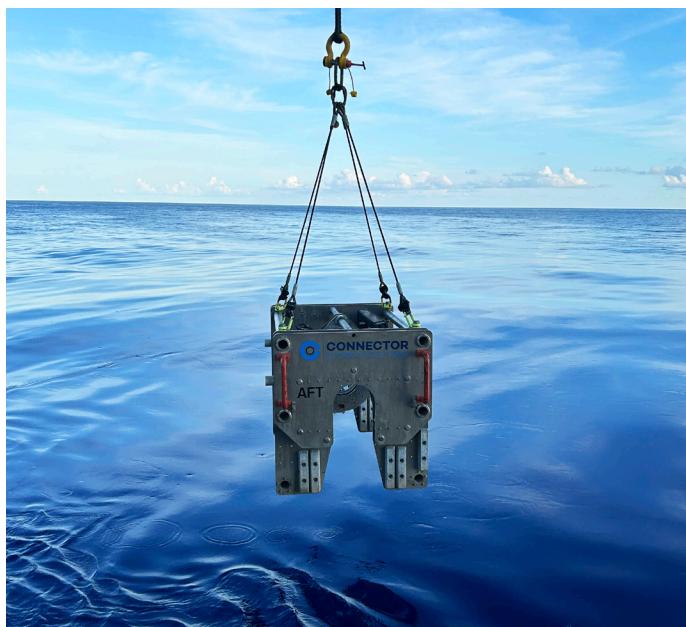


# RAPID RESPONSE TO DELIVER CLEAN COATING REMOVAL AT 1 000 MWD

## CASE STUDY

CALLED IN AT SHORT NOTICE AFTER ANOTHER TOOL FAILED ONSHORE TRIALS, CONNECTOR SUBSEA SOLUTIONS (CSS) MOBILISED ITS PATENTED DEEPWATER COATING REMOVAL TOOL (CRT), ROV SKID, CONTROL SYSTEM AND OFFSHORE PERSONNEL TO DELIVER CLEAN, DAMAGE-FREE COATING REMOVAL ON A 12" PIPELINE IN APPROXIMATELY 1 000 MWD. THIS RAPID RESPONSE, AIRFREIGHT MOBILISATION AND THE BARE-METAL FINISH WERE CRITICAL TO KEEPING DECOMMISSIONING WORK ON TRACK.



01 // CSS Deepwater CRT offshore deployment.

### BACKGROUND

An operator in the US Gulf of Mexico needed coating removed on a 20-year-old pipeline at two locations. The pipeline was coated with 3LPE over FBE, with removal lengths of about 3 m and 2 m. The operation was initially planned using a tool supplied by another party, however, during onshore trials that tool was slow to remove coatings and damaged the parent pipe. In contrast, CSS's Deepwater Coating Removal Tool delivered a clean, damage-free finish and operated about ten times faster, bringing the schedule back on track. As a result, the scope was reassigned to CSS at short notice, and the team mobilised from Port Fourchon.

### SCOPE

- **Tooling:** CSS Deepwater CRT with CSS ROV Skid and Control System
- **Personnel:** CSS field service technicians
- **Water depth:** ~1 000 m
- **Pipe specifications:** 12" pipe OD, 3LPE coating with FBE base
- **Removal lengths:** ~3 m (Location 1) and ~2 m (Location 2)



02 // CSS Deepwater CRT preparing for onshore System Integration Test (SIT).

### THE CHALLENGE

Time was the main constraint. The order came during a holiday period in Norway, and airfreight was the only viable option to meet the offshore window. The operator also demanded a clean, undamaged finish, ruling out abrasive mechanical systems, while traditional water-jetting would have been impractical at these depths.



03 // CSS Deepwater CRT and ROV Skid packed and ready for offshore deployment.

## SOLUTION AND APPROACH

The CSS team moved quickly to complete packing and test preparations to keep the plan on track. The team proposed its field-proven deepwater CRT from its rental pool and mobilised the equipment by air within days. The CRT's unique mechanical process removes insulation and corrosion coatings, including FBE, at any water depth without harming the parent pipe.

## MOBILISATION AND EXECUTION

- Enquiry to dispatch:** 7 working days
- System Integration Test (SIT):** Completed in 1 day
- Coating removal time:** ~12 hours per location (clean, damage-free finish)

## OUTCOME

Both locations were stripped back to clean, bare pipe with no damage to the parent pipe. The job met the schedule despite airfreight delays, enabling the operator's downstream activities to proceed. The CRT operated reliably at depth and the finish met the acceptance criteria.



04 // CSS Deepwater CRT with a retrieved pipe section after coating removal.

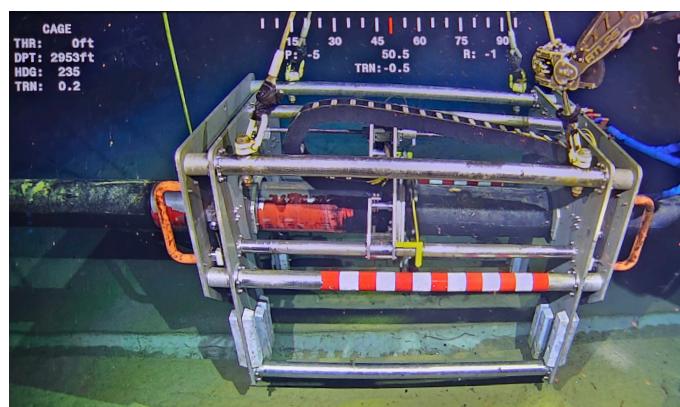
*“Key to the success of the offshore campaign was CSS’s ability to mobilise people and equipment at pace for this critical project, even while many of the team were on leave. Everyone went above and beyond—and that commitment kept the schedule intact and delivered a successful outcome.”*

**Rob Davies**

Managing Director, CSS Deepwater Solutions



05 // CSS Deepwater CRT checked by CSS field service technician prior to offshore deployment.



06 // CSS Deepwater CRT during offshore operation.

## WHAT WE DELIVERED

- Quality of finish:** The scope demanded a clean, damage-free, bare-metal surface, delivered consistently at around 1 000 mwd.
- Proven kit and offshore support:** CSS provided a team of Norwegian and UK engineers, including two personnel for onshore trials and an extended contingent for 24-hour offshore operations.
- Time efficiency:** Quick and efficient coating removal process, cutting offshore time and helping keep the wider campaign on schedule.