HYDREX®
UNDERWATER TECHNOLOGY

NEWS
LETTER | 220

Hydrex's 2nd International Sales Conference 3
Underwater bow thruster installation in stages allows vessel to stay on schedule 6

Contents

Page 3 - 5

Hydrex's 2nd International Sales Conference

Page 6 - 10

Underwater bow thruster installation in stages allows vessel to stay on schedule

KEEPING SHIPS IN BUSINESS

ISO 9001 certified

Underwater services and technology approved by:

Fast underwater ship hull repairs save time and money

Hydrex on-site hull repair services include the renewal of both small and large areas of damaged hull plating. These repairs can be carried out above or below water, according to the circumstances, with tailor-made mobdocks. Normal commercial activities can therefore continue without disruption. These operations follow the Hydrex procedure for welding cracks in the vessel's shell plating and they are approved by the major classification societies.

Hydrex diver/technician teams carry out these on-site hull repairs all over the world. In most cases the damaged area can be replaced with a permanent insert and no condition of class is imposed. On the rare occasions where the damage does not allow such a repair, a temporary doubler plate is installed over the affected area. This allows the owners to keep to their schedule and have a permanent repair carried out during the next scheduled drydock visit.

To offer the fastest possible service to customers, Hydrex offices have fast response centers where an extensive range of state-of-the-art tools and diving support equipment is available at all times for the repair teams.

HYDREX®
UNDERWATER TECHNOLOGY

Phone: + 32 3 213 5300 (24/7)
Fax: + 32 3 213 5321
hydrex@hydrex.be

www.hydrex.be

Hydrex's 2nd International Sales Conference

More than 30 participants representing 17 countries

Hydrex and sister company Subsea Industries held the 2015 edition of its International Sales Conference on the 9th and 10th of February. Hydrex is the world's technology leader in underwater maintenance, repair and fuel saving solutions. Subsea Industries is the supplier of durable coatings Ecospeed, Ecoshield and Ecolock.

International Sales Manager Rob Wolthuizen led the event.

The yearly conference serves as a platform for sales agents to meet one another, learn about new innovations and share their own success stories on how they were able to provide more value to their respective clients. Attended by more than 30 participants representing 17 countries, the conference served as a great forum for strong cooperation.

International Sales Manager Rob Wolthuizen led the event. He said that, "Having organized this 2nd sales conference, this was a truly outstanding event mainly due to the motivation and involvement of the attending agents. Thanks to their loyalty and commitment, Hydrex is able to act as a global player and provide the best local support."

