



OPIELOK

OOC Opielok Offshore Carriers

IFLOS Maritime Talks 2018

Hamburg, International Tribunal for the Law of the Sea

17 March 2018

Live on board refugees missions
by Captain Christopher E.O. Opielok

Offshore Supply Vessel duties : Serving the Oil and Gas Industry



Deck Cargo



Under Deck Cargo
Liquid Bulk Cargoes: Bryne, Mud, Fuel, Oil, Water

OOO DP2 Offshore Supply Vessels



OOO LEOPARD



79.3 x 16.0 meters
3 130 dwt
670 m² deck space
757 m³ brine/mud tanks
PSV Henderson North Sea
Built 2012, Ithalhai Marine

Accom. 28 DNV Comfort Class 3
Schottel Azimuth Pods
Converteam DP II System Fire
Fighting Class One 3 x 550 kW
bow thrusters Speed: 11 knots at
13 mt MDO

OOO TIGER



79.3 x 16.0 meters
3 130 dwt
670 m² deck space
757 m³ brine/mud tanks
PSV Henderson North Sea
Built 2012, Ithalhai Marine

Accom. 28 DNV Comfort Class 3
Schottel Azimuth Pods
Converteam DP II System Fire
Fighting Class One 3 x 550 kW
bow thrusters Speed: 11 knots at
13 mt MDO

OOO COUGAR



73.6 x 16.0 meters
3 340 dwt
680 m² deck space
397 m³ brine tanks
980 m³ mud tanks
PSV UT 755 LN
Built 2008, Aker Yard

Accom. 12 officers + crew
DP II Rolls Royce
Fire Fighting Class One
2 x 790 bHp bow thrusters
Speed: 12 knots at 12.5 mt MDO

OOO PANTHER



72,1 x 16.0 meters
3 000 dwt
600 m² deck space
348 m³ mud tanks
PSV Henderson North Sea
Built 2011, Ithalhai Marine

Accom. 28 DNV Comfort Class 3
Schottel Azimuth Pods
Converteam DP II System
Fire Fighting Class One
3 x 550 kW bow thrusters
Speed: 11 knots at 13 mt MDO

OOO JAGUAR



72,1 x 16.0 meters
3 000 dwt
600 m² deck space
348 m³ mud tanks
PSV Henderson North Sea
Built 2011, Ithalhai Marine

Accom. 28 DNV Comfort Class 3
Schottel Azimuth Pods
Converteam DP II System
Fire Fighting Class One
3 x 550 kW bow thrusters
Speed: 11 knots at 13 mt MDO

