



Customer Before Company

Employee Before Employer

Family Before Self

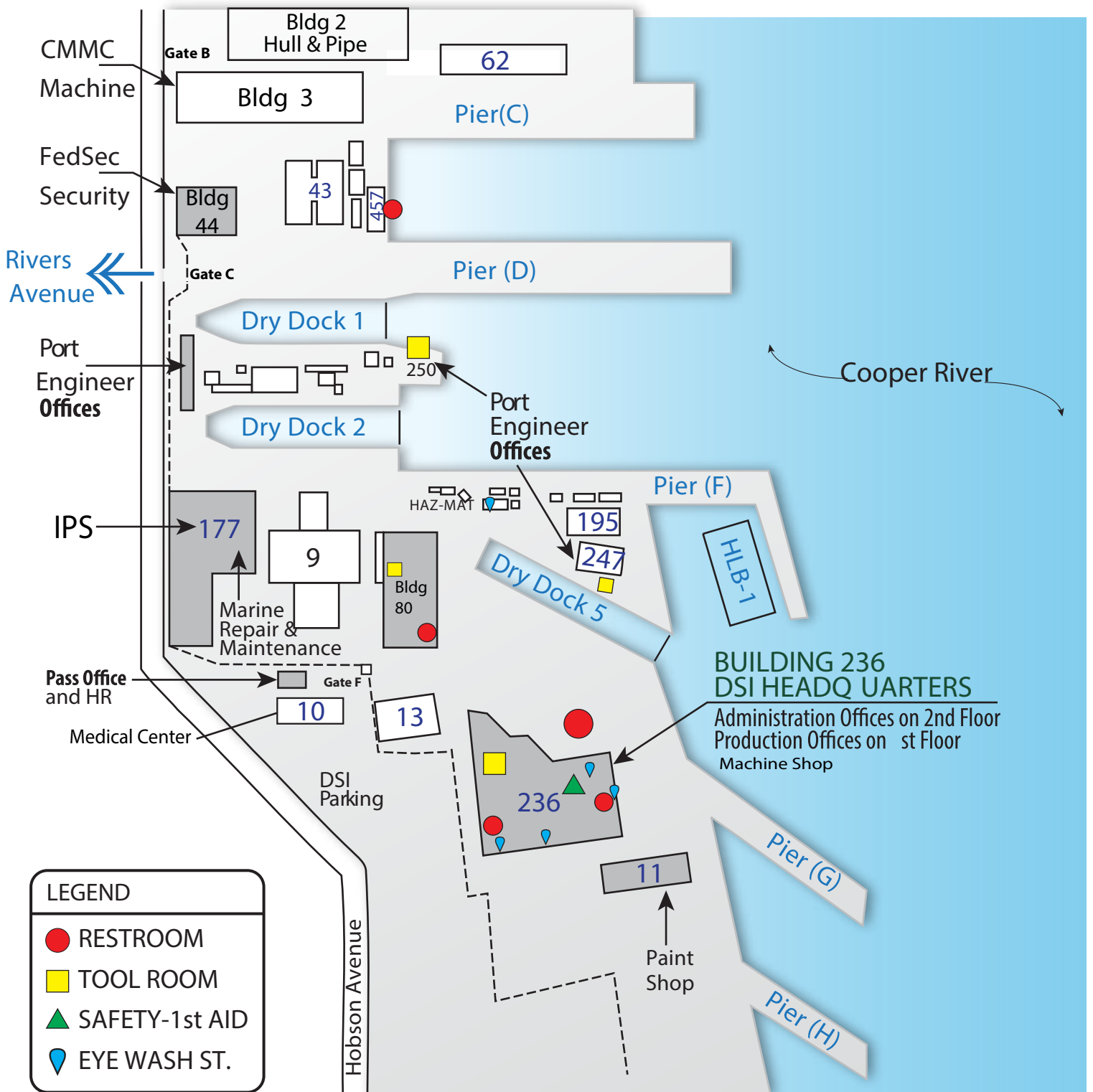
Safety Above All



Port Engineers Guide

A Guide to Detyens Shipyard

Main Shipyard Orientation Map



Welcome

Welcome to Detyens Shipyards, located on the Cooper River in Historic Charleston, South Carolina. Detyens has been repairing and converting commercial and U.S. government vessels since its beginnings in 1962. We have a wide variety of experience on vessels ranging from tugs and barges to tankers, bulkers, car carriers, container ships, and cruise ships. This experience allows us to deliver your ship in first-class condition, on time, and ready to meet your commitments.

