

# NEWSBREEZE

THE SAL HEAVY LIFT MAGAZINE | NO. 2 / 2020

## CONQUERING THE SEABED

MV Lone successfully converts into pipelaying vessel for Nigerian Madu / Anyala Surf 1 offshore campaign

»» **AMERICAS SPECIAL** ««  
*Intermarine joins group*

**CHALLENGE ACCEPTED**  
Transporting two ship unloaders with unknown dimensions

**A NEW BIG GALWAY "GIRL"**  
Ireland's largest passenger ferry brought to Galway

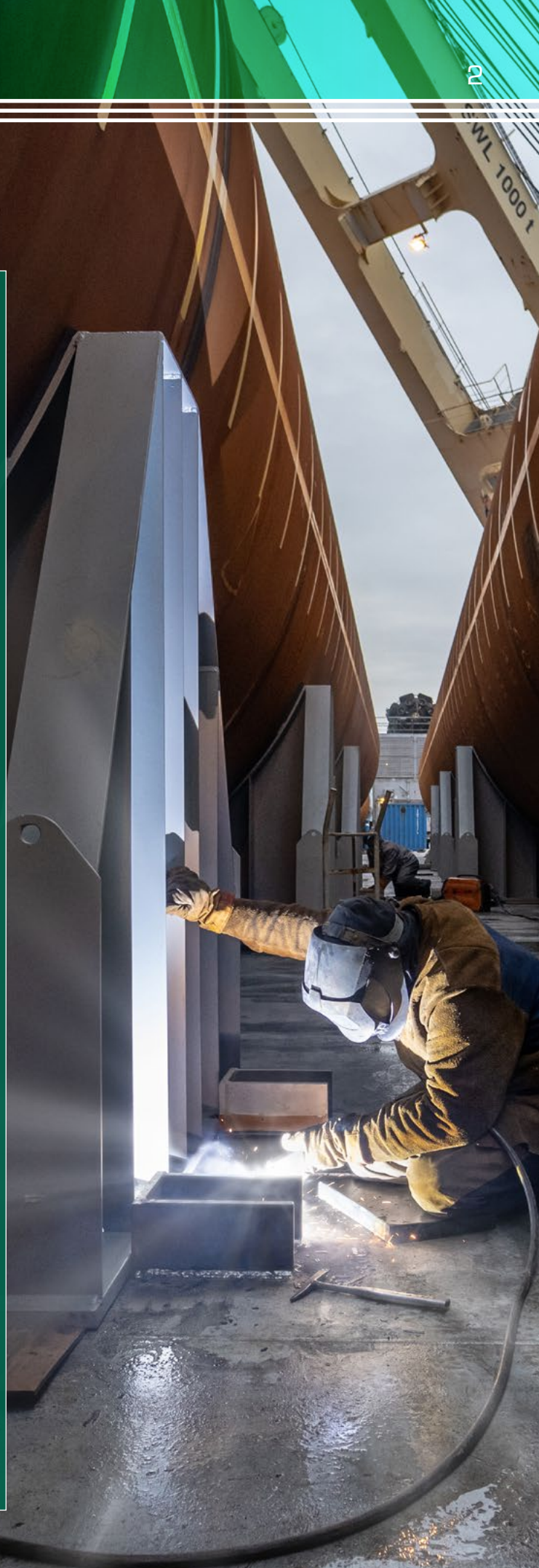
**FROM EAST TO WEST**  
MV Svenja transports 800-ton river cruise vessel





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Jan Meier

## FROM THE CEO DESK

Dear reader,

2020 is coming to an end – and what a year it has been! The impacts of the global coronavirus pandemic are severe, leaving deep marks both socially and economically for the world to grapple with now and for years to come. The coronavirus has shown to have two faces when it comes to shipping. The pandemic has had unprecedented effects, especially in the lives of our many seafarers. Already working away from home for many weeks a year, they faced significant challenges in being isolated for months at a time, either leaving or boarding a vessel. At the same time, the shipping business was busier than ever. In stark contrast to the turmoil affecting the world, SAL can look back at 2020 as a record year in terms of sales. This is first and foremost due to immensely hard work but also the trust and support we have from our business partners around the world. We are very grateful for this. Altogether it makes 2020 a year for the history books, also for SAL.

This issue showcases some of the projects and activities that have kept us busy – namely wind, but also oil & gas, and our market expansion activities with our new sister company, Intermarine. I hope you will find this issue of Newsbreeze as interesting and enjoyable as I do, and wish all readers a peaceful Christmas and safe and sound start to 2021.