OOO NERZ

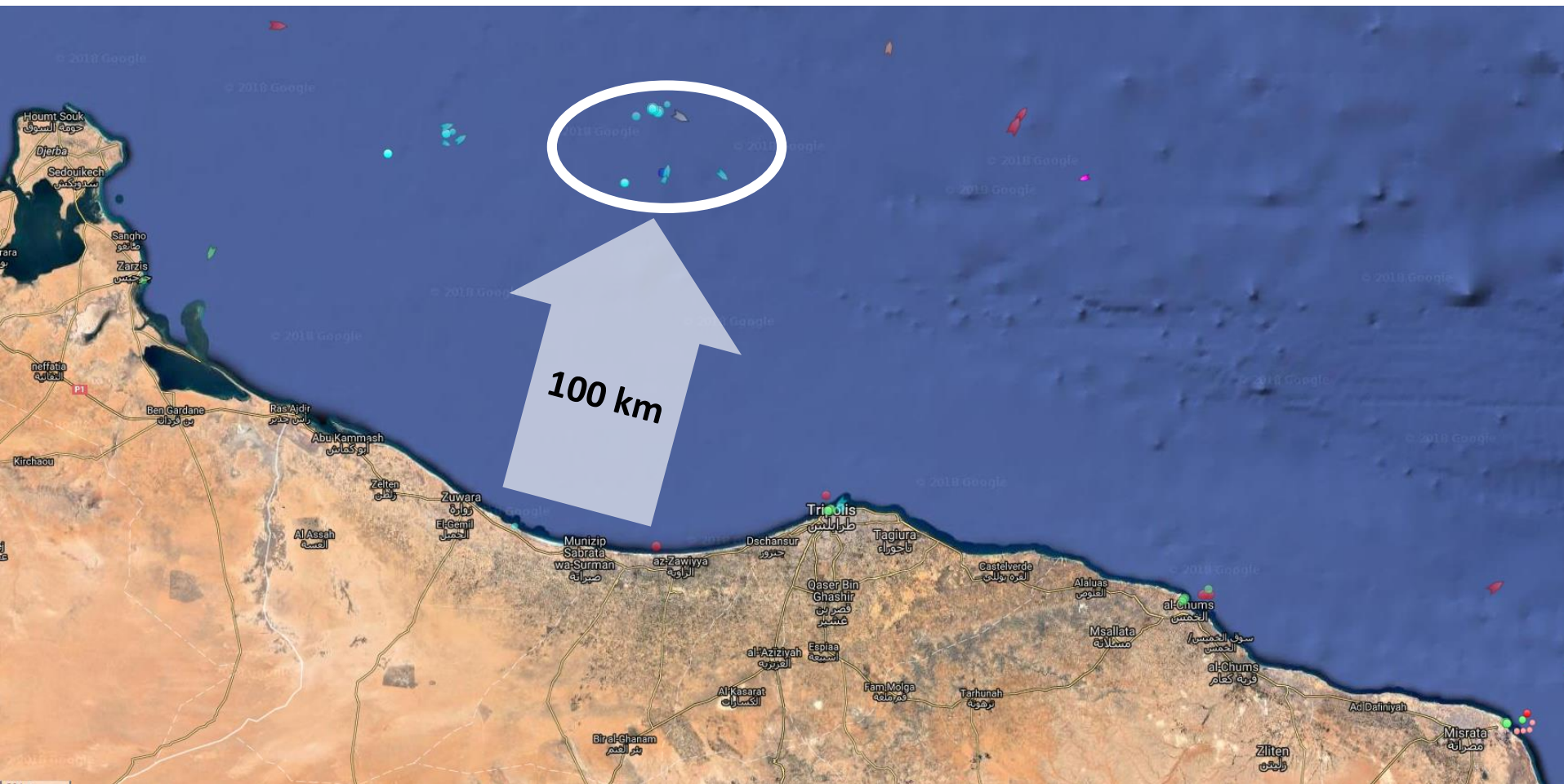


26,20 x 8.90 meters
33.50 dwt
50 m² deck area (fwd.)
27 m² deck area (aft)
Catamaran
Built 2016, Strategic Marine

Accom. 24 Pax maximal Comfort
Low Noise and Vibrations Levels
Active fender system
Crane up to 6t SWL
Deck power sockets
Speed: 26 knots



Our vessels operate close to the Libyan coast



MarineTraffic, 14.03.2018

SAR missions from December 2014 to February 2018

Until today, the crews of OOC Cougar, OOC Jaguar, OOC Tiger, and OOC Panther saved 6,122 refugees in the Mediterranean Sea.

	SAR operations	persons rescued	men	women	children
2014	2	269	240	9	20
2015	17	1,126	1,001	113	12
2016	14	3,026	2,460	498	68
2017	9	1,547	1,371	149	27
2018	2	154	121	19	14
total:	44	6,122	5,193	788	141



Offshore Supply Vessel Operation on Deck with only 6 Crew out of 15



SAR Operation on 22 March 2015 (OOC Jaguar)





54 people were rescued











- start of SAR Operation on 15 April
- within 16 hours **1,006 migrants** were rescued from **eleven boats** in distress (5 injured persons, 8 pregnant women)
- disembarkment in Messina, Italy, on 20 April

