



SJR *Ship Repair Journal*

The Official Journal of the International Association of Shiprepair Agents



**More FPSO contracts for Singapore
Extension to drydock in Subic
Drydocking intervals on the increase**

Keppel Shipyard

Shipyards

Drydocks World forms DDW – Offshore

UAE's Drydocks World, in line with its overall business plan to continually upgrade and expand its capabilities has established Drydocks World – Offshore as a new entity within the group. This is a marketing arm specifically established to sell the significant offshore capabilities of Drydocks World, which will move towards offering complete Engineering, Procurement and Construction (EPC) solutions to the company's clients, as well as continuing its original core business of shiprepair.

Drydocks World – Dubai is already a well-known and established facility with an unparalleled capability and capacity for FSO, FPSO and FSRU conversions. The company's core business will be supported by an enhanced engineering capability focused on concept, basic and detailed design for both vessel and topsides, along with project management and procurement resources to enable it to offer complete 'one stop shop' services to its clients. The yard in Dubai has been extended with a 670 m dedicated conversion pier supported with travelling cranes and fabrication areas. In addition a new state-of-the-art pipe fabrication facility will be commissioned mid-year (2010).

Drydocks World's offshore capabilities are by no means limited to vessel conversions; the company also has a huge capacity for rig building and offshore fabrication in its Dubai



The jack-up rig Perro Negro 6 on the slipway at DDW's Graha Shipyard on Batam Island, Indonesia

and Batam (Indonesia) facilities. Drydocks World – Graha currently has five rig building slipways supported by extensive fabrication areas and specialist workshops. Two of these slipways were built specifically to support the construction of Master Marine's large four-legged Sea Jacks, the first of which was recently launched. This yard has now come of age and stands ready to be a major contributor to the offshore sector as it starts to recover over the next few years. Drydocks World Group's safety standards, policies and procedures have

now been introduced across all of the yards, supported by the group's bespoke 'Mariner' ERP system.

Geoff Taylor, Group CEO, Drydocks World said – "Drydocks World aims to significantly increase its share of the offshore market in respect of repair, refurbishment, conversion and rig building. We have demonstrably strong capabilities in offshore activities and we feel establishing a new arm will help us leverage our strengths and market them better in the current climate."

Gibdock looking to the future

On visiting Gibraltar's Gibdock, it was nice to see the shipyard back in the market in which it was originally intended. No yachts, just a commercial ship in every drydock and a number of ships on the alongside berths. The current management team has turned the shipyard around on the international repair market, undergone a new brand change, to drop the confusing Cammell Laird name, and entered a new period of looking to expand its capabilities.

According to Gibdock's Chief Executive, Joe Corvelli, "We are now giving a clear message to the market. We are a commercial facility for the repair and conversion of ships. The re-brand has allowed us to create our own identity, which we will develop in the coming years."

During the past few months, investments

Geoff Taylor – "Drydocks World aims to significantly increase its share of the offshore market in respect of repair, refurbishment, conversion and rig building"

have been made in this historic shipyard to increase safety throughout the yard, resulting in the award of the 18001 occupational safety certification from Lloyd's Register (LR), one of the first shipyards in the area to gain this certification. There has also been investment in a new stores area, new machines and new tools, all aimed at bringing the yard up to a standard to allow market expansion. Mr Corvelli says "We are working on improvements to the yard's infrastructure to improve reliability and safety."

The market expansion is aimed at three specific areas of operation. The first is to carry out more afloat repairs in the various anchorages surrounding Gibraltar. An example of this was a recent job completed onboard a LNG tanker owned by a major oil company, which was too large for the yard to drydock. The work was successfully carried out in Gibraltar Bay. This aim to contract more afloat repairs also includes looking for more alongside work for the 1 km of quayside, which is part of the shipyard. This alongside work will also include offshore work.

