



New agreement in Ghana forms strong partnership for future growth

Belmet Ghana signed an agreement with Subsea 7 in August to form Belmet 7 in which Belmet Ghana owns a 51 percent shareholding and Subsea 7 has a 49 percent shareholding.

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belmet 7

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The agreement comes on the back of successful cooperation on the Subsea TEN Project.

It is anticipated that the joint venture agreement, which will operate under a new entity called Belmet 7, will help provide additional sustainability to the Ghanaian entity.

Testament to this is the subsequent awarding of the first contract from Subsea 7 to Belmet 7 for a Gas Export Manifold (GEM) of about 100 tonnes. The work, which consists of structural and high pressure pipes (Carbon Steel and Super Duplex), will be completed in-country using in-house trained welders and fabricators.

Belmet 7 was subsequently also awarded their second contract for the complete turnkey supply of material and fabrication of six Suction Piles for Yinon.

"This represents additional work scope for the TEN Project and it will be compliant with all existing procedures that were done in Cape Town," says Kroon who reports further that a number of tenders have already been submitted under the new brand of Belmet 7.

Importantly the new venture includes vital facilities in the port of Takoradi including a yard, shed, all fabrication equipment, plate roller, CNC cutting capabilities and mobile cranes, offices, training facilities as well as cloak rooms. "The full asset component of this facility reflects the 51/49 partnership. This is not an artificial joint venture shell agreement – it provides the company with quayside space and load out access that is very well suited for modular fabrication work," says Kroon.

Safety standards set

Since celebrating three million man hours without lost time through injury last year, Belmet has continued to strive to set and meet new safety standards. The Subsea 7 contract placed additional demands on the company in this regard and challenged employees to work towards zero reportable medical incidents during the contract period.

"A new safety incentive scheme was implemented to ensure we met the international standards required by Subsea 7," says Pieter Kroon. He adds that the policies and procedures implemented in Ghana and South Africa while completing the work scope are also being rolled out in Namibia.

"The idea is that if employees move from one entity to the next, they will all have the same exposure to identical policies and procedures as well as the compliances required," he said.

The team's commitment over the period resulted in a rate of zero reportable medical incidents in an additional 300,000 man hours for the TEN project in Cape Town.



BELMET





Rig work supports Namibian development

Belmet Namibia continues to offer solutions to rig owners wanting to add structural work in Walvis Bay en-route to or from the African oil fields.

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"In conjunction with 3C Metal, we have done some structural work for a number of rigs over the course of the year," says General Manager, Jarcu Groenewald.

These include *Ocean Rig Skyros, Seadrill West Gemini and Seadrill West Jupiter as well as EnSCO DS8*

Groenewald explains that fabrication can be undertaken in Namibia or in Cape Town and transported to the Namibian port as the supply chain between Belmet in the two countries is very efficiently managed.

"The fabrication work is split between the two facilities depending on the workload of each company," he explains.

"We take care of the transport and the client collects in Walvis Bay. The South African and Namibian entities complement one another and we maintain a strong supply chain between the two," he says adding that the link allows Belmet to offer full turnkey solutions, design, general supplies, fabrication, coating and delivery from Walvis Bay.

Groenewald adds that plans to develop the Namibian facility are ongoing. "We have invested in additional property and plan to expand the workshop as well as the staff complement," he says explaining that the current facility has been very busy. Building has already commenced to expand the offices and cloakrooms.

"Namibia, like Ghana, is supported by the Cape Town office for technical input and logistics," he adds explaining that these are the benefits of shared resources.

TEN Project boosts Cape Town and Ghana productivity

Awarded in May 2014, the work scope associated with the Subsea 7 TEN Project is all but complete and has represented a significant boost for productivity at both the Cape Town and Ghana facilities.

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The scope of the project, which initially consisted of 12 PLETs (Pipeline End Terminations), four PLEMs (Pipeline End Manifolds), one SIV (Subsea Isolation Valve), six Suction Piles and 18 Sleepers, was expanded earlier this year to include an additional 19 Pipe Walking Piles and a GEM (Gas Export Manifold) for Belmet 7.

According to Pieter Kroon, the magnitude of the project dictated the creation of more than 50 weld procedures, which required additional training in Ghana and resulted in specialised qualifications for the welders.

Welding procedures, which require access to materials, the writing up of the procedure as well as the practical welding out of the procedure, are put through laboratory testing for approval. The process was undertaken at the Cape Town facility due to access to laboratory facilities in Cape Town and Johannesburg.

