

SRN

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Newsletter

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**SORJ (Ship and Offshore Repair Journal) and
PEM (Port Engineering Management)**

The Royal Navy's HMS **Valiant** on the slipway at one of Damen's service facilities (See Shipyards)

and SCF in the past, and are pleased to continue these relationships,” commented Jaechul Ha, Sales Manager, IGS, Gas Solutions commented.

“All the navigational systems to be installed come integration-ready with Wärtsilä Voyage’s flagship Fleet Operations Solution - an industry-first cutting-edge technology that improves ship-to-shore synergies and operational efficiencies by integrating previously fragmented navigational services under one platform,” said Alex Van Knotsenborg, Director Global Sales, Wärtsilä Voyage. The 172,500 m³ capacity vessels will have a high ice-class rating for year-round operations along the challenging northern sea route.

The Wärtsilä equipment is scheduled for delivery to the yard commencing in September of this year.

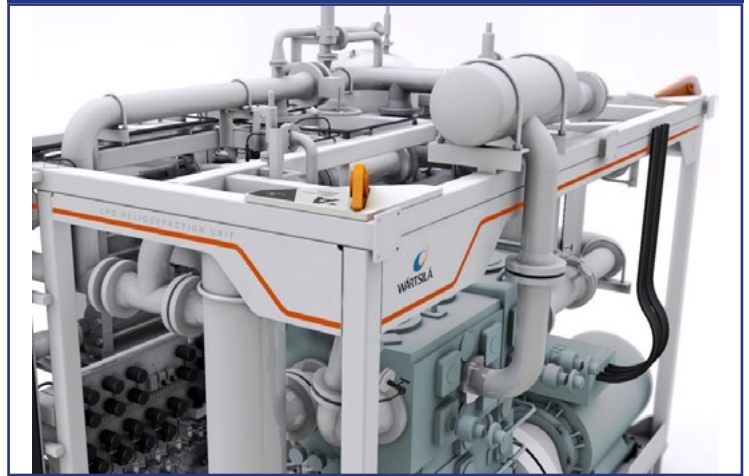
Wärtsilä has earlier delivered both IGG and combined IGG/Gas Combustion Units to DSME, and has supplied SCF with Inert Gas Systems for their crude oil tanker fleet and Arctic LNG tanker series. In January 2021, Wärtsilä Marine Power announced a significant order for 46 dual-fuel engines for the same six LNG tankers.

Wärtsilä has also been contracted to supply another of its successful Gas Cargo Handling Systems, emphasising once again the efficiency and reliability of the system. This latest order was placed by DSME in April 2021. The Wärtsilä system will be installed in a 91,000 m³ LPG tanker being built for a tanker operator. The state-of-the-art Wärtsilä system includes a LPG reliquefaction system for cargo condensing and an automated control system. Delivery of the equipment is scheduled for June 2022.

The Ship Machinery Procurement Department at DSME has been pleased with the Wärtsilä co-operation, “We appreciate the support given by Wärtsilä and we are convinced that this is the best possible solution for the vessel.”

“Our systems are very much in demand right now, which is a clear endorsement of their efficiency. We have worked closely earlier with the DSME yard and are pleased to have been selected again for this project,” said Hans Jakob Buarup, Sales Manager, Wärtsilä Gas Solutions.

Inert Gas Generator (IGG) systems for six new LNG tankers



UNDERWATER REPAIRS:

HYDREX:

Over the last few months Hydrex has travelled across Europe to perform hull repairs on a wide range of vessels, including a cruise ship, a container vessel, a drill ship, a ro/ro vessel and a tanker.

In Rotterdam Hydrex divers performed insert repairs on a 145 m tanker and a 300 m containership. These operations were carried out afloat with the use of an external cofferdam.

A wide range of standard cofferdams is available at the Hydrex offices, but a tailor-made cofferdam can also be created to fit a specific hull shape. This was the case for the insert repair on a 228 m drill ship in Palermo, Italy.

Hydrex divers started an insert operation by installing a cofferdam on the waterside of the affected plating. Next they remove any frame, pipe or other obstacle covering the area on the inside. The damaged plating is cleaned and prepared for the operation.

A section of the damaged plating is then removed. The size of this area is decided in communication with the classification society and the owner. Next the team prepares the edges of the hole for the insert and they position the new plate. The insert is then welded following the Hydrex procedure for insert plates, using a full penetration weld.

The new insert installed on the containership



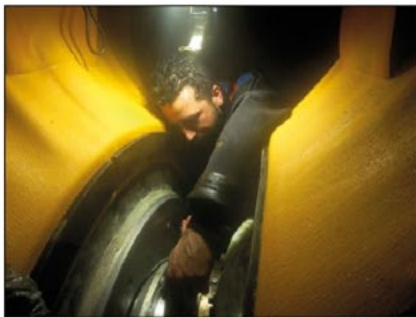
Next an independent inspector carries out ultrasonic testing and the repair is approved by the classification surveyor who is present during the operation. Finally the diver/ technicians reinstall any obstacles they removed and detach the cofferdam from the hull.

For smaller damages like crack repairs, it is not always necessary to install a new insert. This was the case for a 180 m ro/ro vessel in Zeebrugge, Belgium that had a leak in its ballast tank. Because the Hydrex fast response centres have a large stock of state-of-the-art equipment ready, mobilisation for smaller operations like this can be almost immediately.

When the work area was certified gas free, the divers started the operation with an inspection of the damaged area and this on both sides of the hull. Next the team installed a cofferdam on the outside of the hull. This allowed

them to perform work on the crack inside the ballast tank without water ingress. The team then removed the frames to get access to the crack and take the exact measurements - 510 mm. The crack was ground out over its entire length and filled with our class approved full penetration welding.

The repair was inspected and approved by the attending class surveyor. It was concluded by removing the cofferdam. As a result of this temporary repair the owner of the vessel did not have to go off schedule for an emergency visit to drydock but could make arrangements for a follow up repair at a more convenient time and location.



Underwater stern tube seal repairs

Damaged stern tube seals may cause severe oil leaks. By replacing the seals on-site and underwater, Hydrex avoids down time as seal repairs can be performed during cargo operations.

We do this by creating a dry working environment around the shaft with our flexible mobdocks. They fit all sizes of seal assembly and can be mobilized quickly to locations around the world.

HYDREX
EXPERTISE IN WATER

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SAFETY:

SURVITEC:

UK's Survitec has launched a unique service for the marine industry that provides a streamlined supply chain process for critical fire-fighting and other lifesaving products. Called Survitec Essentials, the new service addresses the need for marine operators to have predictable and convenient access to essential safety products at major maritime hubs around the world.

Survitec Essentials ensures the availability of a consistent range of products critical to maritime safety at short lead-times with fixed prices at 12 ports worldwide. Ports include London, Hamburg, Rotterdam, Algeciras, Piraeus, Colon, Barcelona, Houston, Fujairah, Shanghai, Singapore, and Busan.