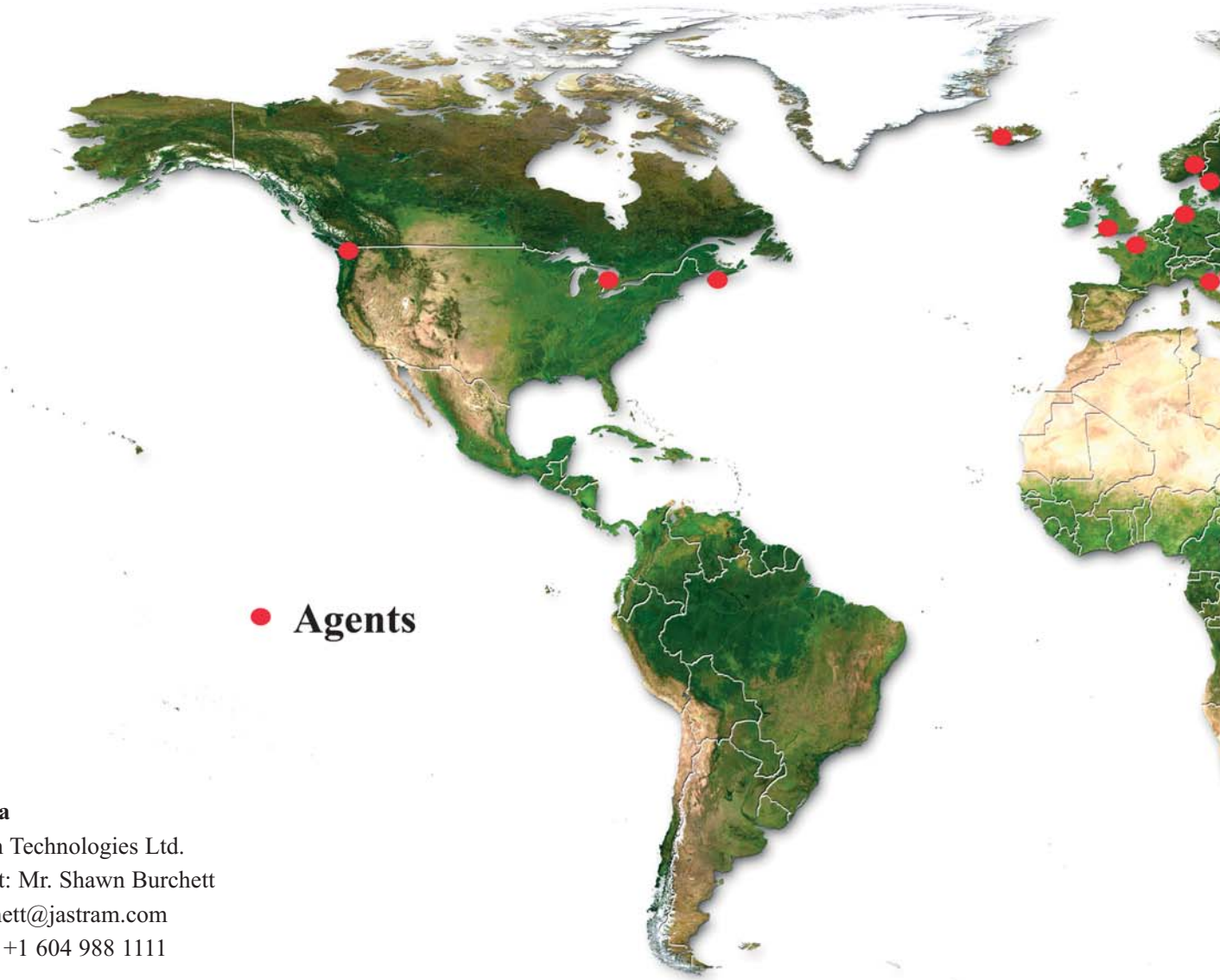
Also speaking at the event, Mr. Adam Papapetros, General Manager of Bogdanos Marine and agent for Hydrex in Greece, said "We are excited to have this yearly event and to experience the commitment and innovation from the Hydrex team, which we can now jointly provide to our clients. This is a very interesting and creative period and I am proud to be part of the team."

Steven de Keyzer, who supports the agent network for the Hydrex activities from the Antwerp office went on to say, "The Hydrex and Subsea Industries sales agent network expanded rapidly during 2014. We are convinced that it is going to make a significant change to our development in the coming years."

The list with Hydrex and Subsea Industries agents around the globe can be found on the next page and on our website (www.hydrex.be/company). We invite all those interested in our products and services to communicate with our local Hydrex and Subsea Industries agent or with the Hydrex offices. ■

Mr. Adam Papapetros, General Manager of Bogdanos Marine gave a guest lecture during the conference.

Hydrex/Ecospeed



Canada
Jastram Technologies Ltd.
Contact: Mr. Shawn Burchett
SBurchett@jastram.com
Phone: +1 604 988 1111

China
Carich Marine Engineering Co.,Ltd
Contact: Mr. Amedee van de Vijver
amedee@a-vandevijver.com
Phone: +32 475 587 417

Croatia
CTA - Marine d.o.o.
Contact: Mr. Janez Vehovec
cta.marine@gmail.com
Phone: +385 51 215 552

Finland
Coating Inspections & Consultations
Contact: Mr. Per Gabrielsson
per_gabrielsson@hotmail.com
Phone: +358 40 510 1710

France
Equimer
Contact: Mr. Thibault de Fouchier
equimer@equimer.com
Phone: +33 (0) 1 39 16 35 80

Germany
Karberg & Schmitz GmbH
Contact: Mr. Sascha Jacob
jacob@karberg-schmitz.de
Phone: +49 40 38 600 40

