

Accommodation Barges: a success story in Kashagan Oilfield, Kazakhstan



Some accommodation barges are presently in service at the D-island of the Kashagan Oilfield.

Even if there are located 120 kilometers off the coast, those barges are Inland Navigation vessels taking into account that Kashagan is located in shallow waters where the depth is only 3.7 meters.

Kashagan, located in the north section of the Caspian Sea near the city of Atyrau, was discovered in July 2000 and it is the fifth largest oilfield in the world. The Kashagan field is composed of a limestone reef approximately 75 kilometers in length and 35 kilometers wide. Temperatures in the region fall below minus 30°C in winter and the sea regularly freezes. Because the challenge is the time schedule, the starting point for such accommodation barges has been existing hulls and then use of prefabricated units for the hotel part allows decreasing the duration of construction while two shipyards worked simultaneously in order to deliver the accommodation barges at same time.

The owner looked for a Classification Society with a high level of reactivity. Both the engineers of the plan approval office of the Inland Navigation Management and the site surveyors of Bureau Veritas Antwerp have reached the objective of this project: to survey fully equipped and liveable accommodation barges constructed within a very short time (4 months).

In such conditions the Survey for conformity to both the Classification Rules and the Statutory Regulation (i.e. the Rhine Rules) has been a challenge.

The "Rossini" (440 people) from Shipyard De Hoop – Lobith is the 4th accommodation barge classed by Bureau Veritas within the scope of this project. This vessel is the longest (135 m) and it has been delivered end of June. In May, Holland Shipyards have delivered the "Bellini", 322 people and 110 m in length.

Later last year each of those shipyards has already delivered one accommodation barge ■

New software: VERISTARCHEM



To meet A.D.N. provision 1.16.1.2.5, for tank vessels, the certificate of approval must be supplemented by a list of all the dangerous goods accepted for carriage in the tank vessel, drawn up by a recognized classification society.

VERISTARCHEM is a new DNI tool whose main purpose is to create lists of dangerous products accepted for carriage in tank vessels operating in inland waterways, based on a cross-checking between vessel characteristics and A.D.N. product provisions.

Taking into account eventual applicable transitional provisions, the tool:

- checks adequacy between vessel features and A.D.N. product requirements
- checks compatibility between the product and the cargo tank/cargo piping system material/protective wearing
- generates adequate remarks and notes to be taken into account for the carriage of specific products
- draws up the list of all products allowed to be carriage by the vessel considered.



Quality: DNI audited Brazil, Poland and Serbia

According to its quality policy, DNI conducted internal audits in the operational centers of Brazil, Poland and Serbia during this quarter. Apart from the obvious need to ascertain the compliance with the procedures to maintain the high level of quality within the marine network, such audits give also opportunities to understand better the local contexts, needs and also possible difficulties. It is of high importance to DNI to be close to the operational organization in order to continue to provide the expected services and to improve the Rules, working instructions and procedures. ●