

# PRE-CONDUCTOR DRIVING OPERATIONS



**LET'S  
BUILD**

Pre-piling conductors has a significant benefit to an end client as it allows for driving operations to be carried out on a smaller installation vessel. This lowers offshore vessel day rates as a drilling rig would be chartered for less days to develop a new oil or gas field.



# PRE-CONDUCTOR DRIVING OPERATIONS



This operation is carried out by using a subsea piling support frame, like our Fast Frame with full levelling capability, to allow the conductor to be installed with a subsea piling hammer rather than a drilling or jetting solution. The subsea piling frame is landed on location and hydraulically levelled by WROV to ensure the vertical tolerances are in specification prior to the deployment of the pre-assembled conductor stack.

During the piling operations the conductor stack will reach its self-supporting penetration depth and allow for the subsea piling frame to be opened. Piling operations can then continue to its final required installation depth. The hammer can be recovered back to deck and the support frame can be lifted from the location either to the next piling location or back to deck to prepare for the Christmas tree installation.

This allows for a stronger and verifiable installation profile that can be assessed on the true driving results to assist with the final installation report of the conductor.

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- Project location:** Vincent Field, West Australian
  - Conductor details:** 5 No. 52m string consisting of 4.5 x 30" x 12m screw jointed conductors (32t in air)
  - Subsea Frame:** 36" Fast Frame with 9.1m mudmat footprint
  - Hammer:** S200 with 48" Sleeve
  - Benefits:**
    - Cheaper installation vessel costs
    - Stronger conductor soil holding conditions as its driven
    - Driving logs to assess soil assessment report
    - No template structures required to remain on the seabed once installation is completed
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