



Capt. Daley's Sea Stories

Bourgeois Tide Perenco's Moudi Field

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Our next contract was a spot job for the Moudi Field operated by Perenco. Production from multiple platforms flows to a large tanker permanently moored in 150 feet of water. Transport tankers moor nearby and the oil is transferred via pipeline from tanker to tanker. The transport tanker then delivers the oil to various locations worldwide for refining and further processing.



Production flows from multiple platforms and various fields and is stored in this huge tanker for delivery worldwide.



This is the mooring buoy used by the transport tanker. Look at the loading line floating in the water to the right of the buoy.



We begin offloading food and supplies to the tanker. Notice the small Yokohama fenders between the tanker and the Bourgeois Tide for this operation. There was a 2 meter swell running, but somehow we managed to not hit the tanker.



Here we are looking forward. The length of the tanker dwarfed the Bourgeois Tide.



Wooden crates pose their own unique safety risks. You never know what is inside or how old the wood is. You hope the box doesn't crush suspended over your deck and send equipment or supplies crashing down. Offload occurred without incident.



For those who have asked how pipe bends to form a directionally drilled well, here is a sample. One joint of pipe hit the top of our bitt and the weight of the bundle caused a significant deflection (not permanent) in the pipe. Luckily the other bands did not break which could have sent pipe rolling down our deck. Only one band broke.



Ten large anchors going off in all direction are used to hold the tanker in one spot.



It is difficult to describe just how large this tanker is.



We spent three days working the Moudi Field which is very near the Nigerian border. At night we would go to a designated safe anchorage area, Total's Ekoundou Field, which was even closer to Nigeria. It was not a comfortable feeling.



Sunrise over the Moudi tanker



Once again we found ourselves in a large boat offloading at a small platform manually (not using DP). The second mate is on the stern holding his fingers up designating how many meters remaining to the platform. It appears we are touching the platform, but he is indicating another 5 meters before we touch. All cargo is on the stern due to the small crane.



Although it appeared we are touching, five meters is a good standoff distance for a vessel this size not using DP.



Oddly enough there is no cab for this crane. The operator stands on the deck operating the controls. When the crane slews left or right he has to walk around with the crane to maintain his position on the controls.



You know you are in pirate waters when the largest sign on the platform says "Protected by the Army" (in French).



Workers waiting for a small boat to land at the boat dock were amazed at seeing such a large vessel working their platform.



No, it's not a rat guard. It's a pirate guard. Well I guess a pirate is a rat of sorts. Apparently the others fell off.



Back in Douala at the SDV dock, we watch a huge log float past by the stern of this ship. As luck would have it, the log came to rest between the stern of the Bourgeois Tide and the dock.



Here is one last quick look at the forward controls of the Bourgeois Tide before I am off to another vessel.