FOREWORD
BY FRANK REBEL – MANAGING DIRECTOR DSCT

The year 2011 moves apace, and DSCT is a hive of activity! Besides commissioning and delivery of the third and fourth Stan Tug 1004’s, as well as the fourth Stan Tug 2208, we have also successfully delivered another Stan Tug 2208 to our client in Tanzania. Meanwhile we have entered the completion phase of the MultiCat 1908 for Angola, and the steel building of the Fisheries Research Vessel 2808 and the two Cutter Suction Dredgers S00 are well underway. The increase in volume of work has meant that we have steadily been increasing our production capacity, notably boiler makers and welders. Also, our first group of apprentices have migrated into various steelworks departments, so that we have been able to take on another ten apprentices. As mentioned in the previous newsletter, the capability of our production facilities has been undergoing major improvements, the most significant of which is the refurbishment and upgrade of Shed No. S. The new 15T overhead cranes are due for installation and commissioning in August.

We move into the third quarter of 2011 with another secured contract for the building of a second, identical MultiCat 1908, of which the steel cutting commences in August. All in all, we now have a full orderbook until the end of 2011, and the prospects for 2012 look well indeed. Enjoy the long weekend break, and ladies: have a great Women’s Day!

EMLOYEE OF THE QUARTER
BRIAN REGINALD

Brian was nominated by the Foremen for his good attendance record and good workmanship. He asks questions when in doubt and carries out solutions immediately. Brian takes pride in his job and surroundings as he’s workplace is always neat and tidy as well as himself. He handles criticism very well by never getting upset when it comes his way. He is very respectful to his supervisors and sets a good example to his co-workers. Not only can everyone learn from Brian’s work ethic and quality, but from the amount of time he spends his day being unproductive, which is less than 5 minutes a week. Well done Brian, keep up the good work!

MANAGEMENT TEAM

MV ‘SATO’ DEPARTS FOR TANZANIA
BY PAUL HORSFORD

On the 25th June this year, DSCT bade farewell to the STu 2208 YN 509649, the MV ‘SATO’. She departed from Cape Town Harbour at 15h00 under Tanzanian flag on the first leg of her delivery trip to her new owners Tanzanian Port Authorities. SATO is Swahili for the fish species Tilapia, a fitting name as both require water to function. The delivery trip is expected to take 14-15 days, with a bunkering and supplies replenishment stopover in Richards Bay, before embarking on the penultimate leg to the Port of Dar es Salaam, where she will offload the ships spares for the MV ‘DUMA’, before finally being commissioned and officially handed over to the Tanzanian Port Authorities. The final leg of the delivery trip will be to the Port of Tanga, from where the MV ‘SATO’ will be operating. The delivery crew for the Cape Town to Dar es Salaam leg comprises the following (as seen in photograph): Captain Graham Emberson, First Mate Keith Brown, Chief Engineer Edward Heath, DSCT’s Daryl Ormond and David Coraizon of whom both are fully aware of the functional requirements of the MV ‘SATO’ and are invaluable on a delivery trip of this nature, and finally not forgetting our Chef Clarence Joseph. The delivery crew for the Dar es Salaam to Tanga leg comprises the following: Damen Services Captain John Ahlrichs and DSCT’s Daryl Ormond with the balance of delivery crew being TPA representatives. The departure of the MV ‘SATO’ from Dar es Salaam to Tanga, will also initiate the second phase of training, the duration of which will be ten working days, thereafter the MV ‘SATO’ will be a fully operational member of the Tanzanian Port Authority fleet. We would like to take this opportunity to wish the MV ‘SATO’ and her crew all the success in years to come.

‘SATO’ SWIM SWIFTLY AND SWIM SAFELY!

DELLIVERY

DSCT’s Daryl Ormond aboard the Sato leaving Cape Town harbour for Dar Es Salaam.
On Saturday 16 April we held our first Open Day where wives, husbands, children and relatives were invited our shipyard. Besides visiting the various workshops, the guided tours also included a visit on board of one of the tugs under construction. The turn-out was excellent and the day was a great success. A special thanks to all the volunteers, without whom the DSCT Open Day would not have been possible!

Damen yards Cape Town is proud to announce the successful launch of the third and fourth Stan Tug 1004’s built in Cape Town. As the yard number indicates, (YN 501107, 501108), these are only the 7th and 8th vessels of this design to be built. The vessels are powered by single Volvo D9MH 221kW engines, and will have a bollard pull of 4.1 tonnes.

The vessel can be controlled from two stations, namely the wheelhouse (master station), and a second helmsman station located on the fly-bridge, complete with radar display. These two vessels are quite unique in that the wheelhouse will have to be removed after completion of trials ready for shipment. The reason for this is that the vessels will be shipped inland by road, a trip of approximately 1000km including height restrictions due to road bridges. The wheelhouse and fly-bridge will be re-attached once they have reached their destination.