**Martin Harren, CEO**



# CONQUERING THE SEABED





## MV Lone successfully converts into pipelaying vessel for First E&P's Madu/Anyala Surf 1 offshore campaign in Nigeria



### FACTS

<b>Vessel</b>	MV Lone, Type 183
<b>Client</b>	Marine Platforms Ltd as contractor for First Exploration & Petroleum Development
<b>Client-provided items (CPI)</b>	Midwater arch, riser, 26 km of flexible flowlines and umbilicals, 2 ROVs, deck deflector, Reel drive system (RDS), spooling tower, carousel, Horizontal lay system (HLS)
<b>Weight</b>	Midwater arch: 161 t without piles Riser: 27.2 t and 30.5 t Spooling tower: 130 t Carousel: 1450 t
<b>Dimensions</b>	Midwater arch: 21.4 × 19.7 × 14.4 m Riser: 51 × 3 m Spooling tower: 22.3 × 6.4 × 17.5 m Carousel: diameter of 23 m
<b>Mobilization</b>	in Rotterdam (NL), Hartlepool (UK), Rosyth (UK) and Lagos (NGA)
<b>Project site</b>	Anyala and Madu fields (NGA)
<b>Specials</b>	<ul style="list-style-type: none"> <li>• Transformation of MV Lone into pipelaying vessel</li> <li>• Spooling of carousel</li> <li>• Installation of midwater arch</li> <li>• Installation of flexible flowlines and umbilicals at max. 760 m per hour</li> <li>• J-lay pipeline installation</li> <li>• No return journey necessary (all equipment on board)</li> <li>• Living quarter with total of 100 persons on board</li> </ul>

Oil was discovered in Nigeria in 1956, with production starting just a few years later. Since then, with some exceptions due to economic circumstances, the Nigerian oil industry has grown constantly to become a global giant. Nowadays, Nigeria is Africa's main oil producer: With 18 operating pipelines and an average daily production of over two million barrels in 2019, Nigeria ranks eleventh among the largest oil producers world-wide. With its latest job in Nigeria, MV Lone not only took a huge step in supporting the Nigerian oil industry, but most notably got to demonstrate the diverse opportunities that SAL can facilitate within the offshore market. The innovative thinking of SAL's engineering experts made it possible to use every centimetre on deck of MV Lone in order to transform the heavy lift vessel into a well-equipped pipelaying vessel for an important Nigerian offshore campaign. >>





*“This is the third large project SAL and MPL have undertaken in Nigeria together. The success of the installation on the Madu / Anyala project is a clear sign of how MPL and SAL continue to create value together.”*

Taofik Adegbite, CEO Marine Platforms Limited (MPL)

» Although the Madu / Anyala Surf 1 campaign was not SAL’s first offshore job in the waters of Nigeria, it certainly was a one-of-a-kind project: *“It leaves us with great pride that we succeeded in transforming our heavy lift vessel MV Lone into a pipelaying vessel. This gave us the opportunity to get involved in our first lay project of flexible flowlines and umbilicals,”* said SAL’s Head of Project Management Holger Krenz.

For SAL, the project scope included special purpose vessel (SPS) mobilization, the loading of a carousel and two reels, the spooling of flexible flowlines and umbilicals, the loading of a midwater arch, as well as the mobilization of a lay system for the J-lay installation. It also included the installation of the midwater arch on the seabed as well as the placement of the above-mentioned flexible flowlines and umbilicals in J-lay method.





*Anyala offshore – Pipelaying*

The mobilization of MV Lone took place in Rotterdam (NL), Hartlepool (UK), Rosyth (UK) and Lagos (NGA) over a total of 57 days. In Rotterdam, the weather deck was reinforced with under-deck stanchions to accommodate the carousel, which weighed 1450 tonnes, as well as the pipelay tower and temporary living quarters with space for an additional 78 people. Two spooled reels were also added.

