Project Profiles

Littoral Combat Ship USS Independence — Photos courtesy United States Navy

Suezmax tanker - João Cândido — Renderings and photos courtesy of Estaleiro Atlântico Sul

LCS-2 USS Independence

Shipbuilder
General Dynamics , Austal USA, Mobile

Project
Littoral Combat Ship (LCS-2) for the US Navy

Project Highlights

As part of the General Dynamics Team, Austal used ShipConstructor on their most ambitious project yet – the design of a trimaran vessel for the US Navy's Littoral Combat Ship (LCS) program. This new class of ship required a great deal of innovation in all areas of design and production and the collaboration features of ShipConstructor helped the design and production teams produce a high quality vessel.

The aluminum combat ship was moved from the Austal building hall to the water in April 2008 for the final stages of construction. On October 4, 2008, the ship was christened "Independence".

The Independence is the first three-hull configured ship for the Navy and is fast, highly maneuverable and expected to play a pioneering role in the Navy's efforts to handle submarine, surface and mine threats in the 21st century.

The ship is 127.2 metres in length and will reach speeds of 45 knots with a range of 4,300 nautical miles. It has a crew of 75. The landing deck is the largest of any ship of this size and is capable of handling two MH-60R/S Seahawks. Below the 11,100 square foot f hangar and flight deck is the 11,800 square foot mission bay which can carry four lanes of Strykers, armoured Humvees and their associated troops.

Suezmax Tankers

Shipbuilder
Estaleiro Atlântico Sul (EAS) Brazil

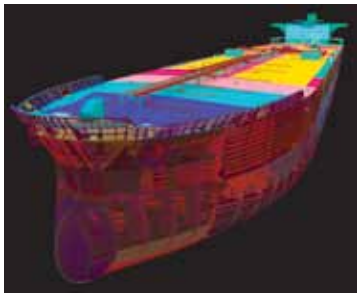
Project
Ten Suezmax Tankers

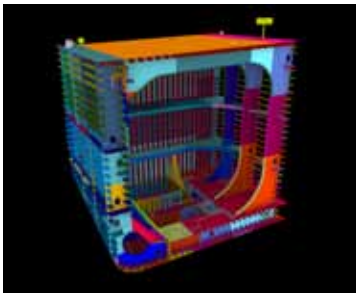
Project Highlights

The Suezmax vessels are part of a batch of 26 ships to be built in the first phase of the Programme of Modernization and expansion of the fleet of Transpetro, a subsidiary of Petrobras.

ShipConstructor 2008 was chosen to design the Suezmax tankers and platform after extensive reviewing and testing by Sincronia, a Brazilian IT consultant and integrator for the offshore and shipbuilding sectors. Sirconia found ShipConstructor to be the clear leader in terms of flexibility, customer support, pricing and its ability to meet the cutting-edge technology requirements of EAS. As well, ShipConstructor is easily learned which expedites a fully operational 3D CAD/Cam engineering environment to meet project demands and production schedules.

Project Split and Merge (PS&M) is another ShipConstructor innovation which is being used by EAS. PS&M enables EAS to optimize utilization of their workforce by allowing work on a single project to be split and delegated to designers in different locations while maintaining the regularly updated master project. By using Project Split and Merge EAS will increase efficiency and reduce or eliminate costly production delays.





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Project Profiles

Super M2 Jack-up rig

Photos courtesy Maritime Industrial Services Co. Ltd. (MIS) Engineering

P-51 shares a similar design to P-55

Images courtesy of Estaleiro Atlântico Sul, Agência Brasil

Super M2 Jack-Up Rig

Shipbuilder

Maritime Industrial Services Co. Ltd. (MIS) Engineering, UAE

Project

Sixteen new-build jack-up rigs

Project Highlights

Construction of MIS's third Super M-2 rig began with the hull components being cut on the CNC machines using the direct interface with ShipConstructor. The entire 3D product model was successfully developed using ShipConstructor 3D modeling software. The changeover to the new software was so smooth that MIS was able to start the steel cutting one month ahead of schedule. Following the steel cutting, the keel for the Hull was laid, once again ahead of contract schedule.

The capability to directly provide CNC information to the automatic cutting machines is a significant step toward the development of a truly efficient shipyard. Integrating all aspects of production engineering in a single clash-free 3D ShipConstructor environment drastically reduces the design process enabling plate nesting and component prefabrication to begin earlier.

The increased productivity on the new-build jack-up rig program at MIS is testimony to the effectiveness, efficiency and value of using the ShipConstructor suite for shipbuilding projects.

P-55 Semi-submersible Platform

Shipbuilder

Estaleiro Atlântico Sul (EAS) Brazil

Project

Hull construction for a P-55 semi-submersible production platform

Project Highlights

The P-55 semi-sub production platform being built for Petrobras has a production capacity of 180,000 barrels per day, and is destined to be anchored at the Roncador field at a depth of 1,790m, located within the Bacia de Campos. The P-55 hull construction alone will consume 21,000 tons of steel.

ShipConstructor 2008 was chosen to design the platform after extensive reviewing and testing by Sincronia, a Brazilian IT consultant and integrator for the offshore and shipbuilding sectors. Sirconia found ShipConstructor to be the clear leader in terms of flexibility, customer support, pricing and its ability to meet the cutting-edge technology requirements of EAS. As well, ShipConstructor is easily learned which expedites a fully operational 3D CAD/Cam engineering environment to meet project demands and production schedules.

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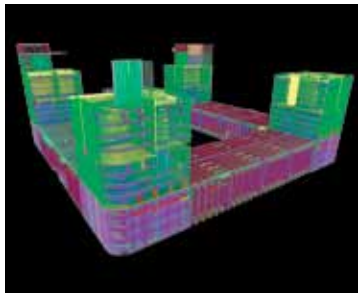

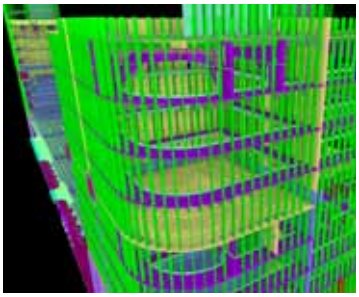

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