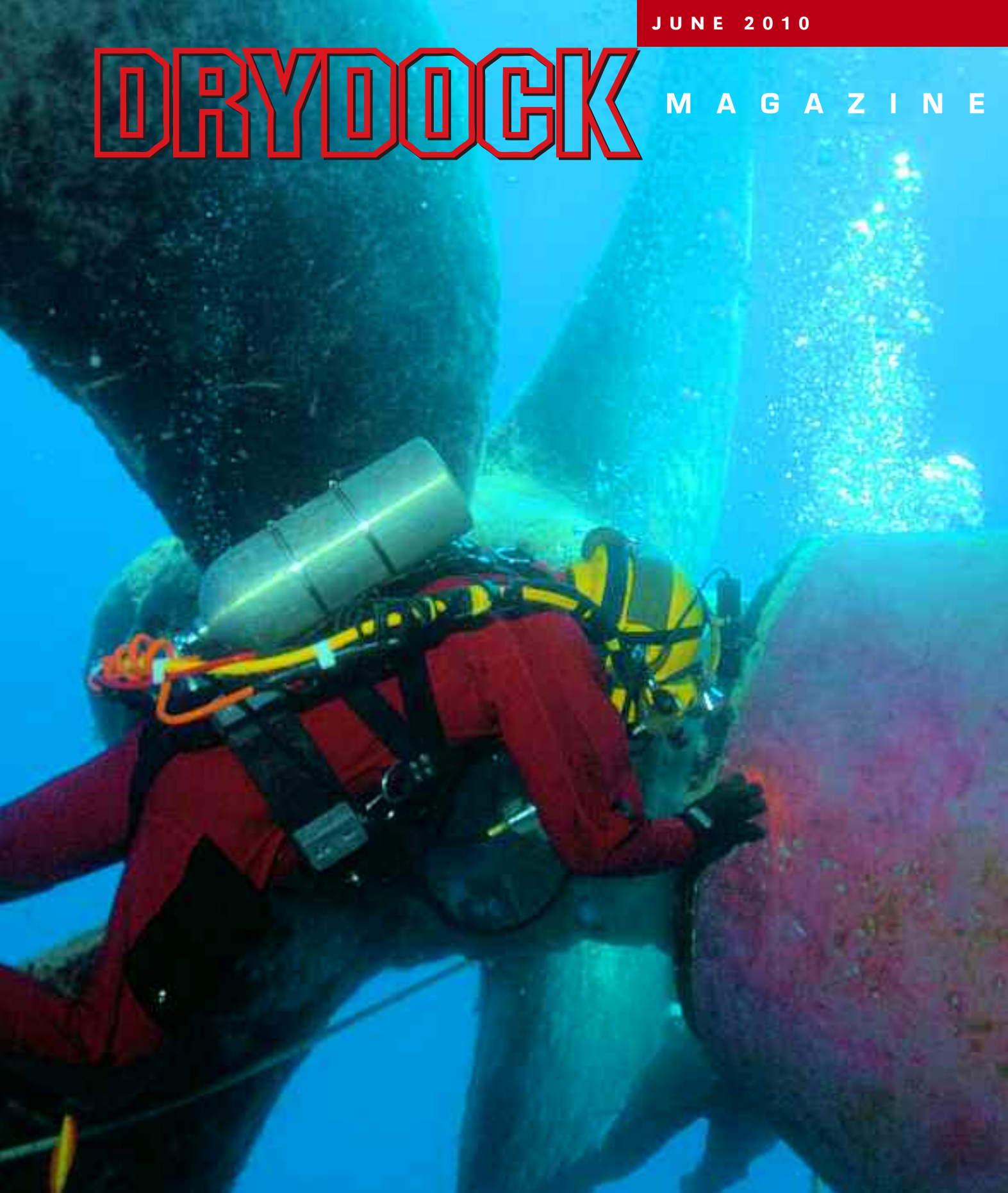


JUNE 2010

# DRYDOCK

MAGAZINE



In this Issue...



