

Lloyd Werft Bremerhaven AG

History, facts and figures

The origin and development of the present Lloyd Werft are closely linked to the Bremen shipping company „Norddeutscher Lloyd“. When it opened for business in 1857, at the same time a small repair shop was also founded in Bremen which was moved to Bremerhaven's „Neuer Hafen“ five years later. With the Lloyd fleet ever growing, the Bremerhaven repair facilities proved to be too small, so, in 1869, when the State of Bremen started wideing the „Neuer Hafen“, a ship engine shop with its own dry dock was set up and inaugurated in December 1871.

The shipyard in Bremerhaven's transatlantic harbour has been growing over the decades with the development of shipbuilding and shipping. Today, amidst one of the most advanced ports in the world, Lloyd Werft is a modern complex with graving and floating docks to take vessels of any size, with a full range of trades and 600 people employed.

It was in 1872 that the State of Bremen decided to build a third harbour basin, the „Kaiserhafen“, with its own sea lock. The socalled „Kleine Kaiserschleuse“ was completed in 1876. In 1879 the island thus created between the connection lock and the „Kaiserschleuse“ lock became the home of „Technischer Betrieb (Technical Works) Bremerhaven“.

In 1886 there were 636 men employed in mechanical engineering and 425 in hull engineering. Due to the constantly growing number of ships and with the size of ships increasing the harbour facilities became inadequate, resulting in docking having to be performed in England. So in 1889, it was decided to build an extension north of the „Kaiserhafen“ along with a new lock (today the Kaiserschleuse) and dry dock with a dock basin. By as early as 1897 the „largest lock in the world“, 215 metres in length, was ready for inauguration and by 1899 the Kaiserdock was ready for use by the „Technischer Betrieb“. The first ship to drydock there was the „Prinz-Regent Luitpold“ on September 8th, 1899. Strictly speaking, this was the year of the foundation of the present Lloyd Werft. Gradually, all the workshops were moved, but a shuttle service was maintained between the various shipyard plant for many years.

The age of the large express liners was to come, competing for the coveted „Blue Ribbon“! In 1899, to better cope with the construction of underwater hulls, Germany's first model test tank facility was constructed adjacent to the „Kaiserdock 1“. Only thirteen years later this had to be moved to clear the way for harbour extensions.

The „Technischer Betrieb“ had to be extended and modernised. In October 1907 the „Kaiserhafen II“ was opened to traffic, and then in October 1909, the „Kaiserhafen III“ was ready for use.

Maintenance and repair work on the Lloyd fleet increased the workforce requirement to 2,800. The State of Bremen dedicated itself to building up ship traffic in Bremerhaven. A lease with Norddeutscher Lloyd combined with an interest guarantee was to be security for financing another dry dock. With a useful length of 260 metres and a width of 35 metres, „Kaiserdock II“ was inaugurated on May 31st, 1913, and became „Europe's largest dry dock“. The Bremerhaven works flourished and by

1914, shortly before the outbreak of the First World War, was employing 3,000 people.

After the war, with ever-worsening inflation, the „Technischer Betrieb“ remained empty until the inauguration of the „Nordschleuse“ on August 10th, 1931, gave fresh impetus to Bremerhaven.

Political events in succeeding years removed the mass of unemployed. The economy recovered and with it the order situation for the Technical Works as well.

The shipyard was well able to cope with converting to work for the army and navy, and this resulted in full employment. Between 1929 and 1931, the „Kaiserdock II“ was extended to 335 metres to allow the dry docking of large passenger ships. Despite the heavy bombing raid of April 18th, 1944, and though many workshops were burnt out, the Technical Works remained, fully serviceable even after 1945. Pleasant cooperation with the U.S. forces guaranteed full employment for the 1,200 members of the shipyard. As had happened 25 years before, the will to work was governed by hunger, and the U.S. shipyard manager threatened jail should there be any delay in necessary repairs. However, the shipyard managers were able to overcome all difficulties. Accepting vessels of any nationality has been a decisive factor in building up the ship repair yard to its present importance.

By 1957, the Bremerhaven shipyard, with its workforce of 2,000, could boast a sound order book for regular repair jobs. The shipyard was extended to 260,000 square metres and started to specialise in attractive tanker repairs and conversions.

