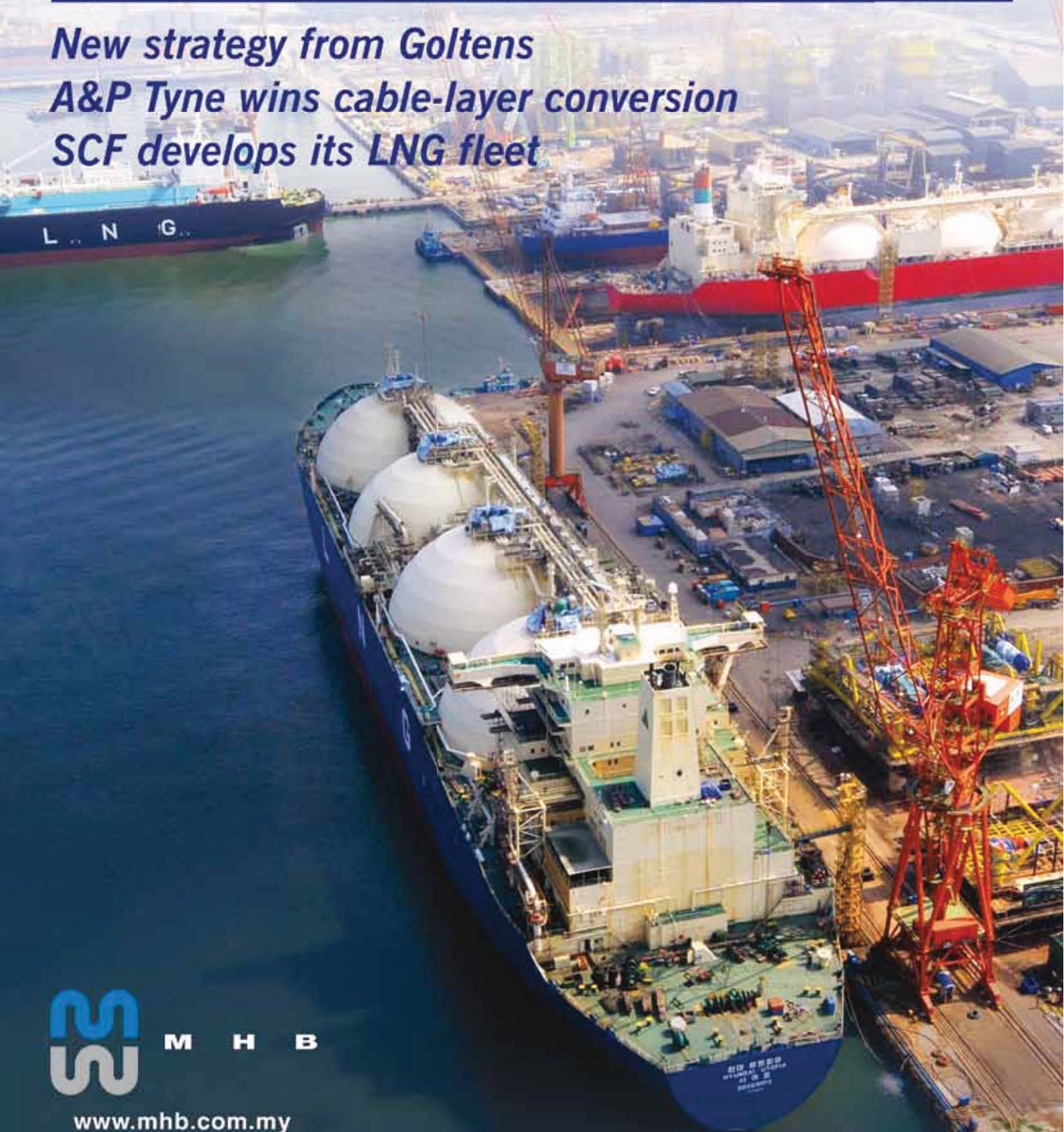




SRJ *Ship Repair Journal*

The Official Journal of the International Association of Shiprepair Agents

New strategy from Goltens
A&P Tyne wins cable-layer conversion
SCF develops its LNG fleet



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Repairs

109 vessels were repaired. Currently in the yard is the floating dock from the Malaga shipyard, which is being lengthened by 50 m, due to be completed during September. This is likely to increase turnover by 10% – many chemical tankers in the range of 110 m to 140 m to be repaired in Malaga instead of Algeciras.

The shipyard has recently completed major steel repairs onboard Exmar Ship Management's 26,820 dwt LPG tanker *Gent*, which was in the shipyard for some three weeks. A spokesman for the shipyard said – "Belgium's Exmar is one of the leading companies in gas and the decision to utilise the facilities at Astilleros Cernaval, for the first time, and for this special repair, encourages to all of us to continue working as hard as we are doing. Following the successful repair of V Ships/Marcas' cruise vessel *Silver Wind*, and Columbia Shipmanagement (Singapore) 12,901 dwt chemical tanker *Moor*, the yard is becoming a reference in reliability, short deliveries and competitive prices and that is why top customers like Exmar are trusting in our services.

"We have noticed a decrease in the number of enquiries during last month, but we have improved our records and after the first five months of 2011, we received 246 enquiries all of which have been quoted. We give an answer to all our customers by submitting a really detailed quotation within 48/72 hours. Our commitment to the shipowner is of maximum importance – all shipowners and managers are important for us and therefore we try to find space into our docking schedule."

