

The most intensive and complex repair at Gemak Group for midlife refit project of CSD“Leonardo Da Vinci”



Gemak Group has become a repair hub in Mediterranean region for all dredger companies, as seen in above picture the Yard has accommodated 4 cutter suction dredger vessels simultaneously and accomplished the projects. After completion of 4 cutter suction dredger vessels and 4 hopper suction dredger vessels' repair Works just in the course of

2015, **Gemak Group** has been awarded in September 2015 by **Jan De Nul Group** to undertake the middle life refit project of CSD "LEONARDO DA VINCI".

CSD "LEONARDO DA VINCI" is one of the biggest cutter suction dredger vessels of the world and built in 1985, with 129.7 meters total length, 22.4 meters beam, 33.4 meters of dredging depth, Total installed diesel power -

20,260 kW, Submerged pump power - 2,740 kW, Inboard pump power - 2 x 4,485 kW, Cutter power -5,480 kW, Propulsion power- 2 x 2,740 kW and will be one of the most modern cutter suction dredger vessels in the world after completion of the project at Gemak. The workscope was including; complete accommodation stripping, re-insulation,

re-panelling, removal & refitting and repairing of almost all dredging equipments and other heavy lifting Business critical equipments, re-conditioning works, modification works in accommodation, removal of spuds and inserting of spud pieces, major refit of deck crane and renewal of crane tracks, major steel renewal and modification work in two accommodation, renewal of all accommodation area cables, all A/C system, renewal of air ducts/channels, fire alarm system upgrade, net work system cabling, renewal of telephone system, E-track renewal, and other electrical system upgrade and renewal as, renewal of stainless steel, PVC, copper, hydraulic pipes, cosmetic painting of



equipments, tanks and open spaces, overhauling of big cutter gearbox about 120 tons, overhauling and repair of big capacity DC motors etc. Furthermore, one of the biggest challenging operations as shown in above pictures during dry-dock period was removal of 1200 tons cutter ladder from the Vessel, blasting interior and exterior areas, silicone paint application and refitting back. All cutter ladder turning points, cutter ladder shafts, bearings, hinge bores etc. were repaired, overhauled and reconditioned during dry-dock period successfully. Cutter ladder removal & refitting operation was carried out by using 1500 tons lifting capacity SPMTs during dry-dock period which are also used by Gemak Group for famous 3rd Bosphorus Bridge project segments' transportation. All operation was successfully engineered in pin point, all assessments & calculations are done by Gemak Group's R&D, Design and Ship Repair Engineering departments. Dry-docking period was recently completed and the vessel is at safe berthing now for final installment, refitting and tests and currently finalizing for re-delivery. **Gemak group** also completed CSD "**HONDIUS**", which was awarded by **Jan De Nul Group** again, simultaneously with CSD "**LEONARDO DA VINCI**" in September 2015 as well and project has been already re-delivered to JDN in good order timely. Due to its extensive technical



experience and competitive pricing, **Gemak Group** attracts all Dredger companies for especially major scope Works and since beg of 2015 Group has repaired 4 projects for **DEME**, 3 projects for **Jan De Nul**, 1 project for **Van oord**, 1 project is under repair for JDN (**LEONARDO DA VINCI**) and 1 project TSHD "Seine" from **Baggerbedrijf de Boer B.V.** **Gemak** will continue to be a haven for these kind of challenging projects and will strive it's best to keep the Pioneer position as the most preferred yard for dredger vessels in the region.

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Launch headaches revisit Nichols Brothers

Despite some engineering improvements to its new launch system, floating a new 1,320-plus ton tugboat into Holmes Harbor once again proved a tricky affair for Nichols Brothers Boat Builders. Company officials called a halt to efforts Friday morning to launch the **TINA PYNE**, a 136-foot-articulating tug or ATB, from its ramp just in front of the shipyard on East Shoreview Drive. Work was planned to resume Saturday morning on the high tide, according to company CEO Gavin Higgins. The rest of Friday would be spent going through equipment to make sure everything is ready for a successful Saturday launch, he said. "We're going to take things step by step and make sure everything is done safely," Higgins said. "We'll get there," he added.



The **TINA PYNE** is the sister ship of the **NANCY PETERKIN**, which made headlines and captured the attention of residents across South Whidbey this past September. The launching of the huge tugboat took three days, requiring the assistance of two massive cranes on barges and three tugboats. The company used a new rail/track system, which shuttled the newly completed vessel into deep water. Lower to the ground than the company's old crawler, the track was designed to help mitigate the boat's 19-foot draft. Though the new track worked fine, inflatable bags designed to help float the ship presented hurdles. On paper they had enough lift, said company planning director Bob French, but getting them into place was a challenge. Hoping for a smoother launch with the **TINA PYNE**, the system was modified by replacing most of the yellow blow-up bags with large metal pontoons attached to a rigid frame. But a seamless

floating was not to be. The Freeland shipyard began launching the **TINA PYNE** Wednesday with plans to have the entire operation complete and the vessel in Everett for inspections by Thursday morning. Yet, the rising of the sun the