

SRN

Ship Repair Newsletter

Published weekly by:

A&A Thorpe

131a Furtherwick Road

Canvey Island

Essex SS8 7AT

United Kingdom

Email: shipaat@aol.com

Tel: +44 (0) 1268 511300

Fax: +44 (0) 1268 510467

Contact: Alan Thorpe or Sue Morson

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**REPAIRS, CONVERSIONS, YARD PROFILES, FEATURE AND ON
WATCH**

Issue No: 1215

Date: January 8th, 2010

GIBDOCK: Gibdock, the new name in ship repair and conversion after the Gibraltar yard disposed of its rights in the Cammell Laird brand, reports significant progress in developing its business through 2009, despite what chief executive Joe Corvelli termed “testing” times.

“In 2009, we have seen record levels of business going through the yard,” he said, “and Gibdock is booked well into 2010. We believe that our focus on redelivering vessels on time in a market where every day counts is demonstrated by our high volume of returning customers.”

During that year, the Gibraltar yard completed repair and conversion work on over 80 ships. Over half of these projects took place in Gibdock’s three drydocks, with the rest predominantly taking place afloat. Ships worked on included 18 tankers, 16 general cargoships, 10 tugs, six ro-ro ferries, six containerships, and five gas tankers, but the full reference list was perhaps most notable for the variety of work undertaken, with projects including barges, bulk carriers, cable layers, dredgers, research survey vessels and yachts. Also noteworthy has been the wide variety of owner origination. Owners using the yard through 2009 came from Gibraltar itself, but also from Greece, Germany, the Netherlands, Norway, the UK, Cyprus, Denmark, St Vincent, Belgium, Morocco, Russia, Singapore, Nigeria, Latvia, the USA, India, the Channel Islands, the Isle of Man and Italy.

Mr Corvelli said that the location of the yard, at the entrance of the Mediterranean, ensured that there was no need for ship owners seeking ship repair and conversion to endure costly deviation from the Gibraltar Strait trading lanes. Centred in a large, full service deepwater port, the yard offers excellent access for entry, anchorage, and berthing.

He said that Gibdock’s Occupational Health and Safety Management Systems, recognised through OHSAS18001:2007 certification, set the yard apart from competing regional yards. “Having a mission statement on developing a safety culture is one thing,” said Mr Corvelli, “but having that culture audited and accredited by a third party with Lloyd’s Register oversight demonstrates a tangible commitment that customers can rely on.”

Gibdock’s commitment to the environment was denoted by the award of ISO14001:2004 accreditation for its Environmental Management System, said Mr Corvelli. Gibdock is also certified under the International Ship and Port Facility Security Code, indicating its commitment to enhancing dockyard and ship security.

“Also setting Gibdock apart from competing regional yards is our Quality Management System, which has been accredited by Lloyd’s Register to ISO9001:2008, recognised as matching the highest global standards for the repair of ships and offshore vessels. Gibdock considers its flexible and highly skilled labour force to be its primary asset. Our team of bilingual project managers and craftspeople are among the most experienced worldwide in commercial ship repair and conversion. Our planning, control and monitoring, to achieve best performance in each and every project, is based on what the customer wants, not what suits us.

“Of course, our commercial ship repair and conversion services include steel work, pipe work, painting and blasting, mechanical and engine repair, tail end repairs and electrical systems maintenance and repair. However, rather than relying on sub-contractors, what makes Gibdock unique in this region is that our team of tradesmen is full time and employed directly by the yard, ensuring that customers are guaranteed consistent quality of work, continuity, and services that can be tailored to their individual needs over time.

As one of the largest employers in Gibraltar, Mr Corvelli said Gibdock also took responsibility for sustained skills development through its four year on-site apprenticeship and training programme.

The yard features two wharves (300m x 9.5m and 435m x 11m) and three drydocks: Drydock 1 (272m x 38m x 10m) is served by two 45 ton capacity and one 8 ton capacity cranes; Drydock 2 (184m x 29m x 11m) is served by two 15 ton capacity cranes; Drydock 3

(154m x 29m x 11m) features a retractable cover with 29.5m clearance and is served by two 10 ton capacity cranes.

Recent investments in the yard have included: new workshop roofing; new crane rails for Drydocks 2 and 3, and new blasting and painting equipment. Gibraltar's subtropical conditions, with mild winters, hot summers and scarce rainfall are ideal for the application of today's sophisticated paint systems.