

# GRAIG HORIZONS

THE NEWSLETTER FOR GRAIG SHIPPING PLC  
N° 1 DECEMBER 2001

Graig Shipping plc 113 – 116 Bute Street Cardiff CF10 5TE UK. Telephone +44 (0)29 2044 0200 E-mail mail@grraig.com

## in this issue...

- BigLift's Arie Peterse speaks out
- Boost for China shiprepair
- Ship design joint venture
- Philip Atkinson solves problems



## Wind power set for offshore boom

Offshore energy is going green, raising major issues for shipping.



Above – Proposed Mayflower high technology wind turbine installation vessel

**Windpower is making a comeback at sea, not in the form of clipper ships, but rather turbine farms for electricity generation. Where will they go, and why? And how will the rush to harness wind power at sea affect shipping?**

The turbines are going to become a common sight, first around the UK and Danish coast, but later spreading globally. The UK's government has set a target of meeting almost two per cent of the UK's electricity needs from offshore wind power by 2010. That is 1,300 new 2 MW turbines to be planted on the seabed in the next ten years, around the UK coast alone. Denmark also has ambitious plans for 4,000 MW of offshore power, requiring 2,000 turbines, by 2030. Wind turbines are already operating in the coastal waters of Sweden, Belgium, the Netherlands and Germany.

The wind farms compete for sea space with shipping lanes, dredging concessions, environmentally sensitive areas, fishing grounds, military training

areas. That, and the fact that the public wants wind energy but does not want to see wind farms, is pushing the proposed turbine sites further and further offshore. That is good for energy recovery, as wind speeds offshore rise and turbulence falls. But installation and maintenance costs rise as distance from the shore increases.

Two issues for shipping. One is to ensure that commercial shipping can co-exist comfortably with a large number of new exclusion areas around the wind farms. More positively, shipping has to react to the challenge of serving a new industry sector. Just as the development of offshore oil bred a whole new series of ship types, from semi-submersible through anchor handling tugs to pipe layers, so offshore wind energy is going to create a demand for specialised ships. The wind turbines already installed were put in using barges and floating sheer legs. But that is slow, cumbersome, and there is insufficient marine construction capacity to meet demand. Enter the first of a new breed, the specialist Wind Turbine Installation vessel.

UK-based Mayflower Energy has ordered one of these, with an option on a further vessel, to be built in China at Shanhaiguan shipyard under Graig supervision. The vessels are self propelled jack up units, with a 300 tonne crane. The 130m long ships will carry ten turbines on the long open after deck. Once on site, the vessel will spud down its legs, jack the vessel clear of the water surface and use the crane to upend and install the turbines.

**Specialist crews with ship handling and marine construction experience will be required. Mayflower alone has contracts to keep the ships busy for 20 years. Going green has benefits for more than just the environment.**

[chris.williams@grraig.com](mailto:chris.williams@grraig.com)

## Welcome

Welcome to the first issue of Horizons, a regular newsletter intended to give you news and views from Cardiff-based Graig Shipping Plc.

Graig is a global marine services provider with interests in shipowning, ship management, ship design, newbuilding supervision, shiprepair, IT support, and ship finance. One of the first shipowners from outside China to realise the potential of the Chinese yards, it has supervised over twenty-five newbuilds there on behalf of itself and major global shipowning groups. Graig Ship Management currently manages over thirty vessels.

Contact Chris Williams on  
+44 (0)29 2044 0200 or  
[chris.williams@grraig.com](mailto:chris.williams@grraig.com)

After training as a naval architect, he began his career as an engineer with the heavy lift shipping operator which today is known as BigLift Shipping.

Twenty-seven years on, Arie has eight years in as managing director. He still gets a lift from the job, which he describes as, "Fascinating. We are not just filling ships with identical boxes. This is a nice mix of commercial, engineering and seamanship. Every job is different, each cargo needs special treatment, and we work closely with a really international and varied field of clients from all sorts of industries."

BigLift's fourteen ships are all employed in the heavy lift trades. The largest vessel has a crane lifting capacity of 1,100 tonnes, while even the smallest can lift 350 tonnes with its own gear. BigLift itself, operating from its Amsterdam offices, is part of the Netherlands-based Spliethoff group, which operates over fifty ships in dry bulk and forest products trades.

