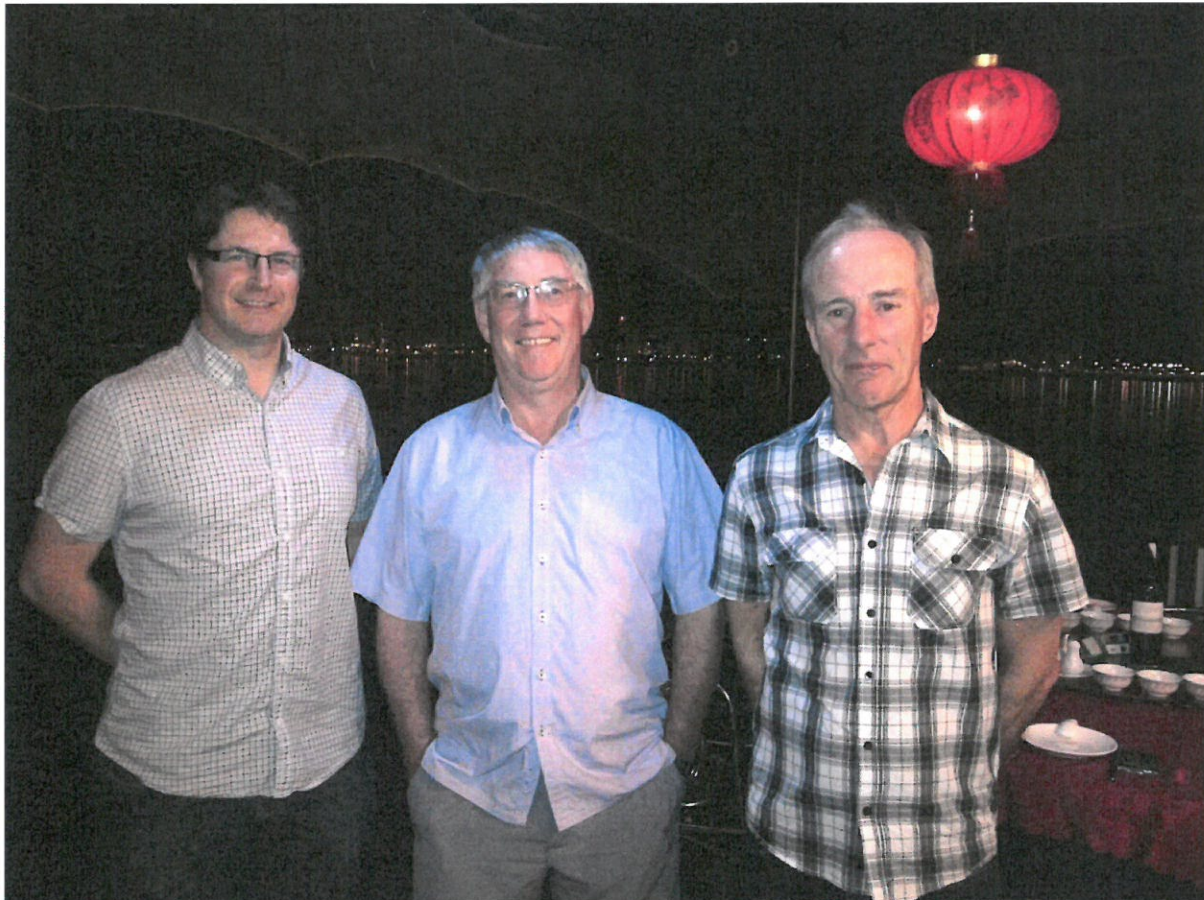


### Shropshire Dry Docking

On the 24th March 2014 the Shropshire arrived at MMPE Shipyard in Malaysia for her first special survey dry docking. The ship has spent the past 5 years from delivery trading around the globe and has been worked especially hard during that time. Trading over the past 3 years had been extremely tough, taking some challenging cargoes and spending extended periods at anchor discharging or loading in some of the less developed ports in the Middle and Far East. This meant that by the time of this docking the ship was in need of a range of work to bring her back up to standard. Fortunately Bibby Ship Management, the vessels technical managers, had been preparing for the docking for 6 months and had identified all of the key areas for repair and most importantly identified a number of performance enhancements to increase the trading ability of the vessel for her next 5 years service. The key improvements included an upgrade to the electronic engine management system and a significantly up graded anti foul system from International Paints in the form of their Intersleek paint system which promises to deliver up to a 1MT saving in fuel consumption per day at sea. To ensure the docking delivered on time, and most importantly on budget, BSM attended with a 2 man team, the Technical Superintendent, Stuart Hinde and the Group Technical Director, Martin Kent.



The ship arrived on time and duly proceeded straight into dry dock where work began almost immediately removing what was left of the original anti foul and the large amount of marine growth that had built up on the hull. On board a number of key works were being completed in the engine room to overhaul the Main Engine (ME), ME turbo charger, install an additional low sulphur gas oil tank for trading in the European and US emission control areas (ECA) and replace the stern tube seals. On top of this a significant overhaul and inspection of all 4 of the ships cranes began and the cargo holds were inspected to identify what improvements would be necessary for the ship to carry the full range of bulk cargoes. On the 4th April after 11 days in the dry dock the new anti foul had been applied and the hull painted, the propeller had been cleaned and polished and the hull had been inspected by Class. With this all completed the vessel was fit to clear the dock. That evening the dock was flooded and the vessel was manoeuvred on to the lay-by berth where the remaining work was to be completed.



On the 14th April, the Shropshire finished her docking period. All of the planned work was completed as well as significant additional work in the vessels holds to clean and paint them to a standard suitable for onward trading. Although the total docking period was 5 days longer than planned the diligent efforts of the BSM team on site ensured the cost came in under the estimate, even with the extra work, an excellent effort on their part. The final cherry on the cake was that the vessel delivered straight on to a good time charter trip and performed excellently on her ballast leg to the load port, exceeding her charter party speed for the first time and remaining on contract for consumption. Most importantly of all Bibby Line has the ship fit for purpose for the next 5 years trading with a number of performance improvements to ensure that she remains competitive against other vessels of her class.

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**Bibby Line Group is a £1.4 billion business, operating in more than 20 countries, employing over 4,500 people in industries including retail, offshore, financial services, distribution, shipping, marine based businesses, plant hire and woodland burials.**

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