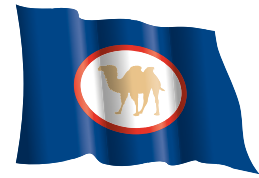


Building Customer Success



CAMMELL LAIRD



**READY TO DELIVER
THE NATIONAL
FLAGSHIP.**

www.cammell-laird.com



Delivering The National Flagship.

The role of Cammell Laird in Britain's shipbuilding heritage cannot be understated.

Cammell Laird has completed some of the most ambitious shipbuilding projects in modern times from the recent construction of the Royal Research Ship (RRS) Sir David Attenborough and block build for the Aircraft Carrier Alliance through to delivering critical units of the Astute and Dreadnought nuclear submarines on behalf of BAE.

In addition to the recent construction of the RRS Sir David Attenborough, Cammell Laird has delivered a range of specialised vessels for the commercial sector including RoRo and RoPax ferries for Red Funnel, Western Ferries and Strangford Ferries.

It is this experience that makes Cammell Laird a prime candidate for partnering with Government to deliver this vessel, a collaboration that would significantly de-risk the project, enable it to be delivered at speed and maximise value for money.

Unlocking Social Value

The Government's decision to place the build of the National Flagship with a UK shipyard would unlock significant social value in the North West and wider maritime supply chain. It would also support the Government's levelling up agenda by delivering a critical national infrastructure programme in the North West of England.

Cammell Laird continues to develop its successful apprenticeship and training programme that has already recruited over 300 apprentices, including 46 in the past year alone.

Being awarded this contract would enable us to develop our strategic objective to create a **'Shipbuilding Centre of Excellence'** on the banks of the River Mersey at Cammell Laird, which will incentivise innovation and create the skilled workforce the UK will need to compete in the global economic marketplace.

Supporting Prosperity

Cammell Laird contracted with A&P Tyne for the delivery of sections of the Aircraft Carriers and the 899 tonne lower aft stern section of the RRS Sir David Attenborough, which was also known as block 10 during the fabrication process.

Cammell Laird is part of the fabric of Britain's shipbuilding heritage, providing ship repair services to the international defence and commercial marine sectors for more than 200 years.

Conclusion.

Cammell Laird stands ready to deliver the National Flagship and has the experience, capacity and capability to build a world-class vessel that will deliver significant social value to communities within the UK and supports the Government's vision of making the UK a shipbuilding superpower.

Exceptional Facilities.

Cammell Laird is part of the fabric of Britain's shipbuilding heritage, providing ship repair services to the international defence and commercial marine sectors for more than 200 years.

Situated on the River Mersey in the North West of England, its state-of-the-art operations cover 130 acres including four dry docks, a wet basin and one of the largest modular construction halls in Europe.

Cammell Laird's construction hall has been home to recent construction projects including the block build of the Queen Elizabeth Aircraft Carriers, the RRS Sir David Attenborough and the Red Kestrel.

The facility allows large steel work units such as complete hulls or project specific modules to be constructed without environmental interference.

Structures and vessels can be loaded out from the hall to heavy load out quays situated on a non-tidal

wet basin. Our facilities offer direct river access via a slipway launch and vehicular access for large modular transportation to the dry docks.

The construction hall is supported by over 10,000m² of fully equipped fabrication, pipe, machine and fitting shops and a blast and coating facility.

Cammell Laird is at the centre of a marine technology hub on Merseyside, a world class maritime cluster, which supports all trades, skills and training.

Cammell Laird's innovative build strategies, marine services and support contracts achieve exceptional value for money and maximise our customers fleet operations and availability.



Experience.

The RRS Sir David Attenborough is one of the most advanced research vessels in the world and was a major investment by UK Government into science and technology.

Commissioned by NERC and built by Cammell Laird, today the vessel is operated by the British Antarctic Survey.

The RRS Sir David Attenborough is now at sea, with real time data providing invaluable insights into its systems and performance.

The vessel was built at Cammell Laird over four years and comprises eight design blocks and ninety-two sub blocks.

