

SRN

Ship
Repair
Newsletter

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Issue No: **1674**

Date: **11th August 2017**

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Essex SS8 0QY, UK.**

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Also publishers of: **SORJ (Ship and Offshore Repair
Journal)** and **PEM (Port Engineering Management)**

The ***MN Tangara*** in
Gibdock (See Shipyards)



GRAND BAHAMA SHIPYARD:

Freeport's Grand Bahama Shipyard (GBS) completed work on 30 commercial vessels within first half of 2017, predominantly comprised of companies returning to the yard with repeat business including tankers, bulk carriers, containerships, tugs, dive support vessels, drilling support vessels, all owned or operated by major players in the industry.

The year 2017 has been a great year for repeat customers, solidifying GBS's position as a supporter of the major US East Coast, Gulf and Caribbean operators and transporters, including Crowley, OSG, Seabulk, Seaboard, Tropical, Trailerbridge and Tote.

The yard's long-time valued partner, Crowley Marine Services, will drydock over 12 vessels in 2017. In January, GBS welcomed the container ship **National Glory**. In March, work was completed on

Barge 750 followed by the tug **Legend**. Four Crowley vessels, the tugs **Coastal Reliance** and **Ensign**, the barges **Barge 550-4** and **Barge Miami** all visited in April. The tug **Liberty** and the barge **Barge 750-3** were both in for their routine class surveys in May. Additional vessels from the Crowley Fleet are planned for drydock throughout the remainder of 2017.

Similar on each drydock project were hull, deck and cargo tank blasting, including the application of high performance coatings, major technical projects including generator overhauls, gearbox overhauls, steel replacement in underwater areas, cargo tanks, and ballast tanks. Pipe replacement was executed throughout and on multiple systems, electric motor overhauls and the support of the CPP propulsion systems overhaul. Deck machinery, including deck cranes, was also overhauled.

In Dry Dock No. 3, OSG Shipmanagement's 46,911 dwt chemical tanker **Overseas Longbeach** was in drydock for 10 days for pipe replacements of over 300 m on multiple systems. Overhaul of 14 electric motors and the testing and cleaning of approximately 190 m³ within 14 tanks in five days. Complete hull treatment and application of high performance coatings concluded their dry dock program.

Poland's Polska Zegluga Morska PP returned to the yard with two bulk carriers – the 16,593 dwt **Raba** was followed by the 17,049 dwt **San**. Both were drydocked in Dry Dock No.1 for propeller overhauls, minor engine work and seal renewals. The cargo holds received a comprehensive cleaning and coating. The major project on both vessels was complete hull treatment and application of high performance coatings.

During January Bibby Offshore drydocked the 6,064 gt diving support vessel **Bibby Sapphire** for an extensive 20-day project in Dry Dock No. 1. Work included steel replacement, tank cleaning and disposal of

One of the Crowley Marine fleet in GBS



sludge, and electric motor overhaul, pipe replacement, bow thruster overhaul and complete hull treatment concluded with the application of anti-corrosive coating followed by two full coats of an anti-fouling coating.

First time visitor, BGP Geosplorer's 5,739 gt research/survey vessel **BGP Pioneer** managed by Singapore's Thome Offshore Management and her companion tug **Supply II** double drydocked on Dock No. 1 during February. Work completed included extensive pipe work and complete hull treatment. Her companion tug, **Supply II** received more extensive work including tail shaft and propeller repairs, main engine renewals, extensive pipe work on several systems and complete hull treatment.

ARC 49,433 gt vehicle carrier **Resolve**, received a main engine overhaul along with complete hull treatment including UHP blasting followed by the application of owner-supplied coatings.

BF Ship Management's 25,902 dwt containership **BF Ipanema** visited the yard in January for the overhaul of 29 shipside valves, renewal of ballast tank manholes, stern seal renewals and cosmetic polish of propeller blades. The hull was completely blasted using the yards UHP blasting equipment and owner-supplied coatings.

