SRN

Ship Repair Newsletter

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The Italian tanker ***Valtamed*** in Besiktas Shipyard's large floating dock (See Shipyards)

The initial inspection revealed that a large deflection in one trailing edge tip was the source of the engine loading and vibration. The Propeller Service Engineer discussed repair options with the vessel's Chief Engineer and Superintendent in the Far East. The client advised they would contact the propeller OEM to seek their advice, who in turn confirmed that SGS is their authorised underwater service provider, and that underwater straightening would indeed be their best option. The next morning, the repair was fully authorised and the vessel repositioned to Vancouver anchorage as it was the most cost effective location with suitable conditions for the repair.

Although SGS' large press system was in Halifax, on the east coast of Canada completing another repair job for another client, it was able to expedite overnight service, delivering the press to our dive support barge by 0500 hrs one day after we completed the inspection.

Within 6 hrs of the works beginning (and less than 80 hrs after the initial call), the job was completed to the satisfaction of the attending surveyor. The deflected section of the blade was restored to design geometry, along with a grinding and fairing repair of minor mechanical contact damage. Following a sea trial, the vessel's Chief Engineer reported that all engine parameters and vibration levels had been restored to pre-damage values, and the vessel continued the voyage to Asia with a complete permanent propeller repair.

PAINTS & COATINGS:

SUBSEA INDUSTRIES:

Subsea Industries has applied its hard-type Ecolock protective coating to the hull of a 26,320 m^3 FSRU nearing completion at the Wison Offshore & Marine shipyard in Nantong, China. It is the second major coatings project Subsea Industries has completed in China for Exmar.

Following the company's approach to applying hard coating technology to its barge-type floating assets, in combination with the success of the 2013 Ecospeed application to the 16,100 m^3 Caribbean FLNG unit, the decision was made to specify Ecolock for the entire hull of the newbuild FSRU.

The experience of the shipyard gained from the Caribbean FLNG application – the first time it had

Exmar has opted for Subsea Industries' hard coating technology for its barge-type floating assets

applied a Subsea Industries' product – resulted in the hard coating being applied more quickly.

Like the first project, the FSRU was built in blocks which were coated prior to assembly. Weld seams and inaccessible areas were coated after the unit was assembled.

Manuel Hof, Subsea Industries' production executive added, "The Wison shipyard was very satisfied with the coating, due to the ease and speed of application as well as the quality of the coating. I am told that had the hull been coated with a traditional coating system it would have taken at least seven days from surface preparation to the final coat. The yard was able to apply two coats in a single day, which minimised the risks associated with multi-layer applications. It also saved the yard time and labour costs."

Ecolock is single, homogenous protective covering for static steel structures that provides asset owners with a tough, durable coating designed to remain intact throughout the vessel's life without drydocking, repair or replacement.

"The glass-flake reinforced coating is ideally suited to this kind of application," says Hof. "Combined with long-term protection, the coating can be cleaned underwater without any damage to the coating. As long as correctly applied and maintained, Ecolock can be guaranteed for up to 20 years for this type of application. This puts it in a league of its own."

Prior to application, preparation work has to be carried out to ensure a structural profile of at least 75µm (SA2.5 or better). Ecolock is then applied but requires no primer or other type of coating. Typically, just two 500 µm coats are applied with minimum curing time of three hours between each application.

Exmar believes "Ecolock is a strong contender for being the best choice of protection of offshore vessels and structures that need to be kept on site in production for extended periods of time without drydocking. The guarantee and the environmental safety of the coating make it even more attractive for companies like Exmar."

Shortly after the Ecolock application, the FSRU was floated out of the Wison shipyard for completion of the topsides installation and pre-commissioning of the unit.

LNG:

BUREAU VERITAS:

France's Bureau Veritas (BV) has now published a new Rule (NR645) for the classification of FSRUs in response to industry demand and following close engagement with FSRU stakeholders.

Demand for FSRUs is growing. They are a fast, cost effective route to meet growing demand for LNG as a clean and cost competitive energy source. The new BV rules enable the classification of all types of floating storage and regasification assets in a comprehensive and pragmatic manner by building on BV's extensive