"We have no fixed trade in BigLift," says Arie. "We take a mixture of heavy lift cargoes and project cargoes anywhere in the world. It is a pure tramp operation. But it is a developed market. We have built eight new ships in the last four years, mostly replacements for existing units, bringing the fleet up to date, but also expanding while there was a boom in the market."

That need to get new ships in a short time scale led to the relationship between Graig and BigLift. "I heard that Graig were



Above – m/v 'Tracer' from the same series of vessels, photographed prior to Mammoet's name change to BigLift

# Getting a lift from your work

If you want to know anything about heavy lift shipping, Arie Peterse is a good man to ask.



Above – BigLift's m/v 'Traveller', one of a series of four vessels built under Graig's newbuilding supervision and also technically managed today by Graig

involved with the series of Confidence ships with 150 tonne cranes building at Zhonghua Shipyard, in Shanghai," explains Arie. "They were a design and yard we had looked at already. We were able to buy four of that series, and Graig supervised the building of the ships as gearless units. Then we brought the ships here to Holland and fitted two 275 tonne Huisman cranes, to give us a true 500 tone tandem lift capacity."

"The ships are doing well, and although that was our first experience with Chinese yards, we wouldn't hesitate to go back again. We had very good experience there," says Arie. BigLift put one of its own people into the yard with Graig's team. "We realise you need a lot of supervision in these yards," says Arie. "They are very willing, the price and the quality is right, but they still need practical and experienced supervision. Graig had a well qualified team there and we were glad to have them on our side."

Another advantage was the long experience Graig had with the yard. "We did need some changes to the standard ships to accommodate our special needs, explains Arie. Graig's relationship with the yard was key to getting them done."

All four ships, the Trampler, Tracer, Traveller and Transporter, entered service between 1999 and 2000. But BigLift's relationship with Graig continued after delivery. "Graig Ship Management crew and technically manage the ships," says Arie. "That gave us continuity and we have a nice relationship."

**Plans for the future? "We want to build some bigger ships with larger lifting capacity," says Arie. More supervision work, then.**

[ape@bigliftshipping.com](mailto:ape@bigliftshipping.com)



Above – Managing Director of BigLift Arie Peterse

# Ship design boost for China

Graig Plc and Copenhagen-based Carl Bro a/s have launched Graig Carl Bro Ship Design, which will provide a full ship design service through its modern Shanghai office. John Coffin has been appointed general manager.

Chinese shipyards currently rely on two local design offices, which produce about thirty ship designs annually. Graig Carl Bro will provide new standard designs, in addition to design consultancy from concept through to detailed design and drawings.

"Chinese yards are moving to a new level of technical sophistication, increasing the need for practical and innovative design work. The combination of our global

design expertise and experience with Chinese yards mean that owners can now choose to build in China with greater confidence," says Niels Chr. Engbjerg, director of Carl Bro.

**Carl Bro a/s is a European-based international engineering and planning company, having its roots in Denmark.**

[graignsha@online.sh.cn](mailto:graignsha@online.sh.cn)

**Below** – The 9,000 dwt multi purpose project vessel CEC Caledonia was handed over to its owners on 9 November 2001, and entered service with Clipper Elite Carriers under Graig Ship Management. It was launched in June this year at the Zhonghua Shipyard, where it was built under Graig supervision. Mary Aitken, wife of the Bank of Scotland's head of shipping finance named the vessel, which has a Scottish theme throughout



## Chinese ship-repair potential unlocked

Graig Plc and Barry-based Harris Pye Marine Ltd have set up Graig Harris Pye (China) Ltd, which will meet all shiprepair and conversion needs of shipowners in China.

Mike Dawson, ceo of Harris Pye, says "Our global network of project managers, engineers, technicians and tradesmen, married to Graig's unrivalled knowledge of Chinese yards, will give shipowners the confidence they need to get the best out of shiprepair and conversion in China."

