

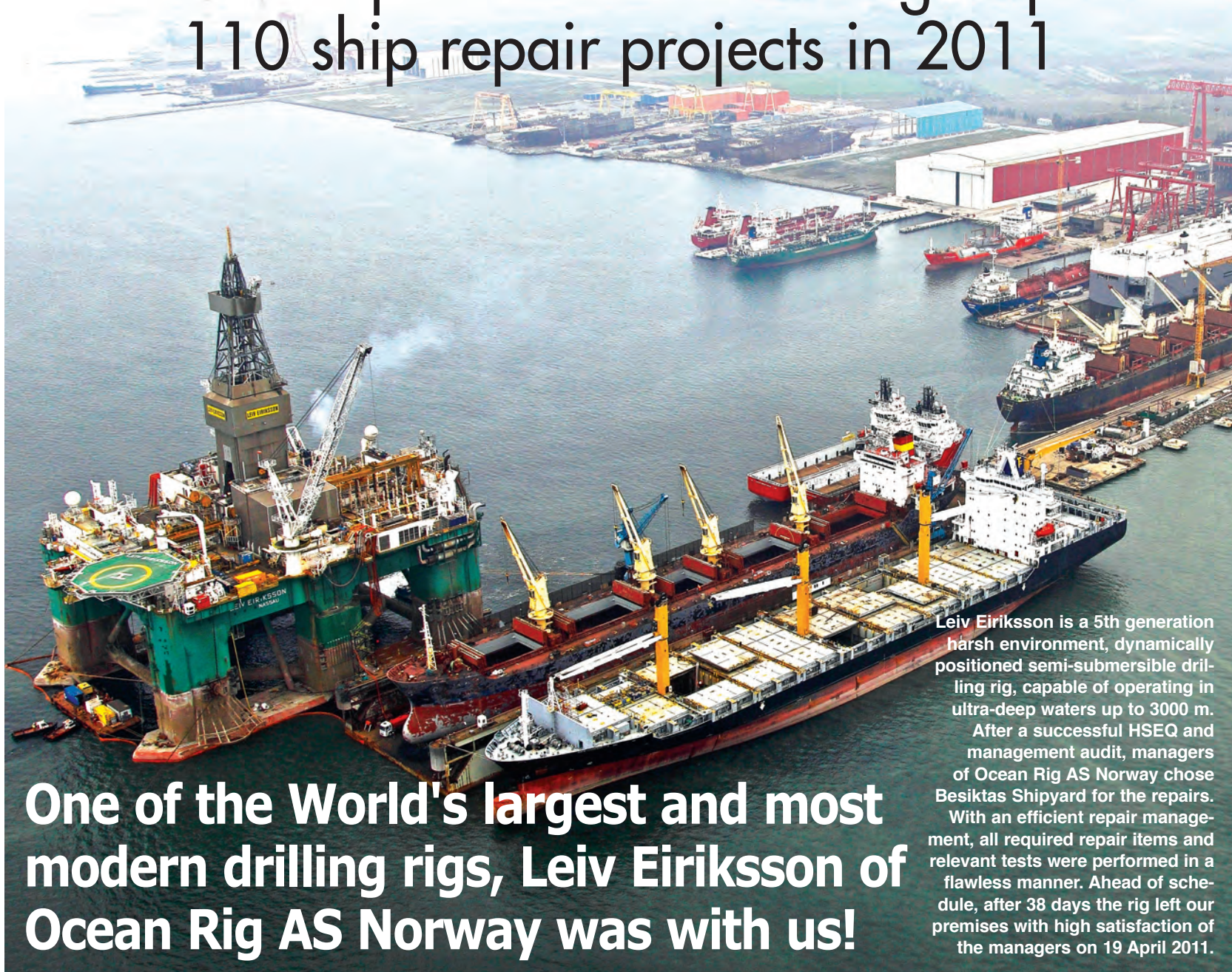
2011

# Besiktas Shipyard *news*

The Annual Publication of Besiktas Shipyard

## A remarkable year: 2011

Besiktas completed 7 newbuilding ships and 110 ship repair projects in 2011



**One of the World's largest and most modern drilling rigs, Leiv Eiriksson of Ocean Rig AS Norway was with us!**

Leiv Eiriksson is a 5th generation harsh environment, dynamically positioned semi-submersible drilling rig, capable of operating in ultra-deep waters up to 3000 m.

