

All systems go

The Dan Swift is now home to about 230 workers, engineers and supervisors in Brazil's Campos Basin.



Beginning with the March 2008 issue, *Lauritzen News* has reported several times on the progress of the *Dan Swift*. Most recently, we noted that conversion work was completed and that the ship was headed to Brazil to assist Statoil in preparing two well-heads for oil production in the Campos Basin's Peregrino field. The final chapter of this story provides a perfect ending, as the *Dan Swift* passed all performance and safety tests with flying colors and was handed over to Statoil on Christmas Day, exactly as promised six months earlier.

High marks

"As my contacts at Statoil remarked, this kind of precise on-time delivery almost never happens," says project manager Erik Møller. "They take charter vessel delivery delays as a matter of course, so we got high marks for project management as well as for a really outstanding ship." The *Dan Swift* performed its tests flawlessly. All the ship's mechanical and electronic systems worked well. A crucial test demonstration in which the gangway was lowered for the first time onto a moveable vessel came off perfectly, with the *Dan Swift's* dynamic positioning (DP) system holding the ship in place with less than five centimetres variation. "You could say that the gangway test cemented the contract," he says. "Nearly as impressive from my point of view is that the Brazilian Institute of Environment and Renewable Natural Resources (IBAMA) gave the

ship a perfect score. It's very seldom that a vessel doesn't receive a least a couple of comments, but the *Dan Swift* managed it."

Managing people

In fact, Erik Møller makes it clear that he had full confidence in the ship. "The hard part of handing over a vessel like this isn't technical, it's managing people," he says. "We had only limited time to get everything ready and in addition, the delivery time coincided with the period just before Christmas so obviously there was an element of time pressure. Moreover, we had multiple languages to deal with and a wide array of chores to accomplish: inspections had to be scheduled over the weekend, permission for tests obtained through the port authority, containers rented, an agent lined up. It was a hectic period. For example, the supply vessel we needed to help run tests on Saturday wasn't chartered in by Statoil until Friday afternoon. So we had plenty of close calls and exciting moments - including being stopped by the Brazilian coast guard late on Saturday afternoon when we used the supply vessel as a landing area to do tests with the gangway. They wanted to know why we were maneuvering close to a supply vessel in the bay. But I have to say that the Brazilian authorities were very well organized, and with the help of our Statoil colleagues, everything came together in the end. It was a satisfying conclusion to more than two years of planning and hard work."

