXIMUM CAPACITY OF TRANSVERSE BEAMS = 77 TONS
MAXIMUM CAPACITY OF TRANSVERSE BEAM SUPPORTING COLUMNS = 45 TONS (GOVERNS)

650 TONS / 45 TONS = 14.44 = 15 TRANSVERSE BEAMS (MINIMUM).

CONCLUSIONS/RECOMMENDATIONS

THE EXISTING MARINE CRADLE CAN BE USED FOR A 650 TON VESSEL PROVIDED THAT THE KEEL OF THE VESSEL IS SUPPORTED BY A MINIMUM OF 15 TRANSVERSE BEAMS.

NEXT CERTIFICATION DATE:

AUGUST 13TH, 2018
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Plus the fact we would not remove the engines so as the slip could accommodate the vessel.

John

The lift certification was submitted with the tender package, attached. There was a recent assessment done by Acuren after the failure which is also attached. Have also included a fleet data booklet which gives the Vessel's gross tonnage. Acuren is a third party engineering firm not affiliated with the Burry Group and certified the lift capable of handling the Gallipoli.

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Director of Marine Services – Marine Services Division
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Industry insiders say a "major failure" of a ship's cradle just doesn't happen, unless it is not up to the task in the first place. Please advise.
Barry, FYI, at least this is a start.

John

---

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
AOG 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Cuff, Greg
Sent: Thursday, February 22, 2018 11:33 AM
To: Baker, John (TW) <JBaker@gov.nl.ca>
Subject: FW: Plan

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
AOG 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Cuff, Greg
Sent: Thursday, February 22, 2018 11:15 AM
To: Hawkins, Darrell
Cc: Barry Group Safety; Walsh, Jack; Cuff, Greg; Flynn, Mark; Morris, Warren;
Subject: Re: Plan

Darrell,

I have been asked to send you the preliminary procedure for launching the MV Gallipoli for your information.

The document is currently in the hands of Crandall Dry Dock Engineers for review and approval, but we wanted to provide you with the working copy so far.

Thank you,

---

Naval Architects and Engineers

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On Thu, Feb 22, 2018 at 9:37 AM, Hawkins, Darrell <DarrellHawkins@gov.nl.ca> wrote:
Thanks. I included Greg, Warren, Jack & Mark on this and please include them on all emails.

Darrell

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [REDACTED]
Sent: Thursday, February 22, 2018 9:26 AM
To: [REDACTED], Warren, Jack & Mark
Cc: [REDACTED], [REDACTED]
Subject: Plan

Hi Darrell

Were just tidying up the plan and will have it out this morning.

Sent from my BlackBerry — the most secure mobile device — via the Bell Network

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Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
Good Morning All,
This a revised launch plan that was given to me this morning when I arrived at the yard. I didn't know if you have received this or not.

Regards,

Jack (John) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service
GNL

Mobile: (709) 687-3480
E-Mail: walshj@gov.nl.ca

Naval Architects and Engineers
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Hi Nancy,

Attached is an email from [REDACTED] to Minister Crocker regarding the MV Gallipoli.

Please have the Premier copied on the Minister's response and email a copy to premier@gov.nl.ca account.

Thank you,
Joanne

--------< HPE Records Manager record Information >--------

Record Number : ICOR2018/0816
Title : Email from [REDACTED] to Minister Crocker regarding the MV Gallipoli
Quote: "Just an unfortunate incident. These things happen".

Really, Minister Crocker??
It may be just an unfortunate incident to you, but to us who live in Ramea, and depend on the Gallipoli, it is devastating news.

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Most notable, I'm being told that the marine slipway at Burry's is not capable of handling the weight of the Gallipoli, and that some "fancy math" and other measures were taken to certify the infrastructure. Engine removed from the vessel in order to reduce its weight?

Was the department aware of concerns about the ability of the slipway to handle the vessel?

Was this slipway at its extreme maximum capacity by handling the Gallipoli?

Additionally, can I please acquire copies of the documentation that certified the slipway? And any commentary related to the certification? What level of expertise was used in this certification process?

Industry insiders say a "major failure" of a ship's cradle just doesn't happen, unless it is not up to the task in the first place.

Please advise.
Minister, here’s our latest response for your approval. John and Tracy have approved. The certification he is looking for is attached.

CBC

Inquiry:

I’ve been receiving an unusual amount of feedback from sources about the situation at Burry’s Shipyard, and the Gallipoli. Most notable, I’m being told that the marine slipway at Burry’s is not capable of handling the weight of the Gallipoli, and that some “fancy math” and other measures were taken to certify the infrastructure.

- Engine removed from the vessel in order to reduce its weight?
- Was the department aware of concerns about the ability of the slipway to handle the vessel?
- Was this slipway at its extreme maximum capacity by handling the Gallipoli?
- Additionally, can I please acquire copies of the documentation that certified the slipway? And any commentary related to the certification? What level of expertise was used in this certification process?

Industry insiders say a “major failure” of a ship’s cradle just doesn’t happen, unless it is not up to the task in the first place.

Suggested Response:

Hi — the engines were removed from the vessel after it was on dry dock. Having the engines sent to the manufacturer in St. John’s to be inspected and repaired is part of the refit process.

The slipway was certified for a safe working load of 650 gross tonnes. A copy of the certification of the slipway, which was performed by Acuren Group, was submitted with the tender.

A copy of the certification from Acuren is attached. Burry’s can provide any associated commentary.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL

ANALYSIS RESULTS:

MAXIMUM CAPACITY OF TRANSVERSE BEAMS = 77 TONS
MAXIMUM CAPACITY OF TRANSVERSE BEAM SUPPORTING COLUMNS = 45 TONS (GOVERNS)

650 TONS / 45 TONS = 14.44 ≈ 15 TRANSVERSE BEAMS (MINIMUM).

CONCLUSIONS/RECOMMENDATIONS

THE EXISTING MARINE CRADLE CAN BE USED FOR A 650 TON VESSEL PROVIDED THAT THE KEEL OF THE VESSEL IS SUPPORTED BY A MINIMUM OF 15 TRANSVERSE BEAMS.
Hi,
the engines were removed from the vessel after it was on dry dock. Having the engines sent to the manufacturer in St. John's to be inspected and repaired is part of the refit process.

The slipway was certified for a safe working load of 650 gross tonnes. A copy of the certification, which was performed by Acuren Group, was submitted with the tender.

A copy of the certification from Acuren is attached. Burry's can provide any associated commentary.

Brian

Seeking, and response to my questions.

Thanks

Sent from my iPhone

On Feb 22, 2018, at 11:06, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:
Hi,
We'll be in touch.

Hi guys,

I've been receiving an unusual amount of feedback from sources about the situation at Burry's Shipyard, and the Gallipoli.

Most notable, I'm being told that the marine slipway at Burry's is not capable of handling the weight of the Gallipoli, and that some "fancy math" and other measures were taken to certify the infrastructure.

Engine removed from the vessel in order to reduce its weight?

Was the department aware of concerns about the ability of the slipway to handle the vessel?

Was this slipway at its extreme maximum capacity by handling the Gallipoli?

Additionally, can I please acquire copies of the documentation that certified the slipway? And any commentary related to the certification? What level of expertise was used in this certification process?

Industry insiders say a "major failure" of a ship's cradle just doesn't happen, unless it is not up to the task in the first
place.
Please advise.

CBC News
St. John's, NL

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Dear Minister Crocker,

I write to you today, as Mayor of the Town of Ramea, to express our concerns with the current situation surrounding the MV Gallipoli.

The original refit time was listed as three months, but in reality, considering the age of the vessel and the extra unexpected repairs that would be necessary, we expected the time frame would be closer to six months. The end of February brought us to the six month time period.

From the beginning, the Town was concerned with the awarding of the contract for repairs to the shipyard at Clarenville, given the size of the Gallipoli and the capabilities of the yard to complete the necessary repairs successfully.

With the latest incident at the Clarenville shipyard, we just hope and pray the Gallipoli can be safely put back afloat.

When this is done, we are respectfully requesting, and urging you, to have the MV Gallipoli towed to St. John's to complete the remainder of the refit in a timely and safe manner.

Thank you for taking the time and listening to our concerns.

We look forward to a positive response from you on this most important matter.

Sincerely,

Clyde Dominie, Mayor

Town of Ramea
FW: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1

Fyi This is from OUR underwriters.

**URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1

Importance: High

Dear ---

Please may we have your urgent advices regarding the current situation and your recommendations in light of Burry's request for the Assured to agree an attempt to remove the vessel per the accompanying e-mails.

I am copying in H&M Underwriters so that they are fully aware of the situation.

Please advise by return!

Thanks & Best regards,

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | BESSO LIMITED | 8-11 Crescent, London EC3N 2LY
Switchboard: +44 (0)207 480 1000 | www.besso.co.uk

With respect to the subject claim, [Redacted] will be handling the file.

Going forward, would you ensure that they are included in all correspondence pertaining to the loss.

Our preliminary Report will follow in due course.

Kind Regards

Ptech
Director

Poseidon Marine Consultants Ltd.
391 Stavanger Drive,
St. John's, NL
A1A 0A1
From: [Redacted]
Sent: Friday, March 2, 2018 11:18 AM
To: [Redacted]
Cc: [Redacted]
Subject: RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1

Dear [Redacted],

We look forward to receiving your update on this matter in due course.

Dear Warren

As a precautionary measure, we have informed your P&I Club of this situation. They have noted the position, and if they can assist you in any way they will be happy to do so.

Best regards,

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | BESSO LIMITED | 8-11 Crescent, London EC3N 2LY
Switchboard: +44 (0)207 480 1000 | www.besso.co.uk

From: [Redacted]
Sent: 22 February 2018 14:44
To: [Redacted]
Cc: [Redacted]
Subject: RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss B0595JY323016G

Dear Warren

Thank you for your e-mail. I have discussed this matter with Underwriters, who agree to the instruction of Poseidon Marine to assist / advise you on this matter and to monitor the situation on Underwriters' behalf.

By copy of this message to [Redacted] of Poseidon, I kindly request he arranges for the appropriate person from his company to contact you direct and liaise accordingly.

I trust this is of assistance, and await news of developments in due course.

Best regards,

BA (Hons) ACII Chartered Insurance Practitioner
Hi,

Sorry I missed you as I was at an outside meeting. I think it would be in everyone’s best interest to appoint Poseidon to assist. I would like them to communicate directly with me. I was [redacted] last Thursday and not much has happened since then. I would go back out and meet them there to see if we can get a solution. Let me know what you think. In the meantime I will let you know if anything changes.

Warren
Best regards,

[Redacted]

Senior Vice President-Chief Insurance Officer

189 Higgins Line, NL, A1B 4N4
P. /F. 5761238
www.callegrow.com

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---

From: Morris, Warren [mailto:morrisw@gov.nl.ca]
Sent: Wednesday, February 21, 2018 11:22 AM
To: [From: Cuff, Greg](mailto:greg.cuff@gov.nl.ca)
Subject: FW: Gallipoli

Hi [Redacted]

This vessel is at the Burry Shipyard in Clarenville. The vessel is partially on the railroad lift and to date all efforts to correct the problem have not offered a solution. The yard is insured and I met with them last Friday to try and convince them that they need their insurance expertise on this matter. OHS were on site and divers were in the water and we all saw this as unsafe and as such OHS placed a stop work order on the attempt to save the vessel. Burry’s were trying to get an engineering report Friday for GNL and OHS to allow divers back in the water. I sort of doubted this would happen due to the unknowns. Greg has asked that our insurer get involved as this would need salvage expertise. [Redacted] is aware of this as he was here when I was advised of the issue. Feel free to call me. 729-6253. Right now we don’t know what will happen so as always I feel you should be notified.

Warren

From: Cuff, Greg
Sent: Wednesday, February 21, 2018 11:02 AM
To: Baker, John (TW); Hawkins, Darrell; Fitzgerald, Barry; Morris, Warren; Walsh, Jack
Subject: Gallipoli

Staff in Clarenville have reported the vessel is now moving on the lift to the extent the forward blocks under the bow thruster compt no longer taking weight. There has been no heat on the vessel for over a week which puts the electronics is suspect condition. If there is no action soonest there is possibility of capsizing the Gallipoli resulting in vessel loss. Warren we should put our insurance on notice as this could result in total loss of vessel. Realize that Clarenville yard has their engineering firms in place today, hopefully a solution will be completed before it becomes irrelevant. Darryl if I am missing something please add.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
Hi Warren,

This is very clear and very much on side as to the way we are thinking, anxious to know now what the surveyor for the other side will be saying and if they are willing to sign off on the Crane?? I am not anxious to have our Dept. put up the money and wait couple years for settlement when it is their claim.

John

---

From: Morris, Warren
Sent: Tuesday, March 6, 2018 8:48 AM
To: Baker, John (TW) <JBaker@gov.nl.ca>
Subject: FW: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - "Gallipoli" - Our ref M6951 / M6951A1

Hi John,

Here is the report from our surveyor to our underwriters. FYI.

Warren

---

From: [Redacted]
Sent: Tuesday, March 6, 2018 6:54 AM
To: Morris, Warren
Cc: [Redacted]
Subject: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - "Gallipoli" - Our ref M6951 / M6951A1

Dear Warren

Thank you for your e-mails yesterday p.m.

Please find herewith the Preliminary Report now received from Poseidon Marine for your file & information. I am discussing this with Beazley and shall let you know if they have comments at this stage.

Meanwhile, further to my e-mail yesterday, please forward a copy of Burry Shipyards Inc's repair contract as soon as possible.

Best regards,

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | BESSO LIMITED | 8-11 Crescent, London EC3N 2LY
Switchboard: +44 (0) 207 480 1000 | www.besso.co.uk

---

From: [Redacted]
Sent: 05 March 2018 20:36
To: [Redacted]
Cc: [Redacted]
Subject: RE: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1

Hi [Redacted]
Please see attached preliminary advice. Feel free to contact me if you wish to discuss further.

Regards,

P.Eng.

Poseidon Marine Consultants Ltd.
391 Stavanger Drive
St. John's, NL A1A 0A1

Please visit www.poseidonmarine.nf.ca

From: [Redacted]
Sent: March 5, 2018 12:56 PM
To: [Redacted]
Cc: [Redacted]

Subject: RE: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1
Importance: High

Dear [Redacted] (now with attachment)

Please may we have your urgent advices regarding the current situation and your recommendations in light of Burry’s request for the Assured to agree an attempt to remove the vessel per the accompanying e-mails.

I am copying in H&M Underwriters so that they are fully aware of the situation.

Please advise by return!

Thanks & Best regards,

[Redacted]

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | Besso Limited | 8-11 Crescent, London EC3N 2LY | Switchboard: +44 (0)207 480 1000 | www.besso.co.uk

From: [Redacted]
Sent: 02 March 2018 15:16
To: [Redacted]
Cc: [Redacted], morrisw@gov.nl.ca

Subject: RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1

With respect to the subject claim, [Redacted] with the assistance of [Redacted] will be handling the file.
Going forward, would you ensure that they are included in all correspondence pertaining to the loss. Our preliminary Report will follow in due course.

Kind Regards

Ptech

Director

Poseidon Marine Consultants Ltd.
391 Stavanger Drive,
St. John's, NL
A1A 0A1

Please visit our website at www.poseidonmarine.nf.ca

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Dear Warren

Thank you for your e-mail. I have discussed this matter with Underwriters, who agree to the instruction of Poseidon Marine to assist/advise you on this matter and to monitor the situation on Underwriters' behalf.

By copy of this message to [redacted] of Poseidon, I kindly request he arranges for the appropriate person from his company to contact you direct and liaise accordingly.

I trust this is of assistance, and await news of developments in due course.

Best regards,

[Signature]

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | BESSO LIMITED | 8-11 Crescent, London EC3N 2LY
Switchboard: +44 (0)207 480 1000 | www.besso.co.uk

From: Morris, Warren [mailto:morrisw@gov.nl.ca]
Sent: 21 February 2018 18:24
To: [Redacted]
Cc: [Redacted]
Subject: RE: Government of Newfoundland & Labrador Ferry Fleet, Potential Loss B0595JY323016G

Hi,

Sorry I missed you as I was at an outside meeting. I think it would be in everyone's best interest to appoint Poseidon to assist. I would like them to communicate directly with me. I was [redacted] last Thursday and not much has happened since then. I would go back out and meet them there to see if we can get a solution. Let me know what you think. In the meantime I will let you know if anything changes.

Warren

From: [Redacted]
Sent: Wednesday, February 21, 2018 12:52 PM
To: [Redacted]
Cc: [Redacted]
Subject: RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss B0595JY323016G

Many thanks

I just called Warren Morris and left a voicemail. We'll await to hear how this situation develops and what remedial action can be taken and would appreciate being kept closely advised, especially if there are any adverse developments.

If Warren considers the appointment of a surveyor (e.g. Poseidon Marine) to assist/advise would be beneficial at this stage, please let me know and we shall ask Underwriters to appoint them.

Best regards,

[Signature]
To: Morris, Warren  
Cc: 
Subject: FW: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss B0595JY323016G

Good morning

Please see below documentation from Warren Morris re: an issue that occurred while the vessel is being worked on at Burry Shipyard in Clarenville.

At this time work has ceased as the vessel is unstable in the cradling system. It is unknown at this time if there is any damage to the vessel.

As per Warren Morris's e-mail below, it seems that is aware of the issue. Please contact Warren Morris at 709 729 6253.

Please advise any questions or concerns.

Best regards,

CAIB CIP CRM  
Senior Vice President-Chief Insurance Officer

From:  
Sent: Wednesday, February 21, 2018 11:22 AM  
To: 
Subject: FW: Gallipoli

Hi Bill,

This vessel is at the Burry Shipyard in Clarenville. The vessel is partially on the railroad lift and to date all efforts to correct the problem have not offered a solution. The yard is insured and I met with them last Friday to try and convince them that they need their insurance expertise on this matter. OHS were on site and divers were in the water and we all saw this as unsafe and as such OHS placed a stop work order on the attempt to save the vessel. Burry’s were trying to get an engineering report Friday for GNL and OHS to allow divers back in the water. I sort of doubted this would happen due to the unknowns. Greg has asked that our insurer get involved as this would need salvage expertise. is aware of this as he was here when I was advised of the issue. Feel free to call me. 729-6253. Right now we don’t know what will happen so as always I feel you should be notified.

Warren
Staff in Clarenville have reported the vessel is now moving on the lift to the extent the forward blocks under the bow thruster compt no longer taking weight. There has been no heat on the vessel for over a week which puts the electronics is suspect condition. If there is no action sooner there is possibility of capsizing the Gallipoli resulting in vessel loss. Warren we should put our insurance on notice as this could result in total loss of vessel. Realize that Clarenville yard has their engineering firms in place today, hopefully a solution will be completed before it becomes irrelevant. Darryl if I am missing something please add.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca
Good for me.

From: Drover, Rodney C
To: King, Tracy <TracyKing@gov.nl.ca>
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>
Subject: RE: HOA KM FOR APPROVAL - Gallipoli

Tracy – we added a bullet (see secondary messages) to speak to the timeline/scope of what’s being done, as discussed. John has approved.

KEY MESSAGES

Department of Transportation and Works
Gallipoli Slip Incident
March 6, 2018

Summary:
- On Feb. 12, Burry’s Shipyard was attempting to put the MV Gallipoli back into the water temporarily so workers could rearrange blocks to allow work to continue on other sections of the vessel. The vessel would then be hauled back onto land.
- A part of the slipway broke while the vessel was being put back into the water. As of Feb 22, the vessel remains partly in water until the shipyard can develop a plan to safely allow the vessel to be completely placed into the water.

Anticipated Questions:
- Why did you issue a stop work order to Burry’s Shipyard?
- Shouldn’t you have done due diligence to make sure this incident could have been avoided?
- Why is this process taking so long?

Key Messages:
1. Safety in the workplace is a top priority. The provincial government issued a stop work order following the incident to ensure that the vessel can be placed back into the water safely.

2. Burry’s is developing a plan to safely place the vessel back into the water that will be reviewed by naval architects. Once their plan is approved by our department and insurance provider, work to place the vessel in the water will continue and repairs to the vessel will resume.

3. Burry’s was the lowest bidder. In addition, the shipyard was inspected before the contract was awarded last fall and all required certifications were provided. Everything was up to code and staff, such as welders, had the required certifications.

Secondary Messages:
1. This is a vessel that weighs hundreds of tonnes. A well-thought-out plan is crucial for placing it back into the water. The department is working closely with the shipyard and our insurance provider to develop the absolute
safer plan possible that also protects the vessel from damage.

Prepared by: Brian Scott, Director of Communications
Approved by: John Baker, ADM

From: Drover, Rodney C
Sent: Tuesday, March 6, 2018 9:41 AM
To: King, Tracy <TracyKing@gov.nl.ca>
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>
Subject: HOA KM FOR APPROVAL - Gallipoli

Tracy – see updated HOA KM re: Gallipoli/Burry’s for your approval. John has approved. I’ll come by with a hard copy as well.

KEY MESSAGES

Department of Transportation and Works
Gallipoli Slip Incident
March 6, 2018

Summary:
- On Feb. 12, Burry’s Shipyard was attempting to put the MV Gallipoli back into the water temporarily so workers could rearrange blocks to allow work to continue on other sections of the vessel. The vessel would then be hauled back onto land.
- A part of the slipway broke while the vessel was being put back into the water. As of Feb 22, the vessel remains partly in water until the shipyard can develop a plan to safely allow the vessel to be completely placed into the water.

Anticipated Questions:
- Why did you issue a stop work order to Burry’s Shipyard?
- How can you ensure the safety of workers at the shipyard?
- Shouldn’t you have done due diligence to make sure this incident could have been avoided?

Key Messages:
1. Safety in the workplace is a top priority. The provincial government issued a stop work order following the incident to ensure that the vessel can be placed back into the water safely.

2. Burry’s is developing a plan to safely place the vessel back into the water that will be reviewed by naval architects. Once their plan is approved by our department and insurance provider, work to place the vessel in the water will continue and repairs to the vessel will resume.

3. Burry’s was the lowest bidder. In addition, the shipyard was inspected before the contract was awarded last fall and all required certifications were provided. Everything was up to code and staff, such as welders, had the required certifications.

Prepared by: Brian Scott, Director of Communications
Approved by: John Baker, ADM

Rod Drover
From: Baker, John (TW)
Sent: Tuesday, March 6, 2018 12:26 PM
To: Cuff, Greg
Subject: FW: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - "Gallipoli" - Our ref M6951 / M6951A1
Attachments: 18-040-001 - Gallipoli - Potential Loss - Preliminary Advice.pdf
FYI
John

From: Morris, Warren
Sent: Tuesday, March 6, 2018 8:48 AM
To: Baker, John (TW) <JBaker@gov.nl.ca>
Subject: FW: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - "Gallipoli" - Our ref M6951 / M6951A1

Hi John,

Here is the report from our surveyor to our underwriters. FYI.

Warren

From: s.40(1)
Sent: Tuesday, March 06, 2018 6:54 AM
To: Morris, Warren
Cc: s.40(1)
Subject: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - "Gallipoli" - Our ref M6951 / M6951A1

Dear Warren

Thank you for your e-mails yesterday p.m.

Please find herewith the Preliminary Report now received from Poseidon Marine for your file & information. I am discussing this with Beazley and shall let you know if they have comments at this stage.

Meanwhile, further to my e-mail yesterday, please forward a copy of Burry Shipyard Inc's repair contract as soon as possible.

Best regards,

s.40(1)

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | BESSO LIMITED | 8-11 Crescent, London EC3N 2LY | Switchboard: +44 (0)207 480 1000 | www.besso.co.uk

From: s.40(1)
Sent: 05 March 2018 20:36
To: s.40(1)
Cc: s.40(1)
Subject: RE: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1

Hi s.40(1)

Please see attached preliminary advice. Feel free to contact me if you wish to discuss further.
Subject: RE: **URGENT** RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1

Dear (now with attachment)

Please may we have your urgent advices regarding the current situation and your recommendations in light of Burry's request for the Assured to agree an attempt to remove the vessel per the accompanying e-mails.

I am copying in H&M Underwriters so that they are fully aware of the situation.

Please advise by return!

Thanks & Best regards,

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | BESSO LIMITED | 8-11 Crescent, London EC3N 2LY |
Switchboard: +44 (0)207 480 1000 | www.besso.co.uk

From: [redacted]
Sent: 02 March 2018 15:16
To: [redacted]
Cc: morrisw@gov.nl.ca
Subject: RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1

With respect to the subject claim, [redacted] with the assistance of [redacted] will be handling the file.

Going forward, would you ensure that they are included in all correspondence pertaining to the loss.
Our preliminary Report will follow in due course.

Kind Regards

Ptech
Director

Poseidon Marine Consultants Ltd.
391 Stavanger Drive,
St. John's, NL
A1A 0A1

Please visit our website at www.poseidonmarine.nf.ca

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From: [Redacted]
Sent: Friday, March 2, 2018 11:18 AM
To: 'Morris, Warren' <morrisw@gov.nl.ca>
Cc: [Redacted]
Subject: RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss - Our ref M6951 / M6951A1

Dear [Redacted],

We look forward to receiving your update on this matter in due course.

Dear Warren

As a precautionary measure, we have informed your P&I Club of this situation. They have noted the position, and if they can assist you in any way they will be happy to do so.

