Below are part  of the steps taken by the underwater maintenance team to reduce possible deferment/demurrage.

***INSPECTION MAINTENANCE AND MAINTENANCE OF THE SPMs.***

Routine inspection and maintenance of the SPM’s and their associated equipment are carried out on a regular basis – fortnightly, monthly, three monthly, six monthly and yearly – based on the approved maintenance plan and MJR, with each of the maintenance task describing necessary actions in order to reduce the risk of the SPM and its component failure as well as cost reduction resulting from unscheduled downtime and loss of production due to inability to export.

The scope of work regarding this maintenance campaign is structured around the approved procedures on MJRs and SPDC IOG (Integrity Operations Guide for SPDC CALM Buoys).

Personal Protective Equipment (PPE) are worn as specified in the SPDC HSSE manual. HSSE incidents are reported and closed out in accordance with the HSE-MS policy with the aim of ensuring that all the tasks are safely completed and Goal Zero is sustained.

***PRE-LOADING INSPECTION***

In addition to the PMs/CMs and as part of ways the mitigate against failure of equipment before any loading, We also introduced an intervention planned inspection (Pre-loading inspection) which is aimed at identifying and correcting any possible threat (Entanglement (Ropes & Chains), leaks, cuts, etc.) that could have cause unscheduled downtime/deferment and possibly demurrage due to inability to berth the offtake tankers. We do a general checks and repairs where necessary, if any anomalies are observed and handover same to the tanker handling team for the mooring operation.

***POST-LOADING INSPECTION.***

In the absence of SPM2 and 3, which is technically not available due to awaiting subsea hose change(SPM2) and  SPM3 undergoing change-out  whiles SPM1 remain the only SPM for crude export with a broking cactus tree. The underwater team introduced the post cactus tree hook up campaign were we have an improvised arrangement to hook up the 600’ rope to keep it secured  from possible rope entanglement which may impact on the time of berth preparation during offtake pending when the cactus tree will be fixed and the other SPMs ready for offtake operations respectively.

Subsequently, we initiated the post loading inspection which is aimed at handling possible issues that might have occurred during the previous offtake due to dropping of the mooring line and hose tail end accessories. The inspection also includes: inspection of the lacerated hoses, for any possible escalation or leaks.

AIM.

Identifying threat and carrying out corrective intervention before the next offtake.

To mitigate against unscheduled deferment due to inability to berth offtake vessels.

To report and close out any anomalies identified during inspection.

BENEFITS.

1. Identify and attended to anomalies before the next offtake.
2. Reduces the time spent carrying on tanker pre-loading inspection.
3. Equipment Integrity Assurance and Reliability.
4. Reduce the risk of the SPM and its component failure.
5. Cost reduction resulting from unscheduled downtime and loss of production due to inability to export.