

Inc. 939/69

REPORT ON WELLHEAD DEMOLITION OPERATION

ON BEHALF OF

NORSKE-MURPHY OIL COMPANY

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Introduction

Following a request by Norske-Murphy Oil Company, Divcon International mobilised diving personnel and equipment in Stavanger, Norway, during August 1969, for the purpose of dispersing by explosives, two wellheads situated on drilling locations 2/3-1 and 2/3-2. As part of the contractual obligation, a post-demolition dive was made at each location to inspect the area, and to ensure that there were no obstructions above sea-bed level.

Personnel

The following personnel were engaged on the contract.

<u>Name</u>	<u>Duty</u>	<u>Date</u>
B. Brooke-Foster	Demolition Co-ordinator	18.8.69 - 4.9.69.
J. Harrison	Diving Supervisor	21.8.69 - 28.8.69.
C. Rayner	Diver	21.8.69 - 4.9.69.
D. Reppe	Diver	21.8.69 - 4.9.69.
J. Haldane	Diver	21.8.69 - 4.9.69.
A. Cameron	Diving Supervisor	23.8.69 - 4.9.69.

Diving operations were executed from the M.V. 'Jaczon I'.

Equipment

The following equipment was supplied.

Desco

Narse

Compressor and Volume Tank

Two-man Recompression Chamber

500 lbs. Submarine Blasting Gelatine

50 Hydrostar Detonators

Dynamo Exploder and Firing Cables

13" Charge Case

7" Charge Case

Operation Summary

The diving vessel arrived on location on 22nd August, but weather conditions in the area were not suitable for safe diving. Seas were 4 to 5 metres, with winds 20 to 30 knots.

On the following day the weather deteriorated still further, and after losing her port anchor, the vessel returned to Stavanger for shelter. Subsequent bad weather conditions prevented the vessel leaving Stavanger until 30th August, when she sailed for the location again. Although the general weather forecast was reasonably optimistic, it transpired that local sea conditions were influenced by a very heavy swell running from N.N.W., which again prevented safe diving operations.

The vessel remained on the location for a further two days until the weather abated sufficiently for the initial dives

to be made on location 2/3-2.

Due to the general uncertainty of the weather, dives were restricted to 10 minutes bottom time at 190' depth. This was to ensure that decompression times were kept to a reasonable minimum. A line was placed on the wellhead, and a charge successfully lowered into the casing. During the final stages of this operation the weather deteriorated again, but the charge was detonated. A subsequent inspection dive was not possible because of the weather situation.

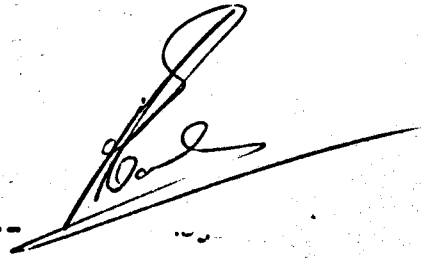
The vessel remained on location until 3rd September, and following a very unfavourable general weather forecast, it was decided to temporarily abandon further operations and return to Great Yarmouth.

Conclusion

This operation is a normal, straight-forward one, and, given the right weather conditions, constitutes no problems. Unfortunately, with the winter conditions approaching, it is now unlikely that this job could be successfully completed in a short time without using a large diving boat with heavy moorings for and aft, and of course a reasonable abatement in the general sea conditions.

In the circumstances, there is some justification for

considering that this work should be indefinitely postponed until the onset of the favourable weather conditions in the early part of 1970.

A handwritten signature in black ink, written over a horizontal dashed line. The signature is stylized and appears to consist of several loops and a long horizontal stroke extending to the right.

MOVEMENT SHEET

18th August, 1969

08.30 hrs. Loaded equipment on to the M.V. 'Jaczon I'.

19th August, 1969

01.30 hrs. Sailed for Stavanger from Great Yarmouth.

21st August, 1969

04.00 hrs. Arrived Stavanger.

06.00 hrs. Embarked divers.

09.00 hrs. Sailed for location.

22nd August, 1969

03.00 hrs. Arrived location. Weather unsuitable for
diving.

23rd August, 1969

Ship lost anchor, returned to Stavanger.

24th August, 1969

08.00 hrs. Arrived Stavanger.

Movement Sheet (if)

30th August, 1969

13.30 hrs. Sailed for location.

31st August, 1969

On location, weather unsuitable for diving.

2nd September, 1969.

17.45 hrs. Cutting charge placed.

18.10 hrs. Charge fired.

Weather unsuitable for diving for survey.

3rd September, 1969

Sailed for Great Yarmouth.

4th September, 1969

15.00 hrs. Arrived Great Yarmouth.

Murphy.

COMPANY

2/3-2.

LOCATION

PURCHASE ORDER

2.9.69.

DATE

190'

WATER DEPTH

PIP TABLE

DIVCON

INTERNATIONAL

DIVER	Rayner.	TENDER
STANDBY	Reppe.	TENDER
BACK OPERATOR	Cameron.	BOTTOM TIME 7 minutes .