The second area to which the yard is looking to expand is the conversion industry. Mr Corvelli is well aware that it has to be a long term aim

to enter such an industry. "We can not expect the industry to look at Gibdock for high-value conversion projects straight away – we need to show our capability with small modification and conversion work before expecting larger contracts. An example of this is currently underway in the shipyard in the form of two 'Normand' offshore supply vessels owned by Norway's Solstad Shipping. We have converted some eight mud tanks onboard each ship for the carriage of fresh water for a contract Solstad has with Petrobras in Brazil. We will slowly build up our experience and expertise in this work to compete in the conversion industry in future years. We also recently completed an Inert Gas System (IGS) installation. These examples clearly show we want to expand our involvement in this market."

Thirdly: Gibdock is looking to break into the offshore rig repair and refurbishment market, especially involving units re-locating from other areas to the Mediterranean Sea and off the West African coast. The alongside facilities at the yard, with depths of water up to 12 m, lend themselves to such work. Mr Corvelli explains "Offshore work is a great fit alongside ship repair and conversion, and owners appear to be receptive. We have already tendered for some

rig contracts and I am confident that we will be successful shortly. Significantly we tendered for a recent refurbishment contract from Italy's Saipem, who came to carry out an extensive audit of the yard's facilities. The yard successfully passed this audit with flying colours."

For the commercial shiprepair market, the yard can take ships up to panamax size. Three graving docks, one having a movable cover, allow the yard the flexibility of repairing all types of ships up to that size. The most significant statistic coming out of Gibdock is that about 50% of work carried out is from repeat customers. There are a number of frame agreements with high-value shipowners/managers in place – a specific strategy of the yard.

The yard currently has a permanent non-union workforce of 250 with part time labour pushing this number up to 300-400 at peak times. Gibdock, in co-operation with the Government of Gibraltar, operates a four-year apprenticeship scheme with some 30/32 youngsters currently in this scheme. Mr Corvelli adds, "Many of our permanent workforce have been in the yard for their full working lives and therefore are part of the yard's heritage. We are working to develop a team culture, which can only benefit our customers."

The highest *calibre* of service



SHIP AND OFFSHORE UNIT REPAIR AND CONVERSION.

Docking facilities	Craneage	Quayside facilities	Craneage	Fabrication Halls
556m x 93m	2 x 840T Gantry 2 x 60T 1 x 9T	Over 700m x 8.5m Draft LAT	1x40T 1x20T	30,000 m ² 300T max lift crane
335m x 50m	2 x 40T 1 x 80T	<ul style="list-style-type: none"> Licensed Open Grit Blasting 1500m³ Slops Facility 		<ul style="list-style-type: none"> Full Design Engineering Facility

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“If I look to the challenges ahead, I see it in terms of the project work we do here, and the work we could do”

John Taylor



Gibdock has recently appointed John Taylor as its new Production Director, confirming the Gibraltar-based repair and conversion yard's strategy of using skills developed in-house to pursue new markets. Following his promotion from Production Manager, Mr Taylor will take responsibility for developing Gibdock's production policy, as the yard focuses on extending its portfolio of complex vessel work to include a broader scope of conversion projects in the offshore sector, including rig work.

Gibdock's identity symbolises the enduring commitment of the yard's owners to Gibraltar as a centre for shiprepair and conversion. This is no better demonstrated than by the recognition of Mr Taylor's 34 year career with the yard. Gibdock Chief Executive, Joe Corvelli, said: "John is being given full responsibility to develop Gibdock's production capabilities to match our growth and prepare for larger conversion jobs, and for more specialised work in the offshore and oilrig repair markets. He will rely on his strong repair and conversion experience to expand production in such a way that our reputation for customer service and quality is not compromised."

Joining what was then HM Naval Dockyard – Gibraltar in 1976 as a special grade shipwright apprentice, Mr Taylor completed a three year apprenticeship before starting as a tradesman and then transferring to the Ship liner/Surveyor Department. His career path reflects the transformation of the yard into the commercial shiprepair and conversion facility in operation today. As early as 1984, when the transition was first raised, Mr Taylor was recruited in workshop steel preparation for commercial vessels. From 1988 to 1991, he took a managerial role at the commercial yard.

