Even today, undertaking of new challenges continue on. With the conviction that only technological capability knowhow through technology development can lead the future, we continue to research and to develop. We continue to undertake new challenges to become world’s best specialized company and by turning crisis into opportunity based on future oriented challenging spirit amidst rapidly changing market environment.

All our MS TECH CO. executives and employees will try our best with the goal of respecting human beings and impressing customers with improvement, change and innovation since we prioritize customer demands and values.

History

- **2017.06.** Acquired certification of MARK-V and Registered as band of GTT
- **2016.04.** Acquired Certification of INNO-8Z, Venture Enterprise
  - 06. Moved to new plant (present)
  - Quality management system
- **2014.05.** Acquired three kind of Patents related Anti-icing clamp
  - Machining plant (Strategic partnership : WON-CHANG)
- **2012.04.** Registered as a supplier of Daewoo Shipbuilding & Marine Engineering Co., Ltd.
- **2012.06.** Registered as a supplier of STX offshore & shipbuilding Co., Ltd.
- **2010.05.** Changed company name as MS TECH
- **2006.01.** Registered as a supplier of DONGSUNG FINETEC
- **2001.06.** Supplied Gas receiver to STX ENGINE
- **1998.02.** Registered as a supplier of KANGLIM KYEON
  - Supply SAMSUNG H1207, H1258 – LNG Clamp & Support
- **1997.12.** Established DONGLUM Corporation

CEO Greeting

New challenge !!!
THE CLAMP & SUPPORT & SUPPORT RING & END CAP

“A” factory is plant that is specialized in manufacturing clamp & support & support ring for cargo pipe with streamlined production facilities.
FACTORY-B

STAINLESS STEEL CORNER & ANCHOR STRIP

“B” factory is a plant that specializes in manufacturing Stainless steel corner & Anchor strip for Mark-V type LNG Carrier with automated production facilities.
FACILITIES

- Bending machine
- CNC Bending machine
- Sharing machine
- Surface plate by stone
- Rolling machine
- Welding machine for CO2, TIG and Stud
- Laser cutting machine
- MCT
- Three dimensional measuring machine
- Metallographic microscope
- Polishing machine
- Robot welding machine
PRODUCTS

Main Product

CARGO PIPE CLAMP & SUPPORT & SUPPORT RING

CLAMP & SUPPORT RING (H-BEAM+U-BOLT) is the product that is installed on LNG vessel’s PIPE. It is a product made to prevent damage to the PIPE when the LNG GAS is loaded into or unloaded from the inside of PIPE due to the ensuing changes, and to enable smooth and organic movement.
Main Product

STAINLESS STEEL CORNER

STAINLESS STEEL CORNER is located on the corner at the inside of the LNG vessel’s CARGO TANK, and it gets assembled with INSULATION that plays role of insulation. This serves as the subsidiary material for conjoining INSULATION PANEL and MEMBRANE. It is divided largely into STAINLESS STEEL CORNER 2WAY and 3WAY depending on the installation part following the form of the corners at the inside of the CARGO TANK. It is made into approximately 30 kinds.

ANCHOR STRIP

ANCHOR STRIP is the subsidiary material for fixing MEMBRANE SHEET onto the INSULATION PANEL installed at the inside of the LNG vessel’s CARGO TANK. It is divided mainly into SECONDARY BARRIER and PRIMARY BARRIER. It is made into approximately 40 kinds.
Toda, environment issues are emerging due to the use of the large vessel’s low-grade fuel oil (bunker oil). According to the International Maritime Organization (IMO) enacted, “International Convention for the Prevention of Marine Pollution from Ship”, regulations for the reduction of the representative contaminants that are emitted from vessels - sulfur oxides (Sox), nitrogenous compound (Nox), carbon dioxide (CO2) and particle – will increase. In case of the vessels that navigate the Emission Control Area (ECA) in Europe and North America, it was announced that the mandatory 0.1% MGO will be enforced starting from 2016 to limit the amount of sulfur oxides discharged to 0.1% MGO (Marine Gas Oil). Later after 2020, mandatory 0.5% MGO will be enforced in all the routes in the world. This is the situation we face. Target vessels are not merely the existing vessels, but also newly constructed vessels. Meanwhile, existing vessels need to install or replace LNG FUEL TANK for navigation.

To this, our company is developing functional PUMP TOWER structure for the supply of fuel into the newly built or retrofitted fuel tank for vessel that plays the role of Loading/Unloading/Leveling LNG fuel since it is installed in the Cargo Containment as the fuel SUPPLY UNIT, which is a core apparatus for the LNG fuel vessel, and for the monitoring and controlling of the inside of the tank in order to journey ahead of the rapid changes taking place in the ship building industry.
When super low-temperature LNG gas passes through the DECK PIPE LINE for loading and unloading, inside of the PIPE turns -163 °C while maximum 10 bar instant pressure results. As such, instant PIPE contraction and swelling occur. In case of the LNG vessel that stay or navigate in a polar region for a long time, sliding part of the clamp that supports PIPE may freeze due to RIME and GLAZED FROST. When neglected for a long time, thick ice layer can grow, confining CLAMP sliding part with powerful force. This in turn prevents sliding of the PIPE LINE at the time of LNG loading and produce load, which can cause minute crack. When load gets repeated, this leads to fatigue destruction, which can severely damage the vessel.

DECK PIPE SUPPORT WINTERIZATION SYSTEM can prevent this. Our company has patented technology for the DECK PIPE SUPPORT WINTERIZATION SYSTEM technology.
Certificatess

The certifications of MS TECH were qualified and approved by GTT (Gaztransport & Technigaz) regarding production line of Mark-V elements and by the office of Patent administration of Korea regarding Equipment of Anti-icing clamp and by KSQ regarding ISO9001:2009.