

MADIELA DISCONNECTION & REMOVAL MARATHON PETROLEUM (GABON)

Text / photo's : Piet Sinke ©

Marathon Oil of Houston operates offshore Gabon 3 platforms and 1 FSO at the Tachamba Field about 120 nm SSW of Port Gentil, the field produces around 40.000 barrels a day.



The 3 platforms are called **Tchatamba-A** (MOPU) , **Tchatamba South** and the **Tchatamba West** and the FSO is called **MADIELA** and is owned by MODEC.

Left : The MOPU early in the morning in full production.

The vessels operating in this field are the **LONDON SERVICE** , **MURRILL TIDE** , **OIL CAVALIER** and temporarily the **AMADON TIDE**. All this vessel are operated by Tidewater, with which Marathon has a long term contract.



The **Murrill Tide** was built in 1982 under yard number 1001 at the Halter Marine yard in Lockport, she is owned by Twenty Grand Offshore and operated by Tidewater Marine Inc, she is powered by 2 General Motors EMD-16V-645-E7B Engines with a total output of 6140 hp, good for 79 ton BP, free running speed of 15 knots.

The vessel measures 61 mtr in length and a width of 12.8 mtr, max draft of 4.2 mtr, gross tonnage 280 tonnes and is operating for the last years at the African West coast.



Top : The **Murrill Tide** loading some deckcargo from the MOPU

Another vessel operating for Marathon is the **LONDON SERVICE**, this vessel was build in 1982 under the name **BRITISH VALIANT** at Goole Shipbuilding , Goole UK. and is owned at present by Tidewater Marine Northsea Ltd and managed by Tidewater Marine Service Inc.



The vessel has a bollard pull of 50 tons what is produced by 2 Mirrlees Blackstone engines with a total output of 4224 bhp, which gives the vessel a free running speed of 14 knots, the vessel is flying the Vanuatu flag homeported Port Vila.

The measurements of the **LONDON SERVICE** are :

Length 60 mtr , width 12.8 mtr , and a maximum draft of 4.5 mtr , GRT 806 ton and a DWT of 1019 ton.



The crewboat in the field is the **OIL CAVALIER** this is one of the "plenty noise, but no speed" crewboats, she is also operated by Tidewater.



In the fields operates also the **GULF FLEET No 67**, this vessel is build in 1984 by the St Louis Shipyard in St.Louis USA , she is powered by 2 General Motors 12V-645-E7C engines which can develop 4600 hp which gives the vessel a BP of 61 tons, the vessel is operated also by Tidewater Marine Services and owned by Tidewater Pacific Inc.

The length of the vessel is 57.9 mtr, width 12.1 mtr and a max draft of 4.1 mtr. The DWT is 1137 ton.



In addition to the above mentioned vessels the **AMADON TIDE** was temporarily operating in the Tchatamba Field, this in view of the decommissioning and the removal of the **FSO MADIELA**, the Tchatamba Field was recently connected up via a pipeline to the Total Fina Elf oil export terminal at Cap Lopez, North of Port Gentil.

The **AMADON TIDE** is one of the vessels of the KMAR 404 design and is the former **TORM OSPREY**, operated by Tidewater UK in Aberdeen, she was launched at the Kvaerner yard in Ulsteinvik September 19th, 1998 under yard number 276. At that time she was owned by SANKO Steamship and operated by Gulf Offshore NS Ltd, the vessel is powered by 2 Wartsila 12V32 diesels which develop an total output of 15000 BHP for a continues bollard pull of 173 ton and a max speed of 16.9 knots, further she is equipped with a bow thruster and stern thruster of 1200 hp each and in addition 1 Aquamaster azimuth propeller in the front of 1200 hp, which give the vessel a perfect maneuverability. Further the vessel has a DWT of 2900 ton , length 73.5 , width 16.4 and a draft of 6.9 mtr. and is



able to carry 1200 tons deckcargo , the vessel is further equipped with a Ulstein Bratvaag “waterfall” winch, with a SWL of 300 ton, both drums are capable for an 76 mm wire with a length of over 2000 mtr. The vessel is able to load 929 cbm diesel oil.

The 260 mtr long **FSO MADIELA** was installed about 5 years ago by **SMIT Maritime** contractors for the owners **MODEC** , she was moored with 12 anchor legs, which varies in length between 775 and 900 meters, at the end of each anchor leg was an 18 ton Stevpris Mk 5 anchor connected , and now **SMIT Marine projects** was awarded the contract to

disconnect the 12 anchor legs move the **Madiela** off the location and to clear the anchor legs from the seabed, for this job the **Amadon Tide** was contracted and a team of



specialists of SMIT went from Rotterdam to Port Gentil in Gabon to do the preparations for the disconnection job.



Left : The SMIT team onboard the Madiela.

Several containers with materials were shipped from Holland to Port Gentil with the **Roxanne Delmas** and loaded onboard the **Amadon Tide** and transported to the **Madiela**.

The 89 mm chains were cut by the team using the Thermal Lance and the chains were handed over to the **Amadon Tide** and laid down on the seabed for later removal.

The **Madiela** was taken under tow by the ocean going tug **John Ross** towards Singapore.

After the departure of the John Ross with the Madiela the SMIT team and the crew of the Amadon Tide started with the clearance operation of the field, all the chains, wires and anchor (in total **5190 mtr chain** with a weight of **960 ton** and **4800 mtr wire** with a weight of **185 ton** and **12 anchors of 18 tons** each) had to be recovered and transported back to Port Gentil for offloading.





The **John Ross** with the **Madiela** enroute Singapore