
STATEMENT OF CAPABILITY



EUROPE'S BIGGEST DRY DOCK

We Accomodate Any Vessel





Building on a history of 150 years of Shipbuilding experience, Harland and Wolff ship repair offers a unique combination of technical expertise and physical facilities.

Harland and Wolff ship repair have a world-wide reputation with owners and operators for strict standards of health and safety, quality and timely delivery for planned and emergency repairs to a wide range of vessel types. This is reflected in our high number of repeat customers.

Our goal is to work with our customers to keep their assets in service and productive whilst helping to improve their operational effectiveness. This comes from getting to know our customers, and their differing needs, along with a high level management commitment to each and every project we undertake.

VESSELS SERVED

- Tankers - Cruise Ships - Bulkers - Ferries
- Semi-submersible units - Barges



SAFETY IS ALWAYS OUR FIRST PRIORITY.

Harland and Wolff's commitment to safety begins at the senior management within our organisation. It is complemented with robust systems to implement, audit, report on and improve our performance.

Harland and Wolff is committed to providing and maintaining an environment that is without risks to the health and safety of its employees, contractors, clients and the general public.

The Harland and Wolff vision is to be recognised as a safe and reputable ship repair yard. Harland and Wolff recognises that the work that it undertakes can be an inherently hazardous activity that requires the implementation of a robust safety management system to reduce and eliminate workplace health and safety risks.

Accreditations / awards.





RIGHT FIRST TIME IS OUR GOAL.

Harland and Wolff strive to consistently exceed the expectations of our customers. We understand the impact that failure can have on safety, operations and reputation.

Harland and Wolff assures the Quality of its products and services through the implementation of a robust quality management system (QMS). The QMS enables Harland and Wolff to identify, measure, control and continuously improve the governance, core and support business processes used for the planning, designing,

construction, delivery and continuous improvement of all Harland and Wolff products and services.

A commitment to complying with the requirements of the ISO 9001 Quality Management Systems Requirements.

Accreditations / awards.





PEOPLE ARE THE KEY TO OUR SUCCESS

The commitment and performance of our people supported by the ongoing development of their knowledge and competence is fundamental to our success, as we strive to better the best, through individual and team efforts to continuously improve, thereby exceeding our customers' expectations of the service we provide to them.

Accreditations / awards.

*Internal Training and Development process
to ISO 9001:2008 standard*

Modern Apprenticeship Scheme

Company Graduate Development Scheme



FACILITIES

Situated on the east coast of Northern Ireland, Harland and Wolff offers some of the most extensive and best equipped ship building and repair facilities in Western Europe. Our 556m x 93m 'Main' and 335m x 50m 'Belfast' Docks are complemented by extensive permanent craneage, up to 2 x 840 tonne gantry cranes.

The combination of over 700m of deepwater quayside available and

uniquely a license to grit blast and paint afloat, is a powerful option to dramatically reduce costs as dry docking need not always be necessary.

H&W offer competitive prices, on-time delivery and first class facilities.

Services offered:

- Dry docking of vessels and offshore units.
- Repair, upgrade and conversion.
- Repairs at our quayside or at other's.
- Full Design Engineering support, including Naval Architects, Structural Engineers, System Engineers, E&I Engineers, 3D Modellers and Commissioning Engineers.
- Licensed open grit blasting in dock and afloat.
- 1,500m³ slops facility
- ISPS accredited

MAIN DOCK

556 x 93m
 2 x 840t gantries
 2 x 65t lift
 1 x 9t lift

BELFAST DOCK

335 x 50m
 1 x 80t max lift
 2 x 40t max lift
 1,500m³ slop facility

QUAY FACILITIES

Total 700m overall
 Site ISPS approved
 1,500m³ slop facility
 1 x 40t max lift
 Jack-ups
 (jacking up alongside permissible
 by prior arrangement)

