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29 AUG - 1 SEPT
STAVANGER - NORWAY



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Standalone project on menu for Langfjellet

THE significant Langfjellet discovery off Norway has opened the door for a potential new standalone field development north of the Alvheim area, with operator Det Norske Oljeselskap targeting a break-even oil price for new projects of below \$40 per barrel. Pages 2&3

Det Norske chief executive **Karl Johnny Hersvik**
Photo: KAIA MEANS

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DECOMMISSIONING

Edward's Spirit has last laugh

Allseas president takes **control of flagship** during its **maiden operation** and silences sceptics

ONS 2016

ERIK MEANS
Stavanger

EDWARD Heerema is arguably the happiest man in attendance at ONS this year — and who can blame him?

The founder and president of marine construction contractor Allseas had a front-row seat — and retained direct control of operations — at the Yme field off Norway last week, when his flagship behemoth of a vessel set a stunning world record on its very first assignment.

The Yme platform deck, weighing a hefty 13,500 tonnes, was successfully lifted off its steel legs on 22 August, simultaneously lifting a huge weight off Heerema's shoulders.

"It's the biggest lift ever done in the offshore — a world record lift on its maiden voyage," he told Upstream.

The engineering wizard has spent the better part of three decades dreaming, designing and building his brainchild, the platform installation and removal vessel Pioneering Spirit.

During that time, he has endured scepticism and even ridicule from some corners, but he forged ahead, spending \$3 billion on a speculative bet.

His bet was that oil company executives would agree that a giant catamaran, 382 metres long and 124 metres wide, and equipped with multiple lifting beams and intricate heave-compensation technology, would be the best way to remove some of the largest offshore platforms in the world in single-lift operations.

Last Monday, he collected the first dividends from that wager when the lift was executed without a hitch.

"I've always been convinced of the principle of the ship — I'm a good enough engineer to be able to judge that — and I was always entirely confident that it would work, the question was only when," he said.

"There have been many sceptics in the industry who didn't believe



At the helm: Allseas president Edward Heerema at ONS 2016 in Stavanger

Photo: KAIA MEANS



Maiden job: the Pioneering Spirit at work on the Yme facility
Photo: ALLSEAS

in it, and now we've proven it." Heerema highlighted two central take-aways from the Pioneering Spirit's maiden assignment.

The first was that the vessel re-

mained remarkably stable as it worked in waves up to 2.5 metres significant.

"The ship was solid, like a rock," he said. "We knew of course it was

I've always been convinced of the principle of the ship... and I was always entirely confident that it would work.

Allseas president
Edward Heerema

stable, because it's very, very big and has an enormous displacement, but the movement was even less than we expected.

"The other thing was that the

heave compensation system worked so well — exactly as we had it working in our simulations."

Allseas had initially predicted that the actual lifting of the Yme deck would take only a matter of seconds, but it ended up taking about a minute to raise the deck to a two-metre clearance.

"There is an air pressure system that speeds up the movement, but that system was just not fully commissioned yet," Heerema said.

He added that once the system is fully tested it will enable the vessel to lift topsides like Yme with amazing speed, "then the lift will take actually nine seconds", Heerema said.

He said this will allow Allseas to carry out lifts in much worse weather conditions than those prevalent at Yme last week.

After completing the lift, the Pioneering Spirit set course for the Norwegian port of Lutelandet to unload the Yme deck.

"We sailed at a maximum of 14.2 knots, even with Yme on board, and it made no difference," he said with a laugh. "For this size of ship that load is not really noticeable."

Rotterdam then Brent Delta for Pioneering behemoth

HAVING set a world record on its maiden assignment, Pioneering Spirit will now return to its home port of Rotterdam and prepare for an even bigger lift next year, writes Erik Means.

Shell's Brent Delta platform deck, tipping the scales at 24,000 tonnes, is the next assignment for Allseas' giant flagship.

In Rotterdam, the vessel's final four lifting beams will be fitted, bringing the

overall tally to 16, and all of its lifting yokes will be replaced.

"Over the winter we will install the yokes for the Brent Delta platform removal, because the Yme yokes are not suitable for the Brent Delta platform," Allseas president Edward Heerema explained.

He said the vessel will be ready to perform the Brent Delta lift in May, but added the exact timing of the job will be up

to Shell to decide. Pioneering Spirit does more than just remove old platforms — it can also install new ones.

It has been contracted by Statoil to install three platforms on the Johan Sverdrup project, back in Norwegian waters, in 2018 and 2019.

Then it will move back to Brent to remove the Bravo and Alpha topsides, along with the Alpha steel jacket, in 2019 and 2020.

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