As has been well documented, the Gibraltar yard closed briefly in 1991 but, on reopening in 1992, the then owners (Kvaerner) re-engaged Mr Taylor as a steel foreman. He was soon

promoted to a management role once more, going on to deepen his experience through postings in Norway and the United Kingdom.

With commercial activities once more a focus for Gibraltar, and the yard revitalised by the ownership in place today, Mr Taylor returned home to a role as Ship Repair Manager to 2008, before being promoted to Production Manager, and now Gibdock Production Director. Mr Taylor holds City and Guilds certificates covering Shipbuilding Technicians (Parts One and Two), Advanced Shipbuilding Craft Studies and General Engineering. He is an Associate Member of the Royal Institute of Naval Architects. However, when asked for his career milestones, he cited the projects he has worked on. "If I think back to the naval days, the highlight would be the conversion of the cruise liner *SS Uganda* into a Hospital ship during the Falklands conflict," he said. "We had to work non-stop for three days, with myself involved in fabrication/fitting of the heli-deck and testing new Replenishment at sea equipment."

"But shipyard work has never been short of challenges. Some have been structural. The work I took part in Norway, where hulls were built in Russia and transferred for outfitting, was part of a profound change in European shipbuilding. Other projects have been less significant, but still challenging in their own way. Here, I am thinking of the effort and expertise that went into a newbuilding like *Baldor Viking*, at Govan.

"That's why, if I look to the challenges ahead, I see it in terms of the project work we do here, and the work we could do. We are well known for the variety of work we do, whether it be containerships, cruise ships, ferries, gas carriers, bulk carriers or more specialised tonnage. But we are also well placed to deliver on more complex offshore-related conversion work on rigs and OSVs. After all, we have the experience." Mr Taylor will be succeeded as Production Manager by Willie Langtry.

A bulk carrier entering Gibdock



of single cabins on board to 60, and a new work deck, with additional cable-handling equipment, has more than doubled the ship's cable storage capacity to 2,000 m².

The vessel, owned by Norway's electricity provider Statkraft until 2000, and then owned for brief periods by Havila Supply and Bourbon Offshore Norway, was bought by Nexans Norway in 2006 for a price the company will not disclose. However, company executives say the move was a strategic one, enabling Nexans to continue to control one of only two highly sophisticated vessels of their type in existence. The C.S. *Nexans Skagerrak* can undertake some of the most complex transport, installation and repair of subsea cables, umbilicals and flow lines. The dynamically-positioned vessel has a cable capacity of 7,000 t, a 29 m diameter cable turntable, a computer-based cable-laying control system and can control Nexans' own specialist 'Capjet' ROV trenching unit, for burying cables.

According to Nexans' executives, Cammell Laird was picked for the project because of its tight schedule and good references. It was also competitive on price and was well-placed to

undertake the work in view of the ship's next employment contract, which involves the laying of more than 290 kms of high voltage direct current cable and a separate optic fibre cable, providing BP's Valhall offshore platform in the North Sea with shore-generated power.

The Birkenhead yard, which traded as Northwestern Shiprepairers and Shipbuilders between 2001 and 2008, renamed itself back to Cammell Laird in November 2008 and has since booked a string of significant contracts which saw turnover surge by 70% in the 2008-9 financial year to more than £90m. In 2009, the yard generated almost 1m man hours for 1500 workers in direct and sub-contracted positions. Last December, the company took on 18 more apprentices, bringing the total undergoing training to 59, and managing director Linton Roberts says this is a process which will continue, with another 10-15 apprentices taken on each year.

The shipyard has a strong forward business book, with a range of contracts from repeat customers including James Fisher, Stena Line, Caledonian McBrayne, Bibby Line and Norfolk Line. The yard is also nearly two years in to the 'through-life support' contract with the UK's

Ministry of Defence, split with A&P, in which Cammell Laird undertakes to oversee the repair and maintenance of 11 Royal Fleet Auxiliary vessels. A&P meanwhile is looking after another seven RFA ships. The June 2008 contract could run for up to 30 years, provided key performance targets are met.

Gibdock completes offshore conversion

Gibdock has completed a major conversion project for Norway's Solstad Offshore which is redeploying two platform supply vessels as portable water and fuel oil carriers to service Brazil's offshore rig market for Petrobras.