After a successful HSEQ and management audit, managers of Ocean Rig AS Norway chose Besiktas Shipyard for the repairs.

With an efficient repair management, all required repair items and relevant tests were performed in a flawless manner. Ahead of schedule, after 38 days the rig left our premises with high satisfaction of the managers on 19 April 2011.



## Repair

# Rebuilding of a full accommodation superstructure on a burnt handy size bulker from Greece

M/V SAO JOSE



**BEFORE**



**AFTER**

Brazilian Flag, 1981 built, 26.975dwt, geared handy size bulk carrier. The accommodation and the top floor of the engine room were totally damaged by fire.

Traditional Greek Owners Messrs. Narval Shipping chose Besiktas Shipyard for this extensive repair and towed the vessel from Brazil to the shipyard.

- The accommodation has been prefabricated before the arrival of the vessel.

- Upon arrival of the vessel both fire damage and Special Survey related repair works started.

Vessel's burnt accommodation was dismantled. New accommodation superstructure lifted to the vessel and fitted to its place.

- Inner and outer fitting works such as; insulation, piping, cabling, carpentry, lighting are completed.

Additionally to the Special Survey items;

- Vessel's 4 cranes i.e.; towers and booms dismantled lowered to shore and fully overhauled and fitted back to their place.

- 28 pieces of hatch cover lowered to shore, reinforced, blasted, painted and fitted back to their place.

- Ballast tanks and engine room piping job completed.

- Main engine overhauling completed.

- The electric cabling from and to the engine control room main switch board has been renewed.

During this significant repair job, 376 tons of steel were used for the construction of the accommodation and 170 tons used for the Special Survey of the vessel.

## Repair

# Successfull cooperation with Grimaldi Group Of Naples Italy

GRANDE NAPOLI



As it was in 2010, the successful cooperation with Grimaldi Group continued in 2011.

Six vessels of Grimaldi Group have been docked during the course of 2011.

Grimaldi representa-

tives appreciate the quality and the on time delivery of the repairs together with the friendly and constructive attitude of the Besiktas Shipyards Team.

One important work in the scope of repairs with

Grimaldi was the SILICON PAINT application to the, 1993 built, 2340 lane meter, RO-RO vessel MV FIDES.

Beside MV FIDES, we have also performed the silicon paint application for 7 more vessels apart from Grimaldi

Group. Not only the managers of the vessels but the surveyors of the paint manufacturing companies are also extremely satisfied from the application performance of Silicon Paint in Besiktas Shipyards.



## Repair

# Forecastle reconstruction in 21 days



**BEFORE**



**AFTER**

Panamanian Flag, 1984 built, 30.900 dwt, geared handy size bulk carrier **MV ERK**, after a collision damage in Argentina, has been instructed by insurers to head to Besiktas Shipyard. **136 tons** of steel were replaced during the bow and forecastle reconstruction of MV ERK. The job has been completed within 21 days.

# 440 hatch covers and 10.233 meters of cell guide repair performed in 2011

Having the large geared spaces enables us to perform safe, easy and efficient hatch cover repairs at Besiktas Shipyard.



With the help of 2 x 50 Tons Gantry Crane, landings of the hatch covers are easy and fast.



The space dedicated for hatch cover repairs is 18.000 sq.m



## Interview

# Mr. Jes B. Kjaer, General Manager of Clipper Fleet Management

### 1-Why do you choose Besiktas Shipyard?

The main trading area for the Clipper Bulkers being the Atlantic Basin and for the vessels with their main-trading lane between Europe and Asia, the Besiktas Yard is centrally located for our trade. Positioning the vessels for the dry-dock can normally be arranged without long ballast voyages which is an essential factor when calculating the dry-dock costs. In addition, the services are priced reasonable and competitive compared to other yards in the region.



Jes B. Kjaer

### 2-How do you find the pricing attitude for the extra works?

We find the pricing for additional works both fair and reasonable. We have always been able to agree on solutions with mutu-

ally acceptable prices and the attitude from the yard enables our docking superintendents to focus on the overall general work without having to spend too much time discussing prices.

### 3-How do you find the quality of repair works?

In general, the quality of work is good and again, the standards from yard makes the job of superintendent easier - they do not need to check each and every piece of work but can rely on the jobs agreed is being done at the agreed quality.

