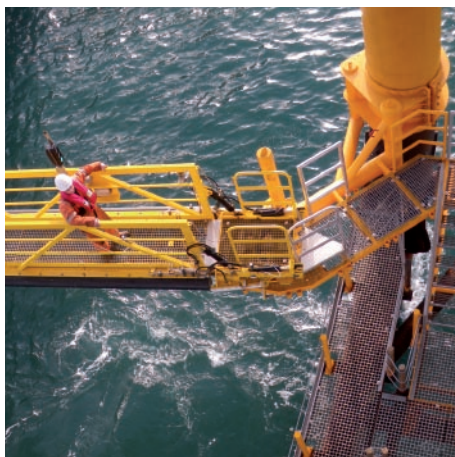


THE OFFSHORE ACCESS SYSTEM
THE SMARTER WAY TO WORK



THE OFFSHORE ACCESS SYSTEM (OAS) FOR USE IN HEAVY SEAS

The OAS is a patented heave-compensated walkway designed for use in the demanding conditions of the North Sea (to 2.5mH_s), or any similar global offshore environment, which allows safe access from a support vessel to an offshore structure.

The system provides a safe, reliable and cost-effective solution for transferring personnel offshore. The OAS can be installed onboard any suitable DP2 vessel, whilst all that is required on the offshore structure is a vertical pole, small horizontal platform and access to deck level.

OPERATION

The heave-compensation system, which maintains the end of the walkway at a constant height, is automatically enabled into 'approach' mode when the walkway is slewed outboard from its cradle. The walkway is then extended and manoeuvred against a vertical pole on the installation.

A constant force system ensures that pressure is exerted against the pole before the walkway is retracted to engage the latching system.

Once secured the walkway is then lowered onto the horizontal platform and the heave-compensation system is disengaged, which allows the walkway to 'float' between the vessel and the installation.

At this point the walkway is robustly connected to the fixed structure and automatically compensates for the six movement planes of the vessel motion, thereby allowing the safe transfer of personnel to commence.

PRIMARY CHARACTERISTICS OF THE OFFSHORE ACCESS SYSTEM

Operating Length ¹	17.0m
Operating Stroke	6.0m
Maximum Length	21m
Minimum Length	13m
Walkway Width	800mm
Operating Angle ²	15°up/15°down
Allowable Load ³	300kg
Overall Mass ⁴	23.0Te
Maximum Sea State	H _s = 2.5m
Max Working Height ⁵	9.0m
Min Working Height ⁵	5.0m
Construction	Steel
Certified structural design	Lloyds

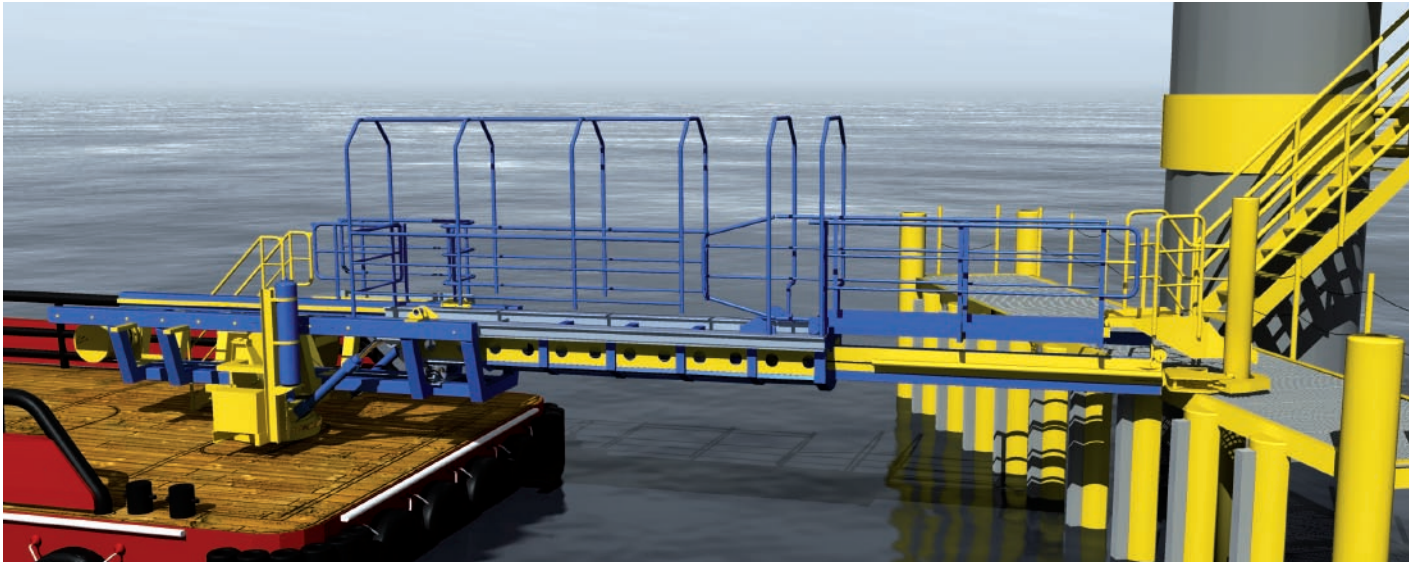
1. This is the distance from the centreline of the mounting pedestal to the connection point at mid stroke

2. These figures do not take into account the motion or the potential variation in the draft of the vessel

3. This load equates to three persons

4. This mass does not include the separate power unit, if required

5. These heights take MSL as the datum height and depend on the vessel freeboard



THE OFFSHORE TRANSFER SYSTEM (OTS) FOR FAST CREW BOATS IN BENIGN WATERS

The OTS is a patented lightweight walkway which has been developed for benign water locations (to 1.5mH_s) to allow safe access from a fast crew boat to an offshore structure. The fast deploying walkway slews, luffs and extends to provide a safe, efficient and cost-effective solution for transferring personnel offshore.

The OTS can be installed onboard any suitable vessel, whilst all that is required on the offshore structure is a vertical pole to provide a connection point.

OPERATION

The walkway is simple to operate and does not rely on a controlled heave compensation system. The coupling arm is extended from under the walkway once the OTS is moved from its stowed position into its approach position.

The latch hook at the end of the coupling arm is then manoeuvred around the vertical pole on the fixed structure. Once connected, the crew boat then applies forward thrust which is counteracted by a variable tension hydraulic spring.

The inner walkway is then extended and secured in the operating position to allow the safe transfer of personnel to commence.

PRIMARY CHARACTERISTICS OF THE OFFSHORE TRANSFER SYSTEM

Operating Length ¹	9.1m
Operating Stroke	3.0m
Maximum Length	11.1m
Minimum Length	7.1m
Walkway Width	600/800mm
Operating Angle ²	20°up/11°down
Allowable Load ³	300kg
Overall Mass ⁴	4.2Te
Maximum Sea State	H _s = 1.5m
Max Working Height ⁵	3.25m
Min Working Height ⁵	2.75m
Construction	Aluminium/Composite

1. This is the distance from the centre line of the mounting pedestal to the connection point at mid stroke

2. These figures do not take into account the motion or the potential variation in the draft of the vessel

3. This load equates to three persons

4. This mass does not include the separate power unit, if required

5. These heights take MSL as the datum height and depend on the vessel freeboard