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 The Navigator

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DORMAC DURBAN SHIP REPAIR

Smit Bongani

DORMAC has recently completed the double hulling of the BB "Smit-Bongani" a 1 operated 70m bunker barge on Slipway #2. This was the second vessel that **Dormac** successfully double hulled for Smit Amandla Marine in as many years. The first was "Energy"

The double hulling of petroleum product carriers is a MARPOL requirement. In the early hours of 10 May, the Smit Bongani was dexterously mated to the pre double bottom section that was placed in the slipway on a combination of solid and adjustable dock blocks. The "mating" of the vessel is an intricate procedure as the transverse tolerance is only 4mm and the whole process is tide dependent.

Once the slipway was dry and the position was confirmed, welding of the new double bottom section started immediately and the side shell was hung in place 10 days later.

On 31 June, the double hulling was completed and the barge was then handed over to the owner's, Smit Amandla Marine, well ahead of schedule.

At the owner's request the barge remained in Slipway no. 2 to complete various modifications which included the change out of the cargo pumps, installing two new generator sets and the all important extension drives to the HRP propulsion units. The barge was successfully launched on 24 July 2009.



Commodore

DORMAC was awarded the contract to carry out rudder repairs using a rudder cofferdam on the MV Commodore. Significant modifications to the cofferdam were required in order to accommodate the torpedo on the leading edge of the rudder.

Normand Installer

DORMAC recently completed the modification and installation of the carousel and docking contract, awarded by Solstad for MV Normand Installer. The first phase of the project included assisting with the pre-fabrication, installation and commissioning of the carousel.



This phase took a month to complete and was finished 2 days ahead of schedule.

The second consecutive phase included the dry-docking of the MV Normand Installer. This dry docking was the vessel's first since her launch.

In order to dry dock the vessel effectively, special dock blocks had to be manufactured to accommodate the retractable azimuth thrusters at a fully extended height of 2.8m. The dry docking and all works were completed ahead of schedule.

Ridley Thomas

During the first week of August, **DORMAC** completed the contract on the research vessel, the MV Ridley Thomas. Various works were carried out, including +-40 tons of steel renewals (Hull, tanks and fore peak), the complete overhauling of three Auxiliary engines, a full blast and paint, as well as forward and aft seal bonding. A satellite installation together with makers was performed and a new refrigeration and air-conditioning system was also installed. In conjunction with EGS, **DORMAC** also completed the fabrication and installation of the gondola which was fitted to the hull. Up to 80 pipes were replaced.

Thor Hanne

DORMAC Durban was awarded the contract to dry dock the MV Thor Hanne for her 5 year special survey. This included extensive steel repairs to hull damage. Apart from the steelwork **DORMAC** performed work on the crane including overhauling of the hydraulics, winch load testing and slew gear repairs. The repairs were completed at the end of June.

Ocean Explorer

DORMAC Durban was appointed for the M/E repairs to F/V Ocean Explorer. The scope of work included the replacement of the m/e crankshaft. The vessel is currently undergoing sea trials at Durban outer anchorage.

Deep Constructor

After a stringent HSE audit of the **Dormac** Diving Division, **DORMAC** Durban was awarded a contract by Technip to carry out afloat repairs to a retractable azimuth thruster as well as repairs to the main engine. Repairs were completed ahead of schedule.

Mauritius Pride

DORMAC assisted the dual passenger/ cargo vessel MV Mauritius Pride at Port Louis, Mauritius with a permanent repair to the hull with the aid of a specialised cofferdam. The Owner's opted for the class approved cofferdam type repair as opposed to dry-docking the vessel.

Dormac Durban mobilised a repair team which flew out to Port Louis commencing work on the afternoon of Monday 29 June 2009. The divers took measurements of the area of the hull and determined the dimensions of the cofferdam.



The divers rigged the cofferdam, which was fabricated by Dormac welders on location and placed it in position covering and sealing the damaged area.

The Boilermaker cropped the affected area out and the welder reinserted the new steel section from inside the engine room. The **DORMAC** repair squad, working on a 24 hour basis, took two days to complete the class approved repair.

Hull 109

Building of the yards one hundred and ninth new building project began in June 2009. The award of the contract was dependant on **Dormac's** ability to compete against Chinese yards who had already been awarded the building of the 2 sister vessels, with the main criteria being, price, delivery and quality. The build consisted of +-1000 tons of steel and was estimated to take 14 months to complete.