### 4-Is the shipyard loyal to the estimated repair times?

Yes, we have on several occasions experienced the great efforts the Besiktas Yard is putting in keeping the agreed schedule. Where necessary they have been adding extra work force and/or overtime to maintain the schedules, even when the work scope has been extended due to unforeseen jobs.

### 5-How are the relations of the shipyard managers with the clients during and after repairs?

We have and maintain

a good relationship with the yard managers and we only receive positive feedback from our superintendents.

### 6-What would you recommend to Besiktas Shipyard for the future?

To continue keeping focus on customers' need with regards to keep prices fair and competitive and still putting efforts in maintaining time schedules. And to continue the honest and open communication which we as Owners consider vital for a time and cost efficient dry-docking.

## No need to outsource: Mechanical repairs are carried out in Besiktas Shipyard

One significant advantage of Besiktas Shipyard is that almost all the mechanical repair works are carried out within the Yard's workshops by the Yard Team. We have extended our mechanical workshops with new machineries in 2011



Recondition of the bended/broken propeller blade



Recondition of the rudder stock sleeve by spray welding



# New Building

## 7 Newbuildings delivered in 2011



Short particulars:  
7050 dwt KM(\*)Ice1 R2  
AUT1 ECO-S (OMBO)  
Oil Tanker (ESP)  
with breadth overall:  
16.83m, length overall:  
139.95m, depth: 6.00m.

Besiktas Shipyard delivered 4 units of 7000 dwt newbuilding Sea River Tankers for Messr's Palmali Group. Each delivery took 7 months after the steel cutting.

### 2 x WORKBOAT



Additionally, our newbuilding department delivered two units of work boats to Messr's Caspian Marine Services of Azerbaijan for their operations in Caspian Sea.

### NEWBUILDING LPG VESSEL



Another newbuilding of the year 2011 was the 3300 cbm semi ref LPG Carrier which was delivered to her Italian Owner Messr's Gas & Heat Co.

Short particulars: P max = 9,5 bar; Tmin = - 48; AUT – UMS / AUT – PORT / AUT – IMS / INWATERSURVEY / MON – SHAFT / CLEAN – SEA; Length overall: 87,50m; Max moulded breadth: 14,80m; Design draft: 5,50m

## Interview

# MD Yavuz Kalkavan

### Are you happy with the first 4 years performance of Besiktas Shipyard?

I am very happy indeed. Besiktas Shipyard succeeded to be very active since the beginning.

Having such productivity during the crisis is really encouraging.

### What was the biggest challenge?

Trying to build an international name in such a competitive environment.



Yavuz Kalkavan

### What are the best achievements of Besiktas Shipyard in this beginning

#### period?

There are many;

- Being able to work with our present team

- Having a newbuilding orderbook to build

- Building chemical tankers in 7 months building time

- Becoming the second most active Turkish repair yard

- Being one of the few shipyards in the world participating DNV shipyard rating programme

- Repairing one of the biggest deep-sea oil rigs in 2011

### Where do you want to see Besiktas Shipyard after 4 years?

Besiktas Shipyard must keep securing newbuilding projects.

We can succeed this only if we can have a very high quality shipbuilding reputation.