Columbus Ship Management's 64,800 dwt containership **Monte Tamaro** went into Dry Dock No. 3 in February for a 12-day repair project. Work included the replacement of stern seals and removal of the propeller and blades. The rudder was removed for survey and after being found to be in poor condition resulted in the procurement and fitting of a new rudder, which required the support of the yard's machine shop with shaft machining to finished dimensions. The yard also supported the owner's technicians with thruster overhauls. UTM gauging of the hull was performed to accommodate class requirements, upon inspection of the results - minor steel renewal was required. The hull was completely blasted using the yards UHP blasting equipment and owner-supplied coatings applied.

Reefership Marine Services' 16,488 gt reefer vessel **Dole Ecuador** drydocked in late March for minor propeller repair.

Minerva Marine's 47,999 dwt product tanker **Minerva Lydia** berthed alongside the North Beach Pier for a two-week period in March to overhaul the main engine. This work was performed by the yard mechanics under the supervision of owner's technical team.

During March, MSC returned to the yard with its 14,065 dwt containership **Belle** for minor repairs. The success of this project resulted in the award of the 85,797 dwt containership **Michaela**, which visited the yard for a week-long drydock period in June for work that included extensive pipe repairs to the piping systems in the engine room using approximately 55 m of galvanised steel pipe, which was replaced in four days.

Hull treatment included full UHP Blast followed by anti-fouling coating provided by International Paint. GBS assisted the owner's appointed technicians with main engine and bow thruster overhaul, impressed current system overhaul and sea valve overhaul of approximately 50 valves.

GBS provided machine shop and mechanics assistance to Schottel engineers for thruster installation to Maritime Management (Miami)'s 3,914 dwt tanker **Atlantic Sun** in April.

K & K Schifffahrts' 11,181 dwt containership **K-Breeze** arrived in May. It was a project that engaged all the key trades with work including sea chests cleaning, inspection of sea valves, propulsion system maintenance of the tailshaft and replacement of stern tube seals, propeller inspection and dye penetrant testing of blade roots and tips. Bow thrusters were overhauled with all major seals renewed and the steering gear hydraulic cylinders were overhauled and seals renewed. On deck, hatchcover seals were replaced and in the tanks, cargo and ballast tank valves were repaired and five cases new valves were fitted. Hull treatment included HP wash to hull followed by one full coat of anti-fouling to flat bottom and two full coats of anti-fouling to vertical sides.

Kyowa Sansho's 55,832 dwt bulk carrier **Kure Harbour** arrived in May for a comprehensive tank cleaning project, which included the removal of 119,000 gallons of crude slops. Other work included steel replacement in the cargo hold, ballast tanks, and the bilge overflow tank.

Other major players returned to the yard for work this summer. They include - Ahrenkiel Steamship's

18,298 dwt containership **Stadt Gotha**, in May for CPP propeller and hub overhaul, Harren and Partners' 11,193 dwt containership **Paradero**, received a major tailshaft and CPP hub overhaul and Teekay Marine Singapore's tanker **Keena** was alongside for electric motor and valve overhaul.

Allseas's 129,479 dwt pipe-layer **Solitare** visited in June. The yard was able to accommodate the removal of the Stinger to enable drydocking the vessel. The pipe-lay equipment was the major project and included hinge and bearing housing overhauls and repairs. The yard mechanical workshop was able to support the necessary machining operations for this overhaul work. While the vessel was in drydock, the critical path was the 'change-out' of the propulsion and positioning thrusters. Steel repairs on the main deck included the replacement of approximately 35 tonnes of AH36 steel.

GBSL is known for delivering both commercial and cruise vessels on time, and often ahead of schedule. "To meet the needs of our customers, we are dedicated to continual upgrades to our yard and our services," says GBSL VP Sales and Marketing, Graham Couser. "Last year significant investments included facility upgrades and purchasing of new machinery and tooling adding to our workshops' capabilities. We further expanded our facility with capital improvements to the North Beach Wharf. This year we are extending our South Beach and East Beach areas, plus developing a slops recovery system to support the demand of our tanker market."