Best regards,

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | BESSO LIMITED | 8-11 Crescent, London EC3N 2LY | Switchboard: +44 (0)207 480 1000 | www.besso.co.uk

From: [Redacted]
Sent: 22 February 2018 14:44
To: 'Morris, Warren' [Redacted]
Cc: [Redacted]
Subject: RE: Government of Newfoundland & Labrador Ferry Fleet. Potential Loss B0595JY323016G
Dear Warren

Thank you for your e-mail. I have discussed this matter with Underwriters, who agree to the instruction of Poseidon Marine to assist/advice you on this matter and to monitor the situation on Underwriters' behalf.

By copy of this message to the attention of Poseidon, I kindly request he arranges for the appropriate person from his company to contact you direct and liaise accordingly.

I trust this is of assistance, and await news of developments in due course.

Best regards,

s. 40(1)

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | BESSO LIMITED | 8-11 Crescent, London EC3N 2LY
Switchboard: +44 (0)207 480 1000 | www.besso.co.uk

---

Hi Warren

Sorry I missed you as I was at an outside meeting. I think it would be in everyone's best interest to appoint Poseidon to assist. I would like them to communicate directly with me. I was at an outside meeting last Thursday and not much has happened since then. I would go back out and meet them there to see if we can get a solution. Let me know what you think. In the meantime I will let you know if anything changes.

Warren

---

Many thanks.

I just called Warren Morris and left a voicemail.

We'll await to hear how this situation develops and what remedial action can be taken and would appreciate being kept closely advised, especially if there are any adverse developments.

If Warren considers the appointment of a surveyor (e.g. Poseidon Marine) to assist/advice would be beneficial at this stage, please let me know and we shall ask Underwriters to appoint them.

Best regards,

s. 40(1)

BA (Hons) ACII Chartered Insurance Practitioner
Claims Director - Marine Division | BESSO LIMITED | 8-11 Crescent, London EC3N 2LY
Switchboard: +44 (0)207 480 1000 | www.besso.co.uk
Good morning

Please see below documentation from Warren Morris re: an issue that occurred while the vessel is being worked on at Burry Shipyard in Clarenville.

At this time work has ceased as the vessel is unstable in the cradling system. It is unknown at this time if there is any damage to the vessel.

As per Warren Morris’s e-mail below, it seems that [redacted] is aware of the issue.

Please contact Warren Morris at 709 729 6253.

Please advise any questions or concerns.

Best regards,

[Redacted]

Senior Vice President-Chief Insurance Officer

189 Higgins Line, NL A1B 4N4
P. [Redacted] / F. 576 1238
www.callegrow.com

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Click here to learn more.

---

From: Morris, Warren [mailto:morrisw@gov.nl.ca]
Sent: Wednesday, February 21, 2018 11:22 AM
To: [Redacted]
Subject: FW: Gallipoli

This vessel is at the Burry Shipyard in Clarenville. The vessel is partially on the railroad lift and to date all efforts to correct the problem have not offered a solution. The yard is insured and I met with them last Friday to try and convince them that they need their insurance expertise on this matter. OHS were on site and divers were in the water and we all saw this as unsafe and as such OHS placed a stop work order on the attempt to save the vessel. Burry’s were trying to get an engineering report Friday for GNL and OHS to allow divers back in the water. I sort of doubted this would happen due to the unknowns. Greg has asked that our insurer get involved as this would need salvage expertise. Tony Brain is aware of this as he was here when I was advised of the issue. Feel free to call me. 729-6253. Right now we don’t know what will happen so as always I feel you should be notified.

Warren

---

From: Cuff, Greg
Sent: Wednesday, February 21, 2018 11:02 AM
To: Baker, John (TW); Hawkins, Darrell; Fitzgerald, Barry; Morris, Warren; Walsh, Jack
Subject: Gallipoli
Staff in Clarenville have reported the vessel is now moving on the lift to the extent the forward blocks under the bow thruster are no longer taking weight. There has been no heat on the vessel for over a week which puts the electronics in suspect condition. If there is no action soonest there is possibility of capsizing the Gallipoli resulting in vessel loss. Warren we should put our insurance on notice as this could result in total loss of vessel. Realize that Clarenville yard has their engineering firms in place today, hopefully a solution will be completed before it becomes irrelevant. Darryl if I am missing something please add.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
AOG 3A0
709-535-6210
gregcuff@gov.nl.ca

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Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
From: Hawkins, Darrell
Sent: Tuesday, March 6, 2018 3:44 PM
To: [blackened]
Cc: [blackened]
Subject: Re: MV Gallipoli Launch

The concerns of Burrys's and Allswater are noted. This is an issue of managing financial risk and liabilities, so best left to those mandated to manage those aspects.

Darrell

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [blackened]
Sent: Tuesday, March 6, 2018 3:36 PM
To: Hawkins, Darrell
Cc: [blackened]
Subject: RE: MV Gallipoli Launch

Hi Darrell,

With reference to our phone call this afternoon I understand that the meeting tomorrow morning will not be attended by the vessel Owner and the Launch is potentially delayed further.

At this point all things are set and the yard has made all the necessary arrangements according to the plan with divers, rigging, etc. The tug vessel is on standby and is awaiting confirmation from you. Please note, if the tug is not confirmed there is a high risk it will not be available later in the week, or next week from the information presented.

Time is of the essence, and at this point the risk of damage to the vessel and the dock infrastructure increases with each day due to environmental conditions and places the whole refit project in peril. In order to eliminate this risk the vessel should be removed from the cradle as soon as possible.

In speaking with representatives from Crondall Dry Dock Engineers they are also share the view that the vessel should be undocked expeditiously.

Initially the launch was aborted due to a stop work order imposed by OHS. Conditions have been meet and the stop work order lifted, allowing things to proceed.

It is unclear what the further delay is regarding, preventing the yard to proceed with the work.

I will remain in Clarenville until I hear further from you, regarding the plan tomorrow and the way forward.

Thank you,

General Manager, Marine Services
Naval Architects and Engineers

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5:42 PM (20 hours ago)

On behalf of Burry’s Shipyard Inc. please see the attached agenda for the proposed meeting prior to undocking the Gallipoli.

If you are calling into the meeting please provide contact details.

If additional people are required for the meeting please let me know and send them the agenda notice.

Thank you,

General Manager, Marine Services

Naval Architects and Engineers

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Mar 5 (1 day ago)

I apologize but we are experiencing some delays in getting input from outside parties. I will update you again later this afternoon.

Thanks,
Darrell

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Monday, March 5, 2018 9:48 AM
To: Hawkins, Darrell; Warren, Greg; John, Jack; Walsh, Darrell; Morris, Warren; Cuff, Greg; Baker, John (TW); Walsh, Jack [redacted]
Subject: RE: Gallipoli Launch

Darrell,

We will be awaiting your update before noon today as stated below. Please note, we are prepared to continue immediately and believe the vessel needs to be floated as soon as possible to prevent further damage.

Please also take note of the approaching ice front which has been and continues to fill Trinity Bay. The forecasts issued today show no break in the movement of the ice, and in fact show it building concentration and intensity.

I’m sure I don’t need to describe to anyone involved the implication of having ice interfering with the launch procedure, or more importantly, the effects the incoming ice may have on the vessel’s hull and thrusters as the tides change, or should pressure become exerted on them. Any ice which may come to rest on the deck of the railway has potential to cause damage during the launch. Should ice come into contact with the side blocks, the stability of the vessel may become compromised.

We have a window of availability for the tow vessel and this is subject to change up until the time we receive confirmation from GNL DTW we can proceed. Until we have this confirmation, we are at risk of losing the vessel we have secured to another contract. In addition to this, each day we wait, the ice concentration and intensity increases and the possibility the ice will prevent the vessel from being able to make the transit and get into position increases.

In addition to the above, please consider the approximately 60 tradespeople who are without income while we are standing by, awaiting approval to proceed with the launch.

We have a favorable weather window for mid week and we believe we need to take advantage of it.

Please advise soonest.

Technical Manager

Burry Group of Companies

3 Wharf Road
Clarenville NL
As previously communicated, GNL is still reviewing the launch plan and does not authorize any launch attempt at this time.

I will discuss internally today and update again before noon.

Thanks,
Darrell

Sent from my BlackBerry 10 smartphone on the Bell network.

Good Morning.

Yesterday was a productive day with the arrival of our rigging, closing of the OHS orders, and update that the tow vessel is expected Tuesday or Wednesday of next week. Based on this, the following timeline is what we are working with.

Pre-use inspection of rigging
Sign contract for tow services
Fit rigging to railway

Rigging inspection
Pumps/Mooring lines/ etc moved to wharf
Tow vessel departs for Clarenville

Vessel arrives on site
All BSI contractors onsite
Allwater leads project meeting

Vessel tow lines connected
Launching ongoing
Vessel alongside

Vessel inspected internally for water
Vessel inspected externally for damage

24 hour security continues

The above is weather dependant, and subject to final confirmation of vessel availability.
Thanks Warren, hopefully we can get some movement from the other side as you have been taking the lead on this and should be coming from the other side.

John

Hi John,

Of Seaford has been assigned to the claim by Allianz who is the lead insurer for Burry's so he has assigned to attend a meeting on Thursday with Burrys. This will allow open discussion of our concerns and see if there are any other alternatives. I will keep on top of this till we get a solution.

Warren

Hi Darrell

With Allwater is our engineering rep and has a note below.

In response to your telcon this morning, I understand that the meeting will not go ahead tomorrow but possibly on Thursday.

For the record we are ready to proceed with Work and this launch, we see no benefits of delaying this any further unless there's a good reason not too.

Regards

With reference to our phone call this afternoon I understand that the meeting tomorrow morning will not be attended by the vessel Owner and the Launch is potentially delayed further.

At this point all things are set and the yard has made all the necessary arrangements according to the plan with divers, rigging, etc. The tug vessel is on standby and is awaiting confirmation from you. Please note, if the tug is not confirmed there is a high risk it will not be available later in the week, or next week from the information presented.

Time is of the essence, and at this point the risk of damage to the vessel and the dock infrastructure increases with each day due to environmental conditions and
places the whole refit project in peril. In order to eliminate this risk the vessel should be removed from the cradle as soon as possible.

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Initially the launch was aborted due to a stop work order imposed by OHS. Conditions have been met and the stop work order lifted, allowing things to proceed.

It is unclear what the further delay is regarding, preventing the yard to proceed with the work.

I will remain in Clarenville until I hear further from you, regarding the plan tomorrow and the way forward.

Thank you,

[Name]

General Manager, Marine Services

Naval Architects and Engineers

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Hawkins, Darrell

General Manager, Marine Services

Naval Architects and Engineers

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Hawkins, Darrell

General Manager, Marine Services

Naval Architects and Engineers

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Mar 5 (1 day ago)

I apologize but we are experiencing some delays in getting input from outside parties. I will update you again later this afternoon.

Thanks,

Darrell

Sent from my BlackBerry 10 smartphone via the Bell network

From: [Name]
Sent: Monday, March 5, 2018 9:48 AM
To: Hawkins, Darrell
Cc: Hawkins, Darrell, Morris, Warren; Cuff, Greg; Baker, John (TW); Walsh, Jack
Subject: RE: Gallipoli Launch

Darrell,

We will be awaiting your update before noon today as stated below. Please note, we are prepared to continue immediately and believe the vessel needs to be floated as soon as possible to prevent further damage.

Please also take note of the approaching ice front which has been and continues to fill Trinity Bay. The forecasts issued today show no break in the movement of the ice, and in fact show it building concentration and intensity.

I’m sure I don’t need to describe to anyone involved the implication of having ice interfering with the launch procedure, or more importantly, the effects the incoming ice may have on the vessel’s hull and thrusters as the tides change, or should pressure become exerted on them. Any ice which may come to rest on the deck of the railway has potential to cause damage during the launch. Should ice come into contact with the side blocks, the stability of the vessel may become compromised.

We have a window of availability for the tow vessel and this is subject to change up until the time we receive confirmation from GNL DTW we can proceed. Until we have this confirmation, we are at risk of losing the vessel we have secured to another contract. In addition to this, each day we wait, the ice concentration and intensity
increases and the possibility the ice will prevent the vessel from being able to make the transit and get into position increases.

In addition to the above, please consider the approximately 60 tradespeople who are without income while we are standing by, awaiting approval to proceed with the launch.

We have a favorable weather window for mid week and we believe we need to take advantage of it.

Please advise soonest.

Technical Manager

Burry Group of Companies
3 Wharf Road
Clarenville NL
A5A 2B2
Canada

Email:

As previously communicated, GNL is still reviewing the launch plan and does not authorize any launch attempt at this time.

I will discuss internally today and update again before noon.

Thanks,
Darrell

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Hawkins, Darrell [mailto:Darrell-Hawkins@gov.nl.ca]
Sent: Saturday, March 3, 2018 10:02 AM
To: Hawkins, Darrell
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Welsh, Jack <jw@w.gov.nl.ca>; Morris, Warren <smorris@gov.nl.ca>; Cuff, Greg <GwCuff@gov.nl.ca>
Subject: Gallipoli Launch

Good Morning,

Yesterday was a productive day with the arrival of our rigging, closing of the OHS orders, and update that the tow vessel is expected Tuesday or Wednesday of next week. Based on this, the following timeline is what we are working with.

- Pre-use inspection of rigging: March 05
- Sign contract for tow services: March 05
- Fit rigging to railway: March 05 and Mar 06
- Rigging inspection: March 06
  - Pumps/Mooring lines/etc moved to wharf: March 06 Afternoon
  - Tow vessel departs for Clipparville: March 06 Evening
- Vessel arrives on site: March 07 Early morning
- All BSI contractors onsite: March 07 Early morning
- Allwater leads project meeting: March 07 Mid morning
- Vessel tow lines connected: March 07 120 minutes before high tide
- Launching ongoing: March 07 60 minutes before high tide
- Vessel alongside: March 07
- Vessel inspected internally for water: March 07
- Vessel inspected externally for damage: March 07
24 hour security continues

The above is weather dependant, and subject to final confirmation of vessel availability.

Technical Manager

BURRY
GROUP OF COMPANIES

3 Wharf Road
Clarenville NL
ASA 2B2
Canada

Email:

s. 40(1)
From: Drover, Rodney C
Sent: Wednesday, March 7, 2018 12:13 PM
To: Scott, Brian
Subject: Fw: Update on Gallipoli

FYI

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Wednesday, March 7, 2018 12:03 PM
To: Drover, Rodney C
Subject: Update on Gallipoli

Hello Rod,

CBC is interested in getting an update on the Gallipoli?

Last we heard:


Any damage done to the ship as well?

Thanks,
Hey Brian. Are you good with this response to CBC's request for an update on the Gallipoli? John has approved. Apparently nothing further has been officially confirmed.

CBC is interested in getting an update on the Gallipoli?

Any damage done to the ship as well?

Suggested Response:

Fortunately, no one was injured during the incident. Safety in the workplace is a top priority. We issued a stop work order following the incident to ensure that the vessel can be placed back into the water safely.

Burry's shipyard is developing a plan to safely place the vessel back into the water that will be reviewed by naval architects. Once their plan is approved by our department and insurance provider, work to place the vessel in the water will continue and repairs to the vessel will resume. Once the vessel is back in the water, a full assessment can be made.

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Hi Tracy – response for your approval re: CBC request for an update on the Gallipoli. John has approved.

Media Inquiry
March 7

CBC

Inquiry:

CBC is interested in getting an update on the Gallipoli?

Any damage done to the ship as well?

Suggested Response:

Fortunately, no one was injured during the incident. Safety in the workplace is a top priority. We issued a stop work order following the incident to ensure that the vessel can be placed back into the water safely.

Burry’s shipyard is developing a plan to safely place the vessel back into the water that will be reviewed by naval architects. Once their plan is approved by our department and insurance provider, work to place the vessel in the water will continue and repairs to the vessel will resume. Once the vessel is back in the water, a full assessment can be made.

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneydrover@gov.nl.ca
t: 709.729.1758 c: 709.730.4607
Minister – response for your approval re: CBC request for an update on the Gallipoli. Tracy has approved.

Media Inquiry
March 7

CBC

Inquiry:

CBC is interested in getting an update on the Gallipoli?

Any damage done to the ship as well?

Suggested Response:

Fortunately, no one was injured during the incident. Safety in the workplace is a top priority. We issued a stop work order following the incident to ensure that the vessel can be placed back into the water safely.

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----------------------------------------

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Sent from my iPhone

On Mar 7, 2018, at 3:53 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Hi minister. Checking in on this one. John and Tracy have approved.

Sent from my iPhone

On Mar 7, 2018, at 2:28 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Minister – response for your approval re: CBC request for an update on the Gallipoli. Tracy has approved.

Media Inquiry
March 7

CBC

Inquiry:

CBC is interested in getting an update on the Gallipoli?

Any damage done to the ship as well?

Suggested Response:

Fortunately, no one was injured during the incident. Safety in the workplace is a top priority. We issued a stop work order following the incident to ensure that the vessel can be placed back into the water safely.

Burry’s shipyard is developing a plan to safely place the vessel back into the water that will be reviewed by naval architects. Once their plan is approved by our department and insurance provider, work to place the vessel in the water will continue and repairs to the vessel will resume. Once the vessel is back in the water, a full assessment can be made.

-------------------------------------
Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758  c: 709.730.4607
Sent from my iPhone

Begin forwarded message:

From: "Drover, Rodney C" <RodneyCDrover@gov.nl.ca>
Date: March 7, 2018 at 4:01:13 PM NST
To: [Redacted]
Cc: "Scott, Brian" <BrianScott@gov.nl.ca>
Subject: Re: Update on Gallipoli

Hi [Redacted],

See below. I believe [Redacted] has asked for this as well. Sorry if the formatting looks strange. Sending from BlackBerry.

Fortunately, no one was injured during the incident. Safety in the workplace is a top priority. We issued a stop work order following the incident to ensure that the vessel can be placed back into the water safely.

Burry's shipyard is developing a plan to safely place the vessel back into the water that will be reviewed by naval architects. Once their plan is approved by our department and insurance provider, work to place the vessel in the water will continue and repairs to the vessel will resume. Once the vessel is back in the water, a full assessment can be made.

Sent from my BlackBerry 10 smartphone on the Bell network.
To: Drover, Rodney C

Subject: Update on Gallipoli

Hello Rod,

CBC is interested in getting an update on the Gallipoli?

Last we heard:


Any damage done to the ship as well?

Thanks,

CBC Radio
It services Ramea, Grey River, Burgeo.

Sent from my iPhone

On Mar 9, 2018, at 10:15 AM, Barfoot, Scott <ScottBarfoot@gov.nl.ca> wrote:

Is Gallipoli the swing vessel or does it service a particular community? I cannot recall.

From: Scott, Brian  
Sent: Friday, March 09, 2018 10:13 AM  
To: Foote, Carla; Joyce, Luke; Barfoot, Scott  
Cc: Drover, Rodney C  
Subject: TW daily issues

Just out of a meeting on the MV Gallipoli. The vessel is being hauled back into the water this afternoon. About to develop KM.

Brian Scott  
Director of Communications  
Transportation and Works  
Government of Newfoundland and Labrador  
e: brianscott@gov.nl.ca  
t: 709.729.3015  
www.tw.gov.nl.ca | @TW_GovNL
Vessel to be hauled back into water Sunday instead of today. Will send KM when ready.

Just out of a meeting on the MV Gallipoli. The vessel is being hauled back into the water this afternoon. About to develop KM.

Brian Scott  
Director of Communications  
Transportation and Works  
Government of Newfoundland and Labrador  
e: brianscott@gov.nl.ca  
t: 709.729.3015  
www.tw.gov.nl.ca | @TW_GovNL
Tracy, see below. John has approved the response.

Sent from my iPhone

Begin forwarded message:

From: "Baker, John (TW)" <JBal<er@gov.nl.ca>
Date: March 10, 2018 at 5:51:11 PM NST
To: "Scott, Brian" <BrianScott@gov.nl.ca>
Subject: Re: media inquiry, problems with Gallipoli this weekend

I would say that will do as we don't want to give them specific time and have them around for the tow out.

John

Sent from my iPhone

On Mar 10, 2018, at 5:38 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

John, see below. Any more we want to provide?

Hi, the Gallipoli has been on the lift at Burry’s Shipyard partially in the water since mid-February.

A tug boat is on its way to Clarenville to assist with hauling the vessel into the water. We anticipate this will happen tomorrow.

Have a good evening,

Brian

Sent from my iPhone
Begin forwarded message:

From: [Redacted]
Date: March 10, 2018 at 4:14:43 PM NST
To: "Scott, Brian" <BrianScott@gov.nl.ca>, "Drover, Rodney C" <rodneycdrover@gov.nl.ca>
Subject: media inquiry, problems with Gallipoli this weekend

Hello -

I've been told that the cradle holding the Gallipoli at Burry's in Clarenville has fallen, the ship is now stuck in a precarious position half in and half out of the water, and the Maersk Norseman is on the way to Clarenville to help out.

Can you confirm this is all correct, and provide any further info that may be available at this time? And what is planned on Sunday to address this?

Thanks for any assistance you can provide.

Sincerely,

[Redacted]

Producer

CBC NL Investigates
From: King, Tracy  
Sent: Saturday, March 10, 2018 6:03 PM  
To: Scott, Brian  
Cc: Baker, John (TW)  
Subject: Re: media inquiry, problems with Gallipoli this weekend  

Good.

Tracy King  
Deputy Minister  
Transportation and Works  
(709)729-3676  

The safe way is the only way.

On Mar 10, 2018, at 6:01 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:  

Sending again. Looping in John.

Sent from my iPhone

Begin forwarded message:

From: "Baker, John (TW)" <JBaker@gov.nl.ca>  
Date: March 10, 2018 at 5:51:11 PM NST  
To: "Scott, Brian" <BrianScott@gov.nl.ca>  
Subject: Re: media inquiry, problems with Gallipoli this weekend  

I would say that will do as we don’t want to give them specific time and have them around for the tow out.

John  
Sent from my iPhone  

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John, see below. Any more we want to provide?
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A tug boat is on its way to Clarenville to assist with hauling the vessel into the water. We anticipate this will happen tomorrow.

Have a good evening,

Brian

Sent from my iPhone

Begin forwarded message:

From: [Redacted]
Date: March 10, 2018 at 4:14:43 PM NST
To: "Scott, Brian" <BrianScott@gov.nl.ca>, "Drover, Rodney C" <rodneyedrover@gov.nl.ca>
Subject: media inquiry, problems with Gallipoli this weekend

Hello -

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Can you confirm this is all correct, and provide any further info that may be available at this time? And what is planned on Sunday to address this?

Thanks for any assistance you can provide.

Sincerely,
Good for me
Sent from my iPhone

On Mar 10, 2018, at 6:46 PM, King, Tracy <TracyKing@gov.nl.ca> wrote:

John,

Could we say towing?

Tracy King
Deputy Minister
Transportation and Works
(709)729-3676

The safe way is the only way.

On Mar 10, 2018, at 6:25 PM, Crocker, Steve <SteveCrocker@gov.nl.ca> wrote:

Is hauling the right word.

Sent from my iPhone

On Mar 10, 2018, at 6:07 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Hi Minister, [REDACTED] is asking about the Gallipoli. Response below for your approval. Approved by John B and Tracy.

Hi, the Gallipoli has been on the lift at Burry's Shipyard partially in the water since mid-February.
A tug boat is on its way to Clarenville to assist with hauling the vessel into the water. We anticipate this will happen tomorrow.

Sent from my iPhone

Begin forwarded message:

From: [Redacted]
Date: March 10, 2018 at 4:14:43 PM NST
To: "Scott, Brian" <BrianScott@gov.nl.ca>, "Drover, Rodney C" <rodneyedrover@gov.nl.ca>
Subject: media inquiry, problems with Gallipoli this weekend

Hello -

I've been told that the cradle holding the Gallipoli at Burry's in Clarenville has fallen, the ship is now stuck in a precarious position half in and half out of the water, and the Maersk Norseman is on the way to Clarenville to help out.

Can you confirm this is all correct, and provide any further info that may be available at this time? And what is planned on Sunday to address this?

Thanks for any assistance you can provide.

Sincerely,

[Redacted]

Producer
CBC NL Investigates

s. 40(1)
From: King, Tracy
Sent: Saturday, March 10, 2018 7:42 PM
To: Scott, Brian
Cc: Baker, John (TW); Crocker, Steve; Drover, Rodney C.
Subject: Re: Minister: Fwd: media inquiry, problems with Gallipoli this weekend

Thanks.
Tracy King
Deputy Minister
Transportation and Works
(709)729-3676

The safe way is the only way.

On Mar 10, 2018, at 7:36 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:
Ok if we’re good with towing, I’ll send that to this evening.

Sent from my iPhone

On Mar 10, 2018, at 7:13 PM, Baker, John (TW) <JBaker@gov.nl.ca> wrote:
We certainly can and that is basically what they are doing.

John
Sent from my iPhone

On Mar 10, 2018, at 6:46 PM, King, Tracy <TracyKing@gov.nl.ca> wrote:
John,
Could we say towing?

Tracy King
Deputy Minister
The safe way is the only way.

On Mar 10, 2018, at 6:25 PM, Crocker, Steve <SteveCrocker@gov.nl.ca> wrote:

Is hauling the right word.

Sent from my iPhone

On Mar 10, 2018, at 6:07 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Hi Minister. [redacted] is asking about the Gallipoli. Response below for your approval. Approved by John B and Tracy.

