

Case study – Oil and Gas

Paccon Logistics recently handled its first oil and gas related project in South Africa in conjunction with Scandanavian colleagues for a major Danish oil & gas principal.

Cargo comprised 2632 m3 of 23 mtr long drill risers; handled twice for total movement of 5264 m3

Scope and duration

- Receive into US Gulf port, stage and load out to vessel, ship ex US Gulf to Ngqura port South Africa – 31 days
- Discharge and stage in Ngqura port pending re-delivery to drill-rig at anchorage in Ngqura waters – 6 days
- Time window allowed for re-delivery ex staging area – 48 hours plus unspecified waiting time per end client requirements – 3 days
- Total duration – 40 days

Resources employed

- Geared carrier ex US Gulf port of Houston
- At Ngqura port, private stevedore employed as area used is non-commercial / unstaffed. Labour and equipment on board in hatch – 4 x 15-ton forklifts, shackles and slings
- 1000 m2 rented staging area – cordoned off. Security 24/7 and flagmen on site during all cargo operations
- Wharf-side equipment
- 2 x 45-ton mobile cranes at staging area to offload / stack
- 3 x 25 mtr extendable trailers
- A) receive under hook and transfer to staging area
- B) re-load ex staging area and deliver to wharf for loading out to DP vessels.
- Note – due to the size of the risers, only 1 unit at a time could be carried on the extendable trailers, so collection / delivery was on a continuous rotational basis.
- 2 x 100-ton mobile cranes at wharf to load out (extended reach required)
- Charter 2 x DP (anchor handling tugs) vessels – risers loaded out to these vessels in rotation for continuous delivery alongside the drill-rig and hook up to drill-rig knuckle-boom crane
- Appoint port agents for DP vessels

Paccon Logistics SA (Pty) Ltd
Company Registration Number 2004/035274/07 - VAT reg. no. 4740217205

Directors: A. L. Wallace, S. Gillespie

Durban Johannesburg
Associated offices - Gaborone Lusaka Walvis Bay

All business undertaken subject to our Standard Trading Conditions, copy of which available on request

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- Rigging crews for both inward / outward phases
- Marine surveyor engaged for entire operation as per client requirement
- Mobile mast-lighting at staging area and wharf as operations needed to be conducted around the clock due very narrow delivery period allowed

This was a very complex job as the particular port area designated is not a licensed cargo working environment. Each contractor under Paccon employ was required to submit full HSE files, certificates for equipment and details of all personnel.

Execution was done in two stages, the first being to ship the risers to South Africa and stage them in the port. Stage two was to re-deliver to under-hook of the drill-rig at inner anchorage – during this phase we were allowed a maximum 48 hours to execute.

In the interests of productivity, we considered an increased number of trailers but had limited working space which would have congested the site and so a maximum 3 x 25 mtr extendable trailers was deemed optimal.

Chartering of DP vessels was another first, they are quite amazing vessels and their stability unbelievable.

Paccon set-up the entire local project and had own personnel in attendance throughout the operation. Despite various running changes from the client's side and work-around situations due to technical problems with the drill-rig, everything went pretty much according to plan resulting in a very satisfied client.

Pictures of operation below

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Risers inbound



Staging area



Risers being handled at night



Risers being loaded out to DP vessel



DP vessels, 1 alongside drill-rig, 1 at wharf

Knuckle-boom lifting risers

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