The main function of the vessels will be to maneuver barges using the fwd push bow and two securing winches located on the aft deck. There is also an emergency anchor on the aft of the vessel should anchoring be required while the vessel is still attached to a barge.
Whilst the section is being constructed, all “small steel” work is placed, along with cable trays, electrical flat bars and equipment foundations. Pipe penetrations and some pipes are also placed and welded. Pipes in double bottoms are manufactured first, and placed and welded before the hull plating is fitted.

In the case of superstructures and wheelhouses, the aim is to be able to place a “hot work” complete module.

Section building also eliminates personnel congestion on board the vessels, and also reduces time having not to climb up and down onto the vessels during the construction phase.

PRODUCTION HALL NO.5
BY PAUL HORSFORD

With the recent completion of the required structural and foundational upgrades to Hall No.5 we are now anxiously awaiting the delivery, installation and commissioning of our two new 15 tonne cranes, which were scheduled for wk’s 28/29 respectively, now delayed by a country wide Metal Workers Union strike, to which we are all hoping for a swift conclusion.

Sefale Montsi, a DSct Board Member, has been kind enough to assist and will be officially re-opening Production Hall No.5 during the crane commissioning ceremony planned for August this year.

SECTION BUILDING
BY WAYNE FARMER

Since Damen’s take over in 2008 the emphasis in production has been to decrease the amount of hours used to produce one ton of completed vessel. We channelled our efforts to section building as there are many areas that can be targeted to achieve a reduction in hours, especially in boilermaking and welding.

By building each unit upside down, welding that would have been overhead is in fact now downhand, and when the unit is eventually turned over for placing, the remainder of the welds are now also done in the downhand position. Downhand welding being preferred as it is the quickest and easiest to control.

ON THE SHOP FLOOR
HEALTH & SAFETY
BY RICCARDO DANIELS - HEALTH & SAFETY OFFICER

Ensuring a safe working environment is always high on the agenda at DSCT. Safety at work though, starts at home before arriving at the shipyard, and random drug testing and daily alcohol testing are methods of ensuring that personnel arrives on the shop floor ready for the day’s tasks and challenges. Becoming complacent about safety is so easy, and often results in preventable injuries, such as eye injuries due to not wearing of safety glasses, or head injuries due to not wearing of safety helmets. Safety awareness programmes & training are embedded in our safety policy, and employees are continuously encouraged to participate in such initiatives. One such, are the first aid trainings, and I would like to congratulate Geraldine Nelson for becoming the first female first aider at DSCT!

First aider Geraldine Nelson

2011 NEW APPRENTICES

Our new apprentices (photo left) that started with us in June this year... named from left to right: Denver Damons, Donavan Booyisen, Ian-Lee Swartz, Angelo Osborne, William Cardinal, Tariq Jacobs, Charles Brown, Lee-Anne Andrews, Stephanie Juries and Nazir Thys.

KOMMER DAMEN VISITS DSCT
BY FRANK REBEL

On 4 May Mr Kommer Damen, President of the Damen Shipyards Group, visited Damen Shipyards Cape Town accompanied by Mr Lorenz Winkel (Sales Director Africa) and Mr Friso Visser (Regional Sales Director Southern Africa).

After first being introduced to foremen and staff, the Management Team briefed Mr Damen on the status of the shipyard as well as the projects currently underway. This was followed by a tour of the Production facilities. Mr Damen was impressed by the transformation that the shipyard has undergone since 2008, and by the air of enthusiasm portrayed by DSCT personnel.

DSCT NEWS

COMMER DAMEN VISITS DSCT
BY FRANK REBEL

Following the successful official trial and acceptance of the MV ‘SATO’ by the Tanzanian Ports Authority representatives, Arie Jonas (Project Manager Damen Services Training) requested Damen Shipyards Cape Town to facilitate two weeks of training for TPA representatives.

On Monday 16 May the TPA delegation was welcomed at DSCT. During the introduction and training program briefing in the conference room, we soon realized that most of us had all met before during a similar training and familiarization exercise for the MV ‘Elizabeth Lugo’, a previously delivered STu 2006 currently in operation in the Port of Tanga.

Mr Julius Mpinga (Marine Engineer), Mr Christopher Nyoka (Marine Technician) and Mr Mkanga Mbaraka Mbwana received Technical Training from René van der Giessen (Damen Services), whilst Randall Charters and Daryl Ormond (DSCT) were responsible for Operational and Nautical Training.