[s. 40(1)]

Hi [redacted] the Gallipoli has been on the lift at Burry's Shipyard partially in the water since mid-February.

A tug boat is on its way to Clarenville to assist with hauling the vessel into the water. We anticipate this will happen tomorrow.

Sent from my iPhone

Begin forwarded message:

From: [redacted]
Date: March 10, 2018 at 4:14:43 PM NST
To: "Scott, Brian" <BrianScott@gov.nl.ca>,
"Drover, Rodney C" <rodneydroven@gov.nl.ca>
Subject: media inquiry, problems with
Gallipoli this weekend

Hello -

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at Burry's in Clarenville has fallen, the ship is now stuck in a precarious position half in and half out of the water, and the Maersk Norseman is on the way to Clarenville to help out.

Can you confirm this is all correct, and provide any further info that may be available at this time? And what is planned on Sunday to address this?

Thanks for any assistance you can provide.

Sincerely,

[Redacted]

Producer

CBC NL Investigates
Hi Just a clarification: Buny’s Shipyard requested the tug boat. It was not sent by the provincial government.

Brian

Sent from my iPhone

On Mar 10, 2018, at 8:15PM, wrote:

Thanks for looking into this.

On Sat, Mar 10, 2018 at 8:06 PM, Scott, Brian wrote:

Hi Gallipoli has been on the lift at Burry’s Shipyard partially in the water since mid-February.

A tug boat is on its way to Clarenville to assist with towing the vessel into the water. We anticipate this will happen tomorrow.

Have a good evening,

Brian

Sent from my iPhone

On Mar 10, 2018, at 4:14 PM, wrote:
Hello -

I've been told that the cradle holding the Gallipoli at Burry's in Clarenville has fallen, the ship is now stuck in a precarious position half in and half out of the water, and the Maersk Norseman is on the way to Clarenville to help out.

Can you confirm this is all correct, and provide any further info that may be available at this time? And what is planned on Sunday to address this?

Thanks for any assistance you can provide.

Sincerely,

Producer

CBC NL Investigates

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Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atipoffice@gov.nl.ca.
Rod Drovver
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
a tug boat was in Clarenville yesterday to assist with towing the MV Gallipoli into the water. The vessel had been stuck on the slip since mid February. Burry’s Shipyard requested the tugboat.

Sent from my iPhone

On Mar 12, 2018, at 10:22 AM, wrote:

Perfect, thanks!

From: "Scott, Brian" <BrianScott@gov.nl.ca>
Date: Monday, March 12, 2018 at 9:59 AM
To: [redacted]
Cc: "Drover, Rodney C" <RodneyCDrover@gov.nl.ca>
Subject: Re: MV Gallipoli

Hi , I’ll get you the most recent update later this morning.

Sent from my iPhone

On Mar 12, 2018, at 9:32 AM, wrote:

Hi Brian,

from The Packet,

Was wondering if the department could confirm that a tugboat was sent out to assist the MV Gallipoli in Clarenville this past Sunday

Was wondering who made the initial request, and what the MV Gallipoli needed assistance with.

Thanks!

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Hi [Name],

Will have an update this afternoon.

Sent from my iPhone

On Mar 12, 2018, at 8:08 AM,

Good morning!

What's the latest on the Gallipoli?

We understand the Maersk Norseman towed it into the water yesterday – what's next? When will it be back in service?

Looking forward to your response, thanks so much!

--

[Name]
Reporter / Producer, CBC NL
From: Butt, Ryan
Sent: Monday, March 12, 2018 3:02 PM
Subject: Afternoon Headlines for March 12, 2018

Attachment 4 provided. Remaining attachments not included - non responsive.

VOCM News Headlines
Terra Nova Joins The Fight To Save The Sky

CBC News Headlines
Tow vessel sent to help troubled MV Gallipoli back into water in Clarenville
Giving life for life: Syrian refugees line up to give blood in St. John's
Abortion pill popular alternative to surgery, says owner of St. John's clinic

The Telegram Headlines
Letter: Another step down in health care
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
From: Drover, Rodney C
Sent: Monday, March 12, 2018 4:32 PM
To: King, Tracy
Cc: Baker, John (TW); Scott, Brian
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

Will confirm with John.

From: King, Tracy
Sent: Monday, March 12, 2018 4:29 PM
To: Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

“to determine next steps in the refit process”?

From: Drover, Rodney C
Sent: Monday, March 12, 2018 4:25 PM
To: King, Tracy <TracyKing@gov.nl.ca>
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

Revised. Does this address?

Media Inquiry
March 12

CBC

Inquiry:
What’s the latest on the Gallipoli?
We understand the Maersk Norseman towed it into the water yesterday -- what’s next? When will it be back in service?

Suggested Response:
The Gallipoli was successfully towed off the damaged slip Sunday afternoon. It is currently at dockside in Clarenville.

Burry’s has arranged for inspections to take place on the vessel today and over the coming days. The department and shipyard are meeting to determine next steps regarding their repairs to the slip so that the vessel can be brought back on shore for its repairs to be completed; for returning the vessel to service.

From: King, Tracy
Sent: Monday, March 12, 2018 4:16 PM
To: Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

Not sure about the last sentence. Bit too committal for me.
Hi Tracy – response to CBC re: Gallipoli for your approval. John has approved.

**Media Inquiry**

**March 12**

**CBC**

**Inquiry:**
What's the latest on the Gallipoli?
We understand the Maersk Norseman towed it into the water yesterday -- what's next? When will it be back in service?

**Suggested Response:**
The Gallipoli was successfully towed off the damaged slip Sunday afternoon. It is currently at dockside in Clarenville.

Burry's has arranged for inspections to take place on the vessel today and over the coming days. The department and shipyard are meeting to determine next steps regarding their repairs to the slip so that the vessel can be brought back on shore for its repairs to be completed.

---

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneydrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Spoke to John again. See slightly revised wording (removed reference to shipyard). Okay with this?

**Media Inquiry**  
**March 12**

**Inquiry:**
What's the latest on the Gallipoli?  
We understand the Maersk Norseman towed it into the water yesterday -- what's next? When will it be back in service?

**Suggested Response:**
The Gallipoli was successfully towed off the damaged slip Sunday afternoon. It is currently at dockside in Clarenville.

Burry’s has arranged for inspections to take place on the vessel today and over the coming days. The department is determining next steps in the refit process.

---

"to determine next steps in the refit process”?

---

Revised. Does this address?
What's the latest on the Gallipoli?
We understand the Maersk Norseman towed it it into the water yesterday -- what's next? When will it be back in service?

**Suggested Response:**
The Gallipoli was successfully towed off the damaged slip Sunday afternoon. It is currently at dockside in Clarenville.

Burry's has arranged for inspections to take place on the vessel today and over the coming days. The department and shipyard are meeting to determine next steps regarding their repairs to the slip so that the vessel can be brought back on shore for its repairs to be completed.

---

From: King, Tracy
Sent: Monday, March 12, 2018 4:16PM
To: Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Cc: Baker, John (TW) <jBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

Not sure about the last sentence. Bit too committal for me.

From: Drover, Rodney C
Sent: Monday, March 12, 2018 4:15PM
To: King, Tracy <TracyKing@gov.nl.ca>
Cc: Baker, John (TW) <jBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>
Subject: FOR APPROVAL (MEDIA) - Gallipoli

Hi Tracy – response to CBC re: Gallipoli for your approval. John has approved.

**Media Inquiry**
**March 12**

CBC

**Inquiry:**
What's the latest on the Gallipoli?
We understand the Maersk Norseman towed it into the water yesterday -- what's next? When will it be back in service?

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---

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
From: King, Tracy  
Sent: Monday, March 12, 2018 4:58 PM  
To: Baker, John (TW); Drover, Rodney C  
Cc: Scott, Brian  
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

Good.

From: Baker, John (TW)  
Sent: Monday, March 12, 2018 4:50 PM  
To: Drover, Rodney C <RodneyCDrover@gov.nl.ca>; King, Tracy <TracyKing@gov.nl.ca>  
Cc: Scott, Brian <BrianScott@gov.nl.ca>  
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

Good Rod

From: Drover, Rodney C  
Sent: Monday, March 12, 2018 4:47PM  
To: King, Tracy <TracyKing@gov.nl.ca>  
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>  
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

Tracy/John – see highlighted. Okay with this version?

Media Inquiry  
March 12

CBC  

Inquiry:
What's the latest on the Gallipoli?
We understand the Maersk Norseman towed it into the water yesterday -- what's next? When will it be back in service?

Suggested Response:
The Gallipoli was successfully towed off the damaged slip Sunday afternoon. It is currently at dockside in Clarenville.

Burry's has arranged for inspections to take place on the vessel today and over the coming days. The department is awaiting the outcome of the inspections, which will inform next steps.

From: King, Tracy  
Sent: Monday, March 12, 2018 4:29 PM  
To: Drover, Rodney C <RodneyCDrover@gov.nl.ca>  
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>  
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

“to determine next steps in the refit process”?
Media Inquiry
March 12

CBC

Inquiry:
What's the latest on the Gallipoli?
We understand the Maersk Norseman towed it into the water yesterday -- what's next? When will it be back in service?

Suggested Response:
The Gallipoli was successfully towed off the damaged slip Sunday afternoon. It is currently at dockside in Clarenville.

Burry's has arranged for inspections to take place on the vessel today and over the coming days. The department and shipyard are meeting to determine next steps regarding their repairs to the slip so that the vessel can be brought back on shore for its repairs to be completed for returning the vessel to service.

From: King, Tracy
Sent: Monday, March 12, 2018 4:16 PM
To: Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>
Subject: RE: FOR APPROVAL (MEDIA) - Gallipoli

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From: Drover, Rodney C
Sent: Monday, March 12, 2018 4:15 PM
To: King, Tracy <TracyKing@gov.nl.ca>
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Scott, Brian <BrianScott@gov.nl.ca>
Subject: FOR APPROVAL (MEDIA) - Gallipoli

Hi Tracy – response to CBC re: Gallipoli for your approval. John has approved.
Inquiry:
What's the latest on the Gallipoli?
We understand the Maersk Norseman towed it into the water yesterday -- what's next? When will it be back in service?

Suggested Response:
The Gallipoli was successfully towed off the damaged slip Sunday afternoon. It is currently at dockside in Clarenville.

Burry's has arranged for inspections to take place on the vessel today and over the coming days. The department and shipyard are meeting to determine next steps regarding their repairs to the slip so that the vessel can be brought back on shore for its repairs to be completed.

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneydrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Good for me.

Sent from my iPhone

On Mar 12, 2018, at 5:26 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

CBC asking for an update. Statement below for your approval. Tracy and John B have approved.

Media Inquiry
March 12

CBC
@cbc.ca

Inquiry:
What's the latest on the Gallipoli?
We understand the Maersk Norseman towed it into the water yesterday – what's next? When will it be back in service?

Suggested Response:
The Gallipoli was successfully towed off the damaged slip Sunday afternoon. It is currently at dockside in Clarenville.

Burry's has arranged for inspections to take place on the vessel today and over the coming days. The department is awaiting the outcome of the inspections, which will inform next steps.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
Hi, sorry for not getting back to you sooner.

The Gallipoli was successfully towed off the damaged slip Sunday afternoon. It is currently at dockside in Clarenville.

Burry’s has arranged for inspections to take place on the vessel today and over the coming days. The department is awaiting the outcome of the inspections, which will inform next steps.

Brian

Sent from my iPhone

On Mar 12, 2018, at 8:08 AM wrote:

Good morning!

What's the latest on the Gallipoli?

We understand the Maersk Norseman towed it into the water yesterday -- what's next? When will it be back in service?

Looking forward to your response, thanks so much!
Reporter / Producer, CBC NL
FYI

Sent from my iPhone

Begin forwarded message:

From: "Clarke, Joanne" <joanneclarke@gov.nl.ca>
Date: March 23, 2018 at 1:35:39 PM NDT
To: "Parsons, Andrew" <AndrewParsons@gov.nl.ca>
Subject: Message

Joanne Clarke
Constituency Assistant to
Hon. Andrew Parsons
MHA Burgeo – La Poile
Minister of Justice & Public Safety
Attorney General
Government House Leader
Phone: (709) 695-3585
Fax: (709) 695-5800

[Redacted text]

would like you to call him regarding the Gallipoli – looking for an update.

Joanne Clarke
Constituency Assistant to
Hon. Andrew Parsons
MHA Burgeo – La Poile
Minister of Justice & Public Safety
Attorney General
Government House Leader
Phone: (709) 695-3585
Fax: (709) 695-5800
From: Fitzgerald, Barry
Sent: Wednesday, March 28, 2018 11:56 AM
To: Temple, Jennifer
Cc: Lynch, Krista
Subject: Re: Stop Work Order - Burry's shipyard - STATUS

Perfect. Thanks.

Sent from my iPhone

On Mar 28, 2018, at 11:55 AM, Temple, Jennifer <JenniferTemple@gov.nl.ca> wrote:

Barry,

More information and documentation for closure of the Work Orders raised against Burry's shipyard.

Thanks

Jen

From: Goulding, Darlene
Sent: Wednesday, March 28, 2018 11:53 AM
To: Temple, Jennifer
Subject: RE: Stop Work Order - Burry's shipyard - STATUS

See attached inspection report issued for hazard assessment and safe work procedure and the close out report for those.

Regards
Darlene

Darlene Goulding | OHS Officer II, CRSP
Service NL
Occupational Health and Safety Division
Government of Newfoundland & Labrador
28 Pippy Place St. John's, NL A1B 3X4
Tel: (709) 729-2706, 1-800-563-5471 Fax: (709) 729-3445

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From: Temple, Jennifer
Sent: Wednesday, March 28, 2018 11:25 AM
To: Goulding, Darlene
Subject: RE: Stop Work Order - Burry's shipyard - STATUS

Darlene,

Thanks so much!
Were there any other orders associated with this one?

Jen

**From:** Goulding, Darlene  
**Sent:** Wednesday, March 28, 2018 8:13 AM  
**To:** Temple, Jennifer  
**Subject:** RE: Stop Work Order - Burry's shipyard - STATUS

See attached report.

Regards  
Darlene

---

Darlene Goulding | OHS Officer II, CRSP  
Service NL  
Occupational Health and Safety Division  
Government of Newfoundland & Labrador  
28 Pippy Place St. John's, NL A1B 3X4  
Tel: (709) 729-2706, 1-800-563-5471 Fax: (709) 729-3445

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---

**From:** Temple, Jennifer  
**Sent:** Tuesday, March 27, 2018 12:13 PM  
**To:** Goulding, Darlene  
**Subject:** RE: Stop Work Order - Burry's shipyard - STATUS  
**Importance:** High

Darlene,

I was wondering if you can provide me with documentation with outstanding work orders from Burry's that shows that they have now been closed? **WORK Order #’s 0753279 - 01 & 0753279 - 02**

I have been asked by my boss, Barry Fitzgerald to follow up with you as these work orders are still showing as OPEN orders in our system.

Any information/update would be greatly appreciated.

Thanks

Jen

---

**From:** Goulding, Darlene  
**Sent:** Thursday, February 22, 2018 8:44 AM  
**To:** Temple, Jennifer
Subject: RE: Stop Work Order - Burry's shipyard

Jennifer,

We've been in communication with them regarding a plan of how they fulfill the requirements of the swo, so it's still ongoing.

Darlene

Darlene Goulding | OHS Officer II, CRSP
Service NL
Occupational Health and Safety Division
Government of Newfoundland & Labrador
28 Pippy Place St. John's, NL A1B 3X4
Tel: (709) 729-2706, 1-800-563-5471 Fax: (709) 729-3445

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From: Temple, Jennifer
Sent: Thursday, February 22, 2018 8:37 AM
To: Goulding, Darlene
Cc: Cuff, Greg
Subject: RE: Stop Work Order - Burry's shipyard

Darlene,

Have you received any response from Burry's in relation to this STOP WORK ORDER yet?

Jen

From: Goulding, Darlene
Sent: Thursday, February 22, 2018 8:11 AM
To: Temple, Jennifer
Subject: RE: Stop Work Order - Burry's shipyard

Have a good day.

Darlene Goulding | OHS Officer II, CRSP
Service NL
Occupational Health and Safety Division
Government of Newfoundland & Labrador
28 Pippy Place St. John's, NL A1B 3X4
Tel: (709) 729-2706, 1-800-563-5471 Fax: (709) 729-3445

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you have received this email in error and are not an intended addressee, please delete it immediately and notify the sender.

From: Temple, Jennifer
Sent: Monday, February 19, 2018 12:37 PM
To: Goulding, Darlene
Subject: RE: Stop Work Order - Burry's shipyard

Thanks Darlene
Jen

From: Goulding, Darlene
Sent: Monday, February 19, 2018 12:27 PM
To: Temple, Jennifer
Subject: Re: Stop Work Order - Burry's shipyard

Hi Jennifer,
Yes it was nice to meet you too. I'll check with my director to see if I can give u a copy of the swo that I issued. It will be tmr before I get back to you. Darrell has a copy of the second report I issued for the hazard assessment and swp.

Regards,
Darlene

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Temple, Jennifer
Sent: Monday, February 19, 2018 12:21 PM
To: Goulding, Darlene
Subject: Stop Work Order - Burry's shipyard

Good afternoon Darlene,

It was nice to meet you the other day – sad that is was in the way it was.

I was wondering if the STOP WORK ORDER report was issued to Burry’s? if so can I also get a copy for follow up and by own reference?

Thanks,

Jennifer Temple  
Marine Transportation Services  
Safety and Compliance Officer (OHS-3)  
PO Box 97 – 440 Main Street  
Lewisporte, NL A1V 0B1  
JenniferTemple@gov.nl.ca  
T:709-535-4090  
F:709-535-6245

<Burry's Shipy yard Feb 16.pdf>  
<Burry's Follow-Up, Mar 5,2018.pdf>
Hi John,

Late last week, I was copied on two documents (timelines and joint assessment report) which I understand TW is waiting to review.

As you can appreciate the contractor (Burry's Shipyrd) is eager to get back to work.

Can you provide an update on this situation?

Thank you.

Regards,

Colin

Colin Holloway, MHA
District of Terra Nova
Parliamentary Secretary to the Minister of Municipal Affairs and Environment
Office of Climate Change and Fire and Emergency Services
Telephone: (709) 466-4165
Fax: (709) 466-4178
Toll Free: 1-800-514-9073

---

From: Holloway, Colin
Sent: Monday, April 2, 2018 11:16 AM
To: [Redacted]
Cc: Holloway, Colin <ColinHolloway@gov.nl.ca>
Subject: Re: Fwd: MV Gallipoli - Stop order?

et al:

I underline that GNL'S advisor sent his original e-mail a full week ago; and has sent subsequent e-mails at our request. Again, much of the time that the Yard has been sitting idle, with the workforce laid off, is down to delays in routine responses; and not from our side nor those of our insurers.

On Apr 2, 2018 9:36 AM, [Redacted] wrote:

This was the reply from ....Warren Morris has since sent a reply to say he will get something to us (LOP) asap.

Thank you,
For and on behalf of Burry's Shipyard Inc.

General Manager, Marine Services

Naval Architects and Engineers

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---------- Forwarded message ----------

From: [redacted] [redacted]
Date: Fri, Mar 30, 2018 at 3:07 AM
Subject: MV Gallipoli - Stop order?
To: [redacted] [redacted]

Dear [redacted]

Thanks for your recent emails and report. I share your/the Yards frustration in respect to getting back to work however having lobbied the Secretary there is little more I/Beazley can do other than provide him with the requested damage report, which he now has [redacted] is fully aware of the irritation being expressed all around this case but the odd nudge (regularly applied), from you/the Yard in his direction as to when the stop order will be lifted will surely not go amiss.

Best Regards

Marine Surveyor

BEAZLEY GROUP

---

direct line:
blackberry:
tax:
home:
a:
P[46]antation Place South, 60 Great Tower Street, London, EC3R 5AD
e:
w: www.beazley.com
The yard has still not heard back from GNL regarding the notice and are anxious to start work.

As agreed last week the joint survey report has been sent into the yards underwriters. It was hoped that this would get the work started.

The yards underwriters have been notified some time ago and they have taken the following actions with the claim:

- Appointed a representative to manage the claim
- Appointed Surveyors (Seafor) - Reporting back daily
- Appointed an Adjuster
- Received invoices from Burry's Shipyard for payment under Sue and Labour

Is there something else that needs to be done to get things moving? Your comments would be appreciated.

Thank you,

For and on behalf of Burry's Shipyard Inc.

General Manager, Marine Services

Naval Architects and Engineers

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Dear Warren,

Please see the email thread from [redacted]. I am not sure if this message made it to you or not.

In order to get the ball rolling we will need a LOP for the Marine Occurrence for the M/V Gallipoli.

Thank you,

For and on behalf of Burry's Shipyard Inc.

Naval Architects and Engineers
Information in this email and any files transmitted are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender immediately and delete this e-mail from your system. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are hereby notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

---------- Forwarded message ----------

Date: Tue, Mar 27, 2018 at 12:22 PM
Subject: MV Gallipoli - LOP
To: [redacted]
Cc: "Hawkins, Darrell (DarrellHawkins@gov.nl.ca)" <DarrellHawkins@gov.nl.ca>

Dear [redacted],

I have just taken a call Burry's consultant at Allwater and he has advised me that in order for Allianz to move forward on a claim against the Yard they must have a letter of protest holding Burry's responsible for the damage from GNL. I guess that you need to contact Warren Morris for this but being at home I can't find his email address. Can you request GNL get the LOP issued as soon as possible.
I understand from Allswater the joint survey report will be put out today for review by GNL before being issued formally.

I have been in touch with Colin Holloway, the Parliamentary Secretary dealing with this issue and he advises once the joint report is issued things will start to move in getting the stop order on the vessel rescinded.

Thanks and Best Regards

Marine Surveyor
BEAZLEY GROUP

From: [Redacted]
Sent: 27 March 2018 15:20
To: [Redacted]
Subject: Re: MV Gallipoli - CS

Thank you
I did try to ring you again....

If it is easier you can call me

Thank you,
On Tue, Mar 27, 2018 at 3:59 AM, [redacted] wrote:

Dear [redacted],

Sorry I missed your call which came through at supper time last night. Your number came up as unknown so I wasn’t sure who it was.

The UK is now on British summer time which puts our time difference back to the regular 3.5 hours ahead of NL.

You can call me at any time on my cell. I am on home leave currently and cell reception at home isn’t great so if you struggle to reach me try the landline home number.

Best Regards

[redacted]
Trust you I was trying to reach you by phone, but I understand it is a little late in the day your way.

I have a quick question for you. What is a good time to call tomorrow?
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From: King, Tracy  
Sent: Monday, April 2, 2018 11:57 AM  
To: Baker, John (TW)  
Subject: RE: Fwd: MV Gallipoli - Stop order?  

Please discuss with me before responding to Colin.

From: Holloway, Colin  
Sent: Monday, April 2, 2018 11:52 AM  
To: Baker, John (TW) <JBaker@gov.nl.ca>  
Cc: King, Tracy <TracyKing@gov.nl.ca>; Crocker, Steve <SteveCrocker@gov.nl.ca>  
Subject: FW: Fwd: MV Gallipoli - Stop order?  

Hi John,

Late last week, I was copied on two documents (timelines and joint assessment report) which I understand TW is waiting to review.

As you can appreciate the contractor (Burry's Shipyard) is eager to get back to work.

Can you provide an update on this situation?

Thank you.

Regards,

Colin

Colin Holloway, MHA  
District of Terra Nova  
Parliamentary Secretary to the Minister of Municipal Affairs and Environment  
Office of Climate Change and Fire and Emergency Services  
Telephone: (709) 466-4165  
Fax: (709) 466-4178  
Toll Free: 1-800-514-9073

From:  
Sent: Monday, April 2, 2018 11:16 AM  
To:  
Cc: Holloway, Colin <ColinHolloway@gov.nl.ca>  
Subject: Re: Fwd: MV Gallipoli - Stop order?  

I underline that GNLS's advisor sent his original e-mail a full week ago; and has sent subsequent e-mails at our request. Again, much of the time that the Yard has been sitting idle, with the workforce laid off, is down to delays in routine responses; and not from our side nor those of our insurers.

On Apr 2, 2018 9:36 AM, ... Warren Morris has since sent a reply to say he will get something to us (LOP) asap.
Thank you,

For and on behalf of Burry's Shipyard Inc.

General Manager, Marine Services

Naval Architects and Engineers

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------------ Forwarded message ------------
From: [Redacted]
Date: Fri, Mar 30, 2018 at 3:07 AM
Subject: MV Gallipoli - Stop order?
To: [Redacted]

Dear [Redacted]

Thanks for your recent emails and report. I share your/the Yards frustration in respect to getting back to work however having lobbied the Secretary there is little more I/Beazley can do other than provide him with the requested damage report, which he now has. Colin is fully aware of the irritation being expressed all around this case but the odd nudge (regularly applied), from you/the Yard in his direction as to when the stop order will be lifted surely not go amiss.

Best Regards

[Redacted]

Marine Surveyor

BEAZLEY GROUP

a: Plantation Place South, 60 Great Tower Street, London, EC3R 5AD
e: [Redacted]
w: www.beazley.com
The yard has still not heard back from GNL regarding the notice and are anxious to start work.

As agreed last week the joint survey report has been sent into the yards underwriters. It was hoped that this would get the work started.

