8521 ports in shell plating

# NB518:

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| Question | Answers |
| Are you satisfied with the technical output and choises of the system? | * Way too many systems but fortunately most systems same as in previous vessels. It was more like coordinating in case of changes/modifications. Very satisfied to technical output except with watertight doors. Especially integration with SWT and fire doors. |
| Rules requirements : Easy/hard? Everything fulfilled? Issues with class worth mentioning? | * More-less straight forward. Only Panama arrangement not fulfilled due to aft ship design. Tendering arrangement required more effort to understand which rules and requirement need to be filled. Otherwise no issues. |
| Material (purchase, logistics, budget) : Your experience and feedback? | * I consider material handling quite smooth. Mostly because it was already third vessel. Some late purchases had to made due to lost/broken equipment but this was managed in time.   Delayed purchase of tender boat and davits also delayed design, delivery and installation (including late payments). |
| Drawings (schedule, comments received, changes..) : Lessons learned? | * Block manufacturing timetable and detail design areas could have been more in line to give extra time for design.   New equipment or supplier changing delayed detail design in some area (life - and tender boats).   Some comments needed more clarification but mostly only minor changes in NB-518. |
| Communication (internal and external), Co-operation with different parties (In own team, other design teams, subcontractors, production, suppliers, TK.. ) | * In my opinion communication was smooth between different parties. In late stage it was more hectic in some cases. |
| Comparison to NB516-517 - did we learn? | * We got us well employed by changing the hull structure, suppliers and sub-contractors in third vessel. |