

Miko Marine ShipArrestor

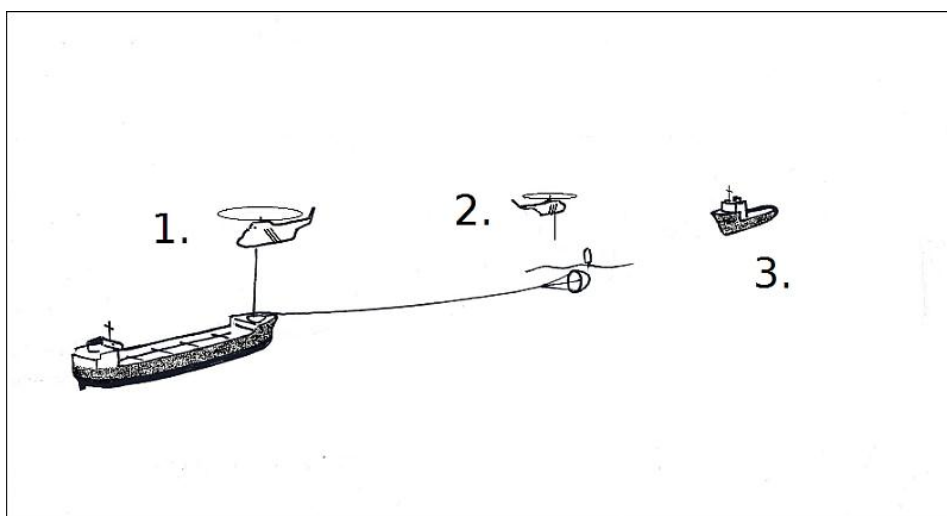
Stopping Drifting Tankers with the Miko ShipArrestor



What do you do with a drifting tanker?

- 1: Slow it down
 - 2: Rotate its bow up against the weather
 - 3: Provide a towing point
 - 4: Do it all quickly - from a helicopter
- ...i.e. arrest it!

The ShipArrestor principle



1. Position the connector around a strong point
2. Release the sea anchor into the water
3. When tug arrives - commence tow

An abandoned vessel is one of many challenges to salvors. In many cases an emergency towing connection to a salvage tug is the only string preventing a total loss of ship and cargo, as well as harm to the environment. For centuries the salvors had to board the abandoned vessel to establish the emergency salvage connection, a hazardous task putting lives at risk. A great number of vessels have suffered total loss after being abandoned. The associated cost to the shipping industry and its underwriters are substantial. Fortunately no drifting vessel has so far hit an offshore oil -or gas installation.

A challenge to the salvage industry is to connect a towing line to a drifting vessel. For salvors onboard a disabled vessel, sudden sinking is a lurking nightmare.



Full-scale testing June 2010

The complete ShipArrestor system was tested just off the North Cape in arctic Norway. One helicopter, one tugboat and one LNG tanker participated.

The tests constituted a significant marine operation and must be considered a major success in proving the functionality of the system. Unfortunately the weather conditions were too good to give any definite indication as to how the system would behave in a real emergency.

The wind was around 5 m/s on both test days and no major waves or swell were encountered. The helicopter managed to position the connector onto the tanker and the sea anchor managed to turn the tankers bow up against the weather. Some minor difficulties were encountered in handling the system as well as some minor flaws in the test procedure. These shortcomings will be rectified before the next set of tests.

The tests were made possible by Statoil, Hoegh LNG, Luftransport and the Norwegian Coastal Administration.