

SAFEHOUSE

BY ELEMERA

LNG CARRIER – REPAIRS IN TRANSIT

Elimination is the most effective means of hazard mitigation. When it comes to hot work in hazardous areas, removing either the flammable gas or the ignition sources from the equation will eliminate the risk of fire or explosion. However, pursuing either of these options is frequently impractical, prohibitively expensive or both. Further, delaying emergency repair work for a planned scheduled vessel dry-docking is not safe, and substituting hot work for cold work repair methods such as piping composite wrapping or structural bolting is not always possible nor indeed the best long-term solution. Equally, gas-freeing cargo tanks to carry out small, urgent repairs pushes the limits of what many vessel operators consider 'reasonably practicable'.

For LNG carriers, off-hire costs during the lengthy warm-up, gas-freeing, and cooldown processes, as well as the cost of the gas heel, make gas-freeing an expensive exercise. In addition, depending on the nature of the damage, port authorities or terminal operators may prohibit vessels from berthing to discharge cargo in order to gas-free, leaving vessel operators in an awkward predicament.

THE CHALLENGE

A Chinese port authority had ordered repairs be carried out on an LNG Carrier's damaged forward mooring winch before it would be allowed to come alongside to discharge when it returned with cargo from Australia.

The vessel operator contacted Safehouse with very short notice to seek assistance with carrying out the repairs safely.

OUR APPROACH

At Safehouse, we always deliver. Within 24 hours we were able to load the vessel with habitat equipment stored at the LNG liquefaction facility where the vessel was loading cargo in northeast Australia. Our experienced habitat technician was mobilised and boarded the vessel before it was underway on the return journey to China.

OUR SOLUTION

Our technician installed a large habitat over the damaged forward mooring winch within a 12-hour shift, while the vessel was underway. Our innovative magnetic seal panels were used to seal the habitat to the deck surrounding the winch.

THE RESULTS

The hot work repairs were executed safely without incident while the LNG carrier was underway. The vessel was able to enter the port, offload its cargo and fulfil its charter without incurring off-hire, relocation or gas-freeing costs.

STATISTICS

<24

TO MOBILISE EQUIPMENT
AND TECHNICIAN

<12

HOURS TO INSTALL
HABITAT

0

INCIDENTS

