

## Offshore platforms: offshoring at all costs

Offshore platform dismantlement must at least comply with the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, or its principles. For the moment, platforms at the end of their life cycle are crisscrossing the oceans without a green passport. This is alarming, as the radium scales that have accumulated in the piping and equipment should be considered and managed as radioactive waste. Norway has opened a storage site for radioactive material that has been removed from platforms. Countries demolishing platforms should have this type of facility. It is increasingly common for drilling platforms and vessels to end up in shipyards lacking means of diagnosis and storage facilities that are safe in terms of radioactivity, after hazardous sea trips covering thousands of miles.

The oil drilling platform *Transocean Winner* was built in 1983 in Arendal, Sweden, as *Treasure Saga*. It had always been operated in the North Sea oil fields. *Transocean Winner* had been awarded a drilling contract ending July 2016. According to the OSPAR Convention for the Protection of the Marine Environment of the North-East Atlantic, North Sea offshore infrastructures must be returned to land and dismantled at the end of their life. The old *Transocean Winner* platform had no future anymore. Its owner is Transocean Ltd, based in Geneva, Switzerland. This company has the largest platform fleet in the world and has sent off dozens of units for demolition since 2015. *Transocean Winner* was about to join them under tow of *Alp Forward*, from the North Sea to the Aliaga shipbreaking yards.



*Alp Forward* © William Scott

The convoy sailed around the western part of Scotland. On August 7, the towline broke. The closest salvage tugboat was based at Kirkwall in Orkney Island, north of the Scottish mainland. She arrived too late. *Transocean Winner* ran aground on the rocky coast of the Isle of Lewis, in the Outer Hebrides, near Dalmore Beach. This is a spot that local surfers love, and that is known for its brown crabs. Some of the 280 tons of diesel went off into the sea. Debris spread all over the coast and seabed. Residents are expecting the winter storms to bring the waste back on the shore.



© Mark McLeod

The platform was refloated on August 22 and put in a safe place for inspection on the eastern coast of the Isle of Lewis. Turkey was still its final destination. This time, a semi-submersible ship instead of a tugboat will have to deliver it to Turkey. On September 7, two months after the grounding, and after failed attempts and delays due to weather conditions, *Transocean Winner* was finally loaded onto the *Hawk*, which received the clearance for her departure on October 14. The convoy was to make a stop in Malta in order to remove equipment that could be further used on oil fields in the Mediterranean Sea. *Transocean Winner* would then be sent to Aliaga breakers.



© MCA

Loading *Transocean Winner* on the *Hawk*



© Iain Nicolson

After *Transocean Winner* left the Norwegian oilfields, it could have been demolished in Norway, or it could have gone to the Able shipbreaking yard in Hartlepool, which has experience in demolishing Brent field infrastructures. However, its ship-owner preferred the most paying and the most dangerous option.

The United Kingdom intends to become the expert in dismantling North Sea oilfield structures at the end of their life. The Royal Academy of Engineering estimates that the demolition and recycling market in the next decades for the British sector alone is worth 30 billion £.



See also "Shipbreaking # 40", Alert : Enhanced Natural Radioactivity, p. 12-13 and "Shipbreaking # 41", Offshore platforms: radioactive alert p. 1-2-3

## Who will succeed in breaking up Sino 6, and when?

Things come in threes. *Sino 6* is still resisting the call of shipbreaking yards. In 2013 already, she was announced for scrapping; her price was then of 431 US \$ per ton (Cf. "Shipbreaking # 31" p. 40 and # 32, p. 6). 2 years later, in 2015, notification of death again, with a selling price down 386 US \$ (Cf. "Shipbreaking # 40", p. 62). Brokers say again today she is to be broken up, she would only be worth 290 US \$ per ton. In contrast to previous episodes, her official status is still "in service" but she never came as close to the blowtorches. On October 13, coming from Singapore, she arrives at Chittagong : Bangladeshi breakers start rubbing their hands, 4 days later *Sino 6* declares to be only bunkering !

**VESSLS DUE AT OUTER ANCHORAGE:**  
**DATED: 13/10/2016:**



### THE CHITTAGONG PORT AUTHORITY

(MARINE DEPARTMENT)

LIST OF VESSELS AS PER DECLARATION MADE BY LOCAL AGENT:

[www.cpa.gov.bd](http://www.cpa.gov.bd)

SL. NO.	NAME OF VESSELS	LENGTH	DRAFT	DATE OF ARRIVAL	L.PORT CALL	FLAG	LOCAL AGENT	LINE BELONG TO	CARGO CARRIED	TYPE OF CARGO
1	NING HAI TUO 6001	69.30	5.0	13/10/16	SING	CHINA	COSCOL	CHARTERED VESSEL	7420	P.CORN
2	SHUN TONG	223.70	13.0	13/10/16	CAMPA	PANA	MADINA	CHARTERED VESSEL	68798	C.CLINK
3	SINO 6	246.88	6.0	13/10/16	SING	PANA	COSCOL	HONG KONG DE FENG	BALLAST	SCRAPPING

**VESSLS DUE AT OUTER ANCHORAGE:**  
**DATED: 17/10/2016:**



### THE CHITTAGONG PORT AUTHORITY

(MARINE DEPARTMENT)

LIST OF VESSELS AS PER DECLARATION MADE BY LOCAL AGENT:

[www.cpa.gov.bd](http://www.cpa.gov.bd)

SL. NO.	NAME OF VESSELS	LENGTH	DRAFT	DATE OF ARRIVAL	L.PORT CALL	FLAG	LOCAL AGENT	LINE BELONG TO	CARGO CARRIED	TYPE OF CARGO
1	NORD PEAK	199.99	12.9	17/10/16	-	SING	A&J	CHARTERED VESSEL	58965	Y.CORN
2	DENSA PANTHER	189.99	12.6	17/10/16	CAMPA	MALT	MMEI	CHARTERED VESSEL	54598	C.CLINK
3	JS POTOMAC	199.99	12.4	17/10/16	YUZH	SING	BASHUND	CHARTERED VESSEL	55000	WHEAT
4	SINO 6	246.88	6.0	17/10/16	SING	PANA	COSCOL	HONG KONG DE FENG	BALLAST	BUNKERING

The die has not yet been cast. She might after all be in "Shipbreaking # 46": she is said today to be heading for ... Gadani, Pakistan.

*Sino 6* (ex-*Rip Hudner*, ex-*Sibonancy*). IMO 9077111. Bulk carrier. Length 247 m, 16,560 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1994 in Copenhagen (Denmark) by B&W Skibsvaerft as combined carrier (OBO, Ore/Bulk/Oil). Owned by Guangzhou Kuifenghang Shipping (China). Detained in 2014 in Tianjin (China) and in Zoushan (China).

