

PROJECT SHEET

Q8-A & B PLATFORM REMOVAL

REMOVAL AND DISPOSAL OF THE Q8-A AND B PLATFORMS AND JACKET SUBSTRUCTURES

BOSKALIS' ENERGY SOLUTIONS

Boskalis is a leading global dredging and marine expert. With safety as our core value we provide innovative, sustainable and all-round solutions for our clients in the energy market. Realizing projects in remote locations with a heightened environmental focus is one of our specialties. Under the brands Boskalis, Dockwise, Fairmount, VBMS and Smit Lamnalco we offer more services than any other company in our industry, making us your next one-stop solution provider.

We support the development, construction, maintenance and decommissioning of oil and gas import and export facilities, fixed and floating exploration and drilling facilities, pipelines and cables, and offshore wind farms.

Q8-A & B PLATFORMS

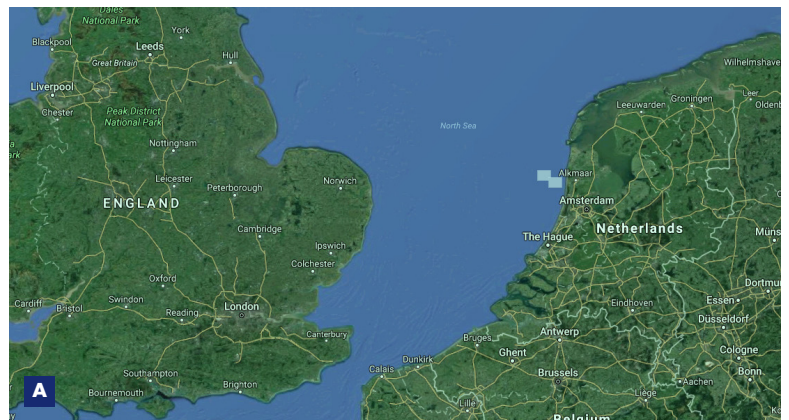
In 2011 Wintershall Noordzee B.V. contracted SMIT Marine Projects (nowadays known as Boskalis Offshore Marine Contracting) for the removal and disposal of the Q8-A and B platforms and jacket substructures. The two installations, located in the Dutch sector of the Southern North Sea, were no longer in use; the wells had been abandoned and plugged and the facilities had been decontaminated by Wintershall, to be certified as "fully de-commissioned".

Q8-A wellhead platform, installed in 1986, consisted of a three-legged jacket secured by three main foundation piles to the seabed, a drilling deck and topside. Q8-B satellite platform, installed in 1994, consisted of a four-legged jacket which supported the topside and was secured by four skirt foundation piles to the seabed.



FEATURES

Project	Q8-A & B Platform Removal
Company	Wintershall Noordzee B.V.
Contractor	SMIT Marine Projects (nowadays Boskalis Offshore Marine Contracting)
Location	Dutch sector of the Southern North Sea
Period	2012



- A** Location map
- B** Ampelmann A-XL gangway system
- C** Taklift 4 and Taklift 7 working together on decommissioning and removing platform Q8-B

The installations had to be removed to -6 m below average surrounding seabed level. All parts had to be delivered inshore at the port of Flushing for further dismantling and scrapping-disposal by a Subcontractor.

ENGINEERING, PROCUREMENT & PLANNING

SMIT in-house engineering department carried out calculations, motion analysis and prepared reports and manuals for Marine Warranty Surveyor



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(GL-ND) approval, required to lift and handle the heavy structures offshore and to transport these parts to shore.

Subcontractors were selected, audited and a detailed planning was prepared. A critical aspect of the offshore operations was to provide safe access between vessel and platform. For this purpose the Ampelmann A-XL gangway system was selected to gain direct access to the platform deck levels up to LAT +17 m.

PREPARATION FOR REMOVAL

The preparation for removal works consisted of:

- Erection of scaffolding at cutting and inspection positions
- Inspection of lifting points by Rope Access Technology
- Installation of bracings to the Q8B jacket for skimmers left in-place
- Cutting of two risers, one J-tube, two skimmers and various other piping
- Installation of rigging for lifting operations and replacement of lifting pins
- Gauging, Airlifting & Internal Pile Cutting 4 x 30" skirt piles Q8B prior lift off

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After preparation works at Q8-B platform by Taklift 7, Taklift 4 (both floating sheerlegs) connected to the pre-installed rigging, while access was still available via the Ampelmann from Taklift 7. The topside including jacket and piles was lifted off and Taklift 4 sailed with the load hanging in the Fly-Jib to IJmuiden for offloading onto transportation barge E-3505. The over length of the piles was removed and topside and jacket were separated. After sea-fastening, the topside



and jacket were transported to the disposal yard in Flushing and offloaded by onshore crawler crane.

For the Q8-A removal the Taklift 7 connected to the pre-installed rigging. The topside (including cellar deck) was lifted off and Taklift 7 sailed with the load hanging in the Fly-Jib to IJmuiden for offloading again on the E-3505. The topside legs were removed and the topside was temporarily stored onshore at a fenced off and secured area.

A specially designed Decom work platform deck with crane, winch and Ampelmann landing zone was installed. To facilitate the internal cutting of the four 36" jacket foundation piles over 6 m below average surrounding seabed level, the soil was removed by airlift technique. An Abrasive Water Jet Cutting (AWJC) tool was used to cut all four legs and shackle pin holes were made to connect the lifting gear. Subsequently the jacket was lifted and an ROV was deployed to inspect the seabed for new debris or any other anomalies.

The jacket was transported to IJmuiden and loaded onto a transportation barge after temporary onshore storage. Once the jacket and topside were loaded onto the barge, both were sea-fastened and, after NDT by MPI of the welds, towed to the disposal yard.

Lastly, Q8-A & B topsides, jacket substructures and cellar deck were properly dismantled and scrapped in accordance with Dutch regulations.

CONCLUSION

Boskalis successfully completed the Q8-A and B removal and disposal works. At all times the strictest safety and environmental standards were observed to preserve and protect the marine and coastal environment.

D Offloading Q8-B onto transportation barge E-3505

E Arrival of Taklift 7 with Q8-A Jacket (150 ton)

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