

# VeriSTAR *NEWS OFFSHORE*



**BUREAU  
VERITAS**

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## FOREWORD BY PAUL SHRIVEE

Vice president  
Offshore & Services



*This month, Bureau Veritas is heading to ADIPEC, one of the most influential events in the Oil and Gas calendar. ADIPEC is a valuable forum that brings together stakeholders and experts from across the industry to share knowledge and ideas.*

*We're pleased to be attending in force this year with teams from Bureau Veritas, Matthews Daniel, and our recently launched Bureau Veritas Solutions - Marine & Offshore. As our new brand for high-performance technical advisory, asset management and assurance solutions, BV Solutions M&O adds another dimension to the service we offer our clients. Our teams of experts will be on hand to discuss your asset and business requirements and discuss solutions to meet tomorrow's challenges.*

***Come and talk to us at ADIPEC\* to discuss how we can support your business!***

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<http://www.veristarnews.com/en/offshore>  
Please register to receive  
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\*12-15 november, Stand 9256 - Hall 9 -  
French Pavilion

## FOR THE BUSINESS AHEAD



**BUREAU  
VERITAS**

**SOLUTIONS**  
Marine & Offshore



This October, Bureau Veritas launched Bureau Veritas Solutions - Marine & Offshore. BV Solutions M&O experts offer technical advisory, asset management and assurance solutions to clients in Marine and Offshore markets seeking innovative ideas and added-value services. By providing a customized, client-oriented approach, BV Solutions M&O can deliver tangible improvements to asset and business performance.

BV Solutions M&O uses a range of resources and expertise to provide solutions in four target areas. Its Engineering and Risk solutions provides offshore operators, yards and owners with innovative software and measurement capabilities. Asset Management services assure regulatory compliance is achieved throughout the process of developing, operating, maintaining, upgrading and disposing of assets.

For Regulatory Solutions, BV Solutions M&O compliance experts ensure vessels and offshore units meet international maritime regulations regarding environmental performance and safety. Finally, BV Solutions M&O's Assurance Solutions support fleet operations with unparalleled assurance services, including verification of vessel condition, regulatory guidance, defining risk management strategies and vessel reactivation.

Thanks to its extensive knowledge of marine and offshore markets, BV Solutions M&O can devise innovative solutions to clients' most pressing concerns, including hull optimization, unit dismantling and environmental compliance. Veristar AIM3D, a state-of-the-art asset integrity management system, allows BV Solutions M&O to create a digital twin of any asset, providing clients with a platform to track maintenance and inspection data. BV Solutions M&O also takes a proactive approach to asset safety, offering risk studies that target cybersecurity, equipment performance and unit structure for alternative designs.

BV Solutions M&O is committed to reaching beyond pure compliance assessments, helping clients meet tomorrow's challenges with confidence. Building on 190 years of experience, BV Solutions M&O provides collaborative, entrepreneurial solutions to the industry's most complicated challenges, using its strong culture of service and quality to deliver top-tier solutions. Its in-depth understanding of client challenges ensures customers receive the creative, forward-thinking solutions that allow their assets to perform reliably, efficiently and safely throughout their lifetime.

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## LEADING SAFETY AND INTEGRITY IN JACK-UPS



**Steve Haro**  
Head of operations,  
Navtech Marine Services

**Steve Haro is a seasoned member of the offshore community in the Middle East: part of the founding team of Navtech Marine Services, he has worked in the region for 11 years. An offshore and naval architect by education and trade, he has overseen the construction and commissioning of five self-propelled jack-ups (SPJUs) for Navtech.**

The company was created in 2007 to provide SPJUs for use by national and international oil companies and EPCI contractors operating in the Middle East. Today, Navtech has three barges chartered on long-term contracts, and has transformed itself into a fully-fledged operator, offering well-services, accommodation, and maintenance services. Navtech is also expanding its fleet. Three vessels are in the pipeline, with one already under construction. "We're working to meet the requirements of operators in the region. Our new vessels are larger, and are upgraded to meet the latest NOC and IOC standards", explains Steve.

Navtech turns to Bureau Veritas for a range of third party services relating to safety, quality and environmental management. Bureau Veritas performs inspections for ADNOC as an Independent Competent Person, including ICP audits on board the vessel and ICP verification of jacking trials. This year, it performed Safety Cases and identification of Safety Critical Elements for the three vessels in Navtech's fleet according to the national oil company's standard. A first in the region, the standard draws on best practices developed in the North Sea.