John Coffin has been appointed general manager of Graig Harris Pye. Graig Harris Pye (China) Ltd will select shipyards for specific jobs, schedule the repairs and conversions, furnish a full project management service and provide and supervise all specialist technical assistance. Harris Pye is a world-wide specialist shiprepair company. Based in the UK, it has its own offices in Singapore, Dubai, Indonesia, Japan, Denmark, Ireland and Portugal. It is experienced in all aspects of shiprepair and conversion, from the largest turnkey FPSO conversion down to galley equipment servicing.

[mdawson@harris-pye.com](mailto:mdawson@harris-pye.com)

## Graig wins green contract

**Graig Ship Management will supervise the first of a series of specialist Wind Turbine Installation vessels to be built at the Shanhaiguan Shipyard in China. The 130m long specialist vessel will have a 300 tonne crane and will be able to carry and install ten offshore wind turbines.**

UK-based Mayflower Energy expects to order a further series of the innovative vessels to meet increasing demand for the installation of offshore turbines to generate electrical power from renewable resources. Graig is also providing Mayflower with advice on yards and classification. The first vessel will begin building in 2002 and is due to enter service in February 2003.

[graignsha@online.sh.cn](mailto:graignsha@online.sh.cn)  
[pfg@mayflower-energy.com](mailto:pfg@mayflower-energy.com)

# Spotlight

## Phil Atkinson, technical director

**If you're ever in a tricky situation, Phil Atkinson is a good person to have around. He is a born problem solver. Even at the age of 15 he could be found tinkering about on his old 175cc motorbike, trying to make it road-worthy and deliver peak performance.**

As technical director at Graig Shipping he gets to execute his problem solving skills on a regular basis. "I'm responsible for all things technical," says Phil. That's a pretty big remit and includes everything from looking after the technical aspects of Graig's 26 vessel fleet, to providing advice on newbuilding supervision projects and writing design specification for new ships.

His move to Graig, over 25 years ago, was accidental. As part of his engineer's training he needed deep-sea ocean experience. The company he was working for arranged for him to spend nine months on one of Graig's vessels and, as Phil says, "I haven't looked back since."

Succeeding in technology takes an enquiring mind. Phil says, "In my early

days at sea, I was always asking questions. I still do. It is important to listen to other people's opinions and ideas."

His love of all things mechanical and a desire to be part of a team meant that Phil was originally going to join the forces. "My Dad was in the RAF, I always fancied a career at sea so that I could visit new places, and I was looking to join the royal navy," says Phil. But, his father suggested the merchant navy as an alternative. Phil was originally offered a position as navigating officer but a seafaring family friend suggested he would be more suited to an engineer's role.

**It was a good call. "The thing about this job is that you're always learning something new. Each project brings new problems and new challenges. It's really satisfying to see the project you have worked on come to fruition," says Phil. And that goes for his hobbies too. Phil is still a keen motorcyclist, although nowadays he can be found tinkering about with a more impressive 1000cc model.**

[phil.atkinson@grraig.com](mailto:phil.atkinson@grraig.com)



Above – Phil Atkinson, Technical Director of Graig Ship Management Limited

## crew news

- **Captain Larry Jalique, Graig's first Filipino master, has just completed his initial tour of duty.** Captain Jalique joined Graig as a chief officer in January 1999 and was soon promoted to master of CEC Carmarthen. He has recently commenced his second tour of duty as master aboard CEC Blue.
- **Directors and staff at the Cardiff office raised almost £100 for charity by participating in the national Jeans for Genes day.** The money, donated by staff for the privilege of wearing their jeans to the office, goes to fund research into serious and life threatening genetic disorders.
- **IT technician, Andy Hall, led his team to victory at the end of quarter staff skittle match held on Friday 28th September,** although, Trisha Cotter, the wife of technical superintendent Rob Cotter, captained her team in a close battle. The game of prize killer for money was won by lucky technical assistant, Allison Randall.
- **Technical director, Phil Atkinson, won the much coveted magnum of champagne for coming up with the title for Graig's newsletter.** Hugh Williams

picked the winning entry of Graig Horizons from over thirty different names put forward by members of staff.



Above – left to right – Julie Williams, Gemma Brown, Victoria Press, Debbie Stothert, Jane Hayes, Deborah Thomas and Allison Randall