	11 migrant boats	1,006 people
15 April 12.15h	wooden boat	27
18.35h	rubber boat	141
19.25h	rubber boat	129
20.16h	wooden boat	31
16 April 02.28h	wooden boat	358
03.17h-04.12h	six rubber boats	320

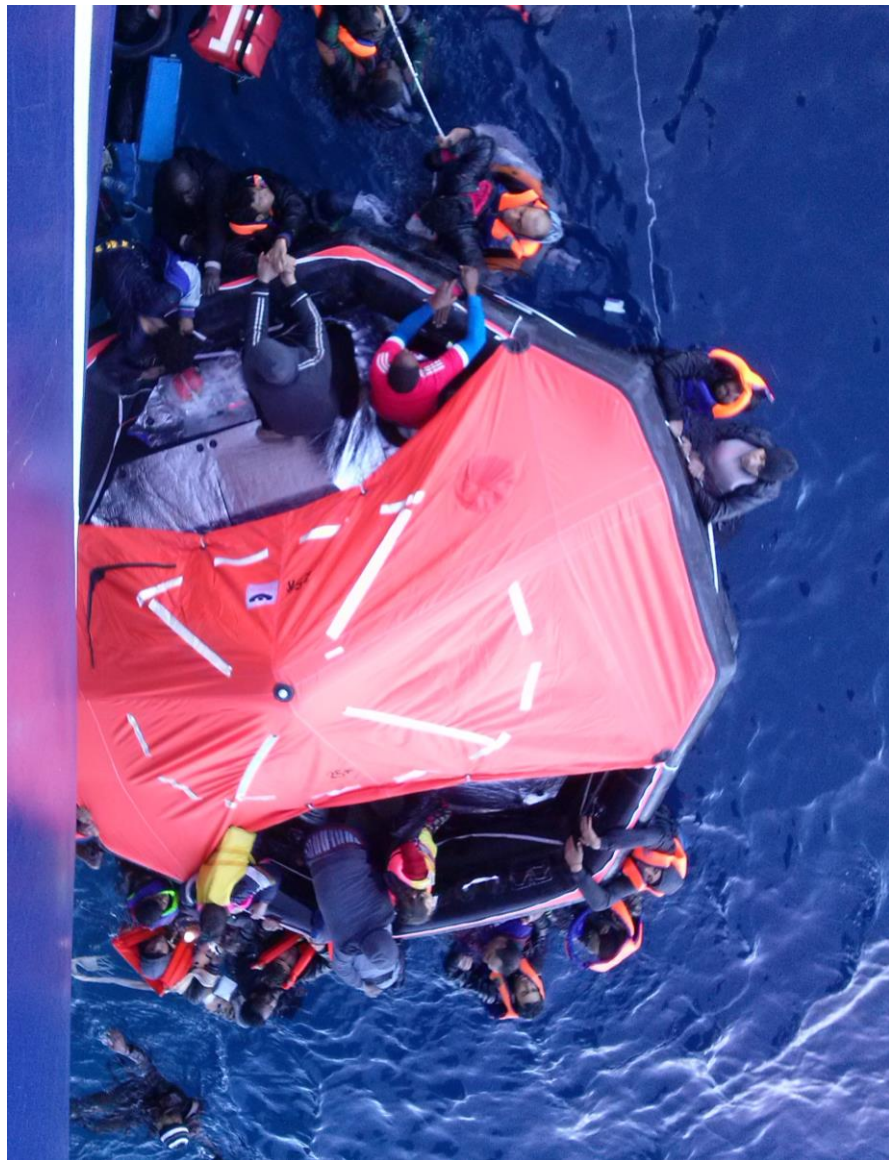
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Some of the following pictures and videos
could be disturbing.