The yards underwriters have been notified some time ago and they have taken the following actions with the claim:

- Appointed a representative to manage the claim
- Appointed Surveyors (Seaford) - Reporting back daily
- Appointed an Adjuster
- Received invoices from Burry's Shipyard for payment under Sue and Labour

Is there something else that needs to be done to get things moving? Your comments would be appreciated.

Thank you,

For and on behalf of Burry's Shipyard Inc.

General Manager, Marine Services

Naval Architects and Engineers

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Warren,

Please see the email thread from [redacted]. I am not sure if this message made it to you or not.

In order to get the ball rolling we will need a LOP for the Marine Occurrence for the M/V Gallipoli.

Thank you,

For and on behalf of Burry's Shipyard Inc.

General Manager, Marine Services

Naval Architects and Engineers

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--- Forwarded message ---

From: [redacted]
Date: Thu, Mar 29, 2018 at 9:11 AM
Subject: Fwd: MV Gallipoli - LOP
To: "Morris, Warren" <morrissw@gov.nl.ca>
Cc: "Baker, John (TW)" <jBaker@gov.nl.ca>

Dear [redacted],

I have just taken a call Burry's consultant at Allswater and he has advised me that in order for Allianz to move forward on a
claim against the Yard they must have a letter of protest holding Burry's responsible for the damage from GNL. I guess that you need to contact Warren Morris for this but being at home I can't find his email address. Can you request GNL get the LOP issued as soon as possible.

I understand from Allswater the joint survey report will be put out today for review by GNL before being issued formally.

I have been in touch with Colin Holloway, the Parliamentary Secretary dealing with this issue and he advises once the joint report is issued things will start to move in getting the stop order on the vessel rescinded.

Thanks and Best Regards
If it is easier you can call me...

Thank you,

General Manager, Marine Services

Naval Architects and Engineers

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On Tue, Mar 27, 2018 at 3:59 AM, [Name] wrote:

Dear [Name],

Sorry I missed your call which came through at supper time last night. Your number came up as unknown so I wasn't sure who it was.

The UK is now on British summer time which puts our time difference back to the regular 3.5 hours ahead of NL.

You can call me at any time on my cell. I am on home leave currently and cell reception at home isn't great so if you struggle to reach me try the landline...

Best Regards

Marine Surveyor
I was trying to reach you by phone, but I understand it is a little late in the day your way.

I have a quick question for you. What is a good time to call tomorrow?
Naval Architects and Engineers

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Good Day Minister Crocker,

I contact you again today on behalf of the residents of Ramea. I'm sure you can appreciate the frustration of our residents with the further delay with the Gallipoli's refit. The experiment with trying to complete the refit at the Clarenville shipyard was a failure that almost led to catastrophic consequences and damage to the Gallipoli. It will be months before Clarenville is even ready to take any boat out of the water, but be that as it may, one cannot even comprehend or contemplate trying to do that procedure again with the Gallipoli. The Yard, in my opinion, is not capable of safely handling a ship the size of the Gallipoli. I urge you to move the Gallipoli to St. John's as soon as possible to expedite the completion of the refit. Realistically, we expected a six month refit, but it has now reached seven, with the work only about 50 per cent completed. I believe our residents have been more than patient up to this time.

I appreciate that work has begun again on the Gallipoli but, I respectfully ask, and urge you, to make the very necessary and urgent decision to move the MV Gallipoli to St. John's to finish the remainder of the refit, in what I hope will be a timely manner.

I look forward to a positive response from you on this most urgent matter.

Sincerely,

Clyde Dominie, Mayor
Town of Ramea

Sent from my iPad
I received new direction from John Baker and the DM on the balance of the Change Order.

As per the attached invoice summary, the change order will be for $233,739.38. (Jack please verify this balance). The DM will only sign for costs incurred up to the stop work order and for costs incurred after the stop work order date related to wharfingers fees, power to the boat, etc.

In order to get the change order approved two things are require:
- please provide all change orders from X99 to x118. (If a change order is cancelled all I need is an email stating they’re cancelled. I don’t need the change order.)
- please provide payment support for invoice #6.

Dave White
729-6836
### BURRY'S SHIPYARD INC - GALLIPOLI REFIT - PO217021469

<table>
<thead>
<tr>
<th>PO Number</th>
<th>Invoice Date</th>
<th>Invoice Num</th>
<th>Paid to date</th>
<th>Running total</th>
</tr>
</thead>
<tbody>
<tr>
<td>217021469</td>
<td>10-Oct-17</td>
<td>779</td>
<td>$174,430.43</td>
<td>$174,430.43</td>
</tr>
<tr>
<td>217021469</td>
<td>7-Nov-17</td>
<td>789</td>
<td>$279,694.04</td>
<td>$454,124.47</td>
</tr>
<tr>
<td>217021469</td>
<td>1-Dec-17</td>
<td>798</td>
<td>$228,350.28</td>
<td>$682,474.75</td>
</tr>
<tr>
<td>217021469</td>
<td>1-Feb-18</td>
<td>820</td>
<td>$290,466.65</td>
<td>$972,941.40</td>
</tr>
</tbody>
</table>

|                          |               |             | $429,043.72   | $1,401,985.12 |
|                          | Progress Payment #5 (paid) |             |               |

|                          |               |             | $408,674.21   | $1,810,659.33 |
|                          | Progress Payment #6 (yet to be paid) |             |               |

$1,810,659.33
($1,576,919.95)
$233,739.38

Feb 14th a stop work order was issued
### INVOICE

**Burry's Shipyard Inc.**  
3 Wharf Road  
Clarenville, Newfoundland A5A 2E2

**Sold to:**  
Department of Finance  
Corporate Financial Services  
657 Topsail Road  
St. John's, NL A1E 2E3

**Ship to:**  
Department of Finance  
Corporate Financial Services  
657 Topsail Road  
St. John's, NL A1E 2E3

**Invoice No.:** 832 Revised #4  
**Date:** 03/01/2018  
**Page:** 1

**Ship Date:**  
**Re:** Order No.

**Business No.:** 837081504

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Unit</th>
<th>Quantity</th>
<th>Description</th>
<th>Tax</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
</table>
| 1        |      |          | M.V. "Gallipoli" Refit  
(As per attached Progress Payment #6)  
PO# 217021469 | H   | 408,674.21 | 408,674.21 |
|          |      |          | Subtotal:  
H - HST 15%  
HST |     |            | 61,301.13 |

**Comment:** TERMS: Payment Due Upon Receipt (Job# BSI 2017-56)

**Sold By:**

<table>
<thead>
<tr>
<th>Tracking Number:</th>
</tr>
</thead>
</table>

**Total Amount:** 469,975.34

**Amount Paid:** 0.00

**Amount Owing:** 469,975.34
## PROGRESS PAYMENT #6 (Up To Feb 27/18)

<table>
<thead>
<tr>
<th>ITEM</th>
<th>RE#</th>
<th>DESCRIPTION</th>
<th>Percentage up to Feb 22/18</th>
<th>Quoted or Unit Price</th>
<th>Previously Invoiced</th>
<th>THIS INVOICE (1 x 2) - 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q-1</td>
<td>HO-1</td>
<td>Deck/patrol</td>
<td>50%</td>
<td>$6,000.00</td>
<td>$3,000.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-2</td>
<td>HO-2</td>
<td>Shore power hookup (5225.00/Connect x 2) (Up to Sept 23/17)</td>
<td>100%</td>
<td>$450.00</td>
<td>$450.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-3</td>
<td>HO-2</td>
<td>Shore power usage (182 305.28 kWh x .15 per kWh) (Up to Jan 25/18)</td>
<td>100%</td>
<td>$24,345.84</td>
<td>$24,345.84</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-4</td>
<td>HO-2</td>
<td>Fire main hookup</td>
<td>50%</td>
<td>$225.00</td>
<td>$112.50</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-5</td>
<td>HD-3</td>
<td>Seawater</td>
<td>100%</td>
<td>$1,590.00</td>
<td>$116.13</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-6</td>
<td>HD-4</td>
<td>Seawater hookup</td>
<td>50%</td>
<td>$225.00</td>
<td>$112.50</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-7</td>
<td>HD-5</td>
<td>Garage removal</td>
<td>50%</td>
<td>$900.00</td>
<td>$450.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-8</td>
<td>HD-6</td>
<td>Grey water hookup</td>
<td>50%</td>
<td>$225.00</td>
<td>$112.50</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-9</td>
<td>HD-7</td>
<td>Fresh water hookup</td>
<td>40%</td>
<td>$450.00</td>
<td>$225.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-10</td>
<td>HD-8</td>
<td>Dock protection</td>
<td>50%</td>
<td>$900.00</td>
<td>$450.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-10A</td>
<td>HO-3</td>
<td>Dock Cleaning</td>
<td>0%</td>
<td>$2,250.00</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-11</td>
<td>HO-4</td>
<td>But and awning washing</td>
<td>0%</td>
<td>$7,338.20</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>A-12</td>
<td>HD-5</td>
<td>Hull painting mods</td>
<td>37%</td>
<td>$100,000.00</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-13</td>
<td>HD-6</td>
<td>Hull cleaning and painting</td>
<td>10%</td>
<td>$5,700.00</td>
<td>$570.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-14</td>
<td>HO-6</td>
<td>Machinery space bilges cleaning and painting (Up to Dec 26/17)</td>
<td>11%</td>
<td>$26,000.00</td>
<td>$2,960.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-15</td>
<td>HO-6</td>
<td>Tanks cleaning and painting</td>
<td>10%</td>
<td>$43,500.00</td>
<td>$4,350.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-16</td>
<td>HD-6</td>
<td>Prepare and paint stern thruster compartment</td>
<td>40%</td>
<td>$3,600.00</td>
<td>$1,440.00</td>
<td>$ -</td>
</tr>
<tr>
<td>A-17</td>
<td>HO-7</td>
<td>Remove inner and outer aft ramps and make all necessary repairs (Up to Dec 26/17)</td>
<td>30%</td>
<td>$103,000.00</td>
<td>$30,900.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-18</td>
<td>HO-7</td>
<td>Sandblow ramp idea posts (Up to Jan 3/18)</td>
<td>100%</td>
<td>$35,984.45</td>
<td>$35,984.45</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-19</td>
<td>HO-8</td>
<td>Make all necessary repairs to ramps hydraulic system (Up to Dec 26/17)</td>
<td>10%</td>
<td>$50,000.00</td>
<td>$5,000.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-20</td>
<td>HO-9</td>
<td>Replace ano clamps as needed</td>
<td>0%</td>
<td>$6,075.00</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-21</td>
<td>HO-9</td>
<td>Garage (5) to (9) steel</td>
<td>40%</td>
<td>$2,250.00</td>
<td>$900.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-22</td>
<td>HO-10</td>
<td>Remove/replace seabyl grids and anchors</td>
<td>100%</td>
<td>$356.40</td>
<td>$356.40</td>
<td>$ -</td>
</tr>
<tr>
<td>A-23</td>
<td>HO-10</td>
<td>Open up 24 valves for LR inspection</td>
<td>100%</td>
<td>$2,250.00</td>
<td>$2,250.00</td>
<td>$ -</td>
</tr>
<tr>
<td>A-24</td>
<td>HO-10</td>
<td>Open up all sea bays and sea water piping. Inspect and remove all marine growth. (Up to Feb 16/18)</td>
<td>20%</td>
<td>$20,000.00</td>
<td>$18,000.00</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>Q-25</td>
<td>HO-11</td>
<td>Remove conduits and chains. Water blast and paint. Switch out biter ends when reinstalling</td>
<td>50%</td>
<td>$2,677.90</td>
<td>$1,338.75</td>
<td>$ -</td>
</tr>
<tr>
<td>A-26</td>
<td>HO-12</td>
<td>Anchor and chain repairs (Up to Dec 31/17)</td>
<td>10%</td>
<td>$10,000.00</td>
<td>$1,000.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-27</td>
<td>HO-12</td>
<td>Elevator installation, including new water tanks and bulkhead mods</td>
<td>80%</td>
<td>$118,830.00</td>
<td>$94,264.00</td>
<td>$ -</td>
</tr>
<tr>
<td>A-27</td>
<td>HO-12</td>
<td>Professional elevator services (Up to Feb 28/18)</td>
<td>1%</td>
<td>$300,000.00</td>
<td>$3,000.00</td>
<td>$600.00</td>
</tr>
<tr>
<td>A-28</td>
<td>HO-13</td>
<td>Shop supplies (Up to Jan 3/18)</td>
<td>35%</td>
<td>$10,000.00</td>
<td>$3,500.00</td>
<td>$3,500.00</td>
</tr>
<tr>
<td>A-29</td>
<td>HO-14</td>
<td>Rescue boat ratings</td>
<td>100%</td>
<td>$1,235.50</td>
<td>$1,235.50</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-30</td>
<td>HO-16</td>
<td>Rescue 4 canoes to boards</td>
<td>0%</td>
<td>$3,163.19</td>
<td>$3,163.19</td>
<td>$ -</td>
</tr>
<tr>
<td>A-31</td>
<td>HO-16</td>
<td>Open up, clean and inspect all sea water piping (Up to Feb 16/18)</td>
<td>50%</td>
<td>$100,000.00</td>
<td>$50,000.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-32</td>
<td>HO-17</td>
<td>Renew compressor and fire pump test plates</td>
<td>35%</td>
<td>$4,815.00</td>
<td>$1,685.25</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-33</td>
<td>HO-18</td>
<td>Replace 3 doors in mall more passenger lounge and entre, gen, comp</td>
<td>100%</td>
<td>$2,250.00</td>
<td>$2,250.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-34</td>
<td>HO-18</td>
<td>Renew piping and fittings for 20 window washers units in house</td>
<td>40%</td>
<td>$2,000.00</td>
<td>$800.00</td>
<td>$ -</td>
</tr>
<tr>
<td>A-35</td>
<td>HO-18</td>
<td>Replace all discharge from toilets to varnish pumps (Up to Dec 29/17)</td>
<td>60%</td>
<td>$20,000.00</td>
<td>$12,000.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-36</td>
<td>HO-23</td>
<td>Label all salable water piping at 5% intervals</td>
<td>0%</td>
<td>$336.50</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-37</td>
<td>HO-21</td>
<td>Conduct steel rewinds in stack casings as outlined in owner supplied drawings.</td>
<td>100%</td>
<td>$20,000.00</td>
<td>$10,000.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-38</td>
<td>HO-23</td>
<td>Remove paint and reinstall all deck freezng ports</td>
<td>80%</td>
<td>$7,500.00</td>
<td>$6,000.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-39</td>
<td>M-1.1</td>
<td>Overhaul sewage collection and treatment system</td>
<td>50%</td>
<td>$4,650.00</td>
<td>$2,325.00</td>
<td>$ -</td>
</tr>
<tr>
<td>A-40</td>
<td>M-1.1</td>
<td>Parts allowed for overhaul system</td>
<td>Cancelled</td>
<td>0%</td>
<td>$5,000.00</td>
<td>$ -</td>
</tr>
<tr>
<td>A-41</td>
<td>M-1.4</td>
<td>Replace ship's whistle (Up to Dec 29/17)</td>
<td>19%</td>
<td>$10,000.00</td>
<td>$3,000.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-42</td>
<td>M-1.5</td>
<td>Open up all vent islets for LR inspection</td>
<td>100%</td>
<td>$2,875.00</td>
<td>$2,875.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-43</td>
<td>M-1.7</td>
<td>Replace 3 main engines and alternators. Send out for repairs. Reinstall when complete</td>
<td>50%</td>
<td>$49,500.00</td>
<td>$24,750.00</td>
<td>$ -</td>
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<tr>
<td>A-44</td>
<td>M-1.8</td>
<td>Renew main engine and generator mounting plates</td>
<td>0%</td>
<td>$59,000.00</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>A-44A</td>
<td>M-1.9</td>
<td>MFE &amp; Generators Repowering</td>
<td>0%</td>
<td>$106,000.00</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-45</td>
<td>M-1.10</td>
<td>Renew main engine heat exchanger. Deliver to FSR for overhaul. Reinstall when complete</td>
<td>50%</td>
<td>$2,227.50</td>
<td>$1,113.75</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-46</td>
<td>M-1.11</td>
<td>Perform complete megger and IR scan of all electrical components</td>
<td>50%</td>
<td>$4,650.00</td>
<td>$2,325.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Q-47</td>
<td>M-1.12</td>
<td>Remove both stern thruster couplers. Slip to Rolls royce, Reinstall after work is complete</td>
<td>50%</td>
<td>$712.80</td>
<td>$356.40</td>
<td>$ -</td>
</tr>
</tbody>
</table>
### PROGRESS PAYMENT #6 (Up To Feb 27/18)

**INVOICE DATE:** Feb 27/18  
**BILL TO:** Department of Finance  
Corporate Financial Services  
637 Topsail Road  
St. John's, NL  
A1E 2B3

**PC# 217021469**  
B/M: "Galipolli"  
Job #: BSI 2017-55

### ITEM  REF#  DESCRIPTION  
- **Q-48** M-1.13 Open up anchor welds for inspection  
- **Q-49** M-1.14 Repairs to frequency drives  
- **Q-50** M-1.15 Replace external food lights with LED's  
- **A-51** M-1.16 Install new security cameras  
- **X-24** Security Cameras  
- **Q-52** M-1.17 Install new outer supplied searchlight  
- **Q-53** M-1.18 Replace outer compressor with new outer supplied unit  
- **A-54** QR-1.1 Regulatory requirements allowance

### ITEM  DESCRIPTION  
- **X-20** Sandblast Vent Heads  
- **X-21** Remove/replace wasted vent flange studs in sea chest  
- **X-22** Repair/replace water overboard flap  
- **X-23** Replace Looms complete with frames & sandblast  
- **X-24** Replace Door Panel Side  
- **X-31** Make necessary repairs to the fish plate on the catwalk Aft-Stb side  
- **X-32** Fabricate Aluminum Storm Shutters for the embarkation deck  
- **X-33** Sandblast both ramps to an SPS Standard (Up to Jan 2018)  
- **X-34** Remove bonnets from manifold valves for inspection  
- **X-43** Install new lithium battery electrical systems  
- **X-44** Repair Anchor Pins  
- **X-47** Contractor shall be reimbursed for the cost of removing inspection & reinstalling the 2x4 square connection & stem valves, as per the request of the Lloyd's Register Rep  
- **X-48** Contractor shall be reimbursed for the additional cost associated with removing & reinstalling the (2) vent head, as per the request of the Lloyd's Register Rep  
- **X-49** Coating steel valves in stack castings as outlined in owner supplied drawings  
- **X-50** King Post Steel Renewals  
- **X-52** Clean the Sponsons, Pulp & Lap Edge Manifold Valves  
- **X-57** Fabricate (6) Floorgates  
- **X-60** Superstructure Steel Renewals  
- **X-75** Misc Steel  
- **X-87** Supply New Vent Heads & Fabricate New Damper Retractor Plates  
- **X-92** Remove & Ropipose Vehicle Deck Cable Tray  
- **X-93** Pump Room Sport-Entry Door/Recessed  
- **X-98** Fire Pump Gateway Amouls  
- **X-103** Heads Test Emergency Generator Room Door  
- **X-104** Sub-Total for Allowance A-54  
- **A-55** T-1.1 Repair/Testing in tanks as required by Lloyd's inspector.  
- **Q-56** T-1.2 Open up and clean fresh water tanks for LR inspection.  
- **Q-67** T-1.3 Clean all portable coolers and equipment  
- **Q-88** T-1.4 Change of in both stem structures and clean tanks  
- **A-56** T-1.5 Provide essential parts to R-8000, to install new coupling for drive motor  
- **A-80** T-1.6 Open up steering pump for inspection.  
- **Q-51** TH-1.4 Remove jet propulsion motor and ship to FER for rebuild.  
- **Q-52** TH-2.1 Change oil in bow Thruster and reservior tank.  
- **A-53** TH-2.2 Askel Rods Royal with new Thruster control upgrades.

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### ADDITIONAL WORK

- **X-1** Assist crew to remove vehicles

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**Page 2 of 4**
**PROGRESS PAYMENT #6 (Up To Feb 27/18)**

**INVOICE DATE:** Feb 27/18  
**INVOICE NO.:** 832 Revised #4  
**Job #:** BSI 2017-S5

**BILL TO:**  
Department of Finance  
Corporate Financial Services  
667 Topsail Road  
St. John's, NL  
A1E 2E3

---

**ITEM** | **REF#** | **DESCRIPTION** | **Percentage up to Feb 27/18 (%)** | **Quoted or Unit Price ($)** | **Previously invoiced ($)** | **THIS INVOICE (1 x 2) - 3 ($)**
--- | --- | --- | --- | --- | --- | ---
X-2 | 2 | Relocate cable tray /VFD Shaft Elevator | 100% | 1,025.00 | 1,137.50 | 897.00
X-3 | 3 | Assist crew to remove (2) pallets of spares from deck of vessel | 100% | 109.00 | 195.00 | 180.00
X-4 | 4 | Additional work required to install searchlight | 100% | 1,440.00 | 1,440.00 | -
X-5 | 5 | Remove Line Reels Launchers | 100% | 650.00 | 650.00 | -
X-6 | 6 | White Blast Superstructure | 100% | 74,948.36 | 74,948.36 | -
X-7 | 7 | Carry lift readings as requested by Lloyd's inspector & /or HOIST report | 100% | 102,009.90 | 40,196.00 | -
X-8 | 8 | Remove supplies from cab located on below Main Deck & relocate to sea cans located on Main Deck. This must be done in order to immediate removal so that hot work can be carried out on elevator hoistway | 100% | 4,690.00 | 4,920.00 | -
X-10 | 10 | Additional Hull Coatings | 100% | 130.00 | 130.00 | -
X-11 | 11 | Replace stars to bridge deck | 100% | 2,845.00 | 2,845.00 | -
X-12 | 12 | Supply & Install Bookshut | 100% | 1,440.00 | 1,440.00 | -
X-13 | Cancelled | - | - | - | -
X-14 | 14 | Install Additional safety railing on external set of stairs from forecastle to bridge deck | 100% | 4,075.00 | 4,075.00 | -
X-15 | 15 | Chain locker / forecast deck | 80% | 84,642.07 | 87,915.26 | -
X-16 | 16 | Bull F/W Tank | 100% | 5,460.00 | 5,460.00 | -
X-17 | 17 | Re-weld Fwd Hatch | 100% | 1,450.00 | 1,450.00 | -
X-18 | 18 | Sweep entire superstructure as per directions of the NACE inspector, the current spcc only calls for 10% of the superstructure to be buffed (Up to Jan 2018) | 100% | 22,574.43 | 22,574.43 | -
X-19 | 19 | Inspection/Repair/Overhaul the accommodation furniture as deemed necessary | 100% | 520.00 | 520.00 | -
X-21 | 21 | Sanitise the wild seas in port void tank | 100% | 10,655.00 | 10,655.00 | -
X-25 | 25 | Refurbish fuel transfer equipment | 100% | 3,160.00 | 3,160.00 | -
X-26 | 26 | Replace Fwd Peak Butterfly Valve | 100% | 1,010.00 | 1,010.00 | -
X-28 | 28 | Make repairs to deck Flange inside Port F/W Tank | 100% | 605.00 | 605.00 | -
X-29 | 29 | Repair Overhead Leak in Void Space (Up to Feb 26/18) | 100% | 241.70 | - | 246.70
X-32 | 32 | Port Fairlead (Up to Dec 2017) | 100% | 8,172.06 | 8,172.06 | -
X-33 | 33 | Make repairs to Port Transom Hole piping | 100% | 4,425.00 | 3,460.00 | -
X-35 | 35 | Grind above Deck Stone Door | 100% | 1,450.00 | 1,450.00 | -
X-37 | 37 | Replace Emergency fire pump piping | 100% | 7,720.00 | 6,411.00 | -
X-42 | 42 | Wastestrone Forepeak Rewet | 100% | 18,313.05 | 14,651.18 | 915.70
X-45 | 45 | Sandblast Under Pump Room (Up to Feb 23/18) | 100% | 9,264.48 | 9,264.48 | -
X-51 | 51 | The contractor shall remove & replace Sea Water Cooling Lines | 100% | 7,917.00 | 6,333.63 | -
X-53 | 53 | Replace (2) Damaged F/W Mk. Valves | 100% | 3,175.49 | 3,175.49 | 0.09
X-54 | 54 | Open up testing valves for inspection | 100% | 405.00 | 385.08 | 15.60
X-55 | 55 | Fabricate New Loo verses | 100% | 8,414.02 | 8,414.02 | -
X-58 | 58 | Skid F/W increase | 100% | 1,901.94 | 5,290.00 | -
X-59 | 59 | Replace & install a new Valve in the WPH Window washing system | 100% | 355.00 | 327.25 | -
X-60 | 60 | Waste Timer | - | - | - | -
X-61 | 61 | Modular Office Space | 100% | 6,500.00 | 4,106.02 | 2,345.00
X-62 | 62 | Sandblast Gaftord | 100% | 33,949.33 | 13,709.19 | 31,240.14
X-63 | 63 | Grind down old welds in the Aft Peak Tank | 100% | 3,080.00 | 3,080.00 | -
X-64 | 64 | Sand Sweep Fennal Casing (Up to Jan 30/18) | 100% | 21,747.11 | 21,747.11 | -
X-66 | 66 | Sand & Sweep Under Water Ball | 100% | 10,665.01 | 8,832.00 | -
X-67 | 67 | Replace Anchor Accessories | 100% | 4,190.02 | 2,965.03 | -
X-68 | 68 | Investigate Galley Dust Collector | 100% | 520.00 | 520.00 | -
X-69 | Cancelled | - | - | - | -
X-70 | 70 | Service Galley Cooler | 100% | 666.78 | 9.99 | 348.99
X-71 | 71 | Overhaul Galley Range | 100% | 529.00 | 529.00 | -
X-72 | 72 | Troy to install fire alarm detector (Up to Jan 30/18) | 100% | 4,737.00 | 4,737.00 | -
X-73 | Cancelled | - | - | - | -
X-74 | Cancelled | - | - | - | -
X-76 | 76 | - | - | - | -
X-77 | 77 | - | - | - | -
X-78 | 78 | - | - | - | -
X-79 | 79 | - | - | - | -
X-80 | 80 | - | - | - | -
X-81 | 81 | - | - | - | -
X-82 | 82 | - | - | - | -
## INVOICE DATE: Feb 27/18

