

## INSTALLATION

# Allseas close to gaining White Rose topsides job

**Commitments lined up for mammoth vessel as owner runs slide rule over even bigger twin-hull unit**

**ERIK MEANS**

Houston

SWISS marine construction contractor Allseas is understood to be on the verge of winning an award for installation of the platform topsides on Husky Energy's White Rose extension project off Newfoundland, eastern Canada.

This will mark the second award in as many weeks for Allseas' massive newbuild installation vessel, the twin-hull Pieter Schelte, which is under construction at Daewoo Shipbuilding & Marine Engineering in South Korea to the tune of \$3 billion.

Allseas president Edward Heerema told Upstream this week that a new platform topsides installation deal has been agreed for the Pieter Schelte, adding that formal signing will take place "within weeks". He declined to offer specific details of the client or project, but other sources pointed to White Rose.

Upstream was shown a presentation distributed by Husky earlier this year — White Rose extension project supplier update — which states that the Pieter Schelte will handle the platform topsides installation work, and even includes an illustration of the operation being carried out by the giant catamaran.

According to the Husky presen-



**Giant: the Pieter Schelte at Daewoo's yard in South Korea**

Photo: ALLSEAS

tation, installation of the 14,500-tonne deck on top of a 172,000-tonne monotower concrete gravity base structure will take place in the third quarter of 2017.

The contract to build this topsides structure is being tendered at present, with bids due in from four groups next month.

The installation contract comes hot on the heels of a major award secured by Allseas last week for the installation of the South Stream gas pipeline across the Black Sea. Heerema said that deal

will see Pieter Schelte install 888 kilometres of 32-inch trunkline, in water depths stretching to 2100 metres.

With these contracts in hand, the initial schedule of Pieter Schelte is taking shape.

The vessel is earmarked to sail from Daewoo in early October for a five-week trek to Europe.

There it will move to a yet-to-be determined yard for fitting of its eight topsides lifting system beams, before sea trials, including test lifting and pipelay testing in the first quarter of 2015. The first

job for the vessel will be the removal of the ill-fated production jack-up on Talisman's Yme field in the Norwegian sector of the North Sea.

The South Stream project in the Black Sea will be its second assignment, starting mid-2015, and next on Pieter Schelte's agenda is a journey back to the UK North Sea for the removal for Shell of the four Brent field platforms starting in May 2016.

Then comes a trip across the Atlantic for the deck installation work on White Rose.