SubseaPartner

SUBSEAPARTNER DIVE OPERATIONS KNM HELGE INGSTAD SALVAGE

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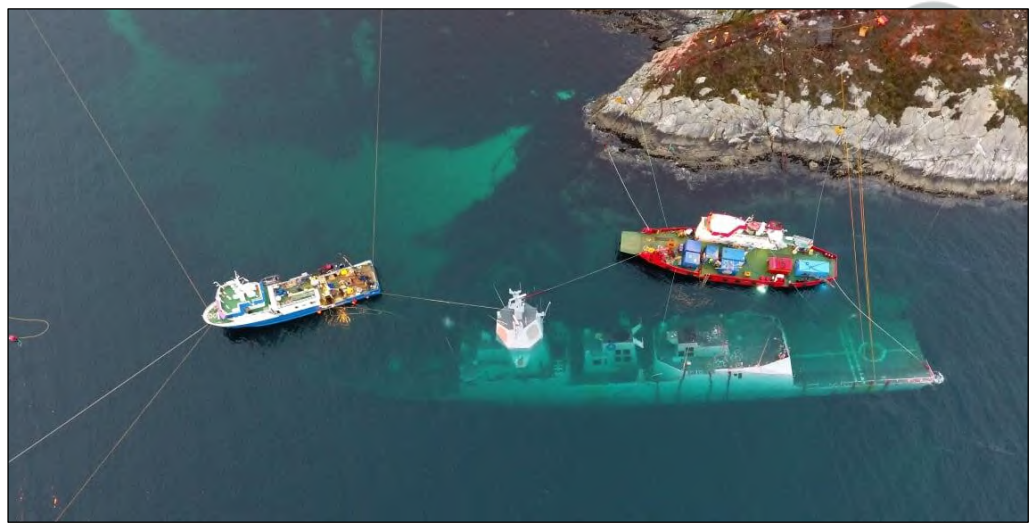
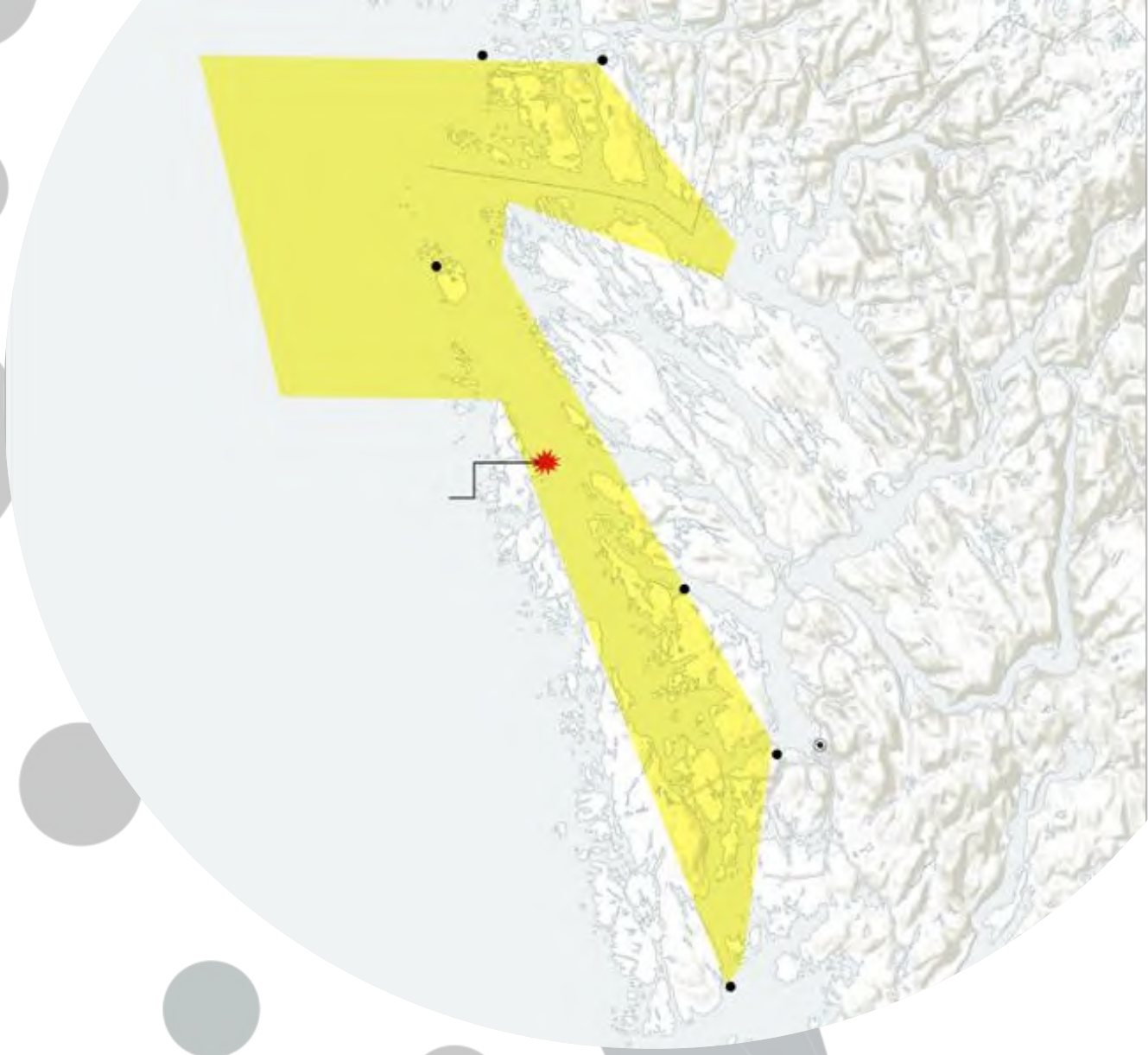
SUBSEAPARTNER PROJECT OPERATION MANAGER / OFFSHORE MANAGER

