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840-Ship Fleet,
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SHIPYARD FOCUS

Grand Bahama Shipyard Ltd. Investing in the Future

(Photo: Grand Bahama Shipyard Limited)



MR spent time with Graham Couser, VP of Sales and Marketing, Grand Bahama Shipyard Ltd. (GBSL), for updates and insights on how this yard is faring in the current market and investing for the future.

As the largest ship repair yard in the Caribbean, Grand Bahama Shipyard Limited, Couser said the yard is committed to continual investment based on customer's needs, in markets good and bad. "The cruise market remains buoyant and upbeat with growth planned into the next few years," said Couser. "However, with regard to the tanker, offshore and container market segments, these remain challenging to say the least."

This year the yard addressed customer demand by upgrading workshops, purchasing new machinery and tooling, as well as expanding its wet berth capabilities to relieve pressure off dry dock utilization and move vessels out of dry dock and into service faster. In all, GBSL invested in three key pieces of equipment in January of 2016.

- GEDA Equipment and Personnel Elevator to relieve pressure off the dock cranes: The elevator is capable of moving two tons of materials or equipment, allowing a quick commute from the dock floor to specific deck levels and job sites. It allows for the dock cranes to be dedicated to the movement of containers and waste skips to and from the upper deck maintaining a clean and safe work environment. The elevator adds to the overall efficiency of the operation and speeds the supply of materials to specific levels of the deck and significantly aids the very tight schedules.

- Manitowoc 1800 Crane gives GBSL, for the first time, the capacity to lift major structures and components at our North Beach Wharf. Before, those items had to be disassembled by the supplier into smaller units for lifting while the vessel was in dock. Recently GBSL lifted 10 diesel gensets, complete in their fully outfitted housing, weighing 60 tons with the Manitowoc 1800 Crane.

- Hull and Tank Blasting Equipment: Munkebo 2000 Abrasive Recovery System, Flow UHP Blasting Equipment and the WATERJET ROBOTICS Blasting Robots. This additional new equipment allows GBSL to complete extensive hull treatment work efficiently and effectively reduces "on dock" repair time usually driven by hull and tank surface preparation/blasting.

While investing in equipment is critical for any shipyard, so too is investing in people, and to that end GBSL announced strengthening of its leadership team. Joining GBSL are Ian Ross, a HSEQA vice president, Don Keirce, vice president of operations, Adrian Baboi Cruise Project Development Consultant, Charles Nugent Yard Development Manager. In addition, three international sales consultants have been added to the Marketing and Sales Division.

Finally, the company launched a new website www.grandbahamashipyard.com.

Recent Deliveries

In 2016 the major dry-docking projects included: Liberty of the Seas, Prinsendam, Carnival Sunshine and Norwegian Dawn. Following are a briefing on each, with insights on major work completed.

Liberty of the Seas:

- o 23 days Dry Dock on Floating Dry Dock No. 2
- o Fabrication of an aluminum accommodation block comprising two decks. This is to house 41 luxury suites and subsequently fitted on to Deck 12. This was a major project that started three months prior to the dry dock. GBSL, supported by Polish Aluminum specialists, Aluship, constructed the prefabricated block in two pieces on the North Beach Wharf, the units were then barged to dry dock no. 2 and lifted on to the vessel. Once fitted, the unit was handed over to the engaged outfitting contractor for completion of the suite's interiors.

- o Considerable (10,216 sq. m.) hull blasting was performed using The Flow UHP Blasting Equipment. Afterwards, two coats of Anti-Corrosive (AC) and two coats of Silicone (FRC - Foul Release Coating) to Flat bottom; two coats of AC and two coats of FRC to Vertical Sides; three coats of AC to topsides were applied using the airless spray unit using Hempel paint.

Prinsendam

- o 12 day Dry Dock on Floating Dry Dock No. 3
- o Considerable (10,216 sq. m.) hull blasting was performed using The Flow UHP Blasting Equipment. there after, two coats of Anti-Corrosive (AC) and two coats of Silicone (FRC - Foul Release Coating) to Flat bottom; two coats of AC and two coats of FRC to Vertical Sides; 3 coats of AC to topsides were applied using the airless spray unit, International Marine Coatings
- o Approximately 37,946kg (37 tonnes) of tank top and steel work was replaced.

Carnival Sunshine

- o 11 day dry dock on floating dry dock no. 2
- o Hot and Cold PW piping was replaced, Georg Fischer pipe-work installed on Deck 2 throughout passageway for Cabins. GBSL +GF+ Qualified Installers assisted owner technicians on the installation of the pipework.

o Considerable (11,888 sq. m.) hull blasting was performed using The Flow UHP Blasting Equipment. there after, four Coats (two Coats of Anti-Corrosive - AC and two coats of Self Polishing Coating - SPC) were applied using the airless spray unit, with Hempel Paint

Norwegian Dawn

o 27 days of dry dock on floating dry dock no. 2
o Considerable (13,981 sq. m.) hull blasting was performed using The Flow UHP Blasting Equipment. there after, four Coats (two coats of Anti-Corrosive (AC) and two coats of Self Polishing Coating to flat bottom, vertical sides, boot top) three

Coats to top sides. Two coats of Anti-Fouling (AF) and two coats of Anti-Corrosive on bulbous bow and bow thruster area using the airless spray unit. Paint Manufactures: Nippon on flat bottom, vertical sides and boot top and International on top sides

o A riding squad was provided: Riding squad (6 persons) sent 1 week in advance to Grand Cayman. It included two certified welders, three platers and the Cruise Service Manager, Craig Stark. To install steel frame work on Mooring Deck prior to the vessel's arrival in preparation for azipod removal for azipod maintenance. Azipod repair Included Port and starboard slewing bearings that were replaced.



(Photo: Grand Bahama Shipyard Limited)

“The cruise market remains buoyant and upbeat with growth planned into the next few years. We look forward to future revitalization projects of cruise vessels which are currently in the planning stages for work scheduled at GBSL. However, with regard to the tanker, offshore and container market segments, these remain challenging to say the least. We are confident that these market segments will recover in the near future.”

*Graham Couser, VP of Sales and Marketing,
Grand Bahama Shipyard*



Finger Pier

Floating Dry Dock No. 2