FABRICATION SHOPS

30,000m² halls
 300t max lift

ENGINEERING

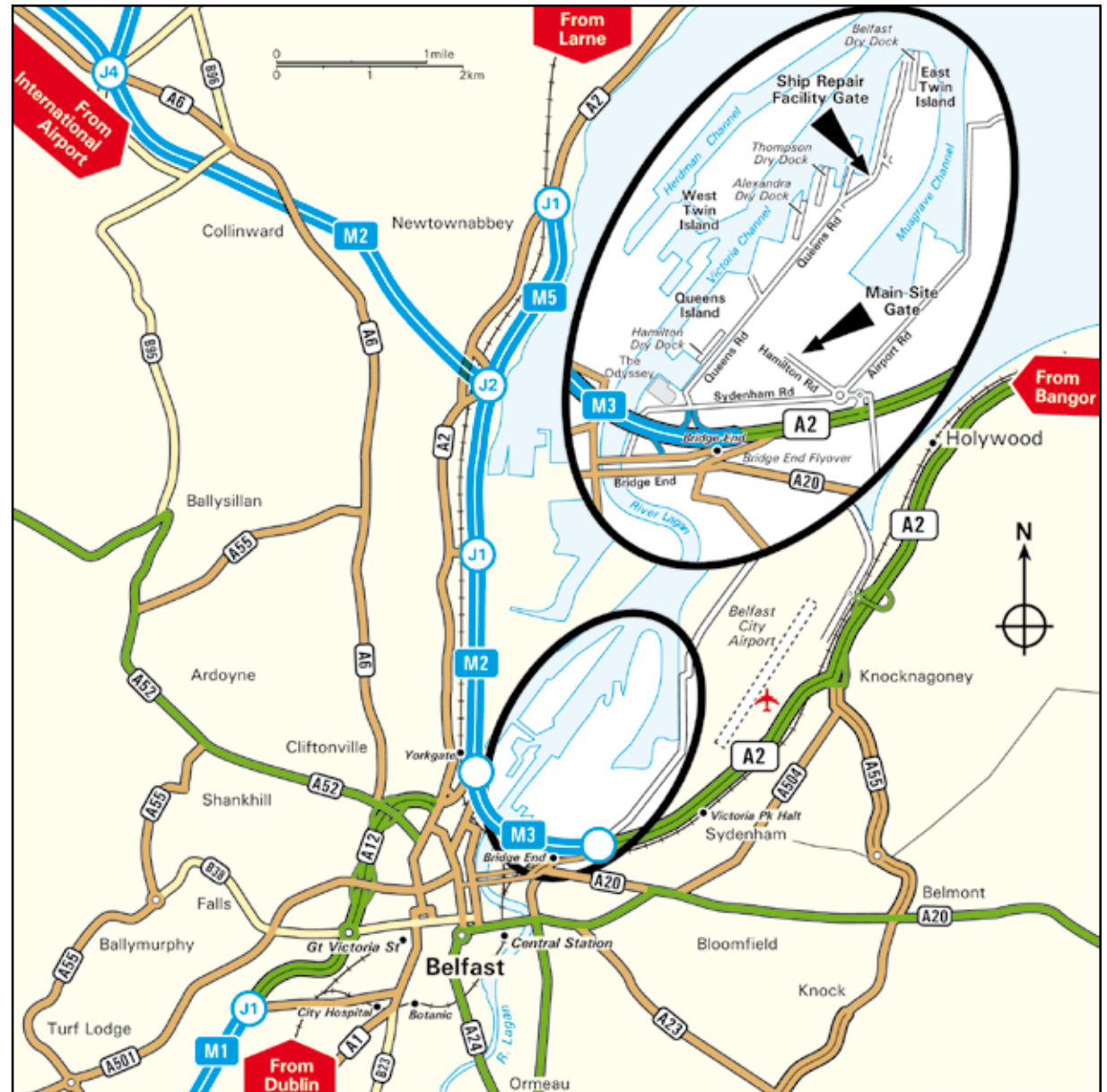
From concept to
 detail ship design

MAIN SITE:

(Building Dock)
 Lat N54o36'13"
 Lon W5o53'57"

SHIP REPAIR SITE:

(Belfast Dock)
 Lat N54o36'59"
 Lon W5o53'43"



BORGSTEN DOLPHIN

Client Dolphin Drilling Limited
Project Borgsten Dolphin
Contract Value circa £5m



The Borgsten Dolphin Project was double docked with the Byford Dolphin for an in-service inspection.

Due to contract commitments the Byford was completed first and undocked in mid December. The Borgsten also had emergent work from the Structural Inspection and Maintenance Programme (SIMP) inspection and was kept in the dock until completion.

Upon completion the unit was relocated to the quay for storage and minor works before departing for a charter.

