



Shipyard and Ship Repair Management Training: Docking, Repair Contracts and Yard Productivity

15 – 19 November 2026

Riyadh - KAFD district five-star



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Introduction:

Shipyard and ship repair management, covering docking, repair contracts and yard productivity, is a 5-day course for repair yard, newbuilding yard, naval dockyard and fabrication yard staff, ending with a Yard Repair Project and Productivity Plan for a case yard. Yards lose margin when dock slots sit idle, repair jobs are priced from guesswork, extra work goes unrecorded and steel and coating crews wait for access, permits or materials. Nominees already plan, estimate or supervise yard work and study real docking plans, tariffs and progress records through inspection walkthroughs. CoreConcept Training Center delivers this shipyard and ship repair management course.

Course Objectives:

- Compare graving docks, floating docks, shiplifts and slipways and allocate dock and berth slots against the yard order book
- Prepare a docking plan check, block arrangement and floating dock ballast sequence that lands and refloats a vessel safely
- Estimate repair jobs from tariff rates, man-hour norms and material take-offs and negotiate repair contract terms, extra work and delay clauses
- Plan steel renewal, surface preparation, coating application, block fabrication and outfitting so that trades work in sequence without rework
- Measure yard productivity through man-hours per compensated gross tonnage, dock occupancy and earned value and act on the gaps
- Control hot work, enclosed space and gas-free procedures and manage class surveyor and owner superintendent inspections through to redelivery

Target Audience:

- Managers responsible for dock and berth operations, dockmaster duties and vessel docking and undocking
 - Managers responsible for repair estimating, tendering and commercial negotiation with shipowners
 - Managers responsible for steel, coating, piping and outfitting production departments
 - Managers responsible for yard planning, production control and productivity reporting
 - Managers responsible for yard HSE, quality control and the interface with class and owner representatives
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Course Outline:

Day 1: Shipyard Landscape, Dock Facilities and Yard Current-State Review

- Newbuilding, Repair, Conversion and Naval Dockyard Business Models Compared
- Graving Dock, Caisson Gate and Dewatering Pump Capacity Review
- Floating Dock Pontoon Lifting Capacity and Ballast Tank Arrangement
- Shiplift Platform, Transfer Trolley and Slipway Hauling Limits
- Dock Occupancy and Order Book Baseline for a Case Yard

Day 2: Docking Operations, Estimating Methods and Repair Contract Models

- Docking Plan Reading for Keel and Bilge Block Layout
- Floating Dock Ballast Sequence and Uncontrolled Trim Prevention
- Yard Repair Tariff, Man-Hour Norms and Material Take-Off
- Standard Ship Repair Contract Forms and Yard Terms Comparison
- Extra Work Pricing, Delay Clauses and Liquidated Damages Logic

Day 3: Steelwork, Coating, Block Construction and Outfitting Production

- Steel Renewal Workflow from Gauging Data to Insert Fitting
- Surface Preparation Grades and Coating Application Sequencing in Dock
- Block Construction Panel Line, Sub-Assembly and Grand Block Erection
- Zone Outfitting of Pipes, Cables and Equipment Before Erection
- Trade Sequencing Matrix for Steel, Piping, Coating and Electrical Crews

Day 4: Yard Planning, Productivity Metrics, HSE and Class Interface

- Man-Hours per Compensated Gross Tonnage Benchmarking Across Yards
- Dock Slot Scheduling and Critical Path for Repair Projects
- Earned Value and Daily Progress Reporting for Yard Jobs
- Hot Work Permits, Gas-Free Certificates and Enclosed Space Entry
- Class Surveyor and Owner Superintendent Punch List Close-Out

Day 5: Inspection Walkthrough Case and the Yard Repair Project Plan

- Case Yard Dock Inspection Walkthrough Against Readiness Criteria
 - Docking Plan and Ballast Sequence Check for Case Vessel
 - Repair Estimate and Contract Terms Build for Case Order
 - Productivity Gap Analysis Using Case Yard Man-Hour Records
 - Yard Repair Project and Productivity Plan Completion and Review
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Skills You Will Gain:

- Dock Capacity Allocation
- Docking Plan Interpretation
- Ship Repair Estimating
- Repair Contract Negotiation
- Steel and Coating Production Control
- Block Construction Sequencing
- Yard Productivity Benchmarking
- Hot Work and Enclosed Space Control

Why Attend This Course:

- Deliver a Yard Repair Project and Productivity Plan to the yard general manager or production director for approval
- Decide which dock suits each vessel, how to price extra work and which trades to resequence when progress slips
- Avoid dock accidents, unpaid extra work, idle dock days and failed class inspections that erode yard margin
- Coach estimators, dockmasters and production foremen on tariffs, docking checks and progress reporting

Conclusion:

Back at the yard, the participant presents the Yard Repair Project and Productivity Plan to the yard general manager, the production director and the commercial manager. They use it to confirm dock allocation for the coming order book, adopt revised estimating norms and repair contract terms, resequence steel, coating and outfitting crews and set the productivity indicators reported each week. After the first project delivered under the plan, the yard should compare actual man-hours, dock days, extra work recovery and inspection findings against the plan and update its norms and procedures.

Frequently Asked Questions FAQ:

What should participants know before a shipyard and ship repair management course?

Participants should already plan, estimate, supervise or inspect work in a shipyard, repair yard or dockyard. No naval architecture qualification is expected. Bringing anonymised docking plans, repair quotations or yard progress records makes the case work more useful.

How does shipyard and ship repair management differ from a course on ship maintenance and dry docking for ship operators?

It is taught from the yard side: dock facilities, estimating, contracts, production, productivity and yard safety. Courses for ship operators cover onboard maintenance systems, survey cycles and writing the specification a yard prices, which this course treats only as the incoming order.

Why do shipyard and ship repair managers measure productivity in man-hours per compensated gross tonnage?

Compensated gross tonnage weights a ship's tonnage by a coefficient for its type, reflecting the work needed to build it. Dividing man-hours by it lets a yard compare output across different ship types and against other yards on a fairer basis.

What do participants take back from the shipyard and ship repair management course?

Participants take back a Yard Repair Project and Productivity Plan for a case yard covering dock allocation, a docking check, a repair estimate and contract terms, trade sequencing, productivity indicators and HSE controls, ready to adapt to their own yard.