### BILL TO:
Department of Finance  
Corporate Financial Services  
657 Topsail Road  
St. John's, NL  
A1E 2E3

### INVOICE NO.: 832 Revised #4

PO# 217021469  
M.V. "Gallipoli"

### INVOICE SUMMARY:

<table>
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<tr>
<th>ITEM</th>
<th>REF#</th>
<th>DESCRIPTION</th>
<th>Percentage up to Feb 27/18</th>
<th>Quoted or Unit Price ($)</th>
<th>Previously Invoiced ($)</th>
<th>THIS INVOICE (1 x 2) - 3</th>
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</thead>
<tbody>
<tr>
<td>X-53</td>
<td></td>
<td>Remove existing Engine Bedding &amp; Install New Engine</td>
<td>100%</td>
<td>$24,764.20</td>
<td>$2,000.00</td>
<td>$2,500.00</td>
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<tr>
<td>X-54</td>
<td></td>
<td>Replace Stanchion on the Congway Platform</td>
<td>100%</td>
<td>$2,200.00</td>
<td>$2,500.00</td>
<td>$2,500.00</td>
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<tr>
<td>X-55</td>
<td></td>
<td>Paint Mast, Monkey Island, Bulwarks &amp; Deck Railings (Up to Jan 30/18)</td>
<td>100%</td>
<td>$97,704.62</td>
<td>$97,704.62</td>
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<tr>
<td>X-56</td>
<td></td>
<td>Replace Slates at Bottom of Collemba (Up to Jan 30/18)</td>
<td>100%</td>
<td>$780.00</td>
<td>$780.00</td>
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<tr>
<td>X-57</td>
<td></td>
<td>Fabricate Ladder Rungs for Holden</td>
<td>100%</td>
<td>$1,662.00</td>
<td>$1,662.00</td>
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<tr>
<td>X-58</td>
<td></td>
<td>Replace the rusted air line under FAMCO Room</td>
<td>100%</td>
<td>$1,400.10</td>
<td>$1,400.10</td>
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<tr>
<td>X-59</td>
<td></td>
<td>Heating &amp; Winterization</td>
<td>100%</td>
<td>$930,000.00</td>
<td>$84,025.00</td>
<td>$27,675.00</td>
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<tr>
<td>X-60</td>
<td></td>
<td>Machine Manifold Valve Spindle</td>
<td>100%</td>
<td>$1,101.60</td>
<td>$1,101.60</td>
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<tr>
<td>X-61</td>
<td></td>
<td>Fuel Cell Casing additional Steel Renewals</td>
<td>100%</td>
<td>$24,630.75</td>
<td>$12,205.86</td>
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<tr>
<td>X-62</td>
<td></td>
<td>Heating &amp; Winterization</td>
<td>100%</td>
<td>$930,000.00</td>
<td>$84,025.00</td>
<td>$27,675.00</td>
</tr>
<tr>
<td>X-63</td>
<td></td>
<td>Fit New Steel Cover in Passenger Lounge</td>
<td>100%</td>
<td>$8,922.97</td>
<td>$6,677.23</td>
<td>$2,245.74</td>
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<td>X-64</td>
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<td>X-67</td>
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<td>X-68</td>
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### INVOICING SUMMARY:

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<tbody>
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<td>$170,961.25</td>
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<td>Work Arising (Ex)</td>
<td>$237,712.68</td>
<td>$585,489.05</td>
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<tr>
<td>Total</td>
<td>$408,674.21</td>
<td>$1,401,935.12</td>
<td>$1,810,659.33</td>
</tr>
</tbody>
</table>

Sub-Total: $408,674.21  
HST @ 18%: $72,571.68  
Total: $480,046.89

John Walsh  
Approved for correctness  
April 04, 2018
Dave,

Find attached in support documentation.1 change orders X-099, X-103, X-115, X-116, X-117 and X-118 that have been priced and accepted. Find attached in Support Documentation.2 change order X-101 that the pricing for the work was considered to be way too high. Change orders that have been submitted for pricing but have not been returned with prices to date are, X-100, X-102 and X-104 up to X-114.

I trust this is the documentation/information for which you need back-up. If there is something else you require, please advise.

Will you still require estimate pricing for progress payment #7.

Regards,

Jack (John) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service
GNL

Mobile: (709) 687-3480
E-Mail: walshj@gov.nl.ca

---

From: White, David M
Sent: Thursday, April 05, 2018 9:39 AM
To: Cuff, Greg
Cc: Walsh, Jack; Baker, John (TW); Hawkins, Darrell
Subject: RE: Change for teh Gallipoli

Unless there are costs after the stop work order related to work the ferry or are not for maintaining the boat while being docked at the ferry after the work order (wharfing fees, power to the boat, etc.) I do not know of any reason why the full amount of invoice #6 will not get paid.

That’s why I need all change orders and all supporting documentation.

---

From: Cuff, Greg
Sent: Thursday, April 05, 2018 9:36 AM
To: White, David M
Cc: Walsh, Jack; Baker, John (TW); Hawkins, Darrell
Subject: Re: Change for teh Gallipoli

Can I get a list of the costs that we are not paying?

Sent from my iPhone

On Apr 5, 2018, at 9:27 AM, White, David M <DavidWhite@gov.nl.ca> wrote:

I received new direction from John Baker and the DM on the balance of the Change Order.

As per the attached invoice summary, the change order will be for $233,739.38. (Jack please verify this balance). The DM will only sign for costs incurred up to the stop work order and for costs incurred after the stop work order date related to wharfingers fees, power to the boat, etc.
In order to get the change order approved two things are require:

- please provide all change orders from X99 to x118. (If a change order is cancelled all I need is an email stating they're cancelled. I don't need the change order.)
- please provide payment support for invoice #6.

Dave White
729-6836

From: Walsh, Jack
Sent: Thursday, April 05, 2018 9:08 AM
To: White, David M
Subject: RE: Invoice summary As at April 2 2018 (2).xlsx

Dave,
As per our telecom of yesterday. The cost of replacing the inserts to prevent any further weather ingress. I will attempt to get the percent left to be done and apply a cost.

Regards,

Jack (John) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service
GNL

Mobile: (709) 687-3480
E-Mail: walshj@gov.nl.ca

From: White, David M
Sent: Wednesday, April 04, 2018 4:30 PM
To: Walsh, Jack
Subject: Invoice summary As at April 2 2018 (2).xlsx

<Invoice summary As at April 2, 2018.xlsx>
<Invoice #6-final.pdf>
Mr. Crocker

I suppose I should start by thanking you for your reply to my letter of 22nd Feb. 2018; I do realize how the Public Tender Act works. I also know that the Sound of Islay refit was being done in Clarenville, then sent to NewDoc in St. John's because the necessary work couldn't be done in Clarenville.

A lot of the 'unforeseen' work with the Gallipoli could have been avoided if she had been sent to the proper shipyard in the first place.

By the way, good job in getting her out of the Clarenville cradle without any damage. Or was there no damage. I know that there is a lot of concern with electronics, etc, after being without power while stuck in the cradle, as well as doors and windows left open to the elements, snow, wind and rain. I certainly understand the concern with someone possibly being hurt if they were onboard, but surely something could have been done. Rumor also has it that the Gallipoli is twisted............. so did that happen when the dock gave out, or when she was towed off........... Rumors do get around, don't they.

So now. What is happening with the Gallipoli. What work has been completed lately; are electronics in working order, has she been cleaned up and painted, has there been anything done at all? Or is she just sitting there waiting to see who's going to pay for the Clarenville fiasco?? Who is going to pay for it, by the way, is the shipyard being held accountable, or the independent engineering firm that said the yard was good to go, in the first place? I daresay that it will be us, the taxpayers who will be on the hook for that blunder.

Meanwhile, we hear that the Sound of Islay will be replaced in a couple of weeks by the Beaumont Hamel. Since the Sound of Islay has been here since September, why would she be replace at this point in time. Considering the state of the other two ferries on our coast, we can only assume that the Sound of Islay is needed elsewhere. So all I can say is good luck with getting the Beaumont Hamel to work on this coast. It will be interesting to see how the Beaumont Hamel fits in our shore ramp, which was built for the Sound of Islay, a much smaller vessel.

This news has caused quite a concern in our town, and when one of our residents dared to express an opinion, that person was told, "The people need to relax, the Gallipoli will be back". That would be funny if it wasn't so serious.
We have been told that government is sharing all info and updates with our ferry committee; then the ferry committee puts a notice on our community channel, saying "There are no updates on the Gallipoli". So, are we to assume that there really are no updates because no work is being done?? We will assume that unless we are told differently.

It is way past time for someone to take responsibility for the Gallipoli, be honest about what is happening, set it right, do the work and get her back to us. ASAP I'm sure if the shoe was on the other foot, you would feel the same way.

Be assured that I have no intention of keeping up a letter writing campaign, but I will encourage others to do the same. I am just a concerned citizen, who is very upset with the way things are being done, or not, I just want things set right, and for this department to get it done, and done right. Isn't that what it's all about.

Have a wonderful day.
**BURRY'S SHIPYARD INC - GALLIPOLI REFIT - PO217021469**

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<tr>
<th>PO Number</th>
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<td></td>
<td></td>
<td>Progress Payment #6 (yet to be paid)</td>
<td>$408,674.21</td>
</tr>
</tbody>
</table>

$1,810,659.33
($1,576,919.95)

$233,739.38

Feb 14th a stop work order was issued
To whom it may concern;

Below are two videos that show what the conditions were like here in Ramea late this afternoon when the ferry cancelled her last trip to Burgeo. This is an 35 foot fishing boat going to Burgeo from Ramea while our ferry, the Sound of Islay, was tied on the wharf claiming it was too stormy to sail. It states on the government website that it was cancelled because it was focasting high winds when in reality the marine forcaste was saying the winds were dropping to 25 and then to light. There were several people in Burgeo waiting to come home who then had to get a room for the night at a cost of $99.00 plus meals. The captain of the Sound of Islay appears to be making his own rules about when he sails and when he doesn't. A member of our ferry committee has been keeping a record of days the ferry has been "stormbound" and as of now it has been 69 days since September. Granted sometimes it has been warranted but many times it was not. We are at the mercy of our ferry when it comes to keeping doctor's appointments and other appointments in Burgeo, Corner Brook and elsewhere or just to visit relatives anywhere off our little island. We have heard that the Beaumont Hamel is coming here and we hope that will happen and she will give better service than we are now experiencing, but our main concern is about our own ferry, the Gallipoli. When will she be returning to service Ramea and Grey River? We would like an update on the work being done and when it will be finished. She left here in September for what was supposed to be 90 days, we are used to delays when it comes to government jobs but this is ridiculous. We know some delay were due to the problems with the lift but why did that situation drag on so long? We would like answers and are tired of getting the runaround. I would appreciate it if you could get back to me as soon as possible.

Sincerely,

[Redacted]

Concerned citizen of Ramea
Sent from my LG Mobile
Hi Tracey, has there been any further discussion on this file?

Thanks John

Sent from my iPhone

Begin forwarded message:

From: "Cuff, Greg" <GregCuff@gov.nl.ca>
Date: April 10, 2018 at 3:59:54 PM EDT
To: "Hawkins, Darrell" <DarrellHawkins@gov.nl.ca>
Cc: "Morris, Warren" <morrisw@gov.nl.ca>, "Baker, John (TW)" <Baker@gov.nl.ca>, "Walsh, Jack" <walshj@gov.nl.ca>, "Flynn, Mark" <MarkFlynn@gov.nl.ca>

Subject: RE: Tentative Schedule

We have not been given the go ahead by Executive to commence work. We will review the schedule tomorrow and revert on a time to meet with you to discuss the schedule this week, thinking Friday morning but will confirm tomorrow.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: [redacted]
Sent: Tuesday, April 10, 2018 4:29 PM
To: Hawkins, Darrell
Cc: Cuff, Greg; Morris, Warren; [redacted]; Baker, John (TW); Walsh, Jack; [redacted]; Flynn, Mark.

Subject: Re: Tentative Schedule

Darrell,

Please confirm that you have received the MPP file from [redacted].

Is there any reasons why the yard can’t start the Work on the vessel?

Thank you,

For and on behalf of Burry’s Shipyard Inc.

Naval Architects and Engineers

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11:12 AM (4 hours ago)
On Tue, Apr 10, 2018 at 11:02 AM, Hawkins, Darrell <DarrellHawkins@gov.nl.ca> wrote:

No file received yet. I am tied up in other meetings for the rest of this week. We can re-visit this topic next week.

Thanks,
Darrell

From: [redacted]
Sent: Monday, April 09, 2018 10:16 AM
To: Hawkins, Darrell
Subject: Re: Tentative Schedule

OK.....will have the yard send you the file. If that doesn't work will have to send you an A0 print out, or we can review the schedule together at the yard?

Thank you.

For and on behalf of Barry's Shipyard Inc.

Naval Architects and Engineers

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On Mon, Apr 9, 2018 at 10:03 AM, Hawkins, Darrell <DarrellHawkins@gov.nl.ca> wrote:

I think we can print A0 here.

Darrell

From: [redacted]
Sent: Monday, April 09, 2018 10:00 AM
To: Hawkins, Darrell
Cc: Cuff, Greg; Morris, Warren; Baker, John (TW); Walsh, Jack;
Subject: Re: Tentative Schedule

Hello Darrell,

Will see what I can do. I am not sure if the file is compatible with the full version of project. It was done on 360 I believe.

Do you have the ability to print on A0?

Thank you.

For and on behalf of Barry's Shipyard Inc.

Naval Architects and Engineers

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On Mon, Apr 9, 2018 at 9:53 AM, Hawkins, Darrell <DarrellHawkins@gov.nl.ca> wrote:

Is it possible to get the project file? (*.MPP) There is only so much info that can be obtained from a PDF of a Gantt Chart.

Thanks,
Darrell
From: Greg Cuff
Sent: Saturday, April 07, 2018 8:39 PM
To: Cuff, Greg
Cc: Morris, Warren; Baker, John (TW); Hawkins, Darrell; Walsh, Jack
Subject: Re: Tentative Schedule

To Greg,

Please find attached a draft of the detailed schedule with resource loading indicated on the gantt chart. Please note the following compared to the GNL draft schedule sent previously:

- Install wash down system not scheduled - Job not approved
- Mast replacement not scheduled (installation) - Job not approved
- Ramps not scheduled - No work scope
- Start date for vessel work April 9th vs April 1st.

Thank you,

For and on behalf of Burry's Shipyard Inc.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
St. John's, NL
A1C 5A1
709-758-6210
greg.cuff@gov.nl.ca

---

From: Greg Cuff
Sent: Thursday, March 29, 2018 4:26 PM
To: Hawkins, Darrell; Walsh, Jack
Cc: Cuff, Greg; Holloway, Colin; Baker, John (TW)
Subject: Tentative Schedule

Darrell & Jack,

Please find attached the tentative estimated schedule for the Gallipoli through to completion.

The schedule is presented as a high level key event schedule and will likely need to be refined next week.

Conradl Engineers are on site and will be working through the weekend for your information.

Thank you,

For and on behalf of Burry's Shipyard Inc.

Naval Architects and Engineers

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Please supply the materials listing for the 6th progress payment for the Gallipoli Refit.

I will also need the invoices to support the list. If there are any invoices dated after the Stop work order date Feb 14, 2018, please provide the receiving slip to indicate the goods were received prior to Feb 14, 2018.

Jack is aware of this request. Can you forward this email to him I can't locate his email.

Jack

As you stated is away until late next week. #7 will be processed then.

Can revise number 6 again to reflect the removed amounts in your query?

Sent from my BlackBerry - the most secure mobile device - via the Bell Network.

I know that is not in, so I am hoping that you may be able to address some additional items in invoice #6. They are as follows:

**X-32 Port Fairlead**

On progress payment this was signed off at 100% complete and is back on this progress payment #6 with an additional charge of $54.95 and again marked off as 100% complete. Once an item is signed off at 100% complete no additional charges can be entertained.

**X-72 Troy to install fire zone detector.**

This was signed off at 100% complete on progress payment #5 for the amount of $4,737.00. There has been no additional work done in this area since. It is unknown what the $510.50 was used for which has been charged on the progress payment #6.

**X-88 Replace strainer at bottom of cofferdam.**

This item was signed off on progress payment #5 as 100% complete at $780.00.

These items need to be addressed. I am in the process of securing more funds for the Gallipoli and all bottom line totals have to be exact. Can you advise when we will see progress payment #7.
Regards,

Jack (John) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service
GNL

Mobile: (709) 687-3480
E-Mail: walshj@gov.nl.ca

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INVOICE

Invoice No.: 832 Revised #4
Date: 03/01/2018
Ship Date: Page: 1
Re: Order No.

Sold to:

Department of Finance
Corporate Financial Services
657 Topsail Road
St. John's, NL A1E 2E3

Ship to:

Department of Finance
Corporate Financial Services
657 Topsail Road
St. John's, NL A1E 2E3

Business No.: 837081504

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Unit</th>
<th>Quantity</th>
<th>Description</th>
<th>Tax</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td>M.V. &quot;Gallipoli&quot; Refit (As per attached Progress Payment #6) PO# 217021469</td>
<td>H</td>
<td>408,674.21</td>
<td>408,674.21</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Subtotal:</td>
<td></td>
<td></td>
<td>408,674.21</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>H - HST 15%</td>
<td>HST</td>
<td></td>
<td>61,301.13</td>
</tr>
</tbody>
</table>

Total Amount: 469,975.34

Comment: TERMS: Payment Due Upon Receipt (Job# BSI 2017-56)

Amount Paid: 0.00

Amount Owing: 469,975.34
# PROGRESS PAYMENT #6 (Up to Feb 27/18)

**INVOICE DATE:** Feb 27/18  
**INVOICE NO.:** BSZ Revised 4  
**Job #:** GSI 2017-56  
**PO#:** 217024168  
**N.V."Gallipoli"**

**BILL TO:**  
Department of Finance  
Corporate Financial Services  
667 Topsail Road  
St. John’s, NL  
A1E 2B3

<table>
<thead>
<tr>
<th>ITEM</th>
<th>REF#</th>
<th>DESCRIPTION</th>
<th>Percentage up to Feb 27/18</th>
<th>Quoted or Unit Price</th>
<th>Previously invoiced</th>
<th>THIS INVOICE (1 x 2) - 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q-1</td>
<td>HD-2</td>
<td>Duct/Leak</td>
<td>50%</td>
<td>$6,000.00</td>
<td>$3,000.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-2</td>
<td>HD-1</td>
<td>Sheet metal work (525.00 x 1.5)</td>
<td>100%</td>
<td>$450.00</td>
<td>$450.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-3</td>
<td>HD-2.1</td>
<td>Screed metal usage (152.335.28 kWh x 1.5 per kWh)</td>
<td>100%</td>
<td>$2,494.54</td>
<td>$2,494.54</td>
<td>-</td>
</tr>
<tr>
<td>Q-4</td>
<td>HD-2.2</td>
<td>Sheet metal work (152.335.28 kWh x 1.5 per kWh)</td>
<td>100%</td>
<td>$2,494.54</td>
<td>$2,494.54</td>
<td>-</td>
</tr>
<tr>
<td>Q-5</td>
<td>HD-2.3</td>
<td>Gasket kits</td>
<td>50%</td>
<td>$1,970.00</td>
<td>$1,970.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-6</td>
<td>HD-2.4</td>
<td>Sheet metal work (152.335.28 kWh x 1.5 per kWh)</td>
<td>50%</td>
<td>$2,494.54</td>
<td>$1,247.27</td>
<td>-</td>
</tr>
<tr>
<td>Q-7</td>
<td>HD-2.5</td>
<td>Gasket kits</td>
<td>50%</td>
<td>$900.00</td>
<td>$450.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-8</td>
<td>HD-2.6</td>
<td>Seal metal work (152.335.28 kWh x 1.5 per kWh)</td>
<td>50%</td>
<td>$2,494.54</td>
<td>$1,247.27</td>
<td>-</td>
</tr>
<tr>
<td>Q-9</td>
<td>HD-2.7</td>
<td>Fresh water handling</td>
<td>40%</td>
<td>$450.00</td>
<td>$320.50</td>
<td>-</td>
</tr>
<tr>
<td>Q-10</td>
<td>HD-2.8</td>
<td>Duct protection</td>
<td>50%</td>
<td>$5,005.00</td>
<td>$302.50</td>
<td>-</td>
</tr>
<tr>
<td>Q-10A</td>
<td>HD-3.1</td>
<td>Coat Cleaning</td>
<td>0%</td>
<td>$2,250.00</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q-11</td>
<td>HD-4.1</td>
<td>Butt and seal welding</td>
<td>0%</td>
<td>$7,369.20</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q-12</td>
<td>HD-5.1</td>
<td>Halving/cone refinement</td>
<td>37%</td>
<td>$100,000.00</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q-13</td>
<td>HD-6.1</td>
<td>Butt welding</td>
<td>80%</td>
<td>$16,250.00</td>
<td>$32,500.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-14</td>
<td>HD-6.5</td>
<td>Machinery space blinds cleaning and painting</td>
<td>11%</td>
<td>$20,055.00</td>
<td>$3,200.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-15</td>
<td>HD-6.6</td>
<td>Tanks cleaning and painting</td>
<td>70%</td>
<td>$43,676.00</td>
<td>$27,076.00</td>
<td>$2,328.50</td>
</tr>
<tr>
<td>Q-16</td>
<td>HD-6.7</td>
<td>Prepare and paint stem thruster compartment</td>
<td>40%</td>
<td>$900.00</td>
<td>$1,400.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-17</td>
<td>HD-7.2</td>
<td>Replace inner and outer aft ramps and make all necessary repairs. (Up to Dec 27/18)</td>
<td>30%</td>
<td>$103,000.00</td>
<td>$30,000.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-18</td>
<td>HD-7.3</td>
<td>Sandbag ramp (Up to Jan 1/18)</td>
<td>80%</td>
<td>$26,354.00</td>
<td>$35,944.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-19</td>
<td>HD-7.4</td>
<td>Replace air housing on North</td>
<td>50%</td>
<td>$8,075.00</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q-20</td>
<td>HD-7.5</td>
<td>Cover (19 lifts maximum)</td>
<td>50%</td>
<td>$2,250.00</td>
<td>$900.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-21</td>
<td>HD-9.10</td>
<td>Remove and replace seaway grids and anchors</td>
<td>100%</td>
<td>$356.40</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q-22</td>
<td>HD-10.8</td>
<td>Open up 24 valves for LR inspection</td>
<td>100%</td>
<td>$2,250.00</td>
<td>$2,250.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-23</td>
<td>HD-10.9</td>
<td>Open up all seaways and sea side water piping, inspect and remove all marine growth. (Up to Feb 27/18)</td>
<td>20%</td>
<td>$20,050.00</td>
<td>$18,000.00</td>
<td>$300.00</td>
</tr>
<tr>
<td>Q-24</td>
<td>HD-11.1</td>
<td>Remove anchors and chains, Wate rbas t and paint, Switch out bilge pumps when inspected</td>
<td>50%</td>
<td>$2,677.00</td>
<td>$1,338.75</td>
<td>-</td>
</tr>
<tr>
<td>Q-25</td>
<td>HD-11.12</td>
<td>Anchor chain repair (Up to Dec 27/18)</td>
<td>10%</td>
<td>$56,000.00</td>
<td>$5,600.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-26</td>
<td>HD-11.13</td>
<td>Elevator installation, including new water tanks and bulkhead mod</td>
<td>40%</td>
<td>$110,000.00</td>
<td>$44,000.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-27</td>
<td>HD-11.14</td>
<td>Professional elevator services (Up to Feb 27/18)</td>
<td>1%</td>
<td>$300,000.00</td>
<td>$300.00</td>
<td>$300.00</td>
</tr>
<tr>
<td>Q-28</td>
<td>HD-13.1</td>
<td>Ship supplies (Up to Jan 1/18)</td>
<td>95%</td>
<td>$10,000.00</td>
<td>$8,000.00</td>
<td>$3,200.00</td>
</tr>
<tr>
<td>Q-29</td>
<td>HD-14.1</td>
<td>Replace boat laundry</td>
<td>100%</td>
<td>$1,325.00</td>
<td>$1,325.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-30</td>
<td>HD-14.1</td>
<td>Replace 4 encore bathtubs</td>
<td>100%</td>
<td>$3,250.00</td>
<td>$3,250.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-31</td>
<td>HD-14.1</td>
<td>Open up, clean and inspect sea side water piping (Up to Feb 27/18)</td>
<td>94%</td>
<td>$100,000.00</td>
<td>$63,000.00</td>
<td>$37,000.00</td>
</tr>
<tr>
<td>Q-32</td>
<td>HD-15.1</td>
<td>Renew compressor and diesel pump</td>
<td>35%</td>
<td>$4,815.00</td>
<td>$1,885.29</td>
<td>-</td>
</tr>
<tr>
<td>Q-33</td>
<td>HD-15.1</td>
<td>Replace 3 doors in main room passenger lounge and engine, gen, comp</td>
<td>100%</td>
<td>$2,259.00</td>
<td>$2,259.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-34</td>
<td>HD-15.1</td>
<td>Replace piping and fittings for 2 water tank washers in roundhouse</td>
<td>100%</td>
<td>$1,085.00</td>
<td>$1,085.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-35</td>
<td>HD-15.1</td>
<td>Replace all discharge lines from toilets to vacuum pumps (Up to Dec 27/18)</td>
<td>65%</td>
<td>$50,000.00</td>
<td>$32,500.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-36</td>
<td>HD-21.1</td>
<td>Label all potable water piping for 6 months</td>
<td>0%</td>
<td>$350.00</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q-37</td>
<td>HD-21.1</td>
<td>Conduct steel repairs in stack casing as outlined in owner supplied drawings</td>
<td>100%</td>
<td>$20,050.00</td>
<td>$20,050.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-38</td>
<td>HD-21.1</td>
<td>Remove and reinstall all deck frame beams.</td>
<td>80%</td>
<td>$7,680.00</td>
<td>$6,144.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-39</td>
<td>HD-1.1</td>
<td>Overhaul sewage collection and treatment system</td>
<td>50%</td>
<td>$4,445.00</td>
<td>$2,225.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-40</td>
<td>HD-1.1</td>
<td>Catastrophic repairs</td>
<td>0%</td>
<td>$9,000.00</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q-41</td>
<td>HD-1.1</td>
<td>Replace ship's whistle (Up to Dec 27/18)</td>
<td>10%</td>
<td>$10,000.00</td>
<td>$1,000.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-42</td>
<td>HD-1.1</td>
<td>Repair all vent bibles for LR inspection</td>
<td>20%</td>
<td>$2,875.00</td>
<td>$2,054.79</td>
<td>$829.25</td>
</tr>
<tr>
<td>Q-43</td>
<td>HD-1.1</td>
<td>Replace main engines and alternators. Send out for repairs, Reinstall when complete</td>
<td>60%</td>
<td>$42,950.00</td>
<td>$21,475.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-44</td>
<td>HD-1.1</td>
<td>Reinstall main engine and generator mounting plates</td>
<td>0%</td>
<td>$50,000.00</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q-45</td>
<td>HD-1.1</td>
<td>MFG &amp; Generators (Installation)</td>
<td>0%</td>
<td>$100,000.00</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q-46</td>
<td>HD-1.1</td>
<td>Replace main engine heat exchangers. Deliver to FSR for overhaul, Reinstall when complete</td>
<td>50%</td>
<td>$2,225.00</td>
<td>$1,112.75</td>
<td>-</td>
</tr>
<tr>
<td>Q-47</td>
<td>HD-1.1</td>
<td>Performance complete megger and IR scan of all electrical components</td>
<td>50%</td>
<td>$4,450.00</td>
<td>$2,225.00</td>
<td>-</td>
</tr>
<tr>
<td>Q-48</td>
<td>HD-1.1</td>
<td>Remove and reinstall all steering gear components.</td>
<td>50%</td>
<td>$724.00</td>
<td>$362.00</td>
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</tbody>
</table>