TS:	14.14.						
BB:	14.16.						
BL:	14.21.						
rr.20'	14.24.						
.20'	14.25.						
.10'	14.28.						
rr.S.	14.30.						

JOB, REMARKS, ADDITIONAL EQUIPMENT, ETC.

To locate and survey wellhead.

BANK PRESSURE AT BEGINNING OF DIVE POUNDS

BANK PRESSURE ON LEAVING BOTTOM POUNDS

BANK PRESSURE END OF DIVE POUNDS

Murphy.
COMPANY
2/3-2.
LOCATION
PURCHASE ORDER

DIVCON

INTERNATIONAL

2.9.69.
DATE
190'
WATER DEPTH
PIP TABLE

PER	Reppe.	TENDER
NDBY	Cameron.	TENDER
WORK OPERATOR	Rayner.	BOTTOM TIME 8 minutes.

	15.21.						
	15.24.						
	15.29.						
20'	15.32.						
	15.33.						
0'	15.36.						
S.	15.40.						

REMARKS, ADDITIONAL EQUIPMENT, ETC.

Secure guide wire to conductor pipe.

BANK PRESSURE AT BEGINNING OF DIVE	_____ POUNDS
BANK PRESSURE ON LEAVING BOTTOM	_____ POUNDS
BANK PRESSURE END OF DIVE	_____ POUNDS

Murphy.
COMPANY
2/3-2.
LOCATION
PURCHASE ORDER

DIVCON

INTERNATIONAL

2.9.69.
DATE
190'.
WATER DEPTH
PIP TABLE

DIVER	Cameron.	TENDER
TANDBY	Rayner.	TENDER
BACK OPERATOR	Reppe.	BOTTOM TIME 10 minutes.

S:	17.26.						
RB:	17.32.						
	17.36.						
1.20'	17.39.						
20'	17.44.						
10'	17.52.						
rr. S.	17.53.						

OB, REMARKS, ADDITIONAL EQUIPMENT, ETC.

Placed 13" x 100 lbs charge in conductor pipe.

BANK PRESSURE AT BEGINNING OF DIVE	_____	POUNDS
BANK PRESSURE ON LEAVING BOTTOM	_____	POUNDS
BANK PRESSURE END OF DIVE	_____	POUNDS

De oppringt av Mr. Clark Murphy-London, idag
i forbindelse med min forespørsel til Mr. Pedersen
for en tid siden om merkingen av bunnull
2/3-1 og 2/3-2. Mr. Clark kunne opplyse at i
forbindelse med plasseringen av "Ocean Traveler"
for bunnigen av hull 2/3-2, ble og ca det første
hullet lokalisert ^{og merket} med 8 bøyger (overflate) som var
forankret til kummen via kabler som var festet
til betongblokker. For bunnull nr 2 ble faktisk
ble skutt mycket med en overflatekøye festet
til bunnhode via en kabel.

Da man skulle kom tilbake for å sprunge bot
bunnhodene var alle 8 bøyger ved hull 2/3-1
latt av værkt. Ved hull 2/3-2 var bøygen fjernet
til skudd, men etter at bunnhodet var forrest
skutt bort, ble værkt ca dærlig at dykkere
ikke kunne inspisere resultatet av sprangningen.
Ved sprangningen ble bøygen rent løs.

Situasjonen er nei den at katter 2/3-1 eller 2/3-2
er merket, men det er en mulighet for at
2/3-2 ikke lenger er under merking for feste o.l.
Dykkerselskapet Divecon som ~~er~~ er for opp-
ryddingsarbeidet, har anbefalt Murphy å utsette
med nye forsøk på å fjerne bunnhodene til
vassingenjører for tiden seg på nyåret 1970.

Jeg sa til Mr. Clark at han måtte regne
med å gjøre et nytt forsøk på alle fall å legge
ut merke bøyger i bunn og at disse holdt seg
på plass, men at jeg ville komme tilbake
til saken etter å ha konfult med Fiskeri-
direktoratet. BVL 6/10/69.

Straktet idag med mr. Crump i Phillips
om mærkeningen av deres to hull Cod #107⁴².
Her ser at de var opprindelig mærket med
bøyer som var festet til bromhodene, men
at disse nu er forsvundet. Kan vist heller
ikke om noen bøye som kan holdes på plass
med et net. Phillips har umiddelbart
fått konstruert en ny type bøye som de skal
feste til neste bromhode som etterlates i
et forsøk på å finne flere til noe som ikke
ribes bort av sjøen. OVC 7/6/69

Jeg diskuterer problemet med mærkeningen av
bromhodene med dr. Kas mussen idag.
Vi ble enige om å sende ut en melding til
fiskerne og til sjoforsutt om hvilke bromhoder
som er etterlatt og ikke avmerket med
bøyer, og å dem avmerke posisjonen på
en kort. Meldingen på sendes ut med
gjøre mellomrom unntil hindringene er
fjernet. OVC 8/10/69