

New methods of laying seabed tubes

Institution of Civil Engineers, Northern Ireland Association - Mitigating risks during subsea cable installation



Description: -

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A permanent sliding support may be preferable in some circumstances, for example, in order to reduce the forces to be resisted by the top supports where they connect to the transition piece.

New methods for aquafarm mooring

According to another aspect of the present invention there is provided a method of installing a J-tube system, particularly one formed by the method described above, in which, prior to installation, the J-tube assembly is held in an elevated position above the seabed and the upper section of the J-tube is enclosed within or restrained by a top support or supports that is or are restrained by a top support or supports that is or are firmly attached to a main structure.

Methods of laying seabed pipelines

At this point, the roller quadrant 16, with cable 12 placed around it, is placed in the water as seen in FIG. In addition, the improved J-tube system is relatively non-weather dependent, i.

New methods for aquafarm mooring

It is anticipated that the piling forces will be well within the capabilities of most conventional onshore type piling equipment and, therefore, such piling equipment will be of small to moderate size.

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In addition, this may also provide a back-up facility whereby the J-tube can be removed if damaged during installation, or if the embedment depth is insufficient.

Methods of laying seabed pipelines

Typically, the main tubes forming the boat landings are circa 350 to 400 mm diameter; thus J-tubes of diameter 275 to 325 mm diameter would fit very nicely within main tubes of boat landings with a nominal gap left for grouting. The second method provides an alternative, which is to install a conduit from shore under the seabed using directional drilling with the conduit exiting the seabed at a suitable distance and water depth offshore.

Mitigating risks during subsea cable installation

The pipelength supported by the boom is then lowered using the crane 14 into engagement with the upper end of the previously placed pipelength supported by the clamping mechanism. The use of the improved J-tube system maximises the opportunity of using short transition pieces.

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