All fabrication and production was undertaken to client specifications and representatives from Subsea 7 and Tullow Oil were on site to ensure technical and

safety compliance. "All work had to comply with Subsea 7 and Tullow Oil's stringent specifications," says Kroon.

Prior to the award of the contract, both facilities underwent a client audit that identified changes that needed to be made and procedures implemented. Training to ensure employee buy-in followed.

Kroon stresses the importance of this as he highlights the safety requirements that were stipulated by their clients. He reports that they ultimately managed to achieve zero incidents in the 300,000 man hours associated with the project.

Ghana

The six Suction Piles, representing a total of 660 tonne, were fabricated in Ghana and completed in the first quarter of the year while the 18 Sleepers comprising about 220 tonne of steel were completed by June.

Preparation work on the 18 Sleepers was undertaken in Cape Town before arrival in Ghana for final assembly, fabrication, welding and coating.

These projects were followed by a third scope that consisted of 19 Pipe Walking Piles of varying weights with a total of about 900 tonne being fabricated at the Belmet Ghana facility.

Cape Town

Fabrication work at the Cape Town facility

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Investing in training in Ghana

Successful operations in Ghana can largely be accredited to an investment in the training of welders and the upskilling of the local work force while at the same time limiting the number of expats.

"The challenge was to get the welders coded and certified," says Pieter Kroon who adds that the workforce was sourced from the local community and that no labour brokers were used. "We will continue to focus on upskilling the workforce in Ghana and will send our training manager from Cape Town periodically to provide further input," he said.

"All of the workforce underwent a screening process and, while the majority are qualified by experience and not by formal education, we have been pleasantly surprised," says Kroon.

Recent projects for Subsea 7 in Ghana have included training programmes that take welders through a qualification process and have resulted in a predominantly Ghanaian workforce of about 70 at the facility in Takoradi port, of which there are approximately 24 welders.

"They are now qualified to work in confined spaces and at height. It is an ongoing, almost weekly, safety training exercise," says Kroon who adds that the initially two month screening process which, although costly, helped provide a final list of local Ghanaian coded welders.



included the production of 17 Subsea modules of various sizes and weights which were loaded out from A-Berth onto a Subsea 7 vessel for transportation.

Timeous planning was in place to transport the abnormal loads from the Bellville facilities to the harbour as the 17 loads varied from 24 m in length, 5 m wide and 6.5 m high at weights of between 40 and 50 tonnes.

Representing a total of about 750 tonnes of steel, the structures were all pressure tested and insulated (including FAT, SIT) in Cape Town before being shipped to

Ghana.

The preparation work of cutting and fabrication of the 18 Sleepers due for final assembly in Ghana was also undertaken at the Cape Town facility.

Responding to the pressures of the TEN Project, the capacity for blasting and painting in Cape Town was improved. "We had no delays during the painting phase of the project thanks to additional sheds and enclosed blasting facility with steel floor."

In addition, more yard space has been acquired in Cape Town.





LIFTING FRAME:

Belmet recently completed a Lifting Frame for Hampco that was delivered to the port of Ngqura during June. The 25-tonne hydraulic Lifting Frame with a 800 tonne lifting hang off capacity was fabricated and tested by Belmet in Cape Town. The five-month project represented a first of a kind for Hampco and full fabrication, painting and outfitting was undertaken by the Cape Town team.

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SEABED TOOL:

De Beers commissioned Belmet to fabricate their new 160 tonne Seabed Tool for their new NEV vessel. The scope included the tool, carrier body and drill casing and requires final machining, trail assembly and delivery to De Beers' workshop in Paarden Eiland. The project is due for completion in January 2016.

WINCHES:

Belmet has recently entered in to a contract with IHC Marine and Mineral Projects for the manufacture of various electrical winches to be supplied to PETROFAC. These electrical winches are governed by precision through accuracy and strict tolerances. The full scope of work involves complete third party survey by Lloyds with assembly, FAT and SIT. Delivery is scheduled to take place towards the end of November 2015.

Belmet is a diversified steel fabricator operating in the oil and gas, diamond mining, mineral processing and marine industries, in both local and international markets. Our ability to meet all delivery deadlines; to manufacture to stringent international specifications; and the business philosophy of honesty, integrity and transparency sets Belmet apart from other companies.