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# SRN

## Ship Repair Newsletter



Ership's cement carrier *Encofrador* undergoing her seventh special survey in Metalships (See Shipyards)

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# UNDERWATER:

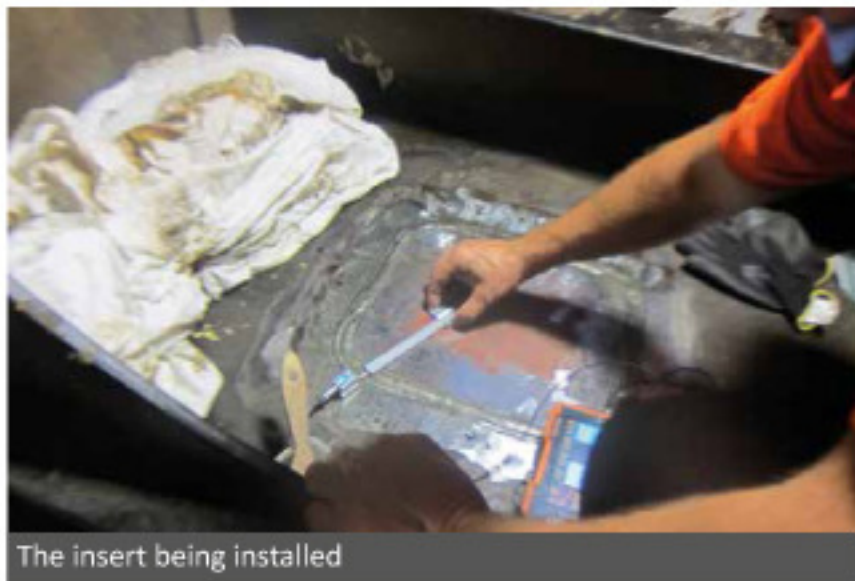
## HYDREX:

A 175 m tanker suffered cavitation damage to the inside shell plating of one of its ballast water tanks. Hydrex mobilised a team to Algeciras to perform a permanent insert repair that would prevent an unscheduled drydock visit for the vessel.

The team sailed with a workboat and all necessary equipment to the ship which lay at anchorage in Algeciras. The divers started the operation by installing a cofferdam on the waterside of the affected plating. Next they removed the bellmouth pipe covering the area on the inside. They could then safely remove the plug and the cement box, which had been installed as a temporary solution. The damaged plating was then cleaned and prepared for the operation.

As agreed with the classification society, the team then cut away an area measuring 350 mm x 300 mm. Next they prepared the edges of the hole for the insert and positioned the new plate. The insert was then welded following the Hydrex class-approved procedure for insert plates, using a full penetration weld.

An independent inspector carried out ultrasonic testing and the repair was approved by the classification surveyor who was present during the operation. The team then reinstalled the bellmouth pipe and removed



the cofferdam. Simultaneously one of the pipe reducers in the engine room was replaced by the team. This part of the operation was also approved after ultrasonic testing.

The operation in Algeciras was performed to the highest quality standards by in-house trained diver/welders. Hydrex has a wide range of cofferdams at its disposal as well as certified plating, which it can mobilise immediately to any location around the world.

Meanwhile, on March 1<sup>st</sup>, the new Hydrex office in Rotterdam officially opened. Its purpose is to improve the delivery of services and underwater expertise to the maritime industry of Rotterdam. To enable a fast mobilisation throughout the entire Rotterdam port without delaying a ship's commercial operations, Hydrex dive support vessels will be stationed in Rotterdam. These workboats are fully equipped with hydraulic cranes, winches, a dive spread and control room.

This allows Hydrex to offer simple maintenance operations as well as repairs on all parts of the underwater ship propulsion system and the hull. Hydrex operations are class approved and carried out alongside or at anchorage while commercial activities continue without disruption. Hydrex does this with qualified and experienced diver/technicians, state-of-the-art equipment and advanced techniques that create drydock-like conditions underwater.

## OUTFITTING:

### TRIMLINE:

As a British brand with global values, it's no surprise Trimline has had a busy year so far, with marine interior refurbishment projects varying in size and complexity secured for a wide variety of cruise companies.

For Trimline, the marine interior refurbishment specialists, the last three months have been spent securing work with P&O Cruises, Disney Cruises, Cunard Line Noble Caledonia, Windstar Cruises, Thomson Cruises, Holland America Line and Royal Caribbean. Value driven partnerships are an integral part of Trimline's ethics, which makes them a trusted partner for the refurbishment and maintenance of many of the World's cruise lines.

Trimline has worked with several cruise lines and ferry companies that have undergone a rebrand, or added new tonnage to their fleet including Windstar Cruises, Thomson Cruises, DFDS and Red Funnel, TT-Line, Condor Ferries. To ensure a rebrand is successful, the team at Trimline work closely with their clients so they can build a tailored solution which meets and exceeds their passengers' needs. By planning for success Trimline can ensure that by the time the work takes place it can do so with the minimum amount of disruption, and can be



Trimline prefabricating new items for the cruise industry