*Page 1 of 4*
### PROGRESS PAYMENT #6 (Up To Feb 27/18)

**INVOICE DATE:** Feb 27/18  
**INVOICE NO.:** 832 Revised #4  
**Job #:** BSI 2017-55

**BILL TO:**  
Department of Finance  
Corporate Financial Services  
657 Topsail Road  
St. John’s, NL  
A1E 2B3

**PC# 217024169**  
B.V.Galipoli

---

**ITEM** | **REF#** | **DESCRIPTION** | **Percentage up to Feb 27/18 (1)** | **Quoted or Unit Price (2)** | **Previously Invoiced (3)** | **THIS INVOICE (1 x 2) - 3**
--- | --- | --- | --- | --- | --- | ---
Q-48 | M-1.13 | Open up & remove:  
- windshield for inspection  
- weatherstrip for inspection | 100% | $712.80 | $712.80 | -
A-49 | M-1.14 | Repair to frequency drive  
- replaced | 50% | $40,000.00 | -
Q-50 | M-1.15 | Replace external flood lights with LED’s | 100% | $3,141.00 | $2,512.80 | 628.20
A-51 | M-1.18 | Install new security cameras  
- removed | 40% | $50,000.00 | -
X-24 | | Security Cameras  
- removed | 60% | $19,724.00 | $11,828.40 | -
Q-52 | M-1.17 | Install new water supplied searchlight  
- removed | 100% | $691.00 | $456.45 | - 44.55
Q-53 | M-1.18 | Replace outer compressor with new outer supplied unit  
- removed | 95% | $1,260.56 | $1,103.03 | -
A-54 | QR-1.1 | Regulatory requirements allowance  
- removed | 100% | $600,000.00 | $20,030.00 | $28,526.03
X-8 | | Sandblast Vent Heads  
- removed | 100% | $1,095.00 | $1,095.00 | -
X-20 | | Replace wear of rubber seal:  
- valve to be removed & replaced | 100% | $1,075.00 | $1,075.00 | -
X-22 | | Repair/welded valve flange studs in sea chest | 100% | $3,750.00 | $3,750.00 | -
X-33 | | Repair Grey Water overboard fill  
- repaired | 100% | $490.00 | $490.00 | -
X-37 | | Replace Louvers complete with frames & sandblast  
- removed | 100% | $14,410.00 | $10,766.90 | $1,414.00
X-38 | | Replace Door Port Side  
- removed | 100% | $9,400.00 | -
X-31 | | Make necessary repair to the fish plate on the catwalk Atl-Sib side  
- removed | 100% | $4,000.00 | $4,000.00 | -
X-34 | | Fabricate Aluminum Storm Shutters for the embankment deck  
- removed | 100% | $4,810.00 | $4,810.00 | -
X-35 | | Sandblast both ramps to an SPF Standard (Up to Jan 2018)  
- removed | 100% | $25,560.72 | $25,560.72 | -
X-43 | | Remove hatches from manifolts for inspection  
- removed | 100% | $1,390.00 | $1,390.00 | -
X-44 | | Install bell with Lloyd's design valves  
- removed | 75% | $4,125.00 | - $3,093.75
X-45 | | Repair Anchor Pins  
- removed | 100% | $215.00 | $215.00 | -
X-47 | | Contractor shall be reimbursed for the cost of removing & reinstalling the 240 sq feet calcium & stow valves, as per the request of Lloyd's Register Rep  
- removed | 100% | $7,150.00 | $7,150.00 | -
X-48 | | Contractor shall be reimbursed for the additional cost associated with removing & sandblasting the (33) vent head, as per the request of the Lloyd's Register Rep  
- removed | 100% | $1,040.00 | $1,040.00 | -
X-49 | | Coated steel removed in stack castings as outlined in owner supplied drawings  
- removed | 100% | $62,005.00 | $62,005.00 | -
X-50 | | King Pots Steel Reinforcement  
- removed | 100% | $15,296.00 | $10,296.00 | -
X-52 | | Clean the Splendies, Pkct & Lap Edge Manifold Valves  
- removed | 100% | $4,490.00 | $4,490.00 | -
X-57 | | Paint (6) Floorplates  
- removed | 75% | $6,430.00 | $4,823.00 | -
X-58 | | Superstructure Steel Renewals  
- removed | 50% | $70,335.00 | $35,167.50 | $10,550.25
X-75 | | Misc Steel  
- removed | 90% | $26,708.91 | $24,025.35 | -
X-87 | | Supply New Vent Heats & Fabricate New Damper Retractor Plates  
- removed | 100% | $5,208.42 | $1,025.65 | $4,182.77
X-92 | | Replace Door Dining Deck Cab  
- removed | 100% | $7,460.00 | $7,460.00 | -
X-93 | | Repair Room Part A-Dense/Resice  
- removed | 100% | $47,300.00 | $23,650.00 | -
X-94-1 | | Pump Room 1  
- removed | 60% | $86,560.00 | $51,936.00 | -
X-94-2 | | Pump Room 3  
- removed | 95% | $18,197.02 | -
X-94-4 | | Pump Room 4  
- removed | 100% | $9,597.28 | -
X-95 | | Overhead Deck Roof  
- removed | 100% | $37,114.33 | $14,923.65 | -
X-96 | | Fire Pump System Valves  
- removed | 100% | $2,665.00 | $2,665.00 | -
X-103 | | Tender Test Emergency Generator Room Door  
- removed | 100% | $260.00 | -
Sub-Total for Allowance A-54 | | - | | $599,353.25 | -
A-56 | T-1.1 | Repair/resting in tanks as required by Lloyd's inspector  
- removed | 50% | $160,000.00 | $87,000.00 | $73,000.00 | $13,000.00
Q-56 | T-1.2 | Open up and clean fresh water tank for LR inspection  
- removed | 100% | $1,359.40 | $1,359.40 | $68.62
A-57 | T-1.3 | Clean all portable coolers and equipment  
- removed | 5% | $225.06 | -
Q-58 | TH-1.1 | Change out of both steam cylinders and clean tanks  
- removed | 0% | 3,780.00 | -
A-59 | TH-1.2 | Provide equipment to Rams-Rayes to install new coupling for drive motor  
- removed | 100% | $5,000.00 | -
A-60 | TH-1.3 | Open up steering pumice for inspection  
- removed | 100% | $10,000.00 | -
Q-61 | TH-1.4 | Replace propulsion motor and slip to PEP for rebuild  
- removed | 85% | $5,346.00 | $2,673.00 | -
Q-62 | TH-2.1 | Change out of both blower and reservoir tanks  
- removed | 100% | $675.00 | $675.00 | -
A-63 | TH-2.2 | Add a Diesel Rapid w/ new blower control upgrades  
- removed | 20% | $5,000.00 | $1,000.00 | -

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**ADDITIONAL WORK**

| ITEM # | DESCRIPTION | Percentage up to Feb 27/18 (1) | Quoted or Unit Price (2) | Previously Invoiced (3) | THIS INVOICE (1 x 2) - 3 |
--- | --- | --- | --- | --- | ---|
X-1 | Assist crew to remove vehicles | - | - | - | -|

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*Page 2 of 4*
**PROGRESS PAYMENT #6 (Up To Feb 27/18)**

**INVOICE DATE: Feb 27/18**

**BILL TO:**
Department of Finance
Corporate Financial Services
657 Topsail Road
St. John's, NL
A1E 2E3

**INVOICE NO.: 832 Revised #4**

**Job #: BSI 2017-56**

**PON: 217021469**

**M.V. "Galloper"**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>REF#</th>
<th>DESCRIPTION</th>
<th>Percentage up to Feb 27/18</th>
<th>Quoted or Unit Price</th>
<th>Previously invoiced</th>
<th>THIS INVOICE (1 x 2) - 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>X-2</td>
<td></td>
<td>Reinstall cable tray (e.g. Shaft Elevator)</td>
<td>100%</td>
<td>$1,625.00</td>
<td>$1,137.50</td>
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<tr>
<td>X-3</td>
<td></td>
<td>Assist crew to remove (2) pallets of spares from deck of vessel</td>
<td>100%</td>
<td>$109.00</td>
<td>$109.00</td>
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<tr>
<td>X-4</td>
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<td>Additional work required to install searchlight</td>
<td>100%</td>
<td>$1,140.00</td>
<td>$1,140.00</td>
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<td>X-5</td>
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<td>Remove Lite Reliefs Launchers</td>
<td>100%</td>
<td>$650.00</td>
<td>$650.00</td>
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<tr>
<td>X-6</td>
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<td>White Blast Superstructure</td>
<td>100%</td>
<td>74,948.36</td>
<td>74,948.36</td>
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<td>X-7</td>
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<td>Carry LTF readings as requested by Lloyd's inspector &amp; OST rep</td>
<td>40%</td>
<td>100,000.00</td>
<td>40,120.00</td>
<td></td>
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<tr>
<td>X-8</td>
<td></td>
<td>Replace supplies from cab located on below main deck &amp; relocate to sea con located on main deck. This must be done in order to immediate isolation so that hot work can be carried out on elevator hatchway</td>
<td>100%</td>
<td>$4,680.00</td>
<td>$4,680.00</td>
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<tr>
<td>X-10</td>
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<td>Addtional Hull Supplements</td>
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<td>$130.00</td>
<td>$130.00</td>
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<tr>
<td>X-11</td>
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<td>Replace stairs to bridge deck</td>
<td>100%</td>
<td>$2,845.00</td>
<td>$2,845.00</td>
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<tr>
<td>X-12</td>
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<td>Supply &amp; Install Bookshelf</td>
<td>100%</td>
<td>$1,446.00</td>
<td>$1,446.00</td>
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<tr>
<td>X-13</td>
<td></td>
<td>Cancelled</td>
<td>100%</td>
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<tr>
<td>X-14</td>
<td></td>
<td>Install Additional safety railing on external set of stairs from forecastle to bridge deck</td>
<td>100%</td>
<td>$4,078.00</td>
<td>$4,078.00</td>
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<td>X-15</td>
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<td>Chain (eaten) Forepeak Tank</td>
<td>100%</td>
<td>84,684.67</td>
<td>87,951.28</td>
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<tr>
<td>X-16</td>
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<td>Bull FW Tank</td>
<td>100%</td>
<td>$5,460.00</td>
<td>$5,460.00</td>
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<td>X-17</td>
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<td>Relin direct FDW Water</td>
<td>100%</td>
<td>$1,460.00</td>
<td>$1,460.00</td>
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<tr>
<td>X-18</td>
<td></td>
<td>Swee into structure as per direction of the NACE Inspector, the current spec only calls for 10% of the superstructure to be buffed (Up to Jan 2018)</td>
<td>100%</td>
<td>22,574.43</td>
<td>22,574.43</td>
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<tr>
<td>X-19</td>
<td></td>
<td>Inspect/Repair/Overhaul the accommodations furnace as deemed necessary</td>
<td>100%</td>
<td>$520.00</td>
<td>$520.00</td>
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<tr>
<td>X-21</td>
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<td>Sandblast the weld seams in port VDD Tank</td>
<td>100%</td>
<td>$10,625.00</td>
<td>$10,625.00</td>
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<tr>
<td>X-25</td>
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<td>Refurbish feed transfer equipment</td>
<td>100%</td>
<td>$3,900.00</td>
<td>$3,900.00</td>
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<td>X-26</td>
<td></td>
<td>Replace FW Peak Butterfly Valve</td>
<td>100%</td>
<td>$1,050.00</td>
<td>$1,050.00</td>
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<tr>
<td>X-28</td>
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<td>Make repairs to lowline Flange inside Port FW Tank</td>
<td>100%</td>
<td>$605.00</td>
<td>$605.00</td>
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<tr>
<td>X-29</td>
<td></td>
<td>Repair Overhead Leak in WDD Space (Up to Feb 28/18)</td>
<td>100%</td>
<td>$246.70</td>
<td>$246.70</td>
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<tr>
<td>X-32</td>
<td></td>
<td>Port Fairlead (Up to Dec 20/17)</td>
<td>100%</td>
<td>$8,127.06</td>
<td>$8,127.06</td>
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<tr>
<td>X-33</td>
<td></td>
<td>Make repairs to Port Transom Hole Piping</td>
<td>100%</td>
<td>$4,429.00</td>
<td>$4,429.00</td>
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<tr>
<td>X-35</td>
<td></td>
<td>Grind inside Dead Stores Door</td>
<td>100%</td>
<td>$4,429.00</td>
<td>$4,429.00</td>
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<td>X-37</td>
<td></td>
<td>Replace Emergency Fire Pump piping</td>
<td>100%</td>
<td>$7,730.00</td>
<td>$7,730.00</td>
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<td>X-42</td>
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<td>Washroom Forepeak Rewel</td>
<td>100%</td>
<td>$18,313.05</td>
<td>$14,651.18</td>
<td>915.70</td>
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<td>X-45</td>
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<td>Sandblast Under Pump Room (Up to Feb 28/18)</td>
<td>100%</td>
<td>$5,264.48</td>
<td>$5,264.48</td>
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</tr>
<tr>
<td>X-51</td>
<td></td>
<td>The contractor shall remove &amp; replace Sea Water Cooling Lines</td>
<td>100%</td>
<td>$2,917.00</td>
<td>$2,917.00</td>
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<tr>
<td>X-63</td>
<td></td>
<td>Replace (2) Damaged FW M Valves</td>
<td>100%</td>
<td>$1,176.49</td>
<td>$1,176.49</td>
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<td>Open up Feating Valve for inspection</td>
<td>100%</td>
<td>$405.60</td>
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<td>X-55</td>
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<td>Fabricate New Lowes</td>
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<td>X-58</td>
<td></td>
<td>Síbd JW Increase</td>
<td>100%</td>
<td>$5,200.00</td>
<td>$5,200.00</td>
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<td>X-59</td>
<td></td>
<td>Replace &amp; Install a new Valve in the WPD Window washing system</td>
<td>100%</td>
<td>$355.00</td>
<td>$327.25</td>
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<td>X-61</td>
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<td>Wastewater Timer</td>
<td>100%</td>
<td>$6,500.00</td>
<td>$6,400.00</td>
<td>2,245.00</td>
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<td>X-62</td>
<td></td>
<td>Modulating Office Space</td>
<td>100%</td>
<td>$35,949.33</td>
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<td>X-63</td>
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<td>Sandblast Cofferdam</td>
<td>100%</td>
<td>$3,599.68</td>
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<td>X-64</td>
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<td>Sand Sweep Paddles (Up to Jan 30/18)</td>
<td>100%</td>
<td>$23,742.11</td>
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<td>X-66</td>
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<td>Sand &amp; Sweep Under Water Hall</td>
<td>100%</td>
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<td>Wastewater Anchor Windlass</td>
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<td>Investigate Glycol Duct Heater</td>
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<td>$520.00</td>
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<td>Service Galley Cooler</td>
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<td>Overhaul Galley Range</td>
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<td>Replace fire zone detector (Up to Jan 30/18)</td>
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<td>$3,576.00</td>
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<td>X-77</td>
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<td>Insulate the interior of the exhaust casting</td>
<td>100%</td>
<td>$8,614.02</td>
<td>$8,614.02</td>
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<td>X-78</td>
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<td>Insulate Exhaust Piping of the ME Engines</td>
<td>100%</td>
<td>$8,614.02</td>
<td>$8,614.02</td>
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<td>X-80</td>
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<td>$530.00</td>
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Page 3 of 4
PROGRESS PAYMENT #6 (Up To Feb 27/18)

INVOICE DATE: Feb 27/18
INVOICE NO.: 832 Revised #4
Job #: BS1 2017-96

BILL TO: Department of Finance
Corporate Financial Services
657 Topsail Road
St. John's, NL
A1E 2E3

M.V. "Gallipoli"

<table>
<thead>
<tr>
<th>ITEM</th>
<th>REF#</th>
<th>DESCRIPTION</th>
<th>Percentage up to Feb 27/18</th>
<th>Quoted or Unit Price ($)</th>
<th>Previously Invoiced ($)</th>
<th>THIS INVOICE (x 2) - 3</th>
</tr>
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<tbody>
<tr>
<td>X-03</td>
<td></td>
<td>Remove existing Engine Bedding &amp; Install New Engine</td>
<td>$20%</td>
<td>$24,764.20</td>
<td>$24,764.20</td>
<td>$3,714.63</td>
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<td>X-04</td>
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<td>Replace Stanchion on the Conwy Platform</td>
<td>10%</td>
<td>2,200.00</td>
<td>2,200.00</td>
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<td>X-05</td>
<td></td>
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<td></td>
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<tr>
<td>X-06</td>
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<td>Paint Mast, Monkey Island, Bulwarks &amp; Deck Railings (Up to Jan 30/18)</td>
<td>10%</td>
<td>97,704.62</td>
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<td>X-08</td>
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<td>Replace Stanchions at Bottom of Collarblack (Up to Jan 30/18)</td>
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<td>780.00</td>
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<td>X-09</td>
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<td>Fabricate Ladder Rungs for Hands</td>
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<td>Replace the rusted air line under PM260 Room</td>
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<td>1,446.10</td>
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<td>Heating &amp; Winterization</td>
<td>10%</td>
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<td>Machine Manifold Valve Spindle</td>
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<td>1,101.60</td>
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<td>X-13</td>
<td></td>
<td>Fauxed Casing additional Steel Renewals</td>
<td>10%</td>
<td>24,160.75</td>
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<td>Fit New Steel Corner in Passenger Lounge</td>
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INVOICING SUMMARY:

<table>
<thead>
<tr>
<th></th>
<th>Current Invoice</th>
<th>Previously Invoiced</th>
<th>Total to Date</th>
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</thead>
<tbody>
<tr>
<td>Known Work (Known)</td>
<td>$170,861.25</td>
<td>$89,499.07</td>
<td>$259,360.32</td>
</tr>
<tr>
<td>Unknown Work (Estimated)</td>
<td>$237,712.68</td>
<td>$565,489.05</td>
<td>$803,202.01</td>
</tr>
<tr>
<td>Total</td>
<td>$408,574.21</td>
<td>$1,403,985.12</td>
<td>$1,812,559.33</td>
</tr>
</tbody>
</table>

Sub-Total | $588,574.21 |
HST @15%   | $88,286.13  |
Total      | $676,860.34  |

John Walsh
Approved for correctness
April 04, 2018
Good Evening

Allow me to apologise for the hour. What sent me was material lists for a few specific items. I think what the DM requires is a complete material listing, as David White requested this date, for all material listed in progress payment #6.

Hi David,

and I do believe he has already sent most of this info to Jack, but I have included in this e-mail and he will follow up on this issue as soon as.

Please supply the materials listing for the 6th progress payment for the Gallipoli Refit.

I will also need the invoices to support the list. If there are any invoices dated after the Stop work order date Feb 14, 2018, please provide the receiving slip to indicate the goods were received prior to Feb 14, 2018.

is aware of this request. Can you forward this e-mail to him as can’t locate his e-mail.

Jack

As you stated, #7 will be processed then.

Can #7 be revise number 6 again to reflect the removed amounts in your query?

Sent from my BlackBerry - the most secure mobile device - via the Bell Network.
From: walshj@gov.nl.ca
Sent: April 4, 2018 10:09 AM
To: 
Cc: MarkFlynn@gov.nl.ca
Subject: Progress Payment #6

I know that [redacted] so I am hoping that you may be able to address some additional items in invoice #6.

They are as follows:

X-32 Port Fairlead

On progress payment this was signed off at 100% complete and is back on this progress payment #6 with an additional charge of $54.95 and again marked off as 100% complete. Once an item is signed off at 100% complete no additional charges can be entertained.

X-72 Troy to install fire zone detector.

This was signed off at 100% complete on progress payment #5 for the amount of $4,737.00.

There has been no additional work done in this area since. It is unknown what the $510.50 was used for which has been charged on the progress payment #6.

X-88 Replace strainer at bottom of cofferdam.

This item was signed off on progress payment #5 as 100% complete at $780.00.

These items need to be addressed. I am in the process of securing more funds for the Gallipoli and all bottom line totals have to be exact. Can you advise when we will see progress payment #7.

Regards,

Jack (John) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service
GNL

Mobile: (709) 687-3480
E-Mail: walshj@gov.nl.ca

"This email and any attached files are intended for the sole use of the primary and copied addressee(s) and may contain privileged and/or confidential information. Any distribution, use or copying by any means of this information is strictly prohibited. If you received this email in error, please delete it immediately and notify the sender."

"This email and any attached files are intended for the sole use of the primary and copied addressee(s) and may contain privileged and/or confidential information. Any distribution, use or copying by any means of this information is strictly
To whom it may concern,

We live in Ramea and we have serious concerns about the ferry situation that is happening with our town...
The Gallipoli was sent on a 3 month refit to a shipyard which wasn't equipped to handle the work required on her, all to save the government a few bucks, however it is just ending up costing more and leaving the people of Ramea without adequate transportation...

The captains on the Sound of Islay are inexperienced with the waters in our area, therefore cancels run for the least amount of wind... But no matter what the weather is like on crew change day, they will most certainly make the run to get off shift.

Yesterday was a prime example of how poor judgement affected our town and the people here, the captain felt it was too bad to make the last run from Ramea and back again when the winds had decreased and on top of that a local fisherman went across to Burgeo in his much smaller fishing boat, that is just plain sad.

This continues to happen because the powers at be allows this to happen without any consideration for the people of Ramea... If another boat cannot be brought to our town then maybe its time to replace the captains of the Sound of Islay with more confident ones.

If you listen to the captains Ramea gets 25-35 knots of southwest winds every day, however the gauges at the lighthouse tells a different story... That is just an excuse for the captain not to make his runs...

The bottom line is, something has to be done about this situation one way or another... Its not fair to the town of Ramea and it's residence the way we are being treated.

