

Erfaringer fra operasjoner i nord- Polar Pioner; Hva oppnås gjennom vinterisering av flyttbare innretninger?

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Resymé av foredrag

Transocean have experience from more than 70 wells drilled in Norwegian sector of the Barents Sea. These experiences origins from several drilling units, three of them have performed all year operations.

These installations are, Transocean Arctic, Polar Pioneer and Transocean Barents. Transocean Arctic and Polar Pioneer are fourth generation semi submersibles from mid-1980's and Transocean Barents / Transocean Spitsbergen are sixth generation which started to operate in 2009. Polar Pioneer and Transocean Barents have the most recent experience and they have worked in same latitude as the Snohvit / Goliat and Castberg fields. Currently Transocean Barents performs drilling operations in the Wisting/ Hanssen which is further north. Transocean Spitsbergen will be mobilized for operations in the Hoop area in 2014, this will be the northernmost operations in Norwegian sector so far.

The rig design of Polar Pioneer and Transocean Barents are different with regards to sheltering personnel and working areas. Polar Pioneer have used a design where working and storage areas are sheltered and heated (i.e. pipedeck, casing deck, drillfloor & derrick, windlasses, lifeboat/MOB station). The outdoor working areas are the laydown areas for lifting operations, bulk loading station, cuttings handling unit and the testing unit. Due to this design only a limited number of personnel are exposed to the outdoor climate.

On Transocean Barents/Transocean Spitsbergen a different design is used with less permanent sheltering of working and storage areas. But on these rigs more of the operations are performed by use of remote operated equipment that is controlled from control cabins. These rigs also use the operational procedures based on monitoring the Wind Chill Factor to determine the duration outdoor exposure for personnel. The offshore installation manager will decide when and where weather exposure will be too high. Transocean Barents also has experience by using temporary sheltering, habitats of tarpaulin and scaffold material, heated by warm air from a koco-work. This has been used for maintenance work in outdoor areas such as BOP and tip of crane boom. Personnel on Polar Pioneer and Transocean Barents revert that the weather conditions in the "Workable Barents" is favorable compared to the North Sea and Norwegian Sea with less wind and waves. The temperatures are lower and the daylight period is shorter during the winter months, but this is found workable. Snow and icing have been a limited challenge onboard the rig. Escape routes are heat traced and they make the outdoor walkways snow free and safe. The helideck's on these rigs are not heat traced but the snow will normally blow off by the wind.

On both rigs the personnel revert that the challenge is regularity in air transport, helicopter and plane, related to weather conditions, frequent snow clouds (tråg), offshore and on the coastline during winter months. The helicopter traffic has also been affected by the capacity and capability for helicopters operating from Hammerfest.