The workscope included;

- Underdeck Painting
- Anchor windlasses
- Weld repairs on Anchor pockets
- Weld repairs on Chain pockets
- Weld repairs on K Nodes and columns
- Main Deck thicknesses etc
- Sponson structural repairs
- DG Upgrades
- Thruster upgrades
- Electrical upgrades
- Accommodation and lifesaving upgrades
- Pipework mods to HP and LP systems

MV SIR CHARLES PARSONS & MV LORD HILTON

| | |
|----------------------|--|
| Client | E.ON |
| Project | MV Sir Charles Parsons and MV Lord Hinton |
| Contract Value circa | £1m |



A regular customer, Harland and Wolff were responsible for the dry docking and repair of these coal carrying sister vessels, owned and operated by E.ON. These high activity dockings were carried out in a very short period of time, giving the owner minimal downtime.

The workscope included;

- Removal and upgrade of the hatch covers in the bottom of the dock under specially arranged cover.
- Full blasting and hull painting
- Main Engine repairs
- Generator repairs
- Rudder alignment
- Accommodation upgrade

MV ULYSSES, MV ISLE OF INISHMORE, MV JONATHAN SWIFT & MV NORMANDY

Client Irish Ferries
Project MV Ulysses, MV Isle of Inishmore, MV Jonathan Swift and MV Normandy
Contract Value circa £0.5m per annum



Regular customer Irish Ferries Ltd have docked their vessels in Belfast for 3 consecutive years. Harland and Wolff have a very close operating arrangement with the client, ensuring that their deadlines are met.

As both parties know and trust each other, we have an open and transparent management system where we work together to provide the best end result. For example, short term solutions may result in longer term costs and both

parties work together to view through life costs.

This client operates to very tight off charter timescales compounded by the Christmas period. The H&W team have become very effective at agreeing and completing workscope to very tight deadlines.

The workscope included;

- Dry dock
- Full hull blasting and painting
- Main engine repairs
- Generator repairs
- Thrusters repairs
- Accommodation upgrade
- Rudder repairs

MV ANVIL POINT & MV EDDYSTONE

Client AWSR Ltd
Project MV Anvil Point and
 MV Eddystone
Contract Value circa £0.8m

AWSR



Having built and delivered two of these sister vessels in 2003, Harland and Wolff have maintained a close working relationship with Andrew Weir Ltd, the vessels owners and managers. The vessels were brought to Belfast for their first 5 year docking and survey.

The work was carried out on time to budget, and to the exacting standards expected by the customer.

The workscope included;

- Dry dock
- Full hull blasting and painting
- Main engine repairs
- Generator repairs
- Thrusters repairs
- Rudder repairs
- Accommodation upgrade

MV ABERDEEN

Client Northern Marine Management
Project MV Aberdeen
Contract Value circa £1m



The MV Aberdeen is a North Sea Shuttle Tanker operated by Northern Marine Management on behalf of Chevron International Tankship Limited. A regular customer, Northern Marine have docked this vessel in Belfast on 3 occasions. This docking encompassed an extremely high level of activities

and manhours to be liquidated in order to return the vessel back to the owner in the shortest possible time.

On both occasions the project was completed on time and to budget, with additional workscope released by the customer.

The workscope included;

- Dry dock
- Full hull blasting and painting
- Main engine repairs
- Generator repairs
- Thrusters repairs
- Rudder repairs
- Accommodation upgrade

“ Working with an international oil major requires the highest focus and attention to safety and environmental systems. We are pleased that all involved are able to meet these demanding requirements ”

MV STENA PROVENCE

Client Northern Marine Management
Project MV Stena Provence
Contract Value circa £575k



Stena Provence, managed by Northern Marine Management in Glasgow, dry docked at Harland and Wolff Heavy Industries during April 2011, for her first renewal survey, having visited the yard two years ago for her first intermediate survey. The 65,200 tonnes dead-weight vessel can reach 15.5 knots laden, is one of a series of P-MAX vessels operated by Stena Bulk

AB on behalf of Concordia Maritime A.B. The P-MAX class is 30% broader than standard tankers operating on the same draft, which makes it more appealing to charterers. Harland and Wolff dry docks are perfectly sized to facilitate such broad-beamed ships.

- The workscope included;
- Vapour return manifold upgraded to comply with OCIMF
 - Safety equipment/lifeboat maintenance in accordance with SOLAS Chapter III
 - Underwater overboard discharge pipe added for MARPOL Annex III
 - Hull blasting and painting
 - Steel and pipe work repairs etc

“ Northern Marine Management demand and expect the highest standards for their vessels, so we were pleased to again work with them ”



**Thank you for your attention.
If you have any queries, don't hesitate to contact us:**

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