



Press Release

11<sup>th</sup> October 2016

## Gibdock delivers for Seatruck with Clipper service

Gibdock has extended its extensive track record in the passenger and freight ferry market by redelivering the Seatruck Ferries container/ro-ro vessel Clipper Point on-time, after a fast turnaround 11-day renewal project for the Clipper Group-owned operator. The ship has subsequently been introduced to Seatrucks' Irish Sea operations.

Returning Gibdock customer Seatruck scheduled Clipper Point (5,193dwt) to arrive in the yard on September 18th. The 142m length (23m beam) freight ferry left the yard after the job's completion on September 30.

"Location and the quality of work proved pivotal in attracting Seatruck back to the yard, after Clipper Point came off charter in the Mediterranean," said Richard Beards, Gibdock Managing Director. "We were delighted to be Seatruck's yard of choice as part of Clipper Point's redeployment to UK-Ireland services. The project has been a welcome addition to the substantial ferry workload Gibdock carries out every year, in a market that demands flexibility, as well as high quality workmanship and timely redelivery."

The scope of the project included completion of her statutory classification surveys involving inspections of the hull, deck machinery and rudders, steering gear overhauls and hull cleaning plus the application of Hempel antifouling coatings. It also involved the removal, smoothing and polishing of Clipper Point's twin Wärtsilä 4CF13AH controllable pitch propeller blades in a team effort with Portuguese contractor Repropel Propulsion Services, as well as overhauling the ship's Wärtsilä CT200 bow thrusters.

The Clipper Point repair was also notable for bringing Gibdock Ship Manager Juan Pinero Perez and Seatruck Senior Superintendent Mark Baynham together again - the team that worked successfully on the repair project entrusted to Gibdock by Sea Trucks, Clipper Arrow in 2014.

"We had a good experience at Gibdock with Clipper Arrow and the timing of the Clipper Point transfer made a return to the yard very convenient," said Mr Baynham. "Having completed this project on time and to the high standards Seatruck set, and we will certainly consider going back to Gibdock in the future."

"Once again, Gibdock worked closely with Mark to address all of the owner's requirements, and resolve any issues as they arose," said Mr Pinero Perez. "Since Clipper Arrow was in the yard, Gibdock has also moved over to its new AX quotation and project management software, making it much easier for the ship manager to concentrate on the project, rather than chasing loose ends."

Designed by Knud E. Hansen A/S, Clipper Point is one of four 'P Series' ro-ro freight ferries built for Clipper Group subsidiary Sea Trucks by Spanish shipyard Astilleros de Huelva whose dimensions were conceived as the maximum possible permissible for the UK port of Heysham. The three-deck 'Heysham max' ferries have capacity for 105 trailers (1800 lane metres) and are classed 1A1 RoRo/Container vessels by DNVGL.

### **Pictures available: Clipper Point in Gibdock Dock No.2**

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