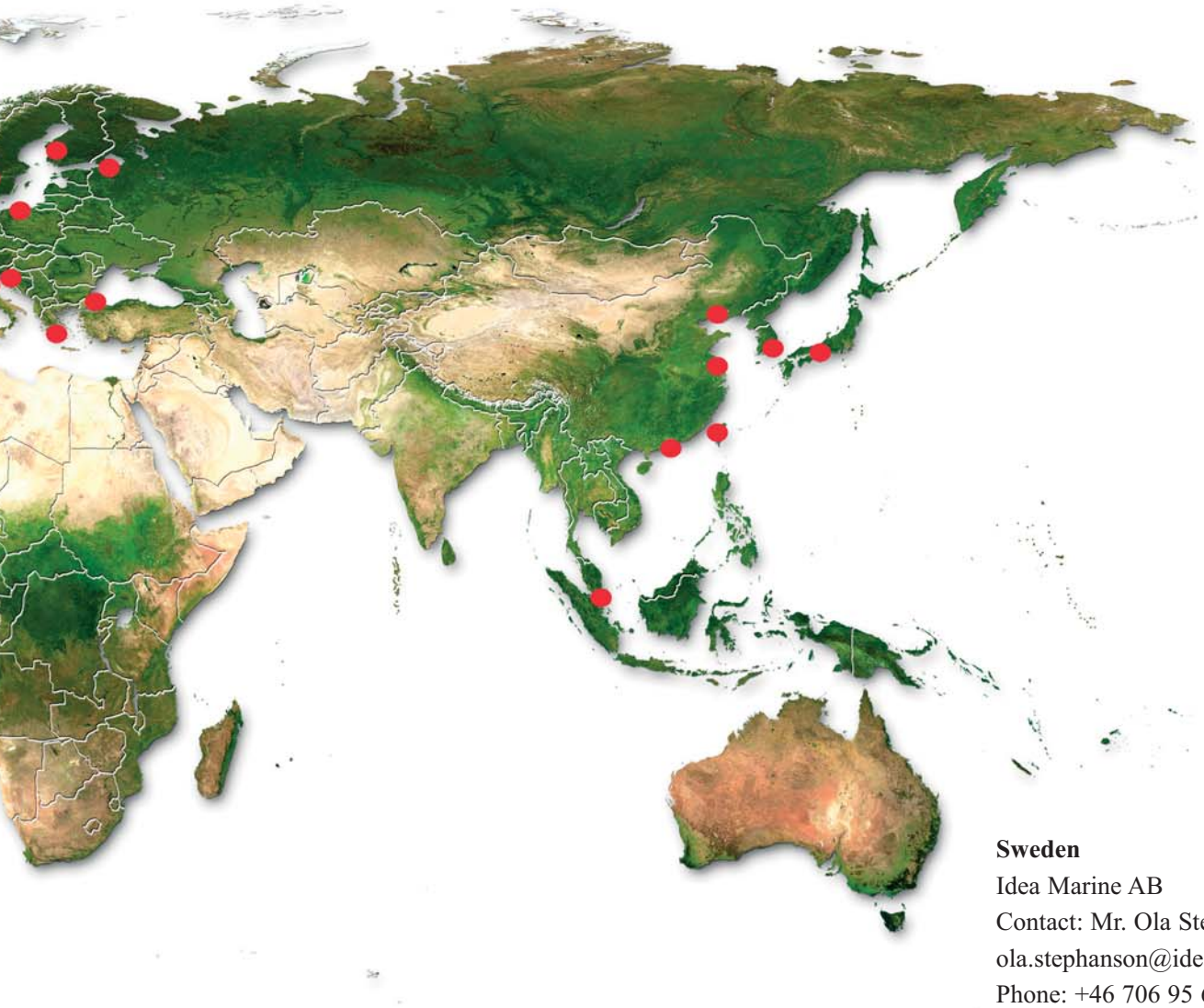
Greece
N. Bogdanos Marine Bureau
Contact: Mr. Adam Papapetros
mail@bogdanos-marine.gr
Phone: +30 210 924 6956

Hong Kong
Bridge Services Company
Contact: Mr. Marco Wong
mwbridgem4@gmail.com
Phone: +852 9046 0500

Iceland
Vélar og Skip EHF
Contact: Mr. Þór Magnússon
toti@vos.is
Phone: +354 562 0095

Italy
Marine EQ
Contact: Mr. Dario Cacciottoli
dario.cacciottoli@marineeq.com
Phone: +39 040 660550

agents worldwide



Sweden
Idea Marine AB
Contact: Mr. Ola Stephanson
ola.stephanson@ideamarine.se
Phone: +46 706 95 65 96

Japan
Takano Trading Co. Ltd.
Contact: Mr. Takano
Takano-tdg@s7.dion.ne.jp
Phone: +81 78 241 232 17

Korea
Ecotec Marine Systems Co.
Contact: Mr. Sang-Uk Lee
ecotec@iecotec.com
Phone: +82 51 781 8306

