NEWSBREEZE

PREVIEW

THE SAL HEAVY LIFT NEWSLETTER I **NO. 8** I **JULY 2015**

THE BIGGEST MARINE ASSET

MV Svenja at the KLU Project

Deutsche Oel & Gas

SAL

A member of the K"K"LINE Group

IN THIS ISSUE

Tim Lofthouse (1)

MANAGEMENT GREETING

Dear reader,

I am pleased to present to you our quarterly newsletter NEWSBREEZE – a newsletter to keep you informed about the many exciting activities happening at SAL Heavy Lift. Some of you may recall our previous newsletter, but we are now proud to present it in a new style and layout. We may not have been able to cover all the stories to be told, but we have provided you with the key stories which we hope are of interest to all of you.

This issue includes articles of the projects covered by several of our ship types. Our MV Svenja has not only brought an e-house to Brazil but also currently assists in the KLU 3 project in Alaska. Furthermore, our MV Lone has been serving as an offshore installation platform.

You will find that we have already covered many interesting projects over the past few months, and this year we are looking at several more. We recognize the requirements of our clients and are constantly pursuing new innovative solutions, enabling us – together with our clients – to push back the boundaries. All in a safe and timely manner!

Enjoy your reading,

Toshi Yamazaki

COO

THE BIGGEST MARINE ASSET

MV Svenja at the KLU Project

ADDITIONAL GALLEY, MESSROOM & LIVING QUARTERS FOR 60 TEAM MEMBERS

SPECIAL MOORING WINCHES

“MV Svenja is the biggest marine asset which we have available to us at this time. With her two cranes we were able to successfully install the monopod on the seabed.”

Oliver Arnold, FURIE, project manager of KLU

Alaska derives its wealth from its crude oil and natural gas deposits, and most of them are located in the Cook Inlet. Exploitation started in early 1960s, but there is still a strong potential for development.

In March 2015 MV Svenja was chartered for the installation of the development platform within the Kitchen Lights Unit #3, a petroleum exploitation area of Deutsche Oel & Gas AG. Covering 337 square kilometers, this is the largest development region in the Cook Inlet.

The development platform consists of three main parts: The **Monopod**, a 45 m high steel base which, ultimately, will bear the load of the whole construction. It is stabilized by the **King Pile**, which works as a central pole, driven into the seabed. The other two main parts are the **Topside** and the **Helideck**.

For this scope of work MV Svenja required an extensive and technically challenging and time-constrained mobilization in Singapore. Extra living quarters were needed for the **60 supporting team members** necessary to complete the project working and living on board for almost five months.

Because of the extremely strong surface sea currents at the installation site, a special mooring arrangement was designed for the vessel which comprised of **ten pre-installed anchors** strategically located on the seabed. The shipboard component of this arrangement comprised **10 winches** and wires which were connected to the pre-laid arrangement. This configuration provided safe and secure mooring along with precise positioning of the vessel despite the strong tidal currents.

Once the MV Svenja was secured within the mooring pattern, the first job was to drive the King Pile to the required depth. This was achieved with the use of a large **hydro hammer**. The King Pile not only holds the Monopod securely on the seabed but it also acts as a guide ensuring exact positioning of the Monopod.

With the King Pile in place, the Monopod was transported to MV Svenja by a barge and then lifted onto her deck for additional preparations. Subsequently the two 1000 t cranes of MV Svenja lowered the **Monopod, which weighs 1100 t,** accurately down to the seabed. Once the Monopod was landed and the cranes freed, **eight additional piles** were driven through guides on the Monopod securing it to the seabed.

The Monopod was installed successfully on June 2, four days prior to planning. Next steps will now be the installation of the Topside and Helideck. ⚓

To be continued in the next NEWSBREEZE issue …

Click here to view the video!

APRIL

ADDITIONAL MOORING WINCHES AND LIVING QUARTER

Deutsche Oel & Gas

MAY

MAY

PRE-PILING OF KING PILE

JUNE

MONOPOD DELIVERY BY BARGE

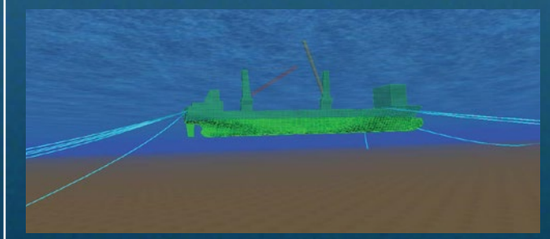
JUNE

to be continued

Deutsche Oel & Gas

SINGAPORE WHARF / DOCK

MOORING SPREAD



3D simulation: Overdick

SIMULATION OF MOORING SPREAD

Deutsche Oel & Gas

SUBSEA INSTALLATION OF MONOPOD

ADDITIONAL PILES SECURING MONOPOD

Want to read more exiting news from SAL Heavy Lift?

Please sign up for our newsletter!

➔ ***Click here***

WE INNOVATE SOLUTIONS

Imprint
Editors: Frederike Blömker, Nora Kohlhase, Claudia Badouin
Contact: newsletter@sal-heavylift.com
Graphic Design / Layout: Claudia Badouin
Photos (if not stated otherwise): SAL staff
Published by: SAL Heavy Lift GmbH, Brooktorkai 20, 20457 Hamburg, Germany
www.sal-heavylift.com

SAL

A member of the K"K"LINE Group