Latest repair contracts include Interorient's 40,400 dwt chemical tanker *Norient Star*, the fifth vessel this year from this Cyprus-based shipmanager, Leonhardt & Blumberg's 23,447 dwt containership *Hansa Limburg*, work including normal drydocking and the removal and repair of 16 hatch covers (this vessel is expected to be redelivered one day ahead of schedule), Foroohari's 6,800 dwt containership *WEC Rubens*, Seacastle's 68,126 dwt containership *MSC Benedetta*, the second ship of a three vessel contract won last November, Motia Compagnia's 34,996 dwt chemical tanker *Azaha*, Transgas Shipping's 8,614 dwt LPG tanker *Virgen Maria B*, Scot Shipping Management's 16,833 dwt containership *Macuba*, Odfjell Management's 24,728 dwt chemical tanker *Bow Eagle*, and Lotus Shipping's 18,000 dwt chemical tanker *Eleanna*.

During July, ships in the yard include Prisco's (Singapore) 45,999 dwt product tanker *Moskalvo*, Frangoulis Ship Management 28,345 dwt bulk carrier *Praetorius*, Selandia's Shipmanagement (India) 17,396 dwt chemical tanker *Sichem Defiance*, NSC Schiffahrts 68,411 dwt containership *Maersk Danang* and Universal's Shipping 13,640 dwt container *Surinam River*.

Astilleros Cernaval won a three ship contract from Seacastle Ships (Singapore) under the management of Bernhard Schulte (Singapore) and chartered by MSC. The vessels are – *MSC Debra*, *MSC Benedetta* and *MSC Olga*



The Fraserburgh pelagic trawler, *Christina S* in Dales Marine's Leith drydock

Fishing vessel contract for Dales

Scotland's Dales Marine Services has taken another significant step forward in the development of activity at its Leith drydock, with work there for the first time on a fishing vessel. The Fraserburgh pelagic trawler, *Christina S*, has docked to undergo a wash, painting and the fitting of a new transducer during May.

Adding to the growing list of users of the Imperial Dock, the trawler was the first fishing industry contract secured by Dales Marine for the facility on Scotland's east coast since beginning to operate there just over a year ago.

Michael Milne, Dales Marine Director and General Manager, commented: "The success is another important stage in our development of operations at the refurbished Leith dock and in line with our strategy of adding a second facility to open up new markets. The *Christina S* draught is too deep for her to be handled in our Aberdeen dock. She is also too big for ship lifts in the North-east and, at 76 m, too long for dry docking there. The Leith dock is ideal for accommodating pelagic trawlers and, for the industry, a very viable alternative to work being undertaken overseas."

Part of the Dales Group, the company was established in 1987. In Aberdeen since 1991, it has leased the dry dock and associated facilities there since 2004 and has previously worked on fishing vessels there and alongside at Aberdeen and other ports.

Cruise vessel repaired by Gibdock

Gibraltar-based Gibdock has confirmed its status as a fast rising player in the Mediterranean cruise ship repair and refurbishment market by completing a drydocking contract for UK-based Saga Holidays. During month, the niche cruise operator docked the 9,570 grt *Spirit of Adventure* for a 10 day programme of work, including steel repairs to the bulbous bow and a comprehensive external clean and repaint.

Richard Beards, Gibdock Commercial Director, comments: "This is another important breakthrough for the yard as it is the first time we have had the opportunity to work for Saga, which has in the past used other yards in the region. The project was completed on time and within budget, and we are hopeful that we can build further on this initial collaboration through additional projects with Saga in the future."

The 350-passenger capacity *Spirit of Adventure* was originally built by HDW in Germany as the *Berlin* in 1980 and was acquired by Saga in 2005 for its *Spirit of Adventure* Cruises brand. The vessel, home ported in Dover, offers cruises to a wide range of destinations, including the UK, Scandinavia, the Middle East, South East Asia and Australasia, as well as the Mediterranean.

Gibdock is proving to be an increasingly important yard for the

Repairs



Saga's Spirit of Adventure in Gibdock

Mediterranean's cruise industry, Richard points out. "With cruise repair facilities in Barcelona closing down, we are showing that we are more than capable of stepping into the breach. We have handled a succession of cruise ships in recent months, and have two further cruise ships confirmed for November this year."

Cruise visitors to Gibdock so far in 2011 have included the 33,930 grt, 215 m long cruise vessel *Thomson Celebration* for first time customer, Cyprus-based Columbia Ship Management. The ship docked in March for an extensive package of works that included general drydocking and tailshaft overhauls, as well as the renewal of around 40 tonnes of steel on one of its decks.

Gibdock's ability to handle complex structural repair work on large cruise ships was also demonstrated towards the end of 2010 when it successfully completed demanding back-to-back repairs on two Pullmantur vessels, the 48,563 grt *Empress* and the 73,529 grt *Sovereign*. Both projects required significant amounts of steel renewal as well as routine drydocking work.

Good month of May for Navantia

During May, Spain's Navantia Fene-Ferrol focused on the drydocking and repairs of eight commercial vessels and five military units for the Spanish Navy. Navantia also signed a fleet agreement early in 2011 with MOL Tankship Management (Europe), London. The agreement, originally signed in early 2010 and after the successful repair of two MOL Tankship vessels in late 2010, has led to the award of seven more vessels so far this year, four of them repaired in May, reaching an accumulated total of nine vessels in a period of less than nine months.

MOL Tankship Management's four vessels involved were the 51,441 dwt chemical tanker *Noble Express*, which underwent a complete overhaul of the main engine, the 48,635 dwt product tanker *Opal Express*, the 30,938 dwt chemical tanker *Saamis Adventurer*, which underwent steel



The LNG tanker British Ruby in Navantia Ferrol