

1. UK: the “Priscilla” Story (Multraship, Wagenborg and Ardent)

At 0657 hrs. local time on 18 July 2018 the SOSREP was advised that the 2,231 GT Dutch cargo vessel MV PRISCILLA had ran aground on the Pentland Skerries in the Pentland Firth.

There were no injuries to the 6-person crew. The vessel, on passage from Lithuania to Silloth in northwest England, was carrying 52 tonnes of Marine Gas Oil, 4 tonnes of Heavy Fuel Oil, 2 tonnes of Lubricating Oil and has a cargo of 3,300 tonnes of bulk fertiliser.

A combined salvage operation was mounted by Multraship Salvage, Ardent Maritime and Wagenborg Sleepdienst, under Lloyd’s Open Form.

The UK ETV, “Ievoli Black”, operated by Ardent and Marnavi, had been mobilized initially and attended with Multratug 20 and tug Green Isle. Inspection lead to a solution including partial removal of cargo and bunkers prior to re-floating, utilizing personnel and equipment shipped from the Netherlands, together with Multasalvor 4 and Multasalvor 3 amongst other craft. Throughout, the operation enjoyed close liaison with the appropriate stakeholders and community, with the oversight of SOSREP and the activated Salvage Control Unit.

On 25 July 2018, the vessel was successfully re-floated and towed to Scapa Flow in the Orkney Isles. Following dive inspection the vessel was re-delivered on 28th July, 2018.



2. Argentina Activity

Close cooperation and focus between Ardent's regional team and key partners has seen a spate of successful operations in Argentina over the past months, particularly in response to river groundings.

The vessels assisted and successfully returned to service include bulk carrier M.V. "Seas 5", aground in Rosario port, M.V. "Gleamstar", a laden bulk carrier re-floated and escorted to safety after grounding in the river Parana, hindering navigation, and M.V. "Tientsin" also re-floated after grounding on the Parana river while laden. Meanwhile Ardent and its partners were able to provide an escort tow to M.V. "Glory Hong Kong", bulk carrier, following the loss of its anchor off Montevideo and to the "SSI Dignity" on the river Parana.

3. Indonesia Story

Ardent has also conducted several operations in Indonesia including recently, together with our regional partner PT Salvindo Perdanatama. July saw the successful re-floating of the LPG tanker "Pazifik" grounded off Komodo Island. Operations also included the re-floating of the landing craft, tank (LCT), "Permata 2" which had grounded off Banyuwangi, and, in September recovery of the bulk carrier MV "Cerba", following a lightering operation.

Photo: MV CERBA lightering operation



4. The “Manolis L” Story

On 17th January 1985, the general cargo vessel “MANOLIS L” was on a voyage from Newfoundland to Quebec loaded with 2,990 tonnes of newsprint. She ran aground and sank in an area known as Blow Hard Rock, Notre Dame Bay, Newfoundland in a water depth of 70 meters. At the time of sinking the vessel had approximately 462 tonnes of Bunker C fuel oil (HFO), 60 tonnes of diesel oil (DO) and 22.5 tonnes of lube oil (LO) in various tanks.

For 28 years the wreck lay dormant on the seabed, but in April 2013 oil was reported on sea birds and on the shoreline in the Change Island area. Canadian Public Works & the Canadian Coast Guard (CCG) conducted an assessment and identified the wreck of “MANOLIS L” as the source of the oil. Subsequent surveys of the wreck identified areas where oil was being released. Sealing devices were installed on the hull and proved successful in controlling and containing these releases. However, the presence of oils in the wreck posed a risk to the marine environment. As such, in 2016, the CCG initiated measures to conduct a detailed assessment of the wreck and its associated risks.

Scope of Work

A requirement was announced for an experienced Salvage / offshore contractor to:

- Conduct an oil removal operation from the wreck and leave the hull in a tight condition thereafter.
- The contractor was required to heat and pump the tanks where bulk oil was located, thus removing a significant percentage of the oil and thus the risk of pollution accordingly.
- Next to flush tanks where traces of oil had been found. I
- In the case of the bulk oil, the oil had to be heated until such time that it could be pumped to the surface into a storage tanks, onboard the DSV. This process was to be repeated, allowing for settling within the bulk oil tanks and further pumping until agreed end point.
- Following pumping of the bulk oil, the contractor was to flush through the other tanks where traces of oil were found during the assessment phase. In this second phase, mainly water would be pumped.

Ardent’s Solution

Ardent employed their dedicated oil removal system to recover bulk oil from the Manolis L wreck. Access to the tanks was made by the PEER hot-tap system. This system was designed, engineered & developed by Ardent. The system included a bespoke pumping / heat exchange skid which has been designed to be installed on the wreck and secured by electro-magnets or on seafloor as close as possible to the PEER hot taps, allowing for minimal head pressure.

An umbilical carried the steam from the boilers on the DSV to the pump/heat exchange skid. The PEER installation, hot tapping, circulating, pumping & recovery was powered by a Work Class ROV for the Manolis L project. It may be powered from the surface if the situation dictates. Hose connections to offload points are designed for ROV operations as well as being diver friendly. The pump/heat exchange skid is also equipped with pressure and temperature sensors. The system includes a number of safety measures designed to reduce risk of accidental oil spill.

The team arrived at the work location on 04th August, 2018. The Canadian Coastguard, Authorities, regional and local stake holders closely monitored the operation throughout and maintained a large presence at site. The removal operations concluded successfully on 10th September, 2018.

Pictures below:



5. “SEIKONGEN STORY”

Fish carrier SEIKONGEN reported water ingress and sinking to Chonchi Port Control, Puerto Montt, Chile, at around 1100 LT Oct 18, 2017. The Master took ship to shallows to avoid the total loss, intentionally grounding the vessel. Built in 2017, the ship was brand new. The ship developed a trim by the bow and starboard list, before capsizing with starboard side on the seabed. The 11 crew were safe. The ship was carrying 200 tons of salmon and approximately 70 tons of fuel at time of capsizing.

Following an initial engagement Ardent commenced onsite preparatory operations on 10th November, 2017. Full removal operations began with mobilisation of team and equipment in June 2018, and required installation of Ardent’s preparatory hydraulic chain pullers ashore to first parbuckle the casualty. Once upright an extensive and challenging patching operation culminated in successful re-float on August 7th 2018. The vessel has since been towed to safety for controlled removal of the cargo so as to mitigate potential health hazards. This operation continues.

Pictures below

ISU Q3 Ardent input