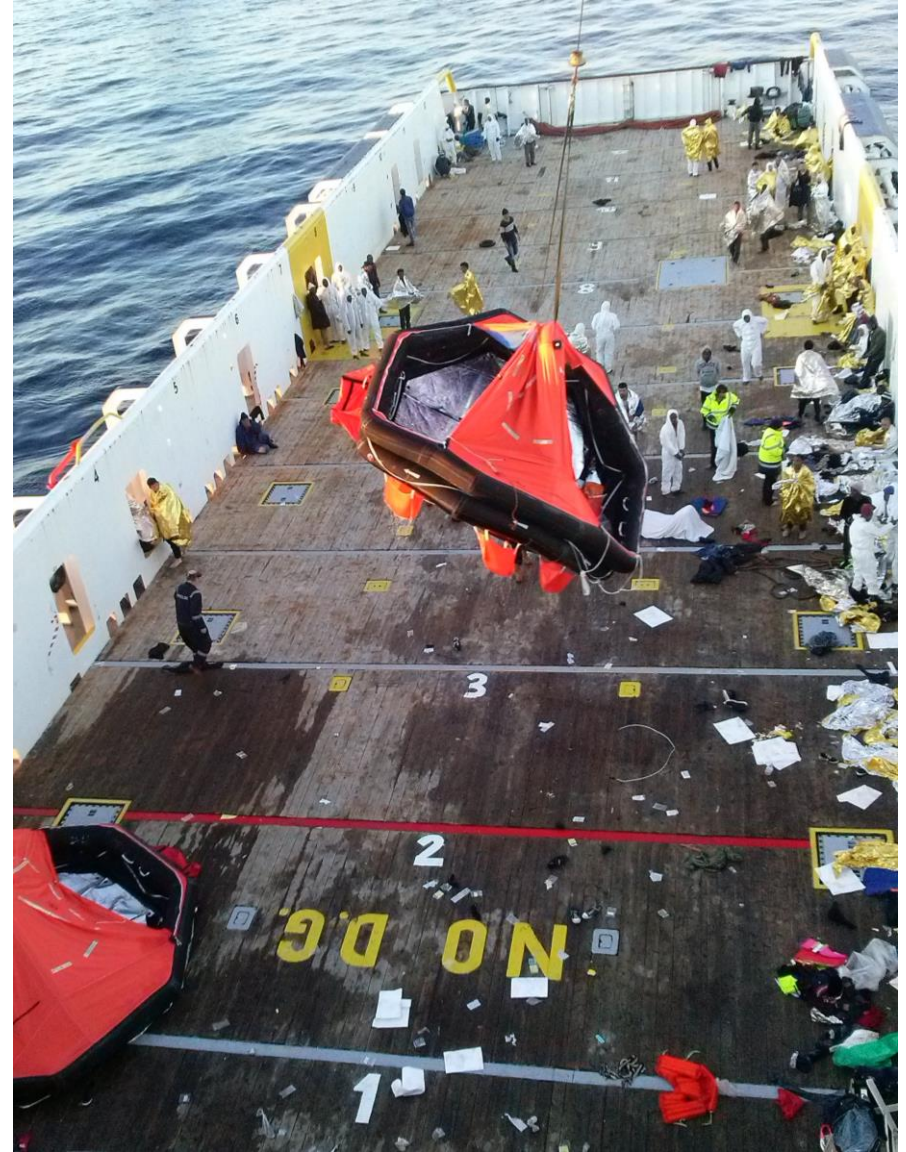