The main reason **Dormac** bid for this contract, was to use the opportunity to provide skills development training and to train as many people as possible for the ever increasing demand in the Ship Repair industry, our core business. Whilst up to 35% of the components on board

were sourced and supplied by overseas manufacturers, **Dormac** undertook to obtain as much local content as possible in order to further strengthen this market segment.

Dormac is now nearing the final stages of completion, with this milestone being the end of September 2009. The Client says they are extremely happy with the progress to date with specific mention of the outstanding build quality.

VOC PROGRESS

Dormac recently completed repairs on the VOC Progress, which included bringing the vessel up to standard for the cargo that was to be loaded in Durban. The scope of work for the repairs included renewing of plating on the hatch covers, gouging out and repairing a crack in the cargo hold, repairing the compression bars, repairing the ballast vent pipes and repairs to the access hatch covers. The entire project was completed at the **DORMAC** repair quay and all relevant repairs were carried out with class approval.

INDUSTRIAL

Sappi PM3 Suction Roll Press Frames

Dormac Industrial recently manufactured and delivered a set of suction roll press frames for Sappi Tugela's No. 3 Paper Machine. Sappi engineers are currently working to increase PM3's productivity by increasing its speed. The critical problem in this project is to improve and hasten the drying of the paper as it runs through the machine. This is achieved by increasing the "Nip Roll" pressure onto the "Suction Roll". The pivoting Nip Roll acts like a steamroller squeezing the wet paper onto the Suction Roll. The Suction Roll is aptly named as it holds an internal vacuum which via countless tiny holes literally sucks the moisture from the paper. This modification involves a substantial increase in the forces involved which the existing press frames and pivot arms were not robust enough to withstand. Upgraded frames were required and **Dormac** was commissioned to manufacture a new set with the requisite strength and durability.

After the comprehensive and intricate process of conception, design and manufacture, the new improved frames were delivered in time for installation in Sappi's August shutdown. The standard of quality and finish achieved by the **Dormac** staff is outstanding and is a credit to them.

PM3 is now running smoothly and Sappi engineers are eagerly awaiting delivery and fitment of their new upgraded Suction Roll so as to complete the project and enable them to "crank it up".

DORMAC CAPE TOWN SHIP REPAIR

Chevron LPG FSO Escravos

Dormac, has been awarded the contract for dry docking the LPG FSO Escravos in Cape Town later this year. The scope of works includes blasting and painting, overhauling all pumps onboard, insulation to be removed and re-fitted, various blasting and painting work throughout the vessel and large amounts of steelwork. A **DORMAC** riding squad will join the vessel and sail to Cape Town to assist with various projects onboard.

FPSO Cidade De Sao Vincente

DORMAC Cape Town was awarded the contract to carry out various modifications on the MT FPSO Cidade De Sao Vincente before her return back to site. The modifications included stiffening of the heli-deck's main support beams and the addition of protective covers for electrical and hydraulic pipes .

The new bracings that were added to the longitudinal beams required 20m high scaffolding towers to be erected around the support beams.



Anuket Topaz

The MT Anuket Topaz suffered auxiliary engine failure and **DORMAC** Cape Town was awarded the contract to fit the replacement generator. To complete the project, a section of the vessels side shell plate had to be cut out and staging erected for rigging out and in the replacement generator.

The side shell plating was welded up and the project was completed. The work was completed in three days with Class approval.



DORMAC WALVIS BAY

Opening of the Walvis Bay Offices

On 7 July 2009 **Dormac** Marine and Engineering Namibia proudly celebrated its official opening with a ceremony at the Pelican Bay Hotel. The event brought customers and stakeholders from Walvis Bay together to meet the team. The Namibian Company strengthens **DORMAC's** ship repair presence on the Southern African coastline and African West Coast. This is evidenced by all the queries received from overseas clients. The current projects include repairs to Sedneth 701, Rig 140 and the West Menang, to mention a few. There are upcoming contracts for further rigs and vessels that will be stacked in Walvis Bay so watch this space for more details.

DORMAC SALDHANA BAY

DORMAC Saldhana has been busy with work on Transocean Rig 140 which included the fabrication and delivery of the office module support structure, gas bottle racks and other minor items.

We supplied some steel and two welders to MV African Caribe in Pointe Noire for successful crane repairs. At the same time we also sent a small team to do repairs to the sea chest of the MV Ditte Theresa in Luanda.