Norway
Vel Blåst
Contact: Mr. Anders Øgaarden
anders@velblaast.no
Phone: +47 970 47 489

Poland
Navitech Gdynia Sp. z o.o.
Contact: Mr. Roman Pierzyński
roman@navitech-gdynia.com
Phone: +48 58 621 15 06

Russia
Nordweg Marine Services and Shiprepair
Contact: Mr. Anton Sedelnikov
shiprepair@nordweg.ru
Phone: +7 812 320 2773

Singapore
Pamarine
Contact: Ms. June Lim
june.lim@pamarine.com.sg
Phone: +65 6861 8922

Taiwan
LSC Multec
Contact: Ms. Joyce Chen
joyce@mail.lscmultech.com.tw
Phone: +886 7 727 2727

Turkey
Amat Engineering
Mr. Orkun Comuoglu
orkunc@amat-eng.com
Phone: +90 216 493 01 66

United Kingdom
European Marine&Machinery Agencies
Contact: Mr. Paul Foskett
paulfoskett@europeanmarine.co.uk
Phone: +44 23 8058 0020

Underwater bow thruster installation in stages allows vessel to stay on schedule

Two and a half months after Hydrex diver/technicians removed the bow thruster of a 363-meter container vessel in Rotterdam, a Hydrex team once again mobilized to reinstall the overhauled unit underwater with the use of the Hydrex flexible mobdock technique. Like the removal, the operation was performed in stages at several locations to allow the vessel to keep to its sailing schedule.

The superintendent of the ship was very happy with the first part of the operation. For this reason the customer asked Hydrex to take care of the reinstallation as well. The job was completed well within the available time frame thanks to good team work of the ship staff and the Hydrex divers.

Hydrex diver during the reconnection of the thruster to the engine room.

The available time window was very short for the ship. The time required to reinstall the thruster unit therefore needed to be brought back to the absolute minimum. For this reason the operation was split in parts. The first part of the procedure was carried out during the vessel's stop in Le Havre.

Overhauled thruster unit on workboat next to container vessel.

Installing the bow thruster unit in Le Havre

We have a special R&D department that is continuously looking for new ways to streamline the repair procedures used by our teams. One of the results of their research his a cradle designed especially for thruster operations. This device allowed the Hydrex divers to lower the bow thruster unit into the water in Le Havre and maneuver it inside the thruster tunnel in one take.

Another technology developed by Hydrex in-house are our mobdocks used to close off a thruster tunnel.

Preparation of the thruster for reinstallation in Le Havre.

Mobdock is short for 'Mobile mini drydock' because they enable our diver/technicians to create a dry environment to work in, while the vessel stays afloat. These mobdocks have been used during thruster operations for 20 years now. Initially rigid mobdocks were used, but later a lightweight flexible variant was designed and put in use. These can be shipped to anywhere in the world by plane very fast.

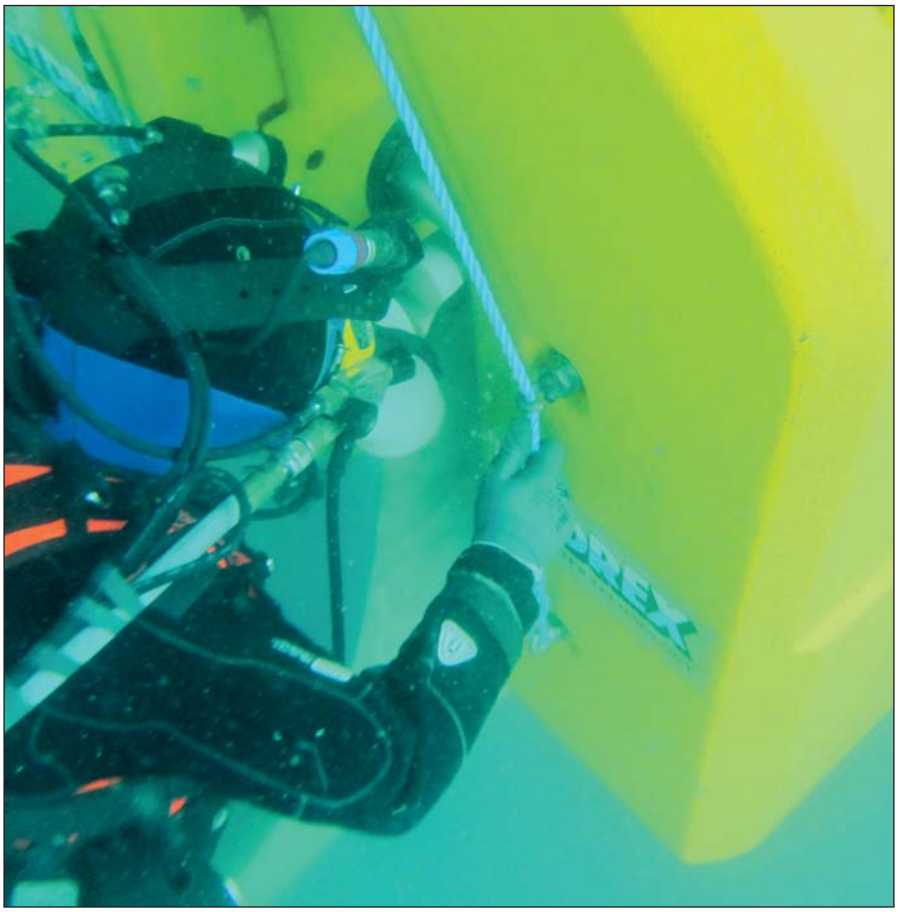
After all water was removed from the tunnel, the team secured the unit and connected it to the engine room. This finished the first part of the

