



Onshore personnel 2005



Seaway Heavy Lifting

A New Child is Born

The new contractor, Seaway Heavy Lifting, is formed as a 50/50 joint venture between the Norwegian offshore company Stolt Nielsen Seaway (later Stolt Comex Seaway > Stolt Offshore > Acergy > Subsea 7) and the Russian state oil company Kaliningrad Morneft (later LukoilKaliningradMorneft) on October 15 1991. The latter intends to develop the D6 oil field in the Baltic Sea, and the Stanislav Yudin crane vessel was built for this purpose. KMNG puts the Stanislav Yudin on the market in 1990. This vessel, which although built in Finland, has some Soviet characteristics such as its communist hammer and sickle symbol and its Russian crew. Three tugs are also immediately made available to Seaway Heavy Lifting along with the crane vessel, crew and equipment: the Balkhan, the Neftegaz 31 and the Neftegaz 66.

Two major offshore contractors are active in the North Sea at that time: Heerema and Saipem. Michel Bonte, former Commercial Manager at Heerema knows the offshore market all too well. He learns about the Stanislav Yudin, but Heerema at that time does not show any interest in this vessel. A year later, he comes into contact with the Russian owners. By then, Stolt Nielsen Seaway (later Stolt Comex Seaway > Stolt Offshore > Acergy > Subsea 7). Stolt Nielsen Seaway already has a close relationship with the Russians. Bonte's contact with the Russian owners eventually leads to the forming of Seaway Heavy Lifting and Michel Bonte's appointment as General Manager.

The main office for administrative issues and engineering is initially at SNS in Aberdeen. Rotterdam becomes the home port because much of the expertise available at this time comes from the Netherlands and the focus is mainly on work in the North Sea. Michel Bonte quickly establishes an office in the "attic" of a real estate office on the Dorpstraat in Zoetermeer, the Netherlands. Elies Blaisse becomes the first secretary.