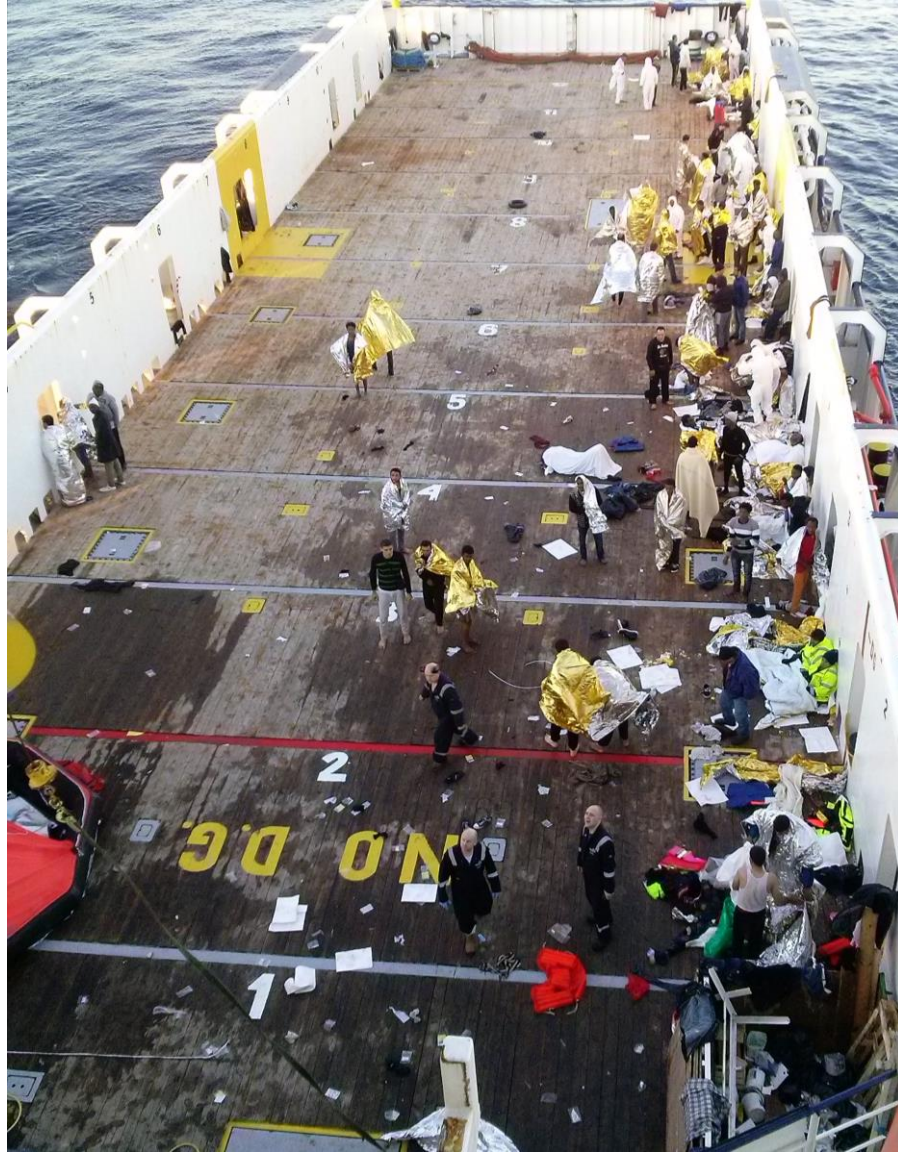