Thank You

Ramea, NL

Sent from my LG Mobile
Good evening

Thanks for taking the time to get in touch. I wish I had more info to pass along regarding the Gallipoli, but from what I can gather, it's not a simple situation, with no easy answer or solution. I saw that picture from the other day, re sailing conditions, and have questioned it myself. I fully understand and agree with the skipper having the decision making power on whether to sail or not, but I have no choice but to ask the same questions you (and everyone else in Ramea) are asking. I've brought this to the attention of the Dept in the hopes that we can come to some sort of understanding on what the people that rely on the ferry can expect. I have been passing on any info I have to both the Council and the ferry committee. I'm with everyone else in hoping that the boat is back sooner rather than later.

Take care and talk soon,

AP

Andrew K. Parsons, QC
MHA, District of Burgeo-La Poile

To whom it may concern,

We live in Ramea and we have serious concerns about the ferry situation that is happening with our town...
The Gallipoli was sent on a 3 month refit to a shipyard which wasn't equiped to handle the work required on her, all to save the government a few bucks, however it is just ending up costing more and leaving the people of Ramea without adequate transportation...
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The bottom line is, something has to be done about this situation one way or another... Its not fair to the town of Ramea and its residence the way we are being treated.

Thank You

Ramea, NL
Hi Steve This is [Redacted] from Ramea I am on the ferry committee just wondering what's the latest news on Gallipoli the town his getting pretty upset with what's going on with the vessel is she's coming back to Ramea or not. The MV Beaumont Hamel that suppose be coming here they say that she no good for Ramea how do they no that if she's no good if the boat never been here to see if she will be ok for our town, in saying that last night we had a small fishing boat leave Ramea and go to Burgeo to take on some ice to go fishing winds was 23kph and Guest what the Sound Of Islay said that she was stormbound that the schedule run was canceled due to 35 to 40 knots and 4 to 5 meters of sea, that's a crack of bull. I even took a video of the fishing boat going to Burgeo you tell me that the Sound of Islay could not go to Burgeo in 23kph which we had at that time. not sure with what's going on or who's at fault but i do know there's something wrong for sure yes I can see some days its not fit to go but like this ok. yours truly Committee Member [Redacted]
From: Nakonieczny, Iwona  
Sent: Friday, April 13, 2018 9:35 AM  
To: Scott, Brian  
Subject: RE: Audio request

Thanks.

Iwona Nakonieczny | Secretary to Associate Secretary to Cabinet | Communications Division | Communications and Public Engagement Branch  
| Confederation Complex – 10th Floor, East Block | St. John's, NL, A1B 4J6 | t: 709.729.4781 | e: wonanakonieczny@.gov.nl.ca | www.gov.nl.ca |

From: Scott, Brian  
Sent: Friday, April 13, 2018 9:34 AM  
To: Nakonieczny, Iwona  
Subject: RE: Audio request

I'll check.

From: Nakonieczny, Iwona  
Sent: Friday, April 13, 2018 9:34 AM  
To: Scott, Brian  
Subject: RE: Audio request

Hi Brian, do you have a PO encumbered for this fiscal year as per Doris e-mail?

Iwona Nakonieczny | Secretary to Associate Secretary to Cabinet | Communications Division | Communications and Public Engagement Branch  
| Confederation Complex – 10th Floor, East Block | St. John's, NL, A1B 4J6 | t: 709.729.4781 | e: wonanakonieczny@.gov.nl.ca | www.gov.nl.ca |

From: Scott, Brian  
Sent: Friday, April 13, 2018 9:32 AM  
To: NLIS, NLIS; Butt, Ryan  
Cc: Walsh, Doris A.; Nakonieczny, Iwona; Drover, Rodney C  
Subject: Audio request

Please order the audio file for the following:

**VOCM Open Line - Thu, April 12, 2018**

FERRY SERVICE ISSUE: Mayor of Ramea "Clyde Dominie" is calling to talk about the ferry service. He says that the Gallipoli is in Clarenville and so the lift system does not work there and he would like to have the Gallipoli go to St. John's and he would like the Transportation Minister make this happen. He says that they now have the Sound of Islay but that is not working well because they need their local captain.

**VOCM - St. John's - Open Line @ 10:25:00am Duration: 00:05:00 Reporter: **

Ref Id: Y4W-2i6-12

**Brian Scott**  
Director of Communications  
Transportation and Works  
Government of Newfoundland and Labrador  
e: brianscott@gov.nl.ca  
t: 709.729.3015  
www.tw.gov.nl.ca | @TW_GovNL
Gallipoli left Sept 4. Knew it would be six months.
Feb 15 – incident with boat getting back into the water
Vessel still in Clarenville.
Bring it to St. John’s.
We know shipyard won’t be ready for months because of what happened.
SOI captains not locals and we don’t know if they will go on many days.
Runs cancelled. Conditions were good. 45 foot longliner went fishing but SOI tied up.
Fish plant opening soon. 50 people employed. Need reliable service.
Work was approx 50 per cent done. A couple months more work needed.
Want minister to get it done.
70+ days since Sept when the SOI couldn’t run. 25% of those days it wasn’t fit out for the vessel to run.
Other days, runs could have been made. Frustrating.
Example: local captain on boat 6-8 weeks this winter. No complaints during that time.
Meeting requested a meeting with Ministers Parsons and Crocker. Want meeting Monday evening.
Brian Scott  
Director of Communications  
Transportation and Works  
Government of Newfoundland and Labrador  
e: brianscott@gov.nl.ca  
t: 709.729.3015  
www.tw.gov.nl.ca | @TW_GovNL
Page removed in accordance with s.30(1)(a)
From: White, David M
Sent: Friday, April 13, 2018 3:35 PM
To: Cuff, Greg; English, Tracy; Baker, John (TW); McCarthy, Charlene
Subject: RE: Year End reminders - Gallipoli Refit.

FYI

From: Cuff, Greg
Sent: Friday, April 13, 2018 3:29 PM
To: White, David M
Subject: Re: Year End reminders - Gallipoli Refit.

I did not ask the question thought Burrys were in process of supplying. Not likely to get this by Monday now though.

Sent from my iPhone

On Apr 13, 2018, at 3:24 PM, White, David M <DavidWhite@gov.nl.ca> wrote:

Is he going to supply the material's list?

From: Cuff, Greg
Sent: Friday, April 13, 2018 2:58 PM
To: White, David M
Cc: Baker, John (TW); English, Tracy; McCarthy, Charlene
Subject: Re: Year End reminders - Gallipoli Refit.

was at our meeting today

Sent from my iPhone

On Apr 13, 2018, at 2:47 PM, White, David M <DavidWhite@gov.nl.ca> wrote:

To make sure we pay the last invoice for the Gallipoli refit worth $408K, the Gallipoli refit change order needs to be signed by the DM on Monday April 16th. As per below, the deadline for submitting invoices for OLDYEAR is April 16, 2018.

I’ve requested Burry’s to provide the material listing for this invoice to allow me to verify that no charges for materials were after the stop work order date of Feb 14, 2018. I doubt we will receive it by April 16th because [redacted] is out of the Office until Monday.

I have reviewed all documentation received to date and feel that Jack Walsh has done a thorough review of this invoice. Jack confirmed that the % of completion for each scope of work is reasonable by reviewing the work or by requesting two contracted inspectors to review the scope of work (NACE inspector and Welding Inspector). Also, Jack verified that the charges per scope of work does not exceed the budget for the work.

Although we don’t have the Material listing we may not have any choice if we not to pay this out of OLD YEAR.

Call me if you have any questions 729-6836

From: White, David M
From: Butt, Ryan  
Sent: Friday, April 13, 2018 3:37 PM  
Subject: Afternoon Headlines for April 13, 2018  
Attachments: VOCM: "Ramea Ferry Woes Continue As Gallipoli Refit In Limbo"; VOCM: "Bonavista Doctor No Longer Working For Eastern Health After Internal Investigation"; VOCM: "Concerns Highlighted In Hunger Strike Remain One Year Later: Gillette"; VOCM: "Highways Named After Hickey, Osmond"; CBC: "It's the post-season, but Kaetlyn Osmond can't stop, won't stop"; CBC: "Tired and cold: Mohamed Ali owner puts restaurants up for sale"; CBC: "Bonavista doctor 'no longer employed' by Eastern Health after investigation"  
Attachment 1 provided. Remaining attachments not included - nonresponsive

**VOCM News Headlines**
- Highways Named After Hickey, Osmond
- Concerns Highlighted In Hunger Strike Remain One Year Later: Gillette
- Ramea Ferry Woes Continue As Gallipoli Refit In Limbo
- Bonavista Doctor No Longer Working For Eastern Health After Internal Investigation

**CBC News Headlines**
- Bonavista doctor 'no longer employed' by Eastern Health after investigation
- Tired and cold: Mohamed Ali owner puts restaurants up for sale
- It's the post-season, but Kaetlyn Osmond can't stop, won't stop
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atipoffice@gov.nl.ca.
Sent from my iPhone

Begin forwarded message:

From: Clyde Dominie <reddacted>
Date: April 13, 2018 at 3:30:17 PM NDT
To: <stevecrocker@gov.nl.ca>, "Parsons, Andrew" <AndrewParsons@gov.nl.ca>
Subject: MV Gallipoli

Good Day Minister Crocker,

Please find attached a letter from the Ramea Health Services Committee with regard to the MV Gallipoli and our current ferry service.

Thanks.
Ramea Health Services Committee
Ramea, NL
A0N 2J0

April 13, 2018

Honourable Steve Crocker,
Minister of Transportation and works
Government of Newfoundland and Labrador
Dear Minister Crocker,

I write to you on behalf of the Ramea Health Services Committee.

As you are no doubt aware, the ferry service at Ramea is a vital link in health care for our residents. With the MV Sound of Islay on the crossing, the situation for medical evacuation is much more challenging.

A patient on a stretcher is placed in a very small lounge causing great difficulty for accompanying medical personnel to attend to the patient. There is a strong possibility, on a regular crossing, there will be members of the general public in the next seat to the stretcher. There is absolutely no privacy, and staying in the emergency vehicle is not an option. This is not only dangerous but strictly prohibited.

The MV Gallipoli was purposely designed for Ramea with an onboard sickbay, including washroom, and total privacy.

We are respectfully requesting you, without further delay, to move the MV Gallipoli to St. John to complete its much prolonged refit so she can return to Ramea.

In the interim, we ask that a suitable vessel that would alleviate the above noted issue be sent to Ramea.

Thank You, in advance, for your anticipated positive response to this urgent matter.

Sincerely,

Les Cutler, Chairperson, Ramea Health Services Committee

c.c. Honourable Andrew Parsons,
Minister of Justice and Public Safety, MHA
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
Thank you Minister for the update and for last evenings chat. We look forward to the 24th and moving forward. Also thanks for the after hours support, if necessary. All the best, Clyde

Sent from my iPhone

On Apr 17, 2018, at 12:56 PM, Minister, TW <twminister@gov.nl.ca> wrote:

Good day Clyde and...s. 40(1)

In follow up to our call last evening, the Department of Transportation and Works is consulting with experts with respect to the insurance matter related to the Gallipoli. Further information and advice is expected to be received tomorrow and Thursday. Monday is a provincial government holiday, so we anticipate making a decision on the Gallipoli refit by Tuesday, April 24.

In the meantime, the Department understands and respects the communications issues you raised on our call. If you need any after hours support or information please contact Glenn Tremblett, Marine Superintendent at 709-535-6220 or Greg Cuff, Director, at 709-535-6210. These are their office numbers which are forwarded to their homes/cell phones in the evening.

If you have any further questions or concerns, please do not hesitate to reach out to us.

Sincerely,

STEVE CROCKER, MHA
Carbonear-Trinity-Bay de Verde
Minister

"Lead the way, safety today."

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Would you please call me to discuss?

Tracy King
Deputy Minister
Transportation and Works
(709)729-3676

The safe way is the only way.

Begin forwarded message:

From: "Drover, Rodney C" <RodneyCDrover@gov.nl.ca>
Date: April 17, 2018 at 2:26:16 PM NDT
To: "Cuff, Greg" <GregCuff@gov.nl.ca>, "King, Tracy" <TracyKing@gov.nl.ca>
Cc: "Scott, Brian" <BrianScott@gov.nl.ca>
Subject: RE: FOR APPROVAL (MEDIA) - Veteran, Legionnaire, Gallipoli

Ok change made. Tracy, okay with the below?

Media Inquiry
April 17

CBC

Inquiry:

Hi guys.

Is there more good news on the ferry front?

I'm hearing that the Veteran has blown an engine in recent days?

This accurate?

And the Legionnaire has a problem with a generator?

The engine issue sounds noteworthy.

In addition, the mayor of Ramea is expressing frustration about the situation with the Gallipoli in Clarenville. Would it be possible to get an update on the status of that situation?

Please advise.

Suggested Response:

The MV Veteran is servicing its route as normal. One of its three engines has been temporarily
removed from service while technicians work to diagnose an issue affecting its operation.

The MV Legionnaire is also servicing its route as normal. One of its three engines has been temporarily removed for repairs and is now awaiting shipment of parts to complete the work. The engine is expected to be returned to the vessel before the end of the week.

Both vessels are designed to operate as normal with two of three engines when necessary.

The Department of Transportation and Works met with Burry's last week regarding plans to complete repairs to the damaged lift and timelines to continue repairs to the Gallipoli. We expect to review those plans this week.

---

**From:** Cuff, Greg  
**Sent:** Tuesday, April 17, 2018 2:25 PM  
**To:** Drover, Rodney C; King, Tracy  
**Cc:** Scott, Brian  
**Subject:** RE: FOR APPROVAL (MEDIA) - Veteran, Legionnaire, Gallipoli

Should say “temporarily removed from service” for the Veteran not removed from the vessel.

---

**From:** Drover, Rodney C  
**Sent:** Tuesday, April 17, 2018 2:24 PM  
**To:** King, Tracy  
**Cc:** Scott, Brian; Cuff, Greg  
**Subject:** FOR APPROVAL (MEDIA) - Veteran, Legionnaire, Gallipoli  
**Importance:** High


---

**Media Inquiry**  
**April 17**

CBC

Inquiry:

Hi guys.

Is there more good news on the ferry front?
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This accurate?
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---------------------------------------

**Rod Drover**
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Minister – response for CBC re: Veteran, Legionnaire and Gallipoli for approval.

Media Inquiry
April 17

 CBC

Inquiry:

Hi guys.

Is there more good news on the ferry front?

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Both vessels are designed to operate as normal with two of three engines when necessary.

The Department of Transportation and Works met with Burry's last week regarding repairs to the damaged lift and timelines to continue repairs to the Gallipoli. We expect to receive and review those
plans this week.

----------------------------------

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
From: King, Tracy  
Sent: Tuesday, April 17, 2018 4:56 PM  
To: Cuff, Greg  
Subject: Re: Tentative Schedule  

Thank you.

Tracy King  
Deputy Minister  
Transportation and Works  
(709)729-3676  

The safe way is the only way.

On Apr 17, 2018, at 4:52 PM, Cuff, Greg <GregCuff@gov.nl.ca>

wrote:

See below:

Greg Cuff  
Director of Marine Services – Marine Services Division  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
St. John's, NL  
A0B 3A0  
709-535-6210  
gregcuff@gov.nl.ca  

From:  
Sent: Tuesday, April 17, 2018 4:37 PM  
To: Cuff, Greg  
Cc: Baker, John (TW); Hawkins, Derrell; Walsh, Jack; Flynn, Mark;  
Subject: Re: Tentative Schedule  

Greg,  

To keep you up to date, the yard is completing its final review of their schedule this evening with a view to send it to you tomorrow morning.

You may recall the issues previously with assigning resources to the schedule in the program. This was also incorrect in the schedule we reviewed together in terms of hours. It appears the calendar parameters were not set up properly.

That being said, the overall schedule is similar but the resource loading is much less, and not as aggressive as presented to you last week.

I have asked the yard to also develop a list of assumption to be included with the schedule for tomorrow.

Thank you,

For and on behalf of Burry's Shipyard Inc.

General Manager, Marine Services  
Naval Architects and Engineers  

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On Wed, Apr 11, 2018 at 6:56 PM Greg wrote:

Greg,  

Thank you for getting back to me. I will let the yard know.

From the yard it will be...

Thank you,

For and on behalf of Burry's Shipyard Inc.
On Wed, Apr 11, 2018 at 6:28 PM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Myself, Jack, and Darrell plan to be onsite on Friday at 1100 to discuss the schedule.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

Thank you Greg,

I will let the yard know.

Looking forward to hearing from you today.

Thank you,

For and on behalf of Barry’s Shipyards Inc.

---

On Tue, Apr 10, 2018 at 5:29 PM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

We have not been given the go ahead by Executive to commence work. We will review the schedule tomorrow and revert on a time to meet with you to discuss the schedule this week, thinking Friday morning but will confirm tomorrow.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

Darrell,

Please confirm that you have received the MPP file from

Is there any reasons why the yard can’t start the Work on the vessel?
Good Morning Darrell,

Please reference attached.

On Tue, Apr 10, 2018 at 11:02 AM, Hawkins, Darrell <DarrellHawkins@gov.nl.ca> wrote:

No file received yet. I am tied up in other meetings for the rest of this week. We can re-visit this topic next week.

Thanks,
Darrel

From: Hawkins, Darrell
Sent: Monday, April 09, 2018 10:00 AM
To: Hawkins, Darrell
Cc: Cuff, Greg; Morris, Warren; John, Jack; Walsh, Jack
Subject: Re: Tentative Schedule

OK.....will have the yard send you the file. If that doesn't work will have to send you an A0 print out, or we can review the schedule together at the yard?

Thank you,

From: Hawkins, Darrell
Sent: Monday, April 09, 2018 11:12 AM
To: Hawkins, Darrell
Cc: Cuff, Greg; Morris, Warren; John, Jack; Walsh, Jack
Subject: Re: Tentative Schedule

Hello Darrell,

Will see what I can do. I am not sure if the file is compatible with the full version of project. It was done on 360 I believe.

Do you have the ability to print on A0?
Thank you,

For and on behalf of Fury’s Shipyard Inc.

General Manager, Marine Services

Naval Architects and Engineers

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On Mon, Apr 9, 2018 at 9:53 AM, Hawkins, Darrell <DarrellHawkins@gov.nl.ca> wrote:

Is it possible to get the project file? (*.MPP) There is only so much info that can be obtained from a PDF of a Gantt Chart.

Thanks,
Darrell

From: Hawks, Darrell <DarrellHawkins@gov.nl.ca>
Sent: Saturday, Apr 07, 2018 8:39 PM
To: Cuff, Greg
Cc: Morris, Warren; Baker, John (TW); Hawkins, Darrell; Walsh, Jack;
Subject: Re: Tentative Schedule

Greg,

Please find attached a draft of the detailed schedule with resource loading indicated on the gantt chart. Please note the following compared to the GNL draft schedule sent previously:

- Install wash down system not scheduled - Job not approved
- Mast replacement not scheduled (installation) - Job not approved
- Ramps not scheduled - No work scope
- Start date for vessel work April 9th vs April 1st.

Thank you,

For and on behalf of Fury’s Shipyard Inc.

General Manager, Marine Services

Naval Architects and Engineers

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On Thu, Apr 5, 2018 at 9:28 AM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Marine Services has attached a GNL draft schedule with work scopes that we see remaining on the Gallipoli from a GNL perspective based on your high level schedule sent on March 29th. What we need from Fury’s is concurrence on the work scopes and if your team can resource load the attached schedule with Fury’s timelines fitted to show exactly how the work will be completed by the schedule end time sent previously that I have also attached (end of May). Can we get this returned to us by Friday at 1pm? This level of detail is required before we can proceed further to allow GNL to have confidence in the schedule presented. Will Crandell’s be completing the inspection of the full lift structure and certifying the lift including all associated equipment with a Safe Working Load capacity?

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca
Darrell & Jack,

Please find attached the tentative estimated schedule for the Gallipoli through to completion.

The schedule is presented as a high level key event schedule and will likely need to be refined next week.

Crandall Engineers are on site and will be working through the weekend for your information.

Thank you,

For and on behalf of Barry's Shipyards Inc.

General Manager, Marine Services

Naval Architects and Engineers

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Darrell I am leaving this BN with you to complete once we get all the info and you can discuss with John. Most of the info is there but may require some tweaking when we get all the info in hand which hopefully will be sometime today or worst case tomorrow. Cindy you may have to help Darrell with final formatting and placing in trim.

Greg Cuff  
Director of Marine Services – Marine Services Division  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca
Decision/Direction Note  
Department of Transportation and Works  

Title: Change Contractor for Remainder of MV Gallipoli Refit

Decision/Direction Required:  
- It is recommended that:  
  - [Redacted]

Background and Current Status:  
- The MV Gallipoli was built in 1986 and is 47 metres long with a capacity of 100 passengers and 20 vehicles. This vessel currently provides passenger/vehicle/freight service to Ramea and Grey River. The Gallipoli onloads/offloads traffic by the stern.

- In 2018, the Department of Transportation and Works (TW) is moving towards contracting out one of its government ran ferry services reducing the requirement for government vessels in the GNL fleet by one.

- The MV Gallipoli is currently under a stop work order during its refit in Clarenville with a substantial amount of work left to do in the $2.5 million range.

- The decision needs to be made whether to remain at the current dockyard in Clarenville or move the vessel to another yard and work completion.

Analysis:  
- [Redacted]

- Amount spent on the Gallipoli refit to date:  
  - Burry’s Dockyard: $1,800,000  
  - Lloyd’s Register - $30,000  
  - Consultant Fees - $200,000  
  - Lift Vender - $62,109  
  - Toromont CAT 3 engine overhaul: $718,484  
  - Siemens propulsion motor overhaul: $27,745  
  - Heddle: Engine bed foundation fabrication: $31,000  
  - Brussell Carral Marine, anchor windlass: $68,438  
  - Total: $2,937,776
There was a great deal of sand blast grit and dust that was documented during the painting process of the vessel located on the navigation equipment on the bridge, on the thrusters in thruster compartment, propulsion motor in the propulsion room, and frequency drive and harbor genset in the engineroom.

During the time the vessel was unable to be removed from the lift due to lift failure the vessel was exposed to the elements in certain sections and also was not able to be heated and.

The Clarenville dockyard lift was severely damaged during Gallipoli undocking and requires an extensive repair and a very detailed inspection before it can be allowed to take up any further GNL vessels and this will also affect the timing of the refit progression. The lift repair will was given at estimated time of May 10th but no certification plan in place.

The current yard has a plan in place to complete work but is left with unknowns and concerns that places work progression in question:

- Can the lift can be repaired to a recognized standard and certified to take full weight of the MV Gallipoli
- Can the yard provide an adequate workforce as per contract agreement which has given issues since the refit began in September to complete remaining work in a timely manner with current work force laid off.
- Currently two insurance claims in process, one for lift failure and one for possible damage to machinery due to improper coverage of equipment while yard work was progressed.

Damage caused when the lift failed during the undocking of the Gallipoli is deemed recoverable through insurance.

Alternatives:

1.

Prepared/approved by:
Deputy Minister Approval:
Page removed in accordance with s.30(1)(a)
From: Scott, Brian  
Sent: Friday, April 20, 2018 11:16 AM  
To:  
Cc: Drover, Rodney C  
Subject: Re: [Potential Junk/Spam] Re: Information request ... Veteran ... engine

No update. Let’s talk again Tuesday.

Enjoy your weekend,

Brian

Sent from my iPhone

On Apr 20, 2018, at 9:45 AM,  
Hi guys.

Is there an update on the Gallipoli situation?

Thanks.

On Tue, Apr 17, 2018 at 5:03 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Clarification: engine not removed from Legionnaire, just a part of the engine.

Sent from my iPhone

On Apr 17, 2018, at 4:30 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Yes.
And to be clear:

1. An engine in the Veteran has been "removed" from service. But it has not been removed from the vessel.

2. An engine in the Legionnaire has been "removed" from the vessel.

Correct?

On Tue, Apr 17, 2018 at 3:33 PM, [REDACTED] wrote:

Ok.

Are these matters under warranty?

Or is the department footing the bill?

Also, would it be possible to get a comment from the minister.

Engines removed from two vessels? At the same time?

Thanks.

On Tue, Apr 17, 2018 at 3:28 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

The MV Veteran is servicing its route as normal. One of its three engines has been temporarily removed from service while technicians work to diagnose an issue affecting its operation.
The MV Legionnaire is also servicing its route as normal. One of its three engines has been temporarily removed for repairs and is now awaiting shipment of parts to complete the work. The engine is expected to be returned to the vessel before the end of the week.

Both vessels are designed to operate as normal with two of three engines when necessary.

We'll follow up on your question about the Gallipoli shortly.

-----------------------------------------------

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca

t: 709.729.1758 | c: 709.730.4607

Hi folks.

I just spoke with the mayor of the Town of Fogo, who confirmed for me that one of three engines on the Veteran has malfunctioned. He was told a piston is not working.

I am again requesting some information on this matter.

Thanks.
On Tue, Apr 17, 2018 at 1:53 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Received. We'll get you a response

Hi guys.

Could you please acknowledge my email.

Thanks.

In addition, the mayor of Ramea is expressing frustration about the situation with the Gallipoli in Clarenville. Would it be possible to get an update on the status of that situation?

On Tue, Apr 17, 2018 at 10:37 AM, wrote:

Hi guys.

is there more good news on the ferry front?

I'm hearing that the Veteran has blown an engine in recent days?
This accurate?

And the Legionnaire has a problem with a generator?

The engine issue sounds noteworthy.

Please advise.