**Spotlight**  
Shiprepair  
picks up in  
Europe



**ASSM**  
Partnerships  
key to emissions  
control



**In Focus**  
Protection for  
a Russian first

# Norbulk Finds Gibdock a Rock

Well known technical management company Norbulk Shipping reckons to have found a new ship repair and conversion partner in Gibdock, after bringing its first ship into the yard out of necessity.

Unwelcome as the November 2008, Mid-Atlantic double collision involving the Norbulk Shipping-operated LPG carrier *Alrar* and the wood chip carrier *Grand Oji Pioneer* was, it fostered the beginning of a fast budding relationship with a ship repair and conversion yard new to the ship manager.

Damaged in the bow down to the main deck and in the stern, and with one fuel tank compromised, the 204m long, Algerian-owned *Alrar* was in urgent need of repairs. For Norbulk, the search was on for a nearby yard able to accept the vessel with no notice period whatsoever.

Quickly, it was established that a dock was available in Gibraltar at what is today Gibdock.

Norbulk Technical Superintendent, Simon Zrojewski, who had no previous experience of the yard, said it quickly became apparent that some good had come out of misfortune. "The yard's response was very quick, even though the call was put through on a Sunday night. They sent out their guys to the ship straightaway to offer an assessment on timings and cost. That assessment proved accurate."

After tank gas-freeing had been undertaken on *Alrar's* way into port, the ship entered the yard's Dock No.1, where the 18 day project saw 22 tonnes of complex steelwork completed. As the vessel had been delivered in 2004, Norbulk took the opportunity to sanction *Alrar's* five year special survey. "As well as redelivering the ship when they said they would, what really impressed us was the quality of the work, which was superb," said Mr Zrojewski. "DNV's class surveyors commented on the quality, while the machinery underwriters said they were very satisfied with both the quality of the work and the speed at which it was achieved."

As luck, or lack of it, would have it, a second Norbulk-managed LPG carrier, *Alrar* sister ship *Hassi Messaoud*, was involved in a collision soon after, in March 2009, five days off Gibraltar. Mr Zrojewski said Norbulk had no hesitation in approaching the Gibraltar yard for a second time, which quickly realigned its workload to accommodate the major repair job, again freeing up Dock No.1 at short notice.



Richard Beards, Gibdock Commercial Director, said that, on this occasion, the yard was even better prepared to handle the incident. As *Hassi Messaoud* approached Gibraltar, yard staff undertook the necessary tank gas-freeing operations, but other steps were taken to ensure the ship's timely redelivery. A squad of cleaners boarded the vessel, so that once tanks had been made gas-free, steelwork could be prepared for repair before the ship had even docked.

"With *Hassi Messaoud*, we achieved an even better turnaround," said Mr Beards. "Our objective was to reduce the drydocking time and minimise the time off hire. We were able to benefit from the early redelivery bonus scheme offered by the insurers."

Reflecting its growing confidence in the yard, Mr Zrojewski said that Norbulk now had the Gibraltar facility on the agenda for more routine work.

Dock No.1 subsequently saw the arrival of the 1982-vintage, 127m long LPG carrier *Jemila* and, in early 2010, the 204m, 2004-built *Rhourd Enouss*. The older, smaller ship operates coastally along the Algerian coast.

Gibdock Chief Executive, Joe Corvelli, said: "Our partnership with Norbulk has become exactly the kind of long term relationship we aim to create with the type of clientele that value our customer services culture and continue to value our quality of work and commitment to on time redelivery."

"It is fair to say that, as a smaller ship, we had a greater range of yards in the region that we could have selected for *Jemila's* intermediary survey," said Mr Zrojewski. "But the fact was that we were so pleased with the quality of work in Gibraltar, and with the reliability and professionalism here that we didn't hesitate."



# The Trusted Name

## in Shipbuilding, Shiprepair and Ship Conversion



ST Marine, a premier shipyard in Asia, provides turnkey shipbuilding, shiprepair and ship conversion services. From concept definition to detail design, construction, on board system installation and integration through to testing and commissioning, our services also extend to the provision of comprehensive and cost-effective through-life services for all vessels that we build. In shiprepair, ST Marine has attained a leading position as a provider of technically sophisticated shiprepair services including jumboisation, conversion, refurbishment and reactivation to upgrading for a wide spectrum of vessels such as seismic, dredgers, chemical tankers, FPSO, offshore vessels.