The scope of work was found to be bigger than what was initially envisaged and the vessel was diverted to Walvis Bay for the repairs. The scope of work required blanking off the inlet and outlet gratings, removing the box cooler and inserting a plate into the damaged area of the sea chest. The project is being completed at the time of the release of this newsletter.

DORMAC RICHARDS BAY SHIP REPAIR

Sea Baisen

Dormac's Richards Bay Ship Repair Division was awarded the contract from COSCO Shipping to perform repairs on the "MV Sea Baisen" which was damaged in Beira.

The "MV Sea Baisen", (DWT 26613) which was built in 1997, sustained damage in her No.1 Cargo Hold tank top when the wire for her 30ton crane snapped, resulting in a 34 ton granite block falling onto the tank top. The tank top and the internal structure below sustained severe damage. Due to limited resources in Beira, **Dormac** were appointed by Charter Party, Marigulf, to repair damages to the tank, tank top and Crane block.

The repairs were all completed on the vessel's arrival in Richards Bay, including the removal and replacing of 5 tons of steel. The damaged tank top, measuring 3, 8 m x 2.4 m, was cut and removed, damaged internals were marked for removal and new internals were completed.



(Center) Damaged tank top 3, 8 m x 2.4 m cut and removed, damaged internal been marked

for removal. (Right) New internals completed .

INDUSTRIAL

On the Industrial Side **DORMAC** has completed the following scope of work for Richards Bay Minerals:-



SF4 Ducting

DORMAC secured an order to manufacture new SF4 ducting which was necessary to improve air circulation within the furnace.

A prototype ducting was manufactured by **Dormac** and used on Furnace 2. It's successful operation led to the manufacture of new ducting for the remaining furnaces.

Clarifier Bypass Piping

The Bypass piping became necessary due to the increase in Furnace Four capacity. Hot tapping was carried out so planning and safety requirements were of paramount importance. The project was successfully executed without any injuries.

RBM Maintenance Barge
Length 17m
Width 7.2m Height 2m
Weight 51 Ton

The barge was built in two halves on a level grillage base. One half was assembled and all the internal components welded including welding onto the central plate girder while the other half was assembled with the internal components only tack welded to the central plate girder.



The two halves were then separated and lifted off the grillage base and moved closer to the end of the shop so that they could be joined together where it is accessible for loading onto a low-bed trailer.



HUMAN RESCOURCES

Spar Ladies Challenge

The Durban Spar Ladies 10km Challenge was started in 1990, with SPAR taking over

sponsorship in 1991. The race attracts thousands of participants which is evident in this year's 16 000 plus women that took part.

The success of the Durban Challenge has prompted SPAR to introduce the Women's 10km Challenge to other centres around South Africa. The SPAR Women's Challenge is now run in Durban, Johannesburg, Cape Town, Port Elizabeth and Pretoria.

On Sunday 26 July 2009, three **DORMAC** Durban ladies - Carmen Joseph, Shamin Singh and Bharti Soodhin - took part in the annual Durban Ladies 10km Spar challenge, which started and finished at the Sahara Kingsmead Cricket Stadium.

The ladies completed the event as walkers with a determined time of 2 hours. Our **DORMAC** ladies team extends an invitation to the rest of the ladies in the Durban branch to compete in next year's event. Well done ladies.

TRAINING

AATP - Accelerated Artisan Training Programme

A total of 90 learners are on the programme - 45 welders and 45 boilermakers. The learners are placed in various departments to gain work experience. The first group of 30 learners will be attempting their trade test in October and November this year. They have been on the programme for 18 months and have progressed very well.

ATRAMI - Fast Track Welding Project

The last 32 weeks have been very exciting ones. **Dormac** had two groups of learners go through the ATRAMI project. A total of 30 learners have passed their welding Trade Test to greatly increase our pool of welders. The next group will be commencing their training in October 2009.

Apprentice - 4 year programme

Dormac has apprentices in the following disciplines, Electrical and Fitters and Turners. In 2009 seven apprentices passed their trade test. These learners are now employed as artisans in the machine shop. In October 2009 we have a further five apprentices attempting their Trade Test.

In-Service Trainees

In September 2009 our in service trainee Mr. Rajiv completed his P1 and P2 studies and graduated with a National Diploma in the Electrical field.

Apprentices In- Service Trainee



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