

The Oleg Strashnov can be used not only for lifting activities. Due to the huge free deck area of almost 4000 m², the vessel can transport multiple large and heavy platform components. Furthermore, the six Wärtsilä engines with a capacity of 4.5 MW are equipped for generating a transit speed of 14 knots. As a result, the crane vessel can mobilise to a remote location in no time.

This modern vessel requires a different type of crew than the Stanislav Yudin. Virtually everything on the new crane vessel is operated through computers. Therefore experienced, highly qualified computer literate and technically savvy personnel are recruited.

In 2009, the Oleg Strashnov is towed from Krimpen to the Waal Harbour in Rotterdam. This transport is quite a happening, as the vessel has to pass the Van Brienoord Bridge and the Erasmus Bridge. Following that, the crane is erected and the Oleg Strashnov is coming ever nearer to completion.

On October 23 2010, the vessel starts its first sea trial. Some of the new crew members are present to become familiar with the vessel and its behavior. During the 3-week trial, the Oleg Strashnov first sails off the Dutch coast for a few days. Maneuverability and speed tests are conducted. It immediately becomes clear that the vessel lies solid in the water. Next, the Oleg Strashnov sails to the Silverpit near England's east coast to test the DP ballast and mooring system in waters with a depth of 100 m. The former captain advisor of the Stanislav Yudin, Harry Weert, comes on-board to assist with the latter as he has a lifelong experience with mooring operations. Despite heavy weather, everything goes as planned. During this time, the crew members became ever more attached to "our vessel".

A few months later the huge crane is tested and test lifts are carried out upto 5,500 tonnes. Everything works as expected and now it is time for real action: In May 2011, the Oleg Strashnov performs its first lifting project on Statoil's Sheringham Shoal Wind-farm project.