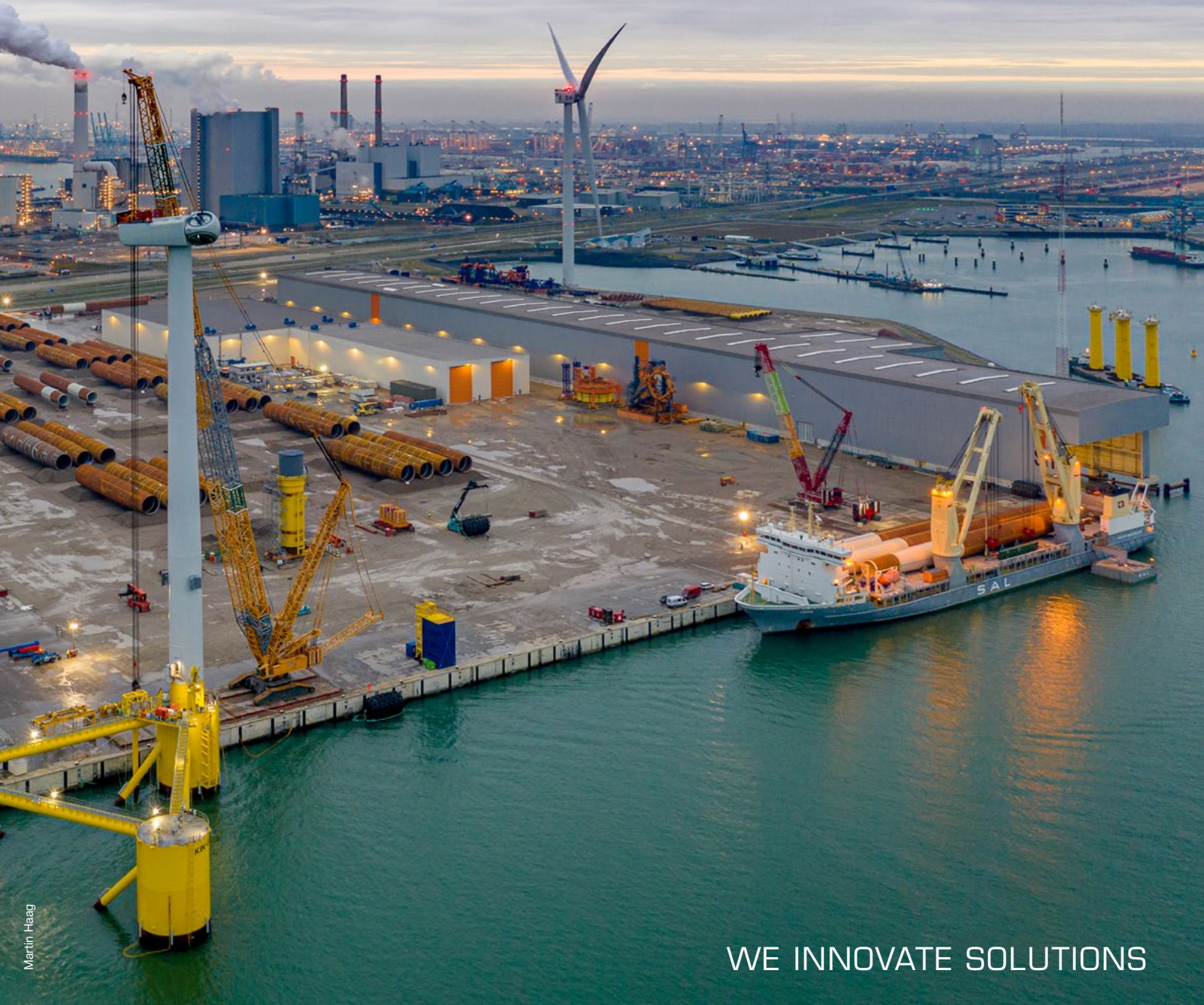
In Rosyth, umbilicals from three reels were directly spooled to the carousel. After sailing to Hartlepool for another transpooling of umbilicals to the carousel, the midwater arch, two rigid risers and four pieces of 25 m pin piles were loaded in Rosyth. The last stop for the mobilization of MV Lone was in Lagos, where two ROVs and other equipment were added to the vessel. »

### DID YOU KNOW?

J-lay pipeline installation is used to place subsea rigid pipelines in deep water. The J-lay method is very suitable for deep water pipelaying because the pipe leaves the lay system in an almost vertical position, and the pipeline is only bent (once) during installation (at the seabed). This reduced amount of bending is beneficial for installing pipelines that are sensitive to fatigue. Compared to other lay methods, J-lay has a relatively low production rate due to the single position welding of the pipe. The J-lay method is less suitable for shallow waters as this requires a departure angle close to horizontal. ⚓



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Martin Haag

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**Imprint**

Editors: Christian Hoffmann,

Frederike Friesecke, Patrick Tameling

Contact: [communications@sal-heavylift.com](mailto:communications@sal-heavylift.com)

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