This Port Engineer's guide should help you, the customer, understand more about the area in which we are located and orient you to how we do business as a company. Although we have tried to cover the most critical topics, we can't cover everything in this publication. If you have any questions or need assistance, please contact your Project Manager or any member of the Detyens management team. We will be glad to answer your questions or help in any way we can.

Safety

At Detyens Shipyards, we believe that the safety of our employees, customers, sub-contractors, and guests is of utmost importance. In keeping with this philosophy, we subscribe to the following:

- All accidents can be prevented.
- Management is responsible for preventing accidents.
- Working safely is a condition of employment.
- All operating exposures can be safeguarded.
- Training employees to work safely is essential
- Prevention of personal injuries is good business.

We are committed to making all necessary resources available to accomplish these goals. Safety and loss controls are even more important as a self-insured business since we, Detyens, write the checks!

Our safety Coordinator in the shipyard is Mike Marshall. Mike is responsible for Safety and First Aid. His department is in the work areas throughout the day, checking for safe work habits, helping to upgrade our safety awareness, and reporting to the Executive Vice President.

Hot work is always a concern for both Detyens and their customers. The inherent nature of repairing steel ships requires that open flames, sparks, and hot molten metals exist in the workplace. To control this situation, Detyens follows the guidelines established by regulatory bodies and State and Federal statutes. Certified Marine Chemists check spaces and tanks that are affected by hot work or are to be entered by personnel for explosive vapor, oxygen, and dangerous gases. The Chemists issue "Safe for men/Safe for hot work" certificates which are posted on-site. In addition, the certified "Shipyard Competent Persons" employed by Detyens check these spaces or tanks regularly. Many of these Competent Persons are members of the Detyens Quality Assurance group.

Fire safety doesn't stop there. Detyens has developed a "fire watch" training booklet for fire watch personnel, which explains the duties of a fire watch and the basics of fire chemistry. This is one more part of our philosophy that a trained workforce is a safe workforce.

The Detyens Shipyards Team

The following are short biographies on our DSI management group. We are very proud of the cohesive team that we have assembled and their very successful track record. Information concerning our Trade Department Heads, Ship Superintendents, Safety and Environmental Representatives is available at your request. Please see Loy Stewart, Jr. or Rick Stocks to request this information (how about B&B).

LOY STEWART, JR., President (843) 308-8047

Loy, Jr. is the President and handles the day-to-day operation of the corporation. Loy is a graduate of the Merchant Marine Academy and has worked in and around the shipyard most of his life. His office is in the Main Office-Building 2nd floor, bldg. 236

LARRY REYNOLDS, Vice President, Operations..... (843) 308 8658

Larry is Vice President of Operations and oversees the Production Department in the shipyard. Larry was hired in 1997 as a Project Manager and promoted to Vice President of Operations in October 2004. Having worked in the ship repair business since 1977, Larry graduated from Norshipco's apprentice class in 1986 and received a Mechanical Engineering degree from Old Dominion in 1986. His office is on the 1st floor of bldg.. 236

LEO A. FARY, Jr., CPA, Vice President, Treasurer/Secretary..... (843) 308 8578

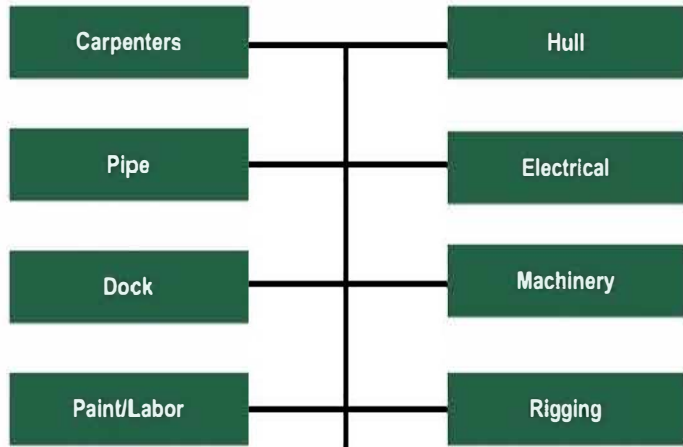
Leo is graduate of the University of South Carolina with a BS in Business Administration. Prior to joining Detyens Shipyards in 1997, Leo was in public accounting with Ernst and Young for 10 years. Office 2nd floor, Bldg. 236

