

Seatrade



Glass half-full

Maersk bullish despite downturn

Reports:

- Dry bulk
- Shiprepair
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Enter Gibdock, formerly Cammell Laird (Gibraltar)

Renowned shiprepair yard Gibdock has shed its former branding of Cammell Laird (Gibraltar) and is striking out under its own steam, with UK-based Cammell Laird Shiprepairers and

Shipbuilders Ltd maintaining sole ownership of the Cammell Laird name and trademark. 'Nobody is more proud of Cammell Laird's heritage than us, but this is about ensuring that there is clarity among customers on the skills and services offered by this yard,' said Joe Corvelli (pictured), chief executive of Gibdock, adding that the change of name allows the yard to bring its name back home – a matter of pride to its workers. 'Gibraltar people are very proud of their nation and are part of a tight community with a strong work ethic. The new name immediately links the yard with Gibraltar and we are seeing a very positive response both locally and from the marine industry at large.'



■ Yard counting on a high number of returning customers

Corvelli is confident that Gibdock will pull through the challenges presented by the unfavourable market conditions in the coming year. 'We can see that owners are under a lot of pressure and of course this affects decisions about repairs and refits. They are not really planning ahead at the moment, but we are doing as well as can be expected. In the last quarter of 2009 we saw a lot of ups and downs indicating less consistent bookings than the year before. Hopefully we are already through the worst of it, but we expect 2010 will be a year where both owners and yards will feel out the market place.



■ Joe Corvelli

Ship repair is a business built on close contacts between the ship owner and the service provider.'

Gibdock's existing reputation is proving to be an asset for the yard which has reported a high number of returning

customers. Accordingly Corvelli believes that the yard should capitalise on its strong points and use this as a springboard to enter a new

market. 'We're carrying on in all the sectors we are currently active – local ferries, cruise ships and offshore supply vessels,' he continued. 'We are also looking to actively market ourselves to cater to float work on the oil rig market. We have the benefits of an ideal location with low deviation in the

straits and a well protected port, 1km quayside and staff with the right skills to enter this market,' he said adding, 'Now is the time for Gibdock to emerge in its own right.' ■