



# Setting the *standard*

**E**stablished in 1979, Mainprize Offshore Limited, known as Mainprize Trawling Co Ltd until 2011, has operated in the North Sea for more than 30 years, gaining extensive experience in the offshore oil, gas and renewable industry. Through operating a reliable, professional and transparent service the company has developed a strong reputation within the offshore industry, as Bob Mainprize, managing director of Mainprize Offshore Ltd elaborates: "My wife and I took over the company ten years ago when we purchased it from my father, who started Mainprize Trawling as a full-time fisherman. Since then we have focused more on the quality and safety side of the business and expanded into offshore energy, wind and renewables. Today we are known as a company that can't be beaten for complying to stringent regulations within the oil and gas industry, which is one of the reasons we have developed long-standing relationships with our customers." Consistently dedicated to offering its customers mutual respect, professionalism,

efficiency, safety, quality of service and flexibility, Mainprize Offshore has ensured a high customer return rate.

Following a reduction in fishing quotas, Mainprize Offshore expanded into offshore oil operations, initially guarding pipelines and cables before undertaking a wide range of impact assessment surveys for offshore wind farm sites and pre lay grapnel operations, prior to laying subsea cables. "We have spread our wings and ensured we can offer a variety of services with our multi-purpose vessel, the Maggie M. She will do anything from pipeline, subsea cable and asset guard, to seismic survey support, research, grab sampling and environmental work. She can even do bird and traffic surveys, as well as pre lay grapnel operations and debris recovery and bathymetric surveys," enthuses Bob.

Specialising in wind farm chartering, crew transfers and surveying, Mainprize Offshore currently has a fleet of five vessels, with two custom made catamarans on order from Buckie Shipyard priced at well over £2 million each as part of a £6 million investment plan. Dedicated

to quality, innovation and flexibility, the company took the time to research a large amount of vessels already on the market as well as vessels being constructed to find a gap in the market. The two 25 metre vessels, named MO1 and MO2 to symbolise the firm's change of name and increased focus on the offshore industry, have been painstakingly designed to be truly multi-purpose and also remove issues found on other ships, as Bob explains: "We spent days and days shaving 500 millimetres here and 300 millimetres there, that's how exact the design of this vessel is. The DAMEN 2610 is the nearest comparable design – they can carry 12 tonnes of fuel, while we can carry 36 tonnes, she can carry 15 tonnes of cargo, we can carry 40 tonnes; she has 90 square metres of deck space and we have 150 square metres of deck space. The results are clear to see, we are nearly 50 per cent bigger in every aspect to our nearest comparison."

As crew comfort becomes an increasing focus in the oil and gas industry, Mainprize Offshore has maintained a balance between deck space and the layout of the vessel to ensure innovation,



comfort and above all, safety. "If you have a deck space that is cluttered and dangerous, crew comforts aren't going to be much use," says Bob. "With this in mind we came up with a balance to offer a spacious, airy cabin and a lounge/meeting/ dining room, as well as some comfy seating areas and the usual Wi-Fi, Sky TV and gaming consoles. We've had several clients look around the vessels, their jaws have dropped and the feedback we have received is fantastic."

Furthermore, with a focus on Round Three wind farms, the company has added a medical room to ensure fast treatment to personnel when assistance is far away. "We can provide the facility through supplying all medical equipment and a web cam that can link to shore side doctors," adds Bob.

These ground breaking new designs have the ability to change operations quickly, enabling the site to cover a range of activities such as diving, survey, recovery, salvage, emergency response, towing, oil pollution and cargo, with one single vessel. Moreover, the vessel can fit two 20-foot containers on its deck, and still retain 100 squared metres of space to enable other operations to continue safely. Moreover, the vessel is supported by a large amount of sturdiness in the symmetrical and asymmetrical design of the hull, which eradicates slamming and its engine room has been fitted with DNV class insulation, giving 30 minute burn time and a reduction in noise. "Crew comfort and the design has been a huge challenge, however the vessel's hull design, staggered chines and hydrofoil support, on top of her physical size, will result in a soft ride," says Bob. "Unconventional to a wind farm vessel, we have also situated the crew cabin forward and away from the engines and are expecting huge noise and vibration reductions from this, indications are very encouraging."

With the MO1 due August 2013, and MO2 June 2014, Mainprize Offshore is excited to

provide clients with maximum flexibility and prove the credentials of its state-of-the-art vessels in the near future. "We've been getting some fantastic reviews and have been compared to liquid gold, plus another said we are 'setting the standard'. We always focus on quality and flexibility, which is why we should be the last vessel on site and the first back on!" concludes Bob. ♦

**MAP**

Marine Propulsion Automation Ltd (MAP) develops custom monitoring and control systems primarily for the marine industry, for yachts, workboats and ferries. It works in close partnership with Boening to provide innovative and cutting edge automation technology as well as Kwant Controls, the market leaders in propulsion. MAP is able to communicate with the most complex engine and gearbox systems, jet drives and navigation equipment through to simple lighting systems, supplying full monitoring and control of these products. Customisation options are available, and all designs and products are built to DNV classification standard.

**NIBS**

For this new WFSV 24m, MAINPRIZE Offshore put its trust in NIBS France to provide a foam filled fendering system according to new DNV rules. After a complete study, including compression tests, NIBS France chose to use a fender with a 900 x 700mm section, to be set up on this boat. First real tests will be performed on wind turbine, soon.

**Mainprize Offshore Limited**

[www.mainprizeoffshore.co.uk](http://www.mainprizeoffshore.co.uk)

- Seismic survey, wind farm support and survey operations
- Currently implementing a £6 million build plan
- Has five vessels, with two new-builds on the way

## Teknicraft Design

Leading catamaran technology





**telnicraft design**

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**TEKNICRAFT DESIGN**

Following major success with its catamaran designs for passenger ferry, survey, research and offshore supply applications, Teknicraft has teamed up with Mainprize Offshore to design a truly versatile catamaran to serve their multi-role market. The vessel will be able to transport containerised or palletted cargo, personnel to wind turbines, and up to 30 tonnes of fuel. Fitted with Teknicraft's adjustable hydrofoil system, it will be able to cruise at up to 30 kn speed.