

SHIPYARD

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MARITIME
PRESERVATION LIMITED
TRINIDAD SHIPYARD

NEWS

NEWS & INFORMATION ABOUT MARITIME
PRESERVATION LIMITED AND AFFILIATED COMPANIES

Port Security

for the 21st Century

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Captain's log

Dear Mates,

With this our second edition of MPL Shipyard News, we'd like to share our background with you.

Maritime Preservation Limited senior management has just celebrated its 26th year working together as a ship repair team. We started out originally in 1985 as 'riding crews' repairing large sections of passenger ships while underway.

For over nine years we travelled extensively while juggling the conflicting priorities of producing high quality work to tight schedules with absolutely no compromising of safety considerations.

Only warships are more complex than passenger ships so this experience provided us with a great diversity of challenges and permitted us to gain invaluable experience in every

relevant aspect of ship repair. This vast depth of experience ensures that we have the expertise to deliver on our promise to **'Exceed our Customers' Expectations'**, by delivering quality results **'On Time and On Budget, From Bridge to Bilge'**.

The next time your ship requires routine maintenance or major refurbishment you can be confident that Maritime Preservation Limited will provide you with exceptional value for your hard earned money.

Sincerely,

Mike Burke
Executive Chairman



Star ^{OF} THE ^{QUARTER} *Quarter*



Derrick
WILLIAMS

Derek Williams, Maritime Preservation Limited, Vice President of Operations started his career in the early 80's working in the offshore oil and gas industry as a welder and fabricator.

In 1989 eager to see more of the world, Williams joined a cruise line where he learned the 'ropes' of ship repair, as a leading contributor to a 'riding crew' of repair specialists renovating, fabricating and maintaining every major component of a working ship.

After nearly six years at sea, he returned to his beloved Trinidad and promptly joined Maritime Preservation as a Project Manager of a major project to refurbish and convert a 300 foot research vessel into a passenger ship, certified by ABS and USCG.

Never satisfied with the status quo, William's became Production Manager and turned his now seasoned team of ship repair professionals to the task of becoming one of the region's leading commercial ship yards.

Over the past 22 years Williams has tackled every imaginable ship repair task and as Vice President of Operations he leverages his vast knowledge and experience to ensure that every customer of Maritime Preservation receives the best value in the region.

MPL's Affiliate Partner

PORT PROTECTION

SERVICES LIMITED

Residential • Commercial • Marine

Port Protection Services Limited (PPSL) was incorporated in 2005. PPSL provides experienced officers who are thoroughly screened and trained to make sure only the most reliable officers are deployed to serve and protect you. PPSL is licensed by the Ministry of National Security, Government Maritime Authority ISPS and is an active member of International Security

Association ASIS. PPSL is covered by millions in public liability insurance which work for you when securing your assets. At PPSL you will find a wide range of protective services tailored to meet your needs whether it be commercial, residential or marine. Your security solutions can range from state of the art access control, VIP protection, armed and unarmed officers, undercover officers,

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www.portprotectionservice.com

On the Slips

"BEQUIA FERRY I" (built 1972) the 165 foot passenger ferry arrived after complaining about excessive drive shaft vibrations. The ship propulsion uses a Variable Pitch Four bladed propeller driven by an eight inch diameter shaft.

Upon inspection it was found that the propeller shaft had worn all the way through the Babbitt bearing, sleeve and cut a groove into the stern tube.

All parts were disassembled for repair. The

shaft was machined. A new bearing sleeve was custom made by us to fit the a new babbitt bearing and both were cast and machined as well. The new stern tube sleeve with new bearing was then fitted into the stern tube and sealed with Chockfast Grout.

A Stern Tube Oil Seal had to be manufactured from bronze plating, as spares were not readily available.

All components were subsequently reassembled and successfully tested.



Shipyards Safety

it takes all of us



A shipyard is a place where many very different operations happen at the same time. Heavy rigging can take place along side hot-work, sandblasting, and the installation of delicate instrumentation or cabinetry. Along with this, subcontractors work in the yard, the vessel's crew must have access to their ship, and the vessel's owner may have other contractors on board.

With all of this activity, there is a great potential for injuries. So it's important to take the time to plan your work activities at the beginning of each day or job, including the safe work habits you will use. Production and quality are

both critical to your job and the company. But if you are at the clinic due to an injury, your production is zero and there is no quality to worry about. A number of the safe work habits to keep in mind are:

- **Lifting and handling material:** Many things in the shipyard are heavy and can be located in cramped spaces. Mentally lift the load first. Can you lift it safely alone? Get help with heavy or difficult lifts. Consider using a chain fall or other mechanical assistance whenever possible.
- **Working above the deck:** Falls are a major cause of injury. Whenever working above 5 feet your platform must have guardrails and mid-rails. If you must work outside of this protection,

wear a full-body harness with shock-absorbing lanyard, and make sure it is attached to an appropriate anchor point. Tie-off access ladders to keep them from slipping, and check to see that the ladder extends at least three feet above the landing.

- **Working over water:** In most cases whenever working over water you should wear an approved personal flotation device. Zip it up and snap all of the snaps. It will not save your life if it slips off your shoulders and over your head when you fall in the water.
 - **Eye protection:** An eye injury is one of the most common injuries in the shipyard. Always wear your safety glasses, goggles and/or faceshield when they are needed. You only have two eyes so protect them at all times.
 - **Fire:** Hot-work, painting, flammables and the interior
- **Housekeeping:** A poorly maintained yard increases the chances for slips and falls from the same deck. Sprained knees and twisted ankles are painful reminders that you did not pick up your material or equipment each day. Keep accessways free of debris and material.
 - **Hatchways:** Railings should be installed around open hatchways and open deck sides. If you can fall over it, or into it, then a railing is required. Check perimeter railings daily.

finishes of vessels do not mix well. Always maintain a fire extinguisher or water hose near hot-work activities. Use a firewatch whenever there is a high potential of fire. Follow your local Fire Department's requirements.

The shipyard is a busy place to work in each day. Make your personal safety a priority in everything you do.



Receive your very own MPL Quarterly Newsletter, on time, every time.

Every Quarter our publication highlights the various achievements, work in progress and related news articles from the industry locally, regionally and globally.

To subscribe either electronically or in hardcopy printed format via mail, please contact us at: info@maritimepreservation.net

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