Steve is clear about why Navtech chooses to work with Bureau Veritas:

"When we have a need for third party verification, we automatically call Bureau Veritas. We appreciate their values. They are neutral, discreet and professional, and we have a good working relationship with them."

Navtech also uses Bureau Veritas for QHSE certification – a topic Steve knows well as he himself is a certified Lead Auditor for ISO 9001 and OHSAS 18001. Bureau Veritas performs ISO 9001, ISO 14001 and OHSAS 18001 audits. The company has already begun the transition to the new ISO 45001 standard for health and safety, and will be doing its transition audit with Bureau Veritas next year, two years ahead of the deadline.

"These services are important to us as Navtech sees QHSE as integral to maintaining our technical and commercial leadership. We aim to further enhance our QA/QC and HSE policies, and we seek to apply strong ethics standards in our relationships with clients, employees and suppliers."

Looking ahead, Steve sees further opportunities to work with the Bureau Veritas group.

"One point we appreciate is their integration of Matthews Daniel. Having such a recognized marine warranty and risk specialist as part of their offer is very valuable. It's definitely on our radar: we've added them to our list of approved suppliers and are likely to call on their services in the future.

<http://navtechmarineservices.com/>

## MAKING A CASE FOR THE SAFETY CASE



Nothing is more important than the ongoing safety of an installation and its workforce. To ensure safety, all processes, procedures, and assurance and maintenance tasks must be correctly aligned to a set of key fundamentals. That's where the Safety Case comes into play. A Safety Case is a document that states to operators, owners, workers and the Competent Authority that the Duty Holder has the ability and

means to effectively manage and control major accident hazards.

The Safety Case must reflect the reality of the installation's current operating status: changes are likely to occur in the environment, in the activities carried out, or in other ways that increase risk. It is thus intended to be a living document, reviewed and revised as often as necessary to ensure it reflects reality. It will require input from technical and safety experts, the installation's workforce, and external bodies such as a Class Society and a Verification Body.

Failure to embed and embrace the value of a live, relevant Safety Case, will at best lead to increased administrative workload and delay in acceptance by the Competent Authority. At worst, it can lead to a domino effect whereby all processes, procedures and maintenance management strategies are based on incorrect and outdated data, jeopardizing the integrity and the safety of the installation.

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## WHITE PAPER NAVIGATES THE OPTIONS FOR FSRUs

Deployment of an FSRU or FSU is a relatively fast, cost-efficient way for countries to develop LNG import capability. It is also attractive to operators, as floating units are flexible and can be redeployed at the end of a contract.

A new white paper published by Bureau Veritas aims to guide operators through the options available, and the important decisions to be made when developing an FSRU project. Will the unit be a conversion or a newbuild? Does it require regasification (FSRU) or is it to be used for storage only (FSU)? Will it be a ship or a barge? Will its location be near shore or offshore? Would the unit be moored for a long period or relocated after few years?

A fundamental issue is to whether to follow a "marine" approach to considering risk, in line with marine classification rules and SOLAS, or an "offshore" approach. Location is a deciding factor in design, operation and regulatory requirements. "The white paper talks through some specific examples, such as the leakage risk of an FSRU required to carry out ship-to-ship LNG transfers and the sloshing studies performed for the LNG carrier that may enable it to act as an FSRU.



Commercial options need to be enabled and supported by the best technical insight and in compliance with appropriate regulatory regimes and standards. Bureau Veritas offers a range of rules, guidance, software and studies to support safe FSRU development.

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## HELPING OPERATORS GET READY FOR INVENTORY OF HAZARDOUS MATERIAL



Bureau Veritas has launched new services in order to support the marine & offshore industry into meeting the requirements of the EU Regulation 1257/2013 on Ship Recycling. The regulation applies to ships and offshore units over 500 GT, for example FPSO, semisubmersible, self-elevating platforms or towed unit flying a flag of a Member State. This binding legislative act makes it mandatory to carry on board an Inventory of Hazardous Material (IHM) latest 31st December 2020 for existing units and somewhat sooner 31st December 2018 for new units, with supporting Certificate in both cases.