Fast underwater propeller blade straightening

In its quest to provide cost effective services to customers, Hydrex developed procedures to address different kinds of damage to propellers. This research led to the design of the Hydrex cold straightening machines first used in 2002.

By taking advantage of this technique damaged blades can be straightened underwater, allowing the ship to return to commercial operations without the need to drydock. Blades can be brought back close to their original form, restoring the propeller's optimum efficiency.

The cold straightening machines have been in use for quite some time now but the Hydrex re-search department has been looking into ways to expand the technique even further to improve our services. A new version of the straightening machine was recently put into practice. It is compatible with the existing models and is used to restore more severely bent propeller blades to their original condition.



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Hydrex is looking for

Sales Staff and Technical Estimators

We are hiring sales staff to join the headquarters in Antwerp and our office in Clearwater, in the Tampa Bay Area.

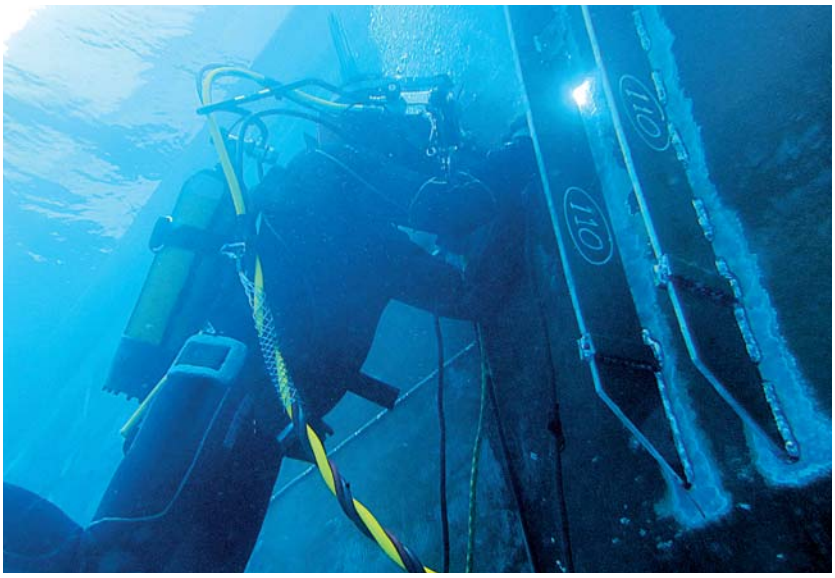
After initial training you will be responsible for prospecting and sales of our products, with the correct follow-up and data management. You will visit new prospects/potential customers, alone or together with a local agent. You will attend conferences and exhibitions, both at home and abroad.

International experience and/or experience in the maritime sector is a plus.

Divers/technicians

You will complete our team of specialist technicians and divers and will help to solve problems and defects on ships all over the world. If you are looking for a varied and adventurous job and you are not afraid of going abroad, do not hesitate and contact us.

You will be part of a dynamic team in a pleasant working environment and will be given the opportunity to develop yourself while working. We work achievement-oriented and evaluate the obtained results of our employees. The reward will be accordingly.



Send résumé and application letter to Personnel & Communications Manager - Hydrex n.v., Haven 29, 2030 Antwerpen or admin.personnel@hydrex.be.

