

## **Project Dubai UAE to Lagos Nigeria**

January saw an interesting project shipment for the team at Arbour Shipping Ltd. We were contacted to arrange the movement of 18 pieces of oil well equipment for a well known petrochemical company in Nigeria.

2 x 50 tonne Slug Catcher Vessel Skids @ 10m x 4m x 4.8m each  
1 x 32 tonne wooden case stc Inlet Manifold Skid @ 15.42m x 4.10m x 3.81m  
1 x 28 tonne wooden case stc Inlet Manifold Skid @ 13.81m x 4.20m x 3.42m  
1 x 24 tonne wooden case stc Crude Degasser Skid @ 10.07m x 4.21m x 4.46m  
1 x 22 tonne Heat Test Separator Valve Skid @ 6.25m x 2.70m x 4.80m  
1 x 15 tonne wooden case stc Separator Crude Oil Pump @ 7.60m x 3.20m x 2.30m  
2 x 18 tonne Slug Catcher Piping Skids @ 10m x 2.60m x 2.30m each  
9 assorted items of parts, pipes and equipment.

On the 20th January the booking was confirmed and the following day a member of our projects team (Mr Julian Chambers) flew to Dubai to oversee the movement.

Upon arrival at the load site on 22nd January it became clear that this was going to be more complex than initially advised by the Client.

The wooden packing cases had been sat in an open yard for the best part of 2 years and had deteriorated to an extent they were unfit for seafreight transportation. As ever Arbour Shipping jumped on to the solution, we contacted a local packing company who came out and re-packed several cases and re-secured/strengthened the rest.

The cargo was all booked on the CMA CGM container vessel Centaurus sailing from Dubai on 9th February. As the Slug Catcher Skids and the Inlet Manifold Skids were going break bulk on a container ship they had to be delivered to ships side.

The yard we were loading from was exceptionally limited in space to work which presented its own issues. We therefore had to split the loadings over 9 days in order to free up working space for the repacking and further loading. As part of our brief we also arranged for the M Cert and Soncat Certs to be issued following inspection by the relevant surveyor, again organised by Arbour Shipping Ltd. We also arranged for cranes and riggers to be on site to lift the cargo to the transport on each day and also lashing teams to secure the cargo to the containers and trailers.

The smaller items were loaded to 5 x 40' FR(OOG), 1 x 40' OT (OH) and 2 x 40' HC Containers and these were all secured and delivered to Jebel Ali port by 1st February. The remaining break bulk items were collected on 8th February and delivered to Jebel Ali port that night. Due to the road restrictions in Dubai night time was the only time these items could move on the road.

The vessel berthed at 08:00hrs and Julian Chambers was on the port awaiting its arrival. The cargo was all loaded on board and lashed by midnight and Julian left the vessel once he was satisfied the operation was completed.