



## REPAIR & CONVERSION



With nearly three decades of experience in the Ship Repair business Drydocks World is unsurpassed in this sector.



## SHIP REPAIRS

With the largest ship repair graving docks in the world, numerous floating docks and kilometres of berths, Drydocks World has the capability and capacity to repair vessels of any shape or size. From flat top barges to the world's largest VLCCs, we have extensive experience in complicated ship repairs, upgrades and life extensions on every type of vessel.

Drydocks World is constantly improving their facilities to ensure that we are able to deliver a product or service which fully meets the customer's requirements. Extensive capital expenditure budgets are set aside to support investment in new equipment, workshops and infrastructure. Drydocks World - Dubai has recently added 670 metres of repair berths to accommodate two additional VLCCs in the yard. Drydocks World - Nanindah has recently built and put into service a Panamax floating dock to support their repair activities.

Key factors such as excellent geographical locations, good logistics, well developed infrastructure, local availability of spare parts and service support, all contribute to the overall one stop package that Drydocks World can supply to our customers.

## SPECIALIST CONVERSIONS

Drydocks World completed their first FSO conversion in 1996 and since that time have completed numerous FPSO, FSO and other complex conversions.

Our shipyards have a proven track record for completing conversions across a broad spectrum, from a simple accommodation upgrade to a lengthening or shortening of a ship, no job is too large nor too small. Double hull installations, conversions to cable layers, dive support vessels and self unloaders have all been carried out within the group.

Our capabilities have been demonstrated time and again in the safe, timely, on budget delivery of the many complex and often obscure conversions that we have undertaken. Our capabilities are reinforced by the number of repeat customers for both conversion and ship repair projects.



### FSRU Toscana

The conversion project of Liquefied Natural Gas (LNG) vessel Golar Frost to FSRU Toscana is a pioneering and sophisticated project carried out at the Dubai yard. The floating LNG receiving terminal of FSRU type will be permanently moored offshore Livorno, Italy, approximately 12 miles from the coast and connected to shore through a gas export pipeline. It will have a storage capacity of 137,000 cubic meters of LNG and a production capacity of 3.75 billion standard cubic meters per annum (bscempa).



### Firenze FPSO

Tanker Betatank II was converted into Firenze FPSO for employment at the Aquila oil and gas field in the Adriatic Sea offshore Italy. The project was completed at Dubai and involved installing an external turret, adding new module supports, pipe racks, production and power generation modules, a helicopter deck and flare stack, refurbishment of accommodation block and installing new crude lines on the deck.



### Awassi Express

The 2,300 TEU Container Ship Guanabara was converted into a Livestock Carrier and will be renamed as Awassi Express. The vessel has a capacity of about 22,500 square meters pen for both sheep and cattle. The general design includes vertical stanchions of hot dip galvanized steel, and all pen gates are ammonia/sea water resistant made of A1 grade material. The said vessel was owned by CORRAL LINE AS.