Applications for the Clearwater office should be sent directly to Personnel & Communications Manager - Hydrex LLC, 604 Druid Rd E, Clearwater, FL 33756 or jobs@hydrex.us.

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Thruster unit being lowered into the water.

The Hydrex workboats can be used for a wide range of operations.

operation. The divers returned to the Antwerp headquarters, ready to mobilize again when the vessel was arriving at the Port of Rotterdam.

Phase two of the operation carried out in Rotterdam

Deployment to Rotterdam was done using one of the Hydrex workboats loaded with all the needed equipment. The Hydrex catamarans are fully equipped as dive support stations that can be used for a wide range of operations. They increase flexibility of operation. This is essential during operations like these where speed is of the utmost importance.

Conclusion

Hydrex can assist shipowners with almost any problem they encounter with their vessel's thruster. A wide

Permanent in-water rudder repairs now possible without drydocking

Hydrex has developed an entirely new method enabling permanent repairs of rudders without drydocking the ship. Permanent repairs were hitherto not possible and ships had to drydock in case a major defect was found. The newly designed equipment is light-weight and can be mobilized very rapidly in our special flight containers. Therefore this new service is now available world-wide.

Major defects on rudders very often cause unscheduled drydocking of ships. The new method designed by our technical department allows engineers, welders and inspectors to perform their tasks in dry conditions. Class approved permanent repairs on-site, without moving the ship, are now possible and commercial operations can continue. Steel repairs and replacements can be performed and pintle and bushing defects can be solved without the loss of time and money associated with drydocking.

The equipment can be mobilized within hours to any port in the world and is available for rapid mobilization from the Hydrex headquarters in Antwerp.

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The thruster was removed by Hydrex 2,5 months earlier in Rotterdam.

Example of a thruster tunnel closed off underwater with the Hydrex flexible mobdocks.

range of underwater repair or maintenance work can be carried out to all types of thrusters. An entire unit can be overhauled, propeller blades or seals can be replaced or repair work on a specific part of a thruster can be performed by Hydrex diver/technicians on site.

Our team members are trained to be flexible and adapt to rapidly changing circumstances. They worked in shifts around the clock and finished the job well within the available time frame. By performing the operation in steps on-site and underwater, Hydrex made it possible for the owner to stick to his schedule. ■

If you have received this magazine at the wrong address or if your company is going to move, please let us know.

You can contact us at:
hydrex@hydrex.be
or at
+ 32 3 213 53 00

Stern tube seal repairs

Using our flexible mobdock method to create a dry underwater environment, we have carried out stern tube seal repairs and replacements underwater for some years now in cooperation with OEMs.

This technology brings drydock conditions to the ship rather than having to take the ship to drydock, saving a considerable amount of time and money in doing so.

This class accepted method is performed by our diving teams under our warranty. It can be used while the ship is carrying out its usual cargo or other commercial operations in port.

Visit the special stern tube seal repair section on our website for more information and examples of the many seal repairs we have performed in recent years.

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Fax: + 32 3 213 5321
hydrex@hydrex.be

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Keeping ships in business

Hydrex offers turnkey underwater repair solutions to shipowners wherever and whenever they are needed. Hydrex's multidisciplinary team will help you find the best solution for any problem encountered with your ship below the water line. We will immediately mobilize our diver/technicians to carry out necessary repair work without the need to drydock.

Hydrex has a long track record of performing complex permanent underwater repairs to thrusters, propellers, rudders, stern tube seals and damaged or corroded hulls. By creating drydock-like conditions around the affected area, our diver/technicians can carry out these operations in port or at anchor.

All the projects we undertake are engineered and carried out in close cooperation with the customer and any third party suppliers, relieving the customer of all the hassle of coordination, planning and supervision.

Headquartered in the Belgian port of Antwerp, we have offices in Tampa (U.S.A) and Algeciras (Spain).

All Hydrex offices have fully operational fast response centers where an extensive range of state-of-the-art equipment is available at all times.

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Headquarters Hydrex N.V. - Antwerp
Phone: + 32 3 213 5300 (24/7)
E-mail: hydrex@hydrex.be

Hydrex Spain - Algeciras
Phone: + 34 (956) 675 049 (24/7)
E-mail: info@hydrex.es

Hydrex LLC - Tampa, U.S.A.
Phone: + 1 727 443 3900 (24/7)
E-mail: info@hydrex.us

www.hydrex.be