GENERAL CONDITIONS

- Weather exposed – Swell, Wind and Weather
- Current – Favourable
- Underwater Visibility - Very good
- Operational Depth 0-30m





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SPAS MAIN SCOPE AND ASSETS

SPAS Main Scopes

- Oil recovery
- Installation of subsea rigging
- Hook up of lift rigging
- Central role in planning and risk management for the dive operations

DSV RISØY

Air – In water Deco/ODO_2

LDC o2 TRUST

NITROX 36%

DSV RISØY

- Emptying of 6 No tanks, 145 CUM fuel oil recovered
- Installation of securing arrangement
- Installation of Subsea rigging
- Support of dewatering and recovery of equipment
- Oxy Arc Cutting of PORT bilge keel

LDC TRUST – KV BERGEN

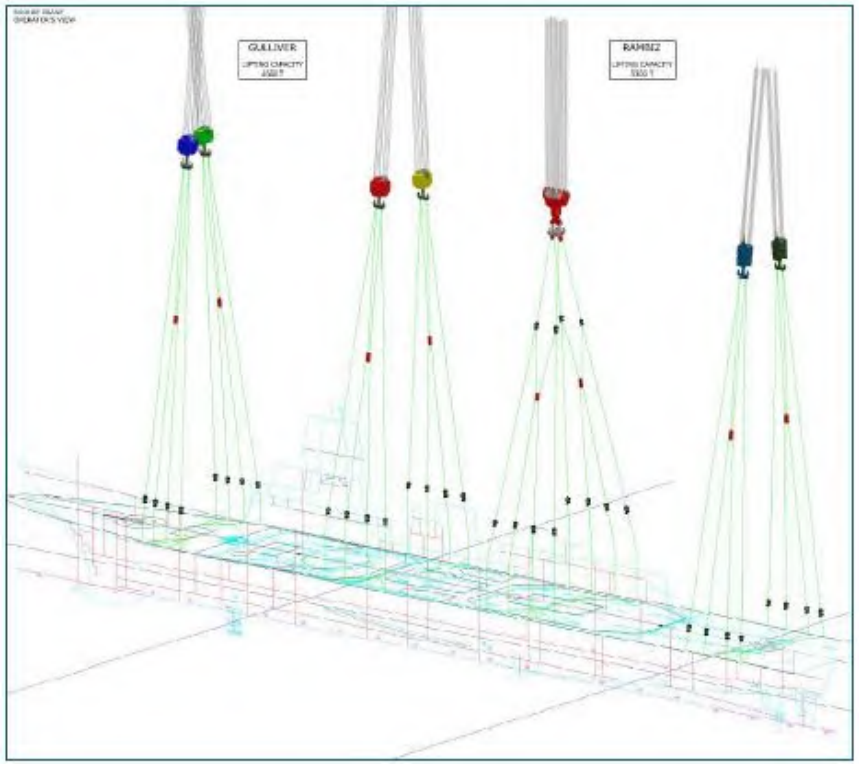
- Installation of securing arrangement

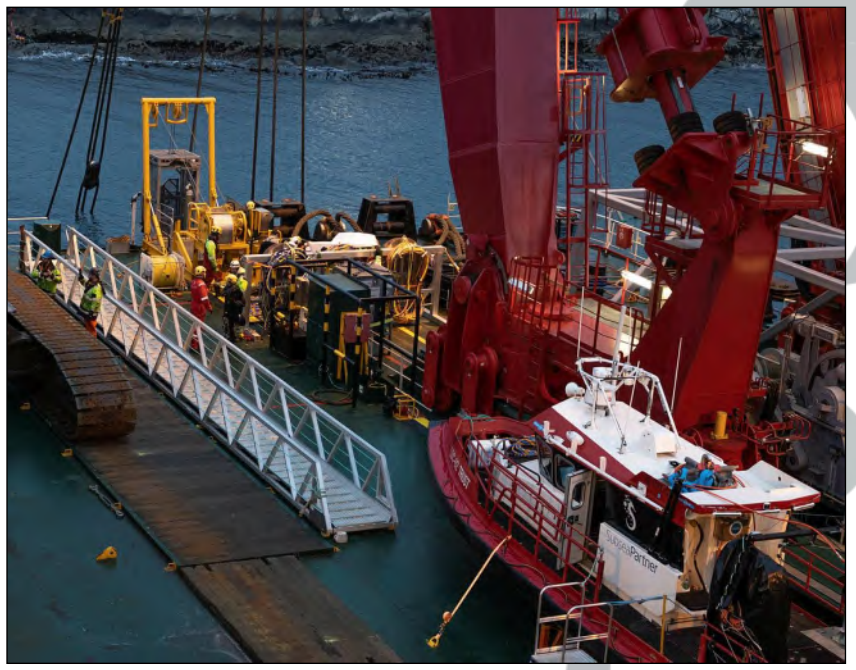
MOTHER VESSEL – KV BERGEN

LDC TRUST

LDC TRUST - HLV GULLIVER

- Lift rigging hook up
- Oxy Arc Cutting of STBD bilge keel.
  Diver positioned under HING
- Support of dewatering activities





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CUTTING OF STB BILGE KEEL

[redacted]

METHOD

- NORSOK U-103
- DNVGL-RP-N101
  Risk management in marine and subsea operations
- Risk based planning
  - Procedure / Task Plan
  - Risk assessment (SJA)
  - Communication

CHALLENGES

- Stability of HING – work area safety
- SIMOPS – coordination of activities between:
  - Norwegian Navy FMA
  - Salvage contractor - BOA
  - Heavy lift contractor – HLV Rambiz and Gulliver
  - Three Dive contractors - different kinds and different cultures – IMC, SPAS and Ardent
- Cultures and attitudes - Risk Management
- Reporting principles and Information sharing
- Contamination:
  - Fuel and Oil
  - Tallium

EXPERIENCES – WHAT DID WE LEARN?

- Confirmation of the strength of risk based planning
- Risk based planning has strong effects on:
  - Safety
  - Quality
  - Engagement and involvement
  - Learning
  - Method development

F313
BOA BALDER

eaPartner
WE SHALL OWN THE SHALLOW DEEP.
OUR FUTURE FLOATS SAFELY