

PROJECT DATA SHEET

EGP3A PROJECT

ESCRAVOS, NIGERIA



Jascon 30 in pipe lay mode

PROJECT OVERVIEW

- **Location** Escravos, Nigeria
- **Field waterdepth** 6.5 to 1.4 meter
- **Contract period** January 2010 – October 2010
- **Vessel** *Jascon 30 / Jascon 2*
- **Description**
Management, engineering, transportation, installation and pre-commissioning of:
 - Installation of a 24" x 18.2 km import pipeline including pipeline crossings
 - Installation of 24" riser at Okan NWP platform
 - Installation of subsea expansion spool
 - Installation of piggable wye connection, 24" to 20"
 - Beach pull of 2 pipelines 24" inch diameter
 - Cofferdam installation and removal
 - Midline tie-in 24" pipeline
 - Pre-commissioning including hydrotest of 24" import pipeline

Chevron has awarded to West African Ventures Ltd., Sea Trucks Group wholly owned 100% Nigerian subsidiary, the contract for the installation of a 24 inch gas import pipeline which forms part of the wider Escravos Gas Project Phase 3A (EGP3A) project scope of work.

The installation of the 24" x 18.2 km import pipeline runs from the shoreline to Okan NWP Platform and includes the vinstallation of a riser at the platform and a midline piggable wye assembly for future tie back.

Although the shore approach was originally planned to be achieved by dredging techniques, due to local circumstances it was not possible to perform dredging operations. In close cooperation with the client WAV/STG engineered an alternative solution and installed the

shallow water section with its shallow water construction barge Jascon 2, sitting on the seabed as low tide.

WAV/STG used the multipurpose DP-3 pipelay barge Jascon 30 for executing the deeper water section of this project. Although Jascon 30 is equipped with a DPS-3 class system, the vessel executed the work on anchors in view of the shallow water environment. Together with its large accommodation facilities and offshore cranes the Jascon 30 is ideally equipped for executing this type of scope.

The weather conditions in the latter half of the project proved to be extremely challenging and resulted in many setbacks. These setbacks were resolved by West African Ventures and Sea Trucks project and operations teams by a flexible and innovative approach.