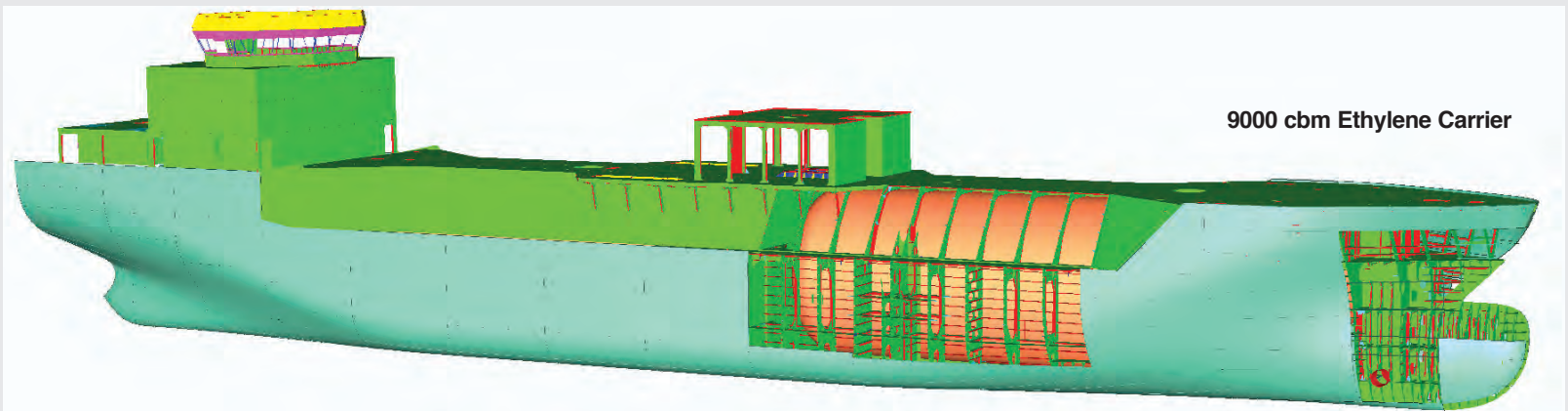
Besiktas Shipyard aims to be one of the most active

and well-known worldwide shipyards in ship repairs and conversions.

We will continue to expand and strengthen our organization to follow this target.

Safety is one of the most important issues; safety will always be number one priority to improve in the future.

To achieve all of the above, we rely on our most reliable asset which is our people.



9000 cbm Ethylene Carrier

## News of 2012

- Besiktas Shipyard concluded the purchase of the second panamax floating dock. The operation of the new dock will start in the third quarter of 2012.

With the addition

of this new capacity, **Besiktas Shipyard now owns 3 Panamax size docks** consisting of 1 graved and 2 floating units.

- Besiktas Shipyard started the imple-

mentation of **Det Norske Veritas Shipyard Rating Program**. The aim is to bring excellence to its operations and provide high quality services for its customers.

### Besiktas Shipyard has the following firm new-building projects:

- An oil Platform Construction Barge with short particulars such as: length overall: 140.00m, breadth overall with out-

riggers: 62.12m, breadth: 30.00m, depth: 7.00m, displacement: 19,200.00t

- A 9000 cbm Ethylene Carrier

- 3 units of 7000 dwt Sea River type Product Carrier

- A 3300 cbm LPG Carrier

## Help to Van Earthquake Victims

On October 23rd, 2011, a destructive earthquake with magnitude of 7.2 Mw occurred in Van. Besiktas

Group reacted quickly in relief efforts for the victims. The Group hosted 419 earthquake victims

in 9 groups in Korsanada Hotel/Kaş which is its own property. Most of the victims who are hosted in

Kaş were students who could benefit from a comfortable environment to study. Besiktas Group

covered all their expenses during their stay, including transportation, board and lodging.



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## Visit of the Italian Young Shipowners' Association



The Board Members of the Italian Young Shipowners' Association visited Turkey in September 2011.

We organized a cocktail in their honor in Pera Palace Hotel and they visited Besiktas Shipyard the next day.

The delegation consisted of President Ms. Valeria Novella, Vice President Ms. Francesca Barbaro, General Secretary Mr. Francesco Beltrano and members Mr. Alberto Banchero, Mr. Matteo Bellingeri, Mr. Fabio Bertolini, Mr. Gabriele Rosati d'Amico, Mr. Andrea Garolla di Bard, Mr. Lorenzo Maticena, Mr. Emanuele Messina.

Other representatives of the Italian Shipping community were present as well, including were Mr. Giancarlo Coletta - Purchasing Director

of Grimaldi Group, Mr. Massimo Sanquerin - Country Manager for Turkey of RINA, Mr. Mauro Evangelisti and Mr. Claudio Evangelisti of Gas & Heat, Mr. Luca Spinelli-Donati - Owner of Victoria Maritime which is the Agent of Besiktas Shipyard for Italy, Mr. Filippo Fabbri and Mr. Antonio Talarico both of PL Ferrari. Executives of 30 shipping companies also attended the cocktail as Turkish Shipping Community representatives.

The members of the delegation expressed that this was their first visit as Italian Young Shipowners' Association to Turkey and that they had good impressions and positive prospects for fruitful cooperation between the two countries in the near future.

## Exhibitions we participate in 2012

China  
Maritime  
2012

Posidonia  
2012

SMM 2012