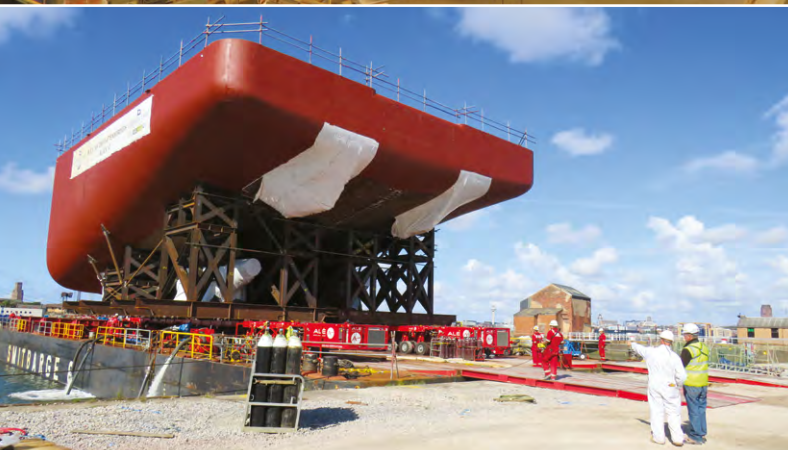
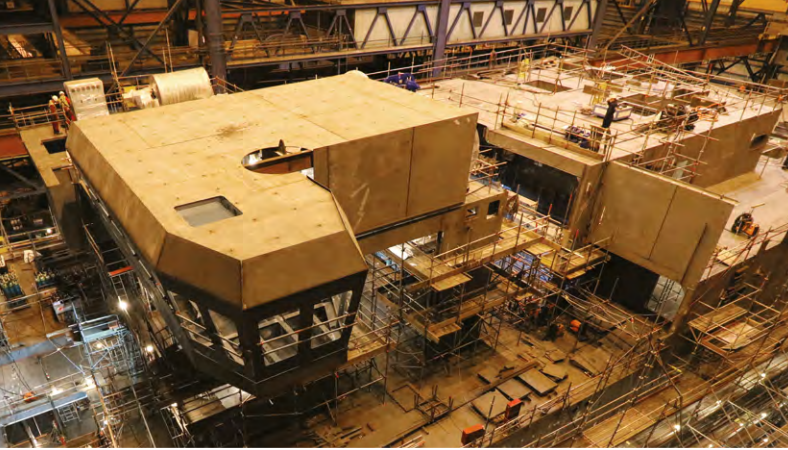
Adaptability

Whilst the RRS Sir David Attenborough is not a naval vessel, it was designed around maximum adaptability and reconfigurability, which enables all working spaces to be repurposed for different roles.

The flexibility of our approach to build strategy means we have the capacity and capability to deliver a range of different programmes, and so can commence work on a new project within a matter of weeks.

VESSEL DIMENSIONS	
LENGTH	128.9 M
BREADTH MOULDED	24 M
LIGHTSHIP WEIGHT	10,500 T
DESIGN DRAUGHT	7 M





Specialist Shipbuilders.

Cammell Laird's experience makes it a prime candidate for delivering the new National Flagship.

In addition to the construction of the RRS Sir David Attenborough, Cammell Laird continues to build higher quality ships at the cutting edge of technology to meet the demands of ever-changing customer requirements.

Cammell Laird creates bespoke designs for each application, and has the capability to produce a range of specialist vessels including RoRo Ferries, Research Vessels and LPG Carriers, as well as building complex modules for the Queen Elizabeth Aircraft Carrier and critical units for both Astute and Dreadnought.

Our technical team of naval architects, marine engineers, electrical engineers and marine design draftsmen provide the expertise to deliver the most complex of shipbuilding projects from concept to completion.



WESTERN FERRRIES

NAME	SOUND OF SEIL / SOAY
TYPE	RO-RO FERRY
LOA	50 M
BEAM	15.01 M



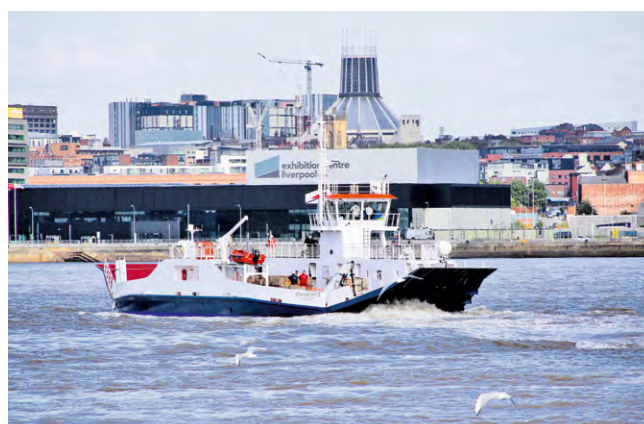
RED FUNNEL

NAME	MV RED KESTREL
TYPE	RO-RO DOUBLE ENDED FERRY
LOA	74 M
BEAM	14.60 M
PASSENGERS	12
HGVS	12

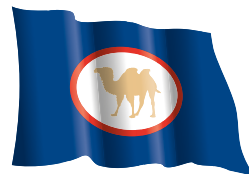


STRANGFORD FERRY

NAME	MV STRANGFORD II
TYPE	SINGLE DECK RO-PAX FERRY
LOA	40.5 M
BEAM	17.80 M
PASSENGERS	260
CARS	27



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CAMMELL LAIRD



**Build.
Ship Repair.
Maintenance.**

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