Serving a global clientele, ST Marine's track record is a testament of our reliable, timely and high quality services which are well-supported by our comprehensive, modern facilities and a highly skilled workforce. It is no wonder that world renowned companies, each leaders in their own fields, have come to place their trust in ST Marine.

### Benoi Yard

7 Benoi Road Singapore 629882  
Tel: (65) 6861 2244 Fax: (65) 6861 3028

### Tuas Yard

60 Tuas Road Singapore 638501  
Tel: (65) 6862 2902/3 Fax: (65) 6862 5382  
(Regn. No.: 196800180M)

Email: [mktg@stengg.com](mailto:mktg@stengg.com)



## ST Marine

A company of ST Engineering

[www.stengg.com](http://www.stengg.com)

ENVC has recently completed repairs on the 24.668dwt molten sulphur tanker *Aurora*, also built in the Yard in 2000. The main job was the construction and installation of three stainless steel cargo tank domes and many other extensive repairs.

Other works included extensive repairs carried out on two container vessels from the portuguese shipmanager S & C, Lda – the 5,003dwt *Lagoa* and the 3,178dwt *Ilha da Madeira*. Also, the 4.326dwt *Peter Rønna* and 4.310dwt *BBC France*, both general cargo vessels from Brieese Schifffahrts GmbH were in the Yard for normal drydock repairs.

Expected in the near future are the 8.836dwt containership *Monte da Guia*, the passenger vessel *Akademik Shokalskiy*, the 5,400dwt containership *S Rafael* for repairs, and the 5.209dwt dredger *Anjos* for about 60 tons of steel replacement.

“Although business is running smoothly so far, ENVC, SA is feeling a strong pressure to cut prices,” says Fernandes. “The owners are clearly cutting back on the works, avoiding major repairs.”

## Gibraltar

During the period from January to April 2010, Gibdock reports having been very busy, with all docks and repair berths being full, and work also being carried out afloat out at anchorage and off port limits.

In the first quarter, repairs were carried out on 15 ferries, three liquefied petroleum gas carriers, three tugs, one cruise ship, one heavylift ship, three containerships, three tankers, three general cargo ships and a reefer vessel.

Repairs were also carried out on three offshore supply vessel projects, with two of these vessels undergoing extensive conversion works. These were two platform supply vessels from Solstad Offshore which were converted to potable water and fuel oil carriers to service Brazil’s offshore rig market for Petrobras.

The four week project saw the 2006-built *Normand Trym* (3,326dwt) in drydock and the 2008-built *Normand Vibran* (3,376dwt) alongside at the Gibraltar yard, in order that mud tanks on each vessel could be converted to store 1500m<sup>3</sup> of fresh water storage, with other tanks converted for 800m<sup>3</sup> of fuel oil carriage. “We have undertaken routine repair work for Solstad in the past, building up a solid relationship with a high value client,” said Richard Beards, Gibdock Commercial Director. “However, this is the first time we have undertaken one of their conversion projects.

“This was an extensive job in terms of planning and complexity, while limited access to tanks made welding challenging and restricted the number of men on board at any given time, dictating the pace of work.”

As well as general steelwork, the job included installation of steel tank floors, which were prefabricated by Gibdock in order to minimise the need to weld in position. A 600mm cofferdam arrangement needed to be built into the tank bottoms on both vessels to satisfy class requirements.

All converted tanks were blasted and coated, with a specialised 500 micron thick Sigma paint applied in a single operation. The job also saw the No1A ballast water tank (forepeak tank) blasted and coated for carriage of fresh water.

Gibdock vessel superintendent Steve Davis said that the modernisation of existing pipe and valve work and the installation of new pipe work for fresh water carriage proved a demanding task, involving galvanisation. “These are sister ships, but it is fair to say that the pipe work on board *Normand Trym* was more complex than was the case with *Vibran*,” he said.

“This type of conversion project is not common, either in general or for Gibdock,” Davis added. “As well as the extensive pre-planning and pre-fabrication, it required considerable adaptability to deal with the structural work.” In addition to the above work, Gibdock carried out *Normand Trym*’s scheduled dry-docking at the same time.