JAMES (JIMMY) P. LAMB JR., Executive Vice President, Contract/Planning and Scheduling..... (843) 308 8054

Jimmy is graduate of The Citadel with a BS in History. Prior to joining Detyens Shipyards in 2008, Jimmy was working in and consulting for many large manufacturing companies such as big three automotive companies to smaller niche manufactures across the country. His office is on the 2nd floor, Bldg. 236

DAVID BALDWIN, Vice President, Estimating..... (843) 308 8012

David is Vice President of Estimating and oversees the Estimating Department in the shipyard. David was hired in May 1989 as a Purchasing Agent, moved into Estimating in February 2005 and promoted to Vice President of Estimating in January 2022. Prior to joining Detyens Shipyards in 1989, David was in shipping/receiving with Braswell Shipyards for 3 years. His office is on the 2ND floor of bldg.. 236



Ship Superintendents

Project Managers

Larry Reynolds
Vice President Operations

Bradley Kerr
Director of Sales and Marketing

Shane Bryant
Purchasing / Materials

David Baldwin
Vice President Estimating

Leo Fary
Secretary/Treasurer/CFO

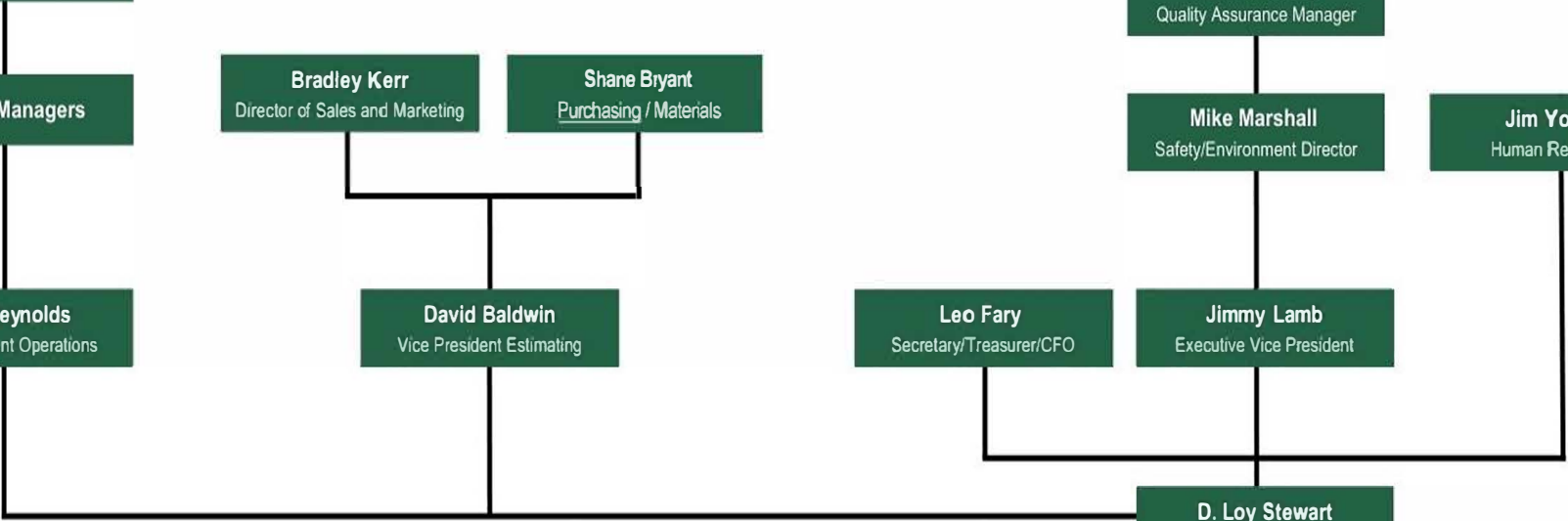
Mark McNeely
Quality Assurance Manager

Mike Marshall
Safety/Environment Director

Jimmy Lamb
Executive Vice President

Jim Youker
Human Resources

D. Loy Stewart
President



General Information

Charleston is changing so rapidly; it is hard to keep up with the best restaurants and activities. For the latest up to date information check out Explore Charleston.

