



Major Projects Summary The MV Provider



The MV Provider

On the 15th of September 2007 RANms was awarded the Australian Institute of Project Managements, NT Division – Project of the Year Award for its work on “Emergency Repairs to the MV Provider”.

RANms responded to a call from NYK Ship Management in Singapore to assist in the emergency repair of a large freight vessel (bulk carrier), the MV Provider in November 2006.

The fully loaded 270 metre ship had collided with a coal barge off the Indonesian coast, suffering a 12 metre tear to the ships hull on the starboard side, 30cm above the water line.

NYK Ship Management needed to establish if the emergency repair could be carried out in Darwin or if they should return to Singapore to conduct the repairs. After receiving a description of the damage by the ships captain, RANms believed the extent to be a 9 metre tear, not affecting the ships ribbing or other infrastructure. RANms responded positively to being able to complete the repairs within the time schedule described by NYK Ship Management, and so the MV Provider headed for Darwin.

RANms immediately commenced project planning and mustering the physical and human resources believed at the time necessary to

carry out a repair of this scale. The MV provider was due into Darwin on the Saturday, and required to depart on the following Monday in order to avoid financial consequences associated with late arrival into New Zealand; and the unscheduled docking fee's in Darwin, being approximately \$50,000/day.

Upon arrival into Darwin Harbour and a detailed inspection of the damage, it became clear it was considerably greater than initially anticipated, with the tear breaching not only to the hull, but also to the ribbing infrastructure. An anticipated 66 metres of continuous fillet welding turned into 180 metres, much of it in confined space and materials for ribbing repairs needed sourcing in addition to the 14 metres of 12mm plate steel, and over a weekend.



Damage sustained to MV Provider

The support of many local engineering and supply companies, combined with the diversity of skills across the RANms business saw the required materials and skilled labour assembled. The revised work estimate suggested the task would take 4-5 days to complete, and so a decision was made to work around the clock. RANms aimed to complete the repairs within the initial timeframe quoted, being two full days regardless of the near 100% increase to the scope of repairs needed.

Repairs of this nature are complex, with the overall scope requiring a break down into manageable and safe work packages.

With welding, heat is of major concern; and with much of the work being conducted in confined spaces the job was hazardous and required a Job Hazards Analysis appraisal and Safety Plan be developed before actual work could begin on the repairs.

Likewise, a formal project plan, a quality plan, a stakeholder's communications plan, a human resources plan and the sourcing of the manufactures data records all needed to be achieved and implemented before repairs could commence.

In following the RANms Quality Management processes the following documentation was also developed and submitted as part of the repair project:

- MDR – materials data record – traceability of all materials & consumables;
- Welding qualifications of all personnel;
- Approved Welding Procedures to undertake the type of welding conducted;
- Development of a detailed Inspection & Test Plan;
- Development of Job Hazard Analysis.



Ribbing Repairs to MV Provider



Completed Repairs

Local NT Companies Supporting RANms in this project included The Darwin Port Authority, Defence Maritime Services, Onesteel, Red Dog Couriers, Tutt Bryant, Top End Rentals, Fingers Aluminium, Anyweld NT, Combined Contractors, Intico, JP Enterprises, Kulin Group and NT Scaffolds.

RANms and its team of partnered local providers completed the repairs and associated testing to the original time schedule and the MV Provider was on her way to New Zealand as scheduled.

NYK Shipping had sent their fleet manager to Darwin to supervise the repairs and upon completion he commented...

"This work would have taken twice as long and be done half as well in Singapore – I think the workmanship is such that it will pass the 6 monthly inspections, and could well be considered a permanent repair."



Monday Morning, Ready to Sail

For more detail on this and other major projects undertaken by RANms please contact Chris Woolly, or email to enquiries@ranms.com.au