Bureau Veritas services will be twofold: checking, sampling and reporting IHM, using a network of one hundred trained BV HazMat experts acting under Bureau Veritas Solutions on one hand, and certifying the IHM, on the other hand. Both types of services will apply to new and existing units. Bureau Veritas Solutions will offer clients an advanced digital tool, PRAXIS, to record all data and track them throughout the unit's life, facilitating user-friendly maintenance of the IHM.

Every year, many offshore units reach the end of their useful life and are sent for dismantling to recycle the steel and equipment. The majority of this recycling takes place in dangerous, polluting conditions. The EU Regulation aims to reduce the negative impacts linked to the recycling of ships requiring both owners and dismantling yards to take a proactive approach to safety and environmental protection in ship recycling. For years, Bureau Veritas has experience in delivering similar "Green Passport" services with regard to the Hong Kong Convention (not yet ratified), and has developed additional "EU-SRR compliant" - GREEN PASSPORT EU.

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## NEWS IN BRIEF...

■ **UAE SEMINAR ON DIGITAL ASSETS** In November 2018, Bureau Veritas will host a Digital Assets seminar in Abu Dhabi. Our experts will offer key insights to over 80 clients, exploring how companies define their digital roadmap.

With focus areas in Data, Representation, Intelligence and Collaboration,

participants will discover a range of techniques for improving their digital assets. Presentations will highlight the latest technical innovations, including data collection, photogrammetry and 3D modeling, machine learning and image recognition, and collaborative solutions.



## **MATTHEWS DANIEL PARTNERS MIDDLE EAST RIG MOVES**

Marine and Offshore exploration and development is on the rise in the Middle East, and MatthewsDaniel is perfectly equipped to help its clients in the region. Present in this area since 1976, Matthews Daniel Middle East is manned by an experienced and dedicated team of Master Mariners, Naval Architects, Engineers and Specialist Surveyors.

Backed by MatthewsDaniel's global headquarters in Houston, the team's robust structures, systems and guidelines cover the entire rig moving and siting process. From Rig History Database, Geotechnical Studies, Location Approvals / Site Assessment and

Program Preload to Training, Rig Mover Certification, Rig Move Warranty Attendance and Dry Transportation / SafeTrans, MatthewsDaniel Middle East can deliver any service its clients require.

The region is seeing new drilling units replace older, less efficient ones. Other units are being refurbished and upgraded before moving out of the Arabian Gulf. In addition, a diverse fleet of lift boats and jack-up barges is increasing in number throughout the region. MatthewsDaniel experts regularly attend rig moves off Saudi Arabia's coast, providing associated approval of drilling locations for MODUs, particularly for Saudi Aramco, the region's largest player. The local rig market is relatively buoyant throughout the Arabian Gulf, especially off the coasts of Dubai, Abu Dhabi, Oman and Qatar. Bahrain is also seeing a resurgence of exploration.

As Marine Warranty Surveyors, MatthewsDaniel Middle East attends onboard drilling units when they change locations. Acting as the underwriters' eyes and ears, they add valuable services to the unit operator by highlighting areas where improvements can be made in both a practical, operational sense, and from a safety standpoint. In this way, MatthewsDaniel leverages its expertise and experience to go beyond contractual obligations, adding measurable value.

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## **AIP FOR GTT'S NEW CARGO CONTAINMENT SYSTEM**

GTT has received an Approval in Principle (AiP) from Bureau Veritas for its new cargo containment system (CCS), designed to store marine grade liquefied natural gas (LNG)

The CCS, named N096 Flex, benefits from N096 technology as well as the use of an efficient foam panel insulation. The N096 technology features insulating panels that are mechanically anchored to the inner hull and a double metallic barrier concept with corrugated stainless steel.

The use of PU Foam at primary and secondary levels will allow an LNG boil-off rate reduction down to 0.07 per cent per day for a standard 174,000m<sup>3</sup> LNG carrier.

The integration of insulating foam panels within the N096 system is also enhanced to take advantage of the continuous improvement in thermal performance of Polyurethane foam material.

Matthieu de Tugny, COO, Bureau Veritas, Marine & Offshore said: "Bureau Veritas is delighted to be able to help accompany GTT in its ambitions to continue capturing and innovating solutions in the field of LNG containment for the gas supply chain."

A mock-up phase is expected to begin in the first quarter of 2020  
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