The four week project saw the 2006-built, 3,326 dwt *Normand Trym* in drydock and the 2008-built 3,376 dwt *Normand Vibran* alongside at the Gibraltar yard, in order that mud tanks on each vessel could be converted to store 1500 m³ of fresh water storage, with other tanks converted for 800 m³ of fuel oil carriage. The 74 m long by 16 m wide UT755 LN vessels

3 FLOATING DRY DOCKS

capable of handling the largest ships in the world over 300m/1000ft in length

Floating Dock	1	2	3
Length overall	268.3m (880ft)	300m (985ft)	310m (1017ft)
Breadth between wing walls	33.5m (115ft)	58.5 m (192ft)	54.6 m (179ft)
Maximum vessel draft	8 m (26ft)	9.1 m (30ft)	8.5 m (27ft)
Lifting Capacity	27,000 tonnes	82,500 tonnes	54,000 tonnes
Number of Cranes	2 cranes	3 cranes	2 cranes
Crane Capacity	2 x 20 tonnes	2 x 24 tonnes 1 x 32 tonnes	2 x 40 tonnes

Deepwater Facilities

Water depths at the yard are up to 60 feet (18m), which gives the opportunity to bring deep draft vessels to the yard. The draft throughout the port, including entry is 45 feet minimum.

Wet Berths

The Grand Bahama Shipyard has four wet berths with fixed and mobile cranes up to 100 tonnes and capability to take vessels over 300 m/1,000 ft in length.



Grand Bahama Shipyard

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Conversions



The *Nexan Skagerrak* prior the work at Cammell Laird (see previous page)

are already en route to Brazilian waters.

"We have undertaken routine repair work for Solstad in the past, building up a solid relationship with a high value client," said Richard Beards, Gibdock Commercial Director. "However, this is the first time we have undertaken one of their conversion projects. This was an extensive job in terms of planning and complexity, while limited access to tanks made welding challenging and restricted the number of men on board at any given time, dictating the pace of work." Solstad UK Technical Manager Malcolm Rosie explained the key considerations in selecting the Gibraltar-based yard. "Gibdock was chosen to carry out this work as they offered a very positive attitude to the project, were in a good location en route to Brazil and had competitive rates," he said.

As well as general steelwork, the job included installation of steel tank floors, which were prefabricated by Gibdock in order to minimise the need to weld in position. A 600 mm cofferdam arrangement needed to be built into the tank bottoms on both vessels to satisfy class requirements. All converted tanks were blasted and coated, with a specialised 500 micron thick Sigma paint applied in a single operation. The job also saw the No1 A ballast water tank (Forepeak Tank) blasted and coated for carriage of fresh water.

Gibdock vessel superintendent Steve Davis said that the modernisation of existing pipe and valve work and the installation of new pipe work for fresh water carriage proved a demanding task, involving galvanisation. "These are sister

ships, but it is fair to say that the pipe work on board *Normand Trym* was more complex than was the case with *Vibran*," he said. "This type of conversion project is not common, either in general or for Gibdock," Mr Davis added. "As well as the extensive pre-planning and pre-fabrication, it required considerable adaptability to deal with the structural work." "Of course, during the conversion/dry-docking there are always challenges, and any that did come about were dealt with in a very professional manner by Gibdock to the satisfaction of both Solstad and the Classification Society DNV," said Mr Rosie. "The quality of work and flexibility to resolve any technical challenges by Gibdock was excellent and the project was completed on time and on budget."

In addition to the above work, Gibdock carried out *Normand Trym*'s scheduled dry-docking at the same time. On completion of the conversion project, considerable attention was paid to ensuring that all signage on board both ships would meet Port State Control conditions for operating in Brazilian waters. "The fact that both vessels were redelivered before deadline and under budget stands us in good stead to bid for future Solstad conversion work," said Mr Beards. Mr Rosie added: "We would not hesitate in using Gibdock for any modification work/dry-dockings for our fleet in the future." **SRJ**

The *Normand Trym* in the covered drydock at Gibdock

