Cruise, dive support and ballast work for Damen Shiprepair

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Damen Shiprepair Rotterdam has been awarded a repair and maintenance contract from MSC Cruises, with respect to the 2010-built, 293m ‘MSC Magnifica’.

The 2,500-plus passenger capacity ship berthed at the yard’s largest drydock, 307m in length, for an 18-day period starting from 20 October. The tight timescale involves extensive steelwork, cleaning, painting and replacement piping, as well as the entire renewal of the rudder system.

Khalil Benjelloul, cruise vessels product manager, Damen Shiprepair & Conversion, said the group is delighted to welcome the vessel to Rotterdam and explained that the project is certainly a challenge given the timeframe. “During the drydocking the 700-strong crew will largely stay on the vessel and they have to be able to carry out their normal activities safely, so it is quite a logistical operation. At the same time, there could be up to 300 of our workers and subcontractors dealing with the project.”

On completion, Mangifica will sail to Hamburg, where she picks up passengers for her next cruise. Mr Benjelloul added: “Every hour is needed to get the vessel ready on time. For the cruise industry, getting the job done within the deadline is crucial. We cannot have thousands of passengers waiting. “We are honoured that MSC Cruises has shown such faith in Damen Shiprepair & Conversion and trusts us to deliver what we promised.”

DIVING SERVICE

Damen Shipyards joint venture partner, Albwardy Marine Engineering (AME), has signed a diving service agreement with Danish product tanker carrier Torm to undertake repair work in the UAE.

The diving services will be handled from AME’s facilities in Fujairah and will include full hull cleanings and propeller polishing work.

Marcel van de Kreke, AME, said: “This agreement is a sign that reputed companies like Torm, a leading global player within the tanker segment, find confidence in our professional services.”

AME provides a complete package of professional ship repairs, shipbuilding, diving services and offshore rig repairs and conversions.

Meanwhile, Damen has also announced that its latest addition to its shiprepair portfolio, Arno Dunkerque yard, has just been renamed to better integrate with the Damen portfolio.

Damen Shipyards Dunkerque has two dry docks, one floating dock and three repair berths. It is known for the wide range of commercial vessels it has worked on including ferries, dredgers, support vessels and tankers.

BALLAST RETROFIT

Damen Shipyards Group has reinforced its position in the ballast water treatment system (BWTS) market with the establishment of three strategic partnership agreements with BWTS suppliers Bio-UV, Evoqua Water Technologies and Trojan Marinetx.

The Dutch company says these latest partnerships complement its one stop BWT retrofitting service, which it says was set up to give shipowners peace of mind in their challenge to comply with the latest regulations.

Gert-Jan Oude Egberink, manager ballast water treatment, Damen, said: “We are very pleased announcing our strategic BWT partners Trojan Marinetx, Bio-UV and Evoqua. It means we can address many of the retrofit concerns in the shipping industry. I think there is no other global company that has this one-stop-shop, with the yard and the engineering capacity, a vast knowledge of shipbuilding, global service capacity, purchasing power and key strategic partnerships.”
Trojan Marinex delivers BWT systems purpose-built for the marine environment, which uses UV filtration in a single, compact unit. Bio-UV’s Bio-Sea also combines mechanical filtration and UV disinfection, while Evoqua’s SeaCure BWT system is operable in all salinities based on widely deployed Chloropac electrochlorination technology.

For its one stop service, Damen says it uses 3D scan techniques to create a customised engineering package, allowing the company to modify the vessel with the most economic, type approved BWT system.