The two-week training was both well attended and well received by all involved, broken only by the weekend, allowing the trainees to both rest and discover what Cape Town has to offer. On Friday 27 May the training program was concluded and culminated in the presenting of DSCT training certificates to the trainees, by DSCT MD Frank Rebel.

A further two-week training program is scheduled in Tanzania, upon arrival in the Port of Tanga, of the MV ‘SATO’.

CRU Crew Training
BY PAUL HARSDORF

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First aider Geraldine Nelson

First aider Geraldine Nelson

Ms Damen chatting to our two female apprentices

Two tugs recently docked at Cape Town Harbour that were built at a sister shipyard. At which shipyard were these tugs built?

QUIZ

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NEW ACTIVITIES

A SECOND MUC 1908
BY CRAIG TRETHEWEY

On 29 June 2011 the contract for the second MultiCat 1908, YN 518522, was signed. This vessel is an exact copy of the YN 518521, and is due for delivery in week 19, 2012.

The Engineering department is currently making some revisions to the cutting files in order to eliminate any unforeseen challenges that were encountered in the first vessel. This is all part of our continuous drive to improve efficiency and deliver a proudly South African built vessel. Cutting of steel is due to commence in week 32. Meanwhile YN 518521 is in the second phase of construction. All hot works are nearing completion, and outfitting has commenced. The painters are painting, marine fitters are aligning engines, electricians are measuring and cutting cables and the carpenters are pre-fitting.

The vessel is due to be launched in week 36, followed by commissioning, yard and sea trials. Thereafter the vessel will be delivered to her new home port in Angola.

DAMEN SERVICES IN CAPE TOWN
BY PAUL HORSFORD

On the 17 June 2011, Damen Shipyards Cape Town were formally requested by Mr Ebbo Reitsma, Project Engineer of Damen Services Europe, to assist and facilitate the removal and re-installation of towing winches to two ASD 2810’s, namely the ‘Smit Cayman’ and ‘Smit Montserrat’. This would require the coordinated teamwork of Smit Vessel Management Services BV, represented by Mr Aad Kool, Smit Amanda Marine Cape Town, Dutch Marine Trading Group (DMT) represented by Sales Engineer Lars Herweijer and Mr Ciprian Dima, and lastly Damen Shipyards Cape Town.

The ‘Smit Cayman’ and ‘Smit Montserrat’ were underway from Singapore and en-route to Brazil, with a scheduled stop-over in Cape Town for the completion of the outstanding delivery requirements, namely the winch replacements. The ‘Smit Cayman’ arrived at Quay 500 in Cape Town on 6 July closely followed by the Smit Montserrat two days later. Both vessels were inspected by the DMT Engineers on their day of arrival with work commencing the following day.

Within two days the existing winches were unspooled of towing wire, decommissioned and removed to the quayside where the replacement winches were being prepared for lifting and placement. Removal of existing winch foundations, new winch placements, winch alignments, machining of new winch foundations and welding of the new foundations to the deck insert plates took a further four days, after which NDT and painting were finalized allowing for the final fitting of the winches to both vessels. The DMT Engineers then concluded the electrical and hydraulics installation allowing for both a function and break hold test to be carried out. The removed winches were prepared and made ready for transportation back to DMT in Romania. Lastly, I would like to express my appreciation of the commitment shown by all involved, thank you.
Dear Damen Team,

Thank you so much for being such wonderful hosts and opening your doors to our MBA group while we were visiting Cape Town earlier this month. We really appreciate all of you taking time out of your busy schedules to share the important and exciting work you are doing there at Damen. It was an added bonus to have the opportunity to tour your facilities where the manufacturing is actually taking place as well as to see a finalized product.

We are so grateful that we were able to experience that unique behind the scenes perspective. We also truly enjoyed getting to speak to your team more informally over lunch at Panama Jacks. Everyone at Damen Cape Town was involved in making our visit so amazing and we appreciate you forwarding our gratitude on to the entire team there.

I’ve attached a photo of our group as well as some taken while we were at Damen. Please let us know should any of you ever come to North Carolina as we would love to reciprocate your warm hospitality.

On behalf of the students,

Prof. Hofmann and Prof. Roberts – thank you!!!

RicardO DANIELS

THANK YOU DSCT!

FROM UNC KENAN-FLAGLER BUSINESS SCHOOL, NORTH CAROLINA UNIVERSITY

RETIREMENT
We bid farewell to Sandlandla (Jackson) Mazwayi as he retired at the end of June this year. After 13½ years service with us, he has decided to go on retirement. Jackson: May you live your retirement in good health, great company and enjoy the happy days with your loved ones. Your retirement will be the experience of a lifetime if you live it to fullest and enjoy each day.

RicardO DANIELS