

SRN

Ship Repair Newsletter

Published weekly by:

A&A Thorpe

131a Furtherwick Road

Canvey Island

Essex SS8 7AT

United Kingdom

Email: shipaat@aol.com

Tel: +44 (0) 1268 511300

Fax: +44 (0) 1268 510467

Contact: Alan Thorpe or Sue Morson

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SRJ (Ship Repair Journal)

PEM (Port Engineering Management)

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**REPAIRS, CONVERSIONS, YARD PROFILES, FEATURE and
ON WATCH**

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Ship Repair Event details:

<http://www.rivieramm.com/events/Ship-Repair-25/Event-Home-293>

Conversions

GIBDOCK: Gibdock has recently completed a major conversion project for Norway's Solstad Offshore, which is redeploying two platform supply vessels as portable water and fuel oil carriers to service Brazil's offshore rig market for Petrobras.

The four week project saw the 2006-built, 3,326 dwt Normand Trym in drydock and the 2008-built 3,376 dwt Normand Vibran alongside at the Gibraltar yard, in order that mud tanks on each vessel could be converted to store 1,500 m³ of fresh water storage, with other tanks converted for 800 m³ of fuel oil carriage. The 74 m long by 16 m wide UT755 LN vessels are already en route to Brazilian waters.

"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." Solstad UK Technical Manager Malcolm Rosie explained the key considerations in selecting the Gibraltar-based yard. "Gibdock was chosen to carry out this work as they offered a very positive attitude to the project, were in a good location en route to Brazil and had competitive rates," he said.

As well as general steelwork, the job included installation of steel tank floors, which were prefabricated by Gibdock in order to minimize the need to weld in position. A 600 mm 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 specialized 500 micron thick Sigma paint applied in a single operation. The job also saw the No.1 A ballast water tank (Forepeak Tank) blasted and coated for carriage of fresh water.

Gibdock vessel superintendent Steve Davis said that the modernization of existing pipe and valve work and the installation of new pipe work for fresh water carriage proved a demanding task, involving galvanization. "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," Mr Davis added. "As well as the extensive pre-planning and pre-fabrication, it required considerable adaptability to deal with the structural work." "Of course, during the conversion/dry-docking there are always challenges, and any that did come about were dealt with in a very professional manner by Gibdock to the satisfaction of both Solstad and the Classification Society DNV," said Mr Rosie. "The quality of work and flexibility to resolve any technical challenges by Gibdock was excellent and the project was completed on time and on budget.

In addition to the above work, Gibdock carried out Normand Trym's scheduled drydocking at the same time. On completion of the conversion project, considerable attention was paid to ensuring that all signage on board both ships would meet Port State Control conditions for operating in Brazilian waters. "The fact that both vessels were redelivered before deadline and under budget stands us in good stead to bid for future Solstad conversion work," said Mr Beards. Mr Rosie added: "We would not hesitate in using Gibdock for any modification work/dry-dockings for our fleet in the future."