6310 Propeller and shaftline

# NB518:

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| Question | Answers |
| Are you satisfied with the technical output and choises of the system? | * Design: Satisfied to 75%. We were able to improve from the "cousin ships" NB:s 516 and 517. But not all space-related issues in the aft bottom were available to change. We learned a lot. |
| Rules requirements : Easy/hard? Everything fulfilled? Issues with class worth mentioning? | * Design: The co-operation with Class LR was top professional and very well remembered. |
| Material (purchase, logistics, budget) : Your experience and feedback? | * Design: Our small purchases for mounting parts was made difficult by payment reputation of ours. Also the delivery lead times of many materials and parts was long. |
| Drawings (schedule, comments received, changes..) : Lessons learned? | * Design: For some reason, my own personal contact with Owners' responsible inspectors was ultimately close to zero. This is a change when compared to past ship series. Perhaps the Covid pandemy had a part in the circumstance. Many "ping-pong" correspondance could have been dealt with up front in a more old-fashioned way. This was frustrating in many instances and communication was not always to the exact problem point. |
| Communication (internal and external), Co-operation with different parties (In own team, other design teams, subcontractors, production, suppliers, TK.. ) | * Design: See point 6 for Owners. Internal and contractor communication was generally excellent. However, the main system integrating supplier was obviously overworked in their projecting contracts and we could not bring basic design communication to a great level at all. |
| Comparison to NB516-517 - did we learn? | * Design: We certainly learned a lot. Especially in working together with Hull Design vs. Machinery Design. |