On April 2nd, 1968, at a price of 10.05 million DM, the yard premises became the property of „Norddeutscher Lloyd“. When on January 1st, 1970, the two shipping companies „Norddeutscher Lloyd“ and „Hapag“ merged, this had no detrimental effect on the yard. Under its new name „Shipyard of Hapag-Lloyd AG“ a production shop for aluminium and stainless steels was built.

On January 1st, 1973, the shipyard became an independent company, the „Hapag-Lloyd GmbH, Bremerhaven“. With a 50 million DM investment package, the yard facilities were modernized, a new crane track laid, and centralised office and workshop buildings erected. The proceeds from the contract for the conversion of the passenger ships „Volendam“ and „Veendam“ calmed worries about occupancy. However, the seventies were to be hard times both for shipowners and shipyards. Based on a long-term social plan, the labour force was reduced to about 1,300, bringing it into line with the shrinking market situation.

More and more newbuilding yards were moving into ship repair market bringing stiffer competition. With its specialized staff and up-to-date plant Hapag-Lloyd Werft started an intensive foray into the conversion business, focussing on passenger ships.

In recent years the shipyard has succeeded in completion various large-scale conversions, the ultimate success coming with the conversion of the „Norway“, formerly the „France“, in 1979/80.

However, other clients were not neglected and special contact was maintained with the Federal Navy: frigates, destroyers and supply ships were regularly in the

shipyard. Despite strenuous efforts, in the eighties it once again became necessary to reduce the workforce to about 1,200.

The shipyard attaches special importance to the education of junior staff and, despite an overall reduction in personnel, some 100 young people constantly undergo training for skilled labour in the various trades, and in almost every case it has been possible to provide a permanent job when training was completed.

On June 1st, 1984, Bremer Vulkan AG took over the yard and since that date it has been called „Lloyd Werft Bremerhaven GmbH“. The crowning moment in the eventful history of Lloyd Werft was surely the conversion of R.M.S. „Queen Elizabeth 2“, completed on April 25th, 1987, after exactly 179 days.

The Company

The Lloyd Werft Bremerhaven is strategically located in Bremerhaven on Germany's North Sea coast and has more than 100 years experience in ship repair, conversion and the fitting out of vessels of all types up to 110,000 dwt., including passenger liners, ro-ro ships, crude, product-, gas- and chemical-tankers, container ships, bulk carriers, refrigerated vessels, crane ships and various offshore craft.

Lloyd Werft Bremerhaven is also a major contractor to the German Navy and has carried out refits on destroyers, frigates, mine sweepers and auxiliary vessels.

The shipyard area is approximately 260,000 square metres, of which about 80 per cent is built up. The available pier length is about 1,400 metres. Graving and floating docks with all associated facilities, workshops and sufficient crane capacity are available in our yard enabling us to dry dock vessels with draughts of up to 11.5 metres. The dry docks, floating docks and piers are equipped with facilities capable of supplying electricity to cover any requirement found on board modern vessels. Central lines are erected to supply fire main, fresh water, steam, condensate, compressed air, oxygen and acetylene, etc. The dry dock and pier areas have floodlight installations so that full illumination of above-mentioned areas and their surroundings is ensured. For the performance of „hot work“ in tanks, bilges, etc., and a shipyard-owned wheeler-barge is available for the disposal of oil and slop residues.

The yard employs a labour force and staff of 600 people who are under the direction of experienced engineers and foremen, and can undertake any kind of conversion, repair or maintenance work and hence have established a worldwide reputation over the years for superior workmanship.

The centralized administration block houses the purchasing, accounting, invoicing, estimating and technical engineering offices, thus providing access to all management and technical functions within one area.

The commercial departments are equipped with an electronic dataprocessing facility to provide cost/control analyses of projects, as well as information pertaining to manning and machine tool capacities.

The yard's facilities also enable it to send teams of craftsmen anywhere in the world. When time is important and high quality workmanship is required, Lloyd Werft Bremerhaven is your best partner.

Lloyd Werft Bremerhaven is always ready to provide a tailor-made service – after all, you would expect no less from a company with over a century of experience in the maritime industry.

If you have tight deadlines, financial questions or if you require high quality workmanship, contact us.

We hope that one day we will have the pleasure of welcoming you to Lloyd Werft Bremerhaven.

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