CBC News
St. John's, NL

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FYI

From: Hawkins, Darrell
Sent: Tuesday, April 24, 2018 2:26 PM
To: Cuff, Greg <GregCuff@gov.nl.ca>; King, Tracy <TracyKing@gov.nl.ca>; Baker, John (TW) <JBaker@gov.nl.ca>
Cc: Walsh, Jack <walshj@gov.nl.ca>; Flynn, Mark <MarkFlynn@gov.nl.ca>
Subject: Fw: MV Gallipoli Decision Note - Refit Completion

All,

The first email of the final version. One or more emails to follow.

Darrell

Sent from my BlackBerry 10 smartphone on the Bell network.

From: <redacted> @seashoreltd.com
Sent: Tuesday, April 24, 2018 2:21 PM
To: Hawkins, Darrell
Subject: MV Gallipoli Decision Note - Refit Completion
Appendix 1
(c) Travel / Transfer Clause:

*DUE TO OPERATIONAL RESTRICTIONS VESSEL IS UNABLE TO TRAVEL OUTSIDE OF THE TERRITORIAL WATERS OF THE ISLAND PORTION OF THE PROVINCE OF NEWFOUNDLAND & LABRADOR.

*DUE TO PROVINCIAL OHS JURISDICTION, VESSEL IS UNABLE TO TRAVEL OUTSIDE OF THE PROVINCE OF NEWFOUNDLAND & LABRADOR.

(d) Docking Facility Certifications Clause:

Contractor shall provide certification documentation to prove capability of docking facility to raise, transfer and hold vessel weight of a minimum of 900MT

3. DELIVERY:

We agree to complete all the known work and a reasonable amount of additional work: Seventy (70) calendar days after vessel is delivered to contractor's yard, as per Section 9(a)2. of this Invitation to Tender. The vessel will be available for commencement of work on 21 July 2017.

4. EVALUATION:

We agree that the tenders will be evaluated as follows.

(a) Price for the known work as per Tender Data Sheet H.S.T. excluded $1,340,400

(b) Unscheduled work. hourly rate at $22.50 x 3,500 $76,250

(c) Evaluation Total $1,416,650

We further agree that any contract which may result from our tender will be issued in the amount of evaluation total in 4c).

5. FORM OF TENDERING - DATA SHEETS:
Appendix 2
Appendix 3
Appendix 4
<table>
<thead>
<tr>
<th>Name</th>
<th>Work description</th>
<th>Spec Number</th>
<th>Shift</th>
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<td>Dayshift</td>
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23 day workers
5 night workers

s. 40(1)
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25 day workers
4 night workers

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</table>
See the manpower report from the captain for this weekend. In addition here is what I noticed on Friday afternoon:

- 2 blasting the ramps and steel inserts outside the vessel, plus 1 man on watching the grit pots
- A lead hand plus 2 welders working on the vent casings
- 1 electrician and 1 laborer running cables in the upper lounge
- 1 pipefitter in the female washroom
- 2 laborers covering up the workshop and engine room
- 1 painter in the stbd wing tank
- 3 workers (laborers or painters) cleaning up in the aft peak and aft voids

There may have been additional workers in the bow thruster compartment or cofferdam tank but I couldn’t get down there due to ongoing work and equipment blocking the way.

---

Hi Jack:

On Saturday we had 8 people on board in total. 4 welders, 3 of which were placing steel in the forepeak tank, not sure how much welding they got done. The other welder was working replacing steel on the stbd stack. There were 2 people sandblasting spots on embarkation deck and the other 2 guys were water blasting the inner ramp on the dock.

This morning, Sunday, there are only 3 people working on the boat. There are 2 people sandblasting on the back of the bridge deck and 1 person is sandblasting the inner ramp on the dock. There are no welders on board this morning.

Roger
If the province is going to negotiate a settlement over the extras on sandblasting it should be tied to some sort of performance factor on an agreed new end date.

--- Original message ---
From: "Hawkins, Darrel" <DarrellHawkins@gov.nl.ca>
Date: 2017-11-26 5:02 PM (GMT-03:30)
To: 
Subject: Fw: weekend report

Fyi

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack <walshj@gov.nl.ca>
Sent: Sunday, November 26, 2017 4:47 PM
To: Hawkins, Darrel
Cc: 
Subject: Fw: weekend report

As suspected.

From: Gallipoli, MV
Sent: Sunday, November 26, 2017 10:23 AM Newfoundland Standard Time
To: Walsh, Jack
Subject: RE: weekend report

Good morning Jack.

There is absolutely nobody from the yard working on the Gallipoli this morning, so no progress today.

Guy

From: Walsh, Jack
Sent: Saturday, November 25, 2017 10:48 AM
To: Gallipoli, MV
Subject: Re: weekend report

Greatly appreciated Guy.

From: Gallipoli, MV
Sent: Saturday, November 25, 2017 09:31 AM Newfoundland Standard Time
To: Walsh, Jack
Subject: weekend report

Good morning Jack.

This morning Saturday Nov 25th there are 4 people working on site here. There is 2 welders down in the fore peak and one welder back by the elevator and a guy on the dock sandblasting the Ramp so work progress is very slow again this weekend.
Appendix 5.0
After reviewing schedule these are my observations:

- Budgets and Resources is not completed.
- No milestones shown. These would be important events such as docking and undocking, Harbour acceptance trials, sea trials. Milestones for invoicing work could be attached to monthly tasks that are due to complete in the month that the task falls in for the baseline schedule. If schedule falls behind then that milestone will be pushed further along the schedule until the tasks are complete within that milestone. This is the only way I can see milestones in this contract to work.

This is an imposed finish date and budgets and resources will have to be inputted to see the effect on man loading against what the yard can provide.
Good afternoon,

Can you advise us when you will have your schedule resourced to show a manpower loading. Right now the version that I have is not showing an accurate loading. You may have done this since last week and if so can you forward it to me. If not advise when you could have this done.

Also, can you input some milestones into your schedule. I am thinking since it seems the tasks have been scheduled by a specific start dates, the finish dates can then be attached to near end of month. ie if a task is due to finish before December 31 it can be attached to that milestone. So there can be monthly milestones set up this way and progress payments based on percent complete can be paid out to the completion of these milestones. If there are issues with a task that can not be completed due to some unforeseen circumstances, it can be identified at the weekly progress meetings and agreed or disagreed to be moved further up the schedule.

Regards

https://aopa.rackspace.com/versions/webmail/13.0.0-RC/popup.php?wsid=4cf3f3186305998a04a6175cf18f9e924ff2a2c19#1524006501697

https://aopa.rackspace.com/versions/webmail/13.0.0-RC/popup.php?wsid=4cf3f3186305998a04a6175cf18f9e924ff2a2c19#1524006501697
See attached my comments on the latest that we received on December 14, 2017. Your prompt response and actions will be appreciated.
General Comments:

1. As per my previous email dated December 11, 2017 requesting Milestones to be shown in the schedule, this latest version received December 14, 2017 shows no Major Milestones or Critical Paths. There is one Milestone for Garbage Removal – item No 9, another for power tooling – item No 205 which would not meet a Milestone Criteria for a project of this nature and the third Milestone is Delivery of Vessel – Item No 276 which would be a legitimate Milestone, however the end date is March 14, 2018 before the Project End Date of March 23, 2018 (Item No. 1). Please Clarify additional Milestones and clarify the logic on why the vessel is being delivered prior to your scheduled end of project date March 23, 2018?

2. This latest version still does not present a task driven schedule. Please clarify milestones within the project so that critical paths can be created and shown. Please clarify Progress Payment Milestones as requested in my December 11, 2017 email.

3. This latest version uses a standard calendar of Mon to Fri 8 to 4:30 and individual tasks are not attached to a calendar. Please Clarify?

4. Updated Schedule received Dec 8 shows more hours scheduled than the most current schedule received Dec 14. Work scope hasn’t decreased it has increased.

5. There is no allocation for winterization of vessel during painting operations. Paintings task are scheduled as per this version during Jan and Feb 2018 ie superstructure, hull, vehicle deck.

6. It appears that the software is not being updated to current dates. Tasks are being automatically pushed with resources. Resource loading will not be correct.

Overview and Clarifications:

1. Item No 3 of your Schedule: DRYDOCKING Start date is September 19, 2017 and end date is October 27, 2018. It shows 100 percent complete and a duration of 39 days. Vessel is still drydocked. Please clarify?


3. Item No. 272 – Harbour Acceptance Trials. 1 day duration. Start and Finish on March 13, 2018. Clarify the duration and finish date as the vessel is still in drydock according to item 465 of your schedule. Please Clarify?

4. Item No. 274 – Sea Acceptance Trials. 1 day duration. Start and Finish on March 14, 2018. Clarify the duration and finish date as the vessel is still in drydock according to item 465 of your schedule. Please Clarify?

5. Item No’s 18 to 72 have various percent completes and durations however the non -complete items are showing finish dated past the Dry docking date in your schedule with
many of these tasks are to be required to be completed while the vessel is drydocked. Please Clarify?

6. Item No 81 – Lift Elevator Modifications shows a 0 percent complete with a duration of 1 day and 0 manhours. Shows a start date of September 5, 2017 and a completion date of September 5, 2017.

7. Item No 87 – Paint (Rescue Boat Railings) – shows a duration of 14 days, 0 manhours, Start date of Dec 27, 2017 and a finish date of Jan 9, 2018. Please Clarify the duration and manhours?

8. Item 103 – Install New (Bow Thruster Escape Hatch) – this schedule was updated December 14, 2017 and the start date for this task is December 5 with a finish date of December 13, 2017. Schedule should have at least pushed the date to December 15 or 16th. Please Clarify?

9. Item 126, 127 and 128 – HD 22 – Funnel casing Steel Renewal and Access Hatch Modification, Crop and replace Steel, Paint, etc shows a start date of Jan 15, 2018 and a finish date of Jan 31, 2018. This is already completed with additional change orders increasing the scope of work. Please Clarify.

10. Item 439 – Fabricate Flood Gates – Start Date Jan 15, 2018 Finish Date Jan 19, 2018. These Flood Gates are already in the process of being Fabricated prior to Dec 6, 2018 as per change order meeting with Please Clarify?

11. Item No 142 – overhaul 26 vent heads. Showing a start date of Jan 1, 2018 and finish date of Jan 4, 2018. These are already in action to be installed back on the vessel. Work is almost complete prior to your scheduled date. Please Clarify? Jan 1 start date also shows again there is no Calendar being imposed on the tasks as Jan 1 would be a holiday.

12. Item No 47 – Ramps are installed on Jan 17, 2018 prior to undocking of the vessel as per Item No 465 of the schedule. Please Clarify?

13. Item No 28 – Paint (Underwater Hull) – Start date is Jan 21, 2018, Finish Date Jan 31, 2018. Painting of the underwater hull has already commenced as of Dec 11, 2017. Please Clarify?

14. Item No 442 – X-58 Replace and Install a New Valve in the Wheelhouse – Item shows 95 percent complete with a start date of Sept 5 and Finish date of Sept 5, 2017. If schedule was updated and pushed to the date it was released to the client ie Dec 14, 2017 then the finish date on a non-completed item should at least be Dec 14, 2017. Please Clarify?

15. Item No 447 – X-60 – Crop. Start date Dec 12, 2017 Finish date Dec 12, 2017 1-day duration, no manhours allocated. This item was started prior to the start date. There is no real allocation of manhours. How does the Yard manage allocation of resources and budgets if not through the schedule. Please Clarify?

16. Item No 458 – x-64 Blast – Start date Dec 12, 2017. So, sandblast operations start before completion on welding on the funnel as per item 419 on your schedule. Please Clarify?

17. Item No 433 – X-54 Open up fuel filling valve – Item shows 95 percent complete with a start date of Sept 5 and Finish date of Sept 5, 2017. If schedule was updated and pushed
to the date it was released to the client ie Dec 14, 2017 then the finish date on a non-completed item should at least be Dec 14, 2017. Please Clarify?

18. Item No 435 – Fabricate Louvres – Shows 95 percent complete but has finish date of Jan 17, 2018. Why is this pushed so far out? Please Clarify?

19. Item No 333 – X-23 Replace Grey Water Overboard Flap – Item shows 95 percent complete with a start date of Sept 5 and Finish date of Sept 5, 2017. If schedule was updated and pushed to the date it was released to the client ie Dec 14, 2017 then the finish date on a non-completed item should at least be Dec 14, 2017. Please Clarify?

20. Item 339 – X-26 Replace Forward Peak Butterfly Valve – Shows 40 percent complete. This item is not due to start until Jan 15, 2018. Please Clarify?

21. Comparison of scheduled manhours from version received Dec 8, 2017 to the Actuals received from the yard. Scheduled Allocations do not reflect Actuals. Please Clarify discrepancies.

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M.V. Gallipoli

Decision Note - Refit Completion
Purpose

The purpose of this note is to review the Gallipoli refit project to date and assess the options for refit completion.

Background

1. 25 Aug 2017 - Contract awarded to Burry's Shipyard (BSI). $1.58 M including $950K in allowances. (See table in Appendix 1).
2. 06 Sep 2017 - Vessel arrived BSI. BSI commenced with removal of Main Engines and Stern Ramp.
3. 20 Sep 2017 - Vessel dry docked on Rail Slipway.
4. 04 Jan 2018 - TW-Marine issued Change Order X-93, which was broken into 6 discreet work scopes for repair of degraded structure IWO Pump Room. This required the blocking arrangement to be altered, necessitating a re-docking of the vessel.
5. 07 Jan 2018 - BSI provided a revised schedule (V 5) showing an un-docking date of 06 Feb 2018, and a re-docking date of 10 Feb 2018.
6. 10 Jan 2018 - TW-Marine approved the first of the 6 work scopes for CO X-93. The last of the 6 work scopes (Undocking and Re-docking of the Vessel) was not approved until 01 Feb 2018, because BSI did not submit a docking plan for review until late January.
7. 12 Feb 2018 - TW-Marine emailed BSI notifying them of their failure to meet schedule dates for the re-docking as per clause 10.1 of Appendix C of the contract. Refer to Appendix 2.
8. 12 Feb 2018 - BSI unsuccessfully tried to re-dock the vessel, resulting in structural failure of the Railway Slip, and stranding the vessel partially afloat on the slipway.
9. 15 Feb 2018 - TW-Marine issued a stop work order on the BSI repair effort as it involved Divers working under the failed lift. This issue was referred to GNL-OHS, which issued an OHS stop work order within 1 week.

Assumptions

The assumptions that were made in this debriefing note are as follows:

1. The work scope is constrained to the original refit scope plus approved change orders. This excludes any work arisings from damage incurred from the failed lift incident and the blast grit contamination.
2. Resources per shift were requested by TW-Marine in November due to lack of schedule performance. BSI provided sporadic compliance with this request. These daily inputs were also monitored by the ship's crew. For the days we received no input from BSI or the crew. ...
3. Inclusion NL modifications are not included in the refit schedule yet, as BSI has not priced the submitted work scope.
4. Ramp Repairs are not included in the schedule.

Revision 8 – April 24, 2018
Section 1 – TW-Marine Observations of Refit Performance to date

1. **Overall Productivity** – Appendix 3 shows the time line for the original contract scope and approved Change Orders as a blue line.

2. **Manpower allocations** – The contract states that BSI are to maintain a double shift - 7 days a week. Daily refit manpower loading was monitored by the TW-Marine team by either doing a count or getting confirmation from BSI via email with a daily work crew list.

3. 

4. **Refit Schedule**
   a) BSI was contractually required to produce a refit schedule.

   b) Scheduling concerns raised by TW-Marine were never properly addressed by BSI. Questions and comments on the schedule communicated to BSI did not receive a response. See Appendix 5.0.

5. 

Revision 8 – April 24, 2018
Section 2 – Refuting Burry’s Arguments

1. TW-Marine’s high standards for painting and sandblasting – The contract clearly states the process in the sandblasting and painting required by TW-Marine. The contract also specifies the hold points for inspection of the NACE inspector prior to continuation of work.
Section 3 – Options for Refit Completion
Tracy has approved.

KEY MESSAGES

Department of Transportation and Works
Gallipoli Letter
April 25

Summary:
- The MV Gallipoli has been at Burry’s Shipyard since September 2017 for a refit. Due to numerous delays, most notably an incident in February where the vessel became stuck on a slip after the slip broke, the work is still incomplete.
- On April 25, the department notified the shipyard that due to ongoing issues and delays, the department would exercise its right to terminate the contract in five days if the shipyard was unable to come up with an acceptable schedule for repairs that was suitable to the department.

Anticipated Questions:
- Why is the department ending the contract? If work is still unfinished, where will the vessel be moved for repairs?

Key Messages:
1. The letter to Burry’s informed the shipyard that due to the ongoing issues that impacted the vessel and timelines to finish repairs, the shipyard violated its contractual obligations.

2. On February 12, following an incident causing the vessel to be stuck on the rail slipway, and in subsequent meetings, the department asked the shipyard for a revised schedule to complete repairs. Since that time, the shipyard has been unable provide a schedule that is acceptable to the department.

3. The shipyard now has five days to come up with a schedule for repairs that is acceptable to the department. Otherwise, the department will be exercising its right to terminate the contract.

Prepared by: Brian Scott, Director of Communications
Approved by: Tracy King, DM

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
KEY MESSAGES

Department of Transportation and Works
Gallipoli Letter
April 25

Summary:
- The MV Gallipoli has been at Burry's Shipyard since September 2017 for a refit. Due to numerous delays, most notably an incident in February where the vessel became stuck on a slip after the slip broke, the work is still incomplete.
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Prepared by: Brian Scott, Director of Communications
Approved by: Tracy King, DM
From: Scott, Brian
Sent: Wednesday, April 25, 2018 9:36 AM
To: Scott, Brian; Crocker, Steve; King, Tracy
Cc: Drover, Rodney C
Subject: RE: Minister: KM on Gallipoli for your approval

Good

From: Scott, Brian
Sent: Wednesday, April 25, 2018 9:33 AM
To: Crocker, Steve <SteveCrocker@gov.nl.ca>; King, Tracy <TracyKing@gov.nl.ca>
Cc: Baker, John (TW) <JBaker@gov.nl.ca>; Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Subject: Minister: KM on Gallipoli for your approval

Tracy has approved.

KEY MESSAGES

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Prepared by: Brian Scott, Director of Communications
Approved by: Tracy King, DM

Brian Scott
Good for me

Sent from my iPhone

On Apr 25, 2018, at 10:35 AM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Revised highlighted.

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Department of Transportation and Works
Gallipoli Letter
April 25

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Key Messages:
1. The department wrote Burry’s due to concerns it has with the ongoing issues that have impacted the vessel and timelines to finish repairs.

2. On February 12, following an incident causing the vessel to be stuck on the rail slipway, and in subsequent meetings, the department asked the shipyard for a revised schedule to complete repairs. Since that time, the shipyard has been unable to provide a schedule that is acceptable to the department.

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Approved by: Tracy King, DM
From: Scott, Brian  
Sent: Wednesday, April 25, 2018 9:33 AM  
To: Crocker, Steve; King, Tracy  
Cc: Baker, John (TW); Drover, Rodney C  
Subject: Minister: KM on Gallipoli for your approval

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Department of Transportation and Works  
Gallipoli Letter  
April 25

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Prepared by: Brian Scott, Director of Communications  
Approved by: Tracy King, DM

Brian Scott  
Director of Communications
Nothing today. I'll be in touch when/if I have an update.

Sent from my iPhone

On Apr 26, 2018, at 11:03 AM, [redacted] wrote:

Checking in again ...

thanks.

On Wed, Apr 25, 2018 at 1:04 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Looking into this. Hope to get back to you later today.

Sent from my iPhone

> On Apr 25, 2018, at 12:11 PM, [redacted] wrote:
> 
> Hi guys.
> Checking in.
> I'm hearing there's been some developments with the vessel?
> Can you update, please?
> Thanks.
> 
> --
> CBC News
> St. John's, NL

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If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
Butt, Ryan

Friday, April 27, 2018 3:14 PM

Afternoon headlines for April 27, 2018

VOCM: "Teen Apprehended For Potential Threat To Port Aux Basques School"; VOCM: "Commissioner Of Legislative Standards Reviewing Harassment Complaint: Ball"; CBC: "MV Gallipoli impasse leaving 100 shipyard workers in limbo, says MHA"

Attachment 1 and 2 - removed as non responsive. Attachment 3 included

CBC News Headlines
MV Gallipoli impasse leaving 100 shipyard workers in limbo, says MHA

VOCM News Headlines
Commissioner Of Legislative Standards Reviewing Harassment Complaint: Ball
Teen Apprehended For Potential Threat To Port Aux Basques School
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
As requested by Colin Holloway I am contacting you with regard to the ongoing problems plaguing the Ramea ferry service.

Sent from my Galaxy Tab® E

-------- Original message --------
From: "Holloway, Colin" <ColinHolloway@gov.nl.ca>
Date: 2018-04-28 11:41 AM (GMT-05:00)
To: [redacted]
Subject: Re: MV GALLIPOLI.

Hello,

Thank you for the email.

As you might appreciate, the decisions surrounding this contract are between The Department of Transportation and Works and the Shipyard.

In my role as the MHA, I do not speak for either party. I encourage you to call Minister Crocker.

Best regards,

Colin

Colin Holloway, BA
MHA, Terra Nova District
Parliamentary Secretary to Minister of Municipal Affairs and Environment
Cell: (709) 427-2265
Facebook: Colin Holloway
Twitter: @HollowayMHA

On Apr 28, 2018, at 12:51 PM, [redacted] wrote:

I am contacting you today in regard to the refit of the MV Gallipoli. The Gallipoli went in for refit long before we left for home last Fall to a shipyard in Clarenville. The general feeling among Ramea seemed to be that this was a bad decision and that the boat should have gone to St. John's.

I appreciate that the Clarenville shipyard is in your riding but when is enough enough? As far as I can gather from the scant news reports, nothing has been done for the past two months and the people of Ramea, and to a lesser extent Gray River, are having to contend with the too small Isle of Islay and a captain that won't make the crossing if there is
a ripple on the water.
You will appreciate that it is a long drive and a... and it would be nice if we had a reasonable
expectation of ferry service when we arrive in Burgeo.

Sent from my Galaxy Tab® E

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and/or confidential information. Any distribution, use or copying by any means of this information is strictly prohibited. If you
received this email in error, please delete it immediately and notify the sender.”
April 26, 2018

The Honourable Steve Crocker
Minister of Transportation and Works
Government of Newfoundland and Labrador
West Block, Confederation Building
P O Box 8700, St John’s
A1B 4J6

RE: Completion of Re-fit of M V Gallipoli

Dear Minister Crocker:

First, we would like to acknowledge the ongoing support of GNL over several decades in continuing to place vessel work (competitively bid) at our shipyard facility in Clarenville --- GNL has been and continues to be an important and valued customer.

We are writing today to draw to your attention the fact that continued ongoing delay in allowing Burry’s Shipyard Inc to complete re-fit of the M V Gallipoli has jeopardized the viability of our shipyard business, caused uncertainty among our laid off workforce and of course lengthened the delay before GNL’s vessel returns to normal service.

It has been 10 weeks since the incident of February 12th during which the marine railway jammed during movement of the M V Gallipoli. The weeks immediately following were spent on understanding the technical reasons for failure, assessing the damage to our facility (and the vessel), defining and ensuring safe remedial procedures, involving our two insurers (with GNL’s insurer’s representative also in attendance to assuage any concerns on GNL’s side) and finally executing flawlessly vessel re-launch on March 11th (followed by a congratulatory e-mail from one of your senior staff we may add).

Six weeks have elapsed since the successful re-launch. Once minor vessel damage was identified (resulting mainly from a few pipes/valves bursting due to cold) we advised that some scheduled re-fit work could re-commence immediately dockside while our marine railway was being repaired. This would have the added benefit of re-employing some of our workforce laid off on February 12th. We were instructed to do nothing. We also advised that we could undertake repair of the vessel damage incurred (under our insurance) at dockside but again were instructed to do nothing. The long stand down period and lengthy delays has resulted in

“We’ll make it happen”
our company having to turn down work on several vessels as our focus has been on holding our human resources and our facility in readiness to re-commence re-fit of the Gallipoli.

Our marine railway is under repair with our own workforce under the technical & planning guidance of Crandall’s Dry Dock Engineers, Boston in tandem with Allwater Marine Engineering, St. John’s and further supported by Acuren, St. John’s. During this period, we are unable to generate new drydock business until the work is completed and the railway certified (as is the case at numerous marine railways worldwide). We note for the record that we have been and continue to be able to undertake dockside work.

Although schedules have been discussed ad nauseum, and we understand the need to have them firm, we are not at all sure that the full agenda is transparent to our firm.

The failure of GNL to authorize the recommencement of repairs (even dockside) has put the firm under pressure in two areas: our commercial lines of credit are under pressure and our laid off employees (we are a significant employer in the region) are quite anxious to get back to work.

As of this week, we are still planning to bid on re-fit of the Canadian Navy auxiliary vessel CFAV Glenbrook. Should we be successful, the work contemplated would commence during the summer and carry on well into the fall.

I struggle to write this but, in our judgement failure to re-instate the Gallipoli re-fit may well lead to yard closure with movement back into a monopoly shipyard position for future GNL projects and a return to consequent much higher cost structures to GNL.

Cc:  
Tracy King, Deputy Minister  
John Baker, Assistant Deputy Minister

"We'll make it happen"