<https://www.charlestoncvb.com/>

Structure and Protocol

At Detyens Shipyards, we try to keep things as simple as possible. To keep things consistent, we follow a written process known as the "Job Protocol," which defines the steps to managing a ship repair or conversion project. The following information is based on the Protocol.

During the bidding process, our estimators were the link between your company and Detyens Shipyards. Upon notification that we were the successful bidder, a meeting was held involving the project estimator and managers from the various departments within DSI. Each work item was reviewed at this meeting to accurately define the scope of work, responsibilities, and schedules. By the end of the meeting, a definitive plan of action was finalized, and the lead on the project was turned over to the Project Manager. The Project Manager then gathered his production supervision team and met with them to go through a similar process. But at a much more detailed level. By the time your vessel arrives at the shipyard, as much pre-planning, ordering and pre-fabrication have been accomplished as the information available will allow.

All Detyens customers have access to the Chairman of the Board down to a laborer on the job. Detyens has an open-door policy, and we encourage Port Engineers to become part of the solution rather than part of the problem.

Your direct link with Detyens Shipyards is your Project Manager. He is on "the deck plates," leading his team to produce quality work in a timely manner. The Projects Manager will meet with you daily to inform you of our progress, turn in "condition reports," help define newly emergent work and assist with the daily problems inherent in ship repair. He will act as the interface with all other departments at Detyens. Please understand that we are not trying to isolate you from Detyens but rather to give you a single point of contact to simplify everyone's job. The Project Manager reports directly to the Vice President of Production (Shipyard Superintendent), meeting with him daily. The V.P. of Production will check with you often to discuss your job. If you have any problems or suggestions, please let him know.

As an added incentive to perform, we offer a bonus to our hourly skilled employees based on two criteria. First, did the ship meet its published completion date? Second, was the Port Engineer satisfied with the project, and would they recommend to the vessel owners that Detyens Shipyards be used on the next repair availability?

There is a questionnaire that your Project Manager will request you to complete and return at the end of the job. We ask that you seriously consider your answers and provide suggestions that could improve our service. We are a service organization, and the best way we can judge the quality of our service is by the level of satisfaction of our customer representative, you, the Port Engineer.

Important Phone and Fax Numbers

_____ Telephone number in your office

_____ Fax number in your office

_____ Your Long Distance Access number

_____ Ship Superintendent's cellular

_____ Asst. Superintendent's cellular

_____ Asst. Superintendent's office

_____ Asst. Superintendent's office

843-308-8057 Yard Superintendent's FAX

843-554-4092 "F" Gate Guard entrance (security)

843-200-7912 Mike Marshall (Safety and Medical)

843-747-5588 Badging Office

843-991-2626 Bradley Kerr (Director of Sales)

843-200-7914 Duty Supervisor (24/7 Shipyard Emergency Personnel)

9-911 Emergencies (Police, Fire, Ambulance)

- In case of emergency, please try to contact your Ship Superintendent or the Shipyard Operator (0) first. Otherwise dial (9), then '911'.
 - The last four digits of each phone number are extensions that can be dialed within the yard.
 - Dial 9 to access an outside line
 - To dial a long distance number, dial '9', then '1', the area code, and the local telephone number. When phone makes several short beeps, key in your Long Distance Access code.
 - To dial a toll-free number (1-800 or 1-888) dial '9', then '1-800' or '1-888', local number. When phone makes several short beeps, key in your Long Distance Access code.
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History

Detyens Shipyards, Inc., located in the historic city of Charleston, South Carolina, is busy building a tradition of quality craftsmanship at a reasonable price. Family-owned and operated since its inception, the company has continually emphasized customer service, family values, and safety in the workplace. Hard work, dedication, and the goal to provide economical ship repair services are the benchmark behind the Detyens Shipyards Creed, "Customer before Company, Employee before Owner, Family before Self, and Safety Above All Else.

The growing port of Charleston offers deep water, easy access, and convenience to Atlantic, Caribbean, and Gulf of Mexico trade routes and ports. Detyens Shipyards has gained a good reputation with international ship owners and maintains a ship repair agency network around the globe that solicits projects for the yard. The yard has successfully dry-docked several hundred international vessels throughout the years Detyens Shipyards people, their can-do attitude, and the consistent level of service that they offer have been turning these new customers into valued repeat customers.

