

# 05

## Merge of the M/V “Karinas” and the OGB “Alianza G1”

WORKS DIRECTION / Jumboizing



- Project Review
- Contract Engineering and Administration; Specifications
- Direction of Works

The forward end, including the parallel body of this Panamax vessel, was cropped and removed to connect the aftend to the forward sections of the ocean-going barge “Alianza G1”. A transition block 25 mts long and 1200 t, was manufactured to smooth and accomplish the transition. The main struggle was to connect sections of different depths, operation for which we could not find antecedents in vessels of this size.

Vessel transformed, on her way to sea trials



	“Alianza G1”	“Karinas”	New Vessel
Lt [m]	177,21	223,00	204,09
B [m]	32,00	32,20	32,00
D [m]	14,50	17,80	14,50
d [m]	9,15	12,15	9,15
DWT [t]	37 532,50	58 000	37 840,61

The conversion was classified by the Bureau Veritas, who assigned the following class notation to the new vessel:

I 3/3 E ✕ BULK CARRIER DEEP SEA ✕ MACH

It has to be mentioned that the F.E.M. model required to study the transition block, was at the time the largest ever ran by the Brazilian shipbuilding and offshore industry.

Consulmar prepared the entire **contact documents**, including the basis for the contract and the technical specifications. The contract accounted for the various changes suffered by the different vessels under the custody of the yard along the conversion process



**Karinas forward section afloat and ready to be removed**



**Karinas aftend section, free**



**Alianza G1 entering the dry dock**



**Forward section of the Alianza G1, prepared for the connection**



**Erecting the transition block**



**Transition block**  
Check the difference in depths.



**General view close to completion of works**