Within a moment the boat capsized





98 people were rescued (88 men, 4 women, 6 children)







116 people were rescued

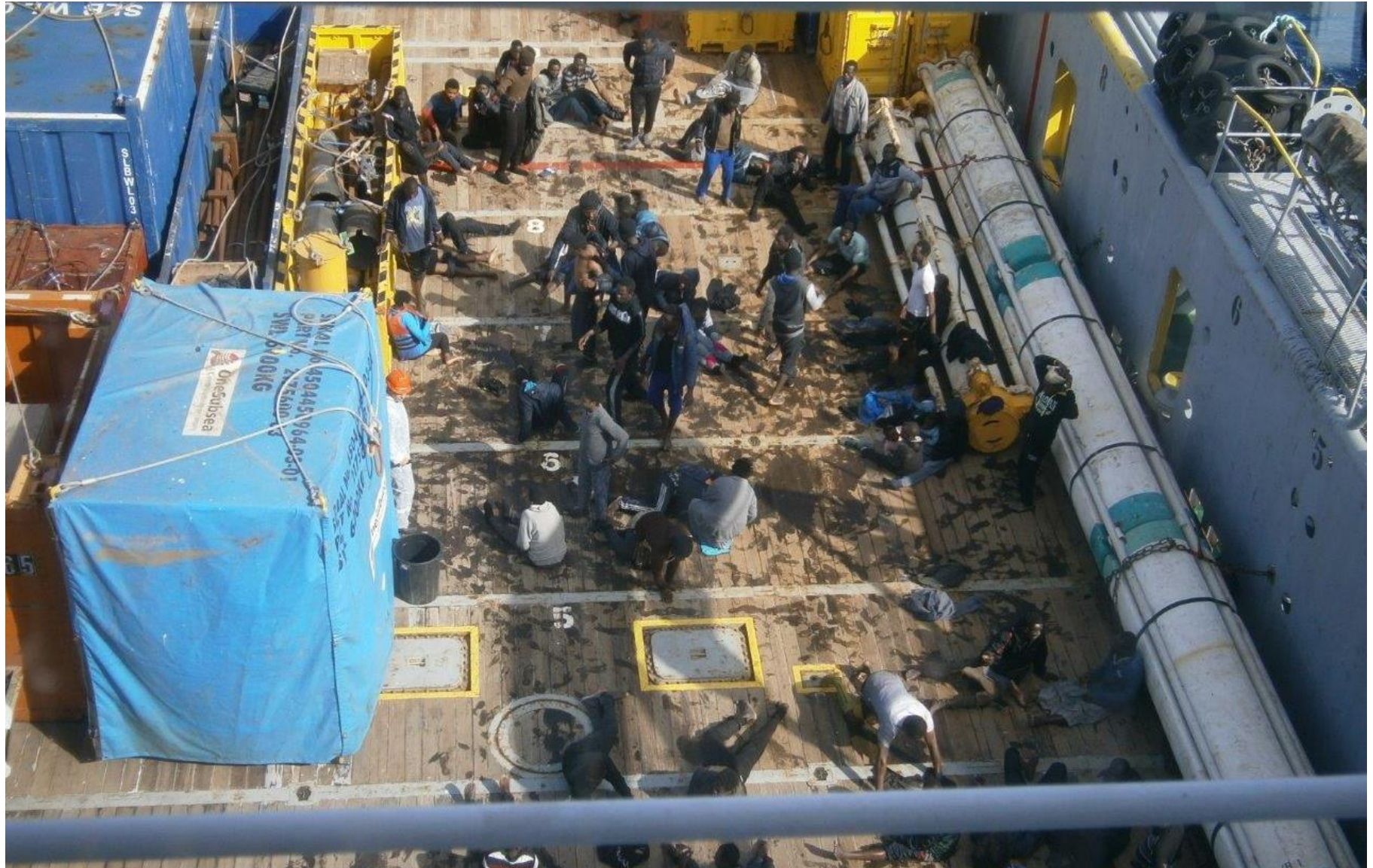


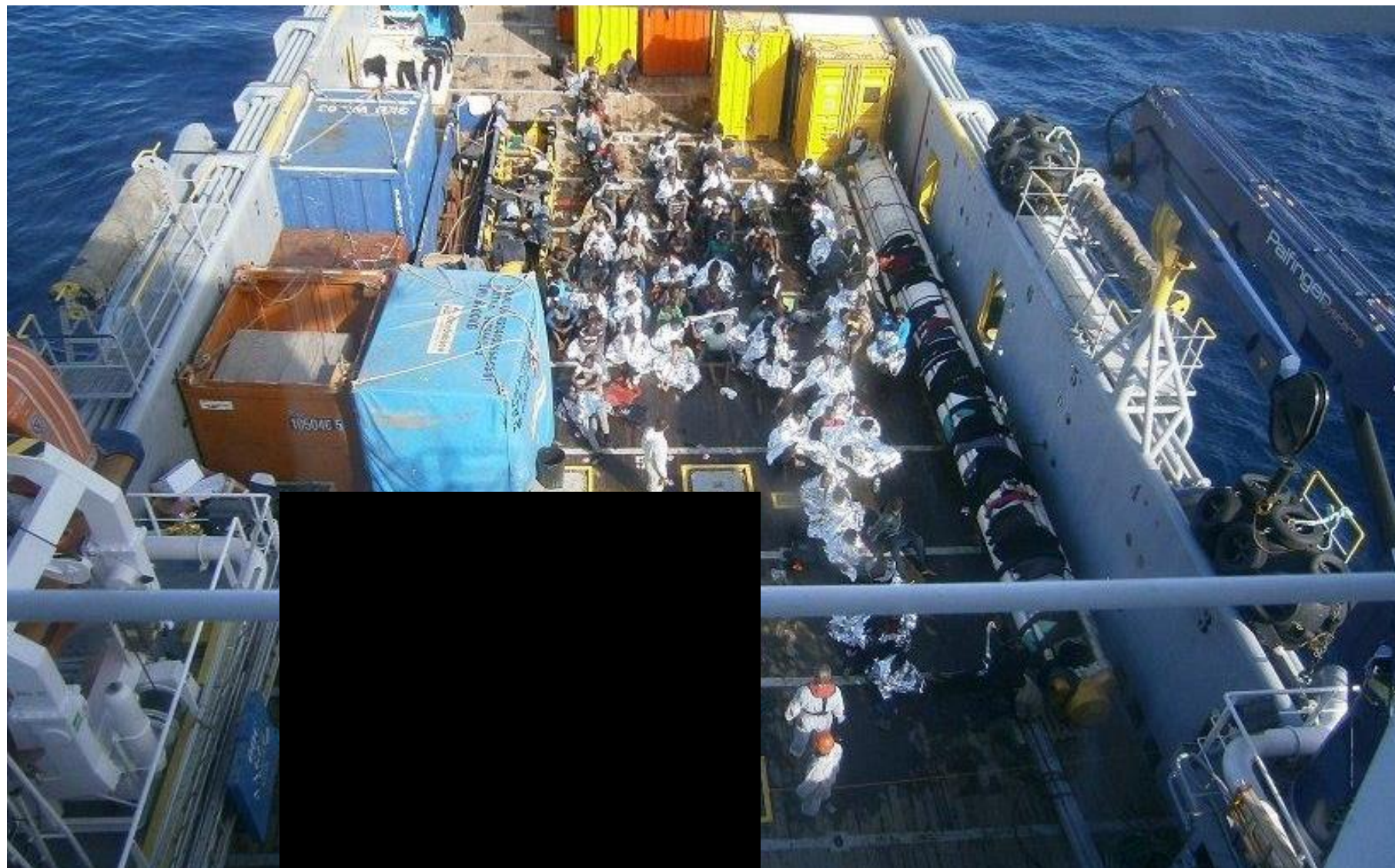


Rubber boat sinks while disembarking



132 people were rescued





Migrants are transferred to MS Aquarius (NGO SOS Méditerranée)







Rescueing mother and baby





Baby Hope and its mother



Counting people



483 migrants onboard



Preparing food





Providing shelter for injured migrants





Challenges for crews and the company

Crews:

- crew highly outnumbered by refugees, risk of violence and panic
- no capacity to search for weapons
- human traffickers used weapons to speed up disembarkation
- risk of diseases and infections
- risk of incident to the crew (rapidity of rescue action, loss of safety equipment)
- risk of deep depression caused by the traumatic situations (bodies onboard, drowning adults and children)

Company OOC:

- loss of reputation (fatal incident on board, incident on oil platform while ship was on SAR mission)
- financial risk when charterer decides to deduct SAR operation time and fuel to OOC
- difficulties to find crews for ships operating in SAR area
- MRCC Rome pursued criminal charges for alleged refusal to render assistance without detailed investigation or notice to parties concerned (upon flag-state interrogation the case was promptly dismissed)



VS.