In 1902, President Theodore Roosevelt toured an area north of the city on the Cooper River that was to become the Charleston Navy Yard. The first dry-dock was constructed that year, and the first ship was docked in 1909. During the next 90 years, the Charleston Navy Yard would be an essential part of both Charleston and the U.S. Navy. Serving the nation through two World Wars and the Korean and Vietnam Conflicts, the yard built hundreds of ships during the war years and repaired and converted hundreds more. Although the yard had docked submarines as far back as 1911, the '60s saw the Charleston Navy Yard become a repair facility for nuclear submarines.

Detyens Shipyards, Inc. was founded in 1962 by William J. Detyens, a former member of the Merchant Marine Service and the Army Transportation Corps. Retiring in 1982, Mr. Detyens sold the yard located in Mt. Pleasant, South Carolina, to a small group of employees, which included his son-in-law and the yard's current owner, D. Loy Stewart. With US Navy and

Government work providing the majority of its business, the yard opened a second location on Shipyard Creek in North Charleston and added a floating dry-dock to accommodate the Navy's new "Perry" class FFG's

In 1993 Detyens Shipyards and the Charleston area were dealt a major blow when the Defense Department's Base Realignment and Closure (BRAC) Commission announced the closure of the Naval Station Charleston, effectively eliminating the source of over 70% of the yard's work. However, the Charleston Naval Shipyard was also scheduled for closure, and in 1996, Detyens Shipyards was able to secure a long-term lease of the former Naval Shipyard, including its graving docks. This well-equipped, larger facility has allowed the yard to expand into new markets and to grow and replace the business lost with the base closure. Soon after the move into the new facility, the Shipyard Creek site was closed, and the floating dock moved to the Wando yard.

Today, Detyens Shipyards facility offers three (3) graving docks with a capacity of up to Panamax. In addition to the docks, the facility also offers modern, enclosed shops for all crafts; eight 56-ton gantry cranes (on a continuous rail system); four tower cranes; rail access over 8,000 ft. of deep-water pier space, and a floating dry dock for smaller vessels.

In October of 2004, D. Loy Stewart turned the management of the yard over to the next generation when his son, Loy Stewart Jr., became president of Detyens Shipyards, Inc. Loy Stewart Sr. continues in his new capacity as Chairman of the Board and sole shareholder of the Company.

Loy Jr. is a 1991 graduate of the U.S. Merchant Marine Academy at Kings Point, where he earned a degree in Marine Engineering. After several months sailing on the Sealift Atlantic, Loy had been working at Detyens as a Ship Superintendent and coordinated work on numerous commercial and government contracts.

Successfully navigating a privately held company through three generations of leaders and 60 years of business is no small undertaking. From the initial vision of Bill Detyens to the growth-inspired strategy of Loy Stewart Sr. to the absolute determination to become the best commercial shipyard in the United States, Loy Stewart Jr. and Detyens Shipyards' family of employees are well-positioned for the next 60 years.

Feedback

We at Detyens Shipyards, Inc. are always concerned that we are delivering quality results to our customers. As the Port Engineer, we believe that you are in the best position to provide us with objective feedback on our performance. We would appreciate you taking the time to fill out this short questionnaire and adding any comments you believe would be appropriate. Part of the performance compensation plan for our mechanics is based upon your satisfaction/dissatisfaction with the job just completed, so your care in filling this out is appreciated by everyone. 1 = poor to 5 = excellent.

1. Cleanliness of the facility:	1	2	3	4	5
2. Cleanliness of your office:	1	2	3	4	5
3. Responsiveness of the Ship Superintendent:	1	2	3	4	5
4. Responsiveness of Department Management:	1	2	3	4	5
5. Responsiveness of Deck plate supervision:	1	2	3	4	5
6. Responsiveness of Corporate personnel:	1	2	3	4	5
7. Quality of communication with DSI personnel:	1	2	3	4	5
8. Quality of workmanship on the vessel:	1	2	3	4	5
9. Adherence to schedules and deadlines:	1	2	3	4	5
10. Timeliness of Job Cost Information:	1	2	3	4	5

Would you Recommend DSI in the future?

Yes

No

Comments:

Port Engineer _____

Vessel Name _____

DATE _____

Charleston Area Map



*Serving the World from the
Center of the Shipping Industry*



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