INTRODUCING OFFSHORE DIVISION
Dear Friends,

Having completed our first decade of operation and having since expanded in various ports around the world, we are now entering the Offshore Consulting market.

We have established “Margetis Offshore Consulting – Energy, Oil & Gas division”, aiming to extend the typical services we have been offering to the traditional maritime community, to the vast world of upstream energy.

In doing so, we have exploited our Houston Office and the vast human resources and expertise that area provides in the Oil & Gas Industry.

In this respect, we are welcoming to our Firm, two (2) select and distinguish Engineers and Consultants, each with over thirty (30) years of expertise in this field and with outstanding record and recognized achievements.

Indeed, Kent Dangtran and Ronnie Hotard had in the past participated in some of the most prestigious and high profile projects in the Energy field, projects such as the BP Gulf of Mexico First Deepwater Development Projects including BP HOLSTEIN Spar Project, BP Thunder Horse Semisubmersible Project (before and after the major casualty sustained in 2006), BP Mad Dog Phase 1 Spar Project, BP Atlantis Semisubmersible Project, the Petrobras FPSO Pioneer Project, the BHP Billiton Neptune TLP Project and Shenzi TLP Project, the Noble Energy Subsea Gunflint and Big Bend projects, the Cameron Highway Oil pipeline System, and the Garden Banks 72 facility casualty (from Hurricane IKE) (just to name a few).

Of notable importance is the extensive involvement of Kent in development of the 2001 A.B.S. “Guide for Building and Classing Facilities on Offshore Installations”, which formed the core of the A.B.S. requirements for process, industrial, marine and safety systems for all offshore site dependent floating and fixed facilities. Kent is currently an active member of the A.B.S. Offshore Technical Committee and continues to contribute in the development of the industry requirement for the offshore oil and gas sector.

In the present Brochure, we are introducing to our friends, business associates and clients our two (2) new colleagues, as well as a brief description of some of the major projects they had involved in the past (their involvement being prior to joining our Firm in 2017).

Both Kent and Ronnie are based in our Houston Office, which becomes the headquarters of Margetis Offshore Consulting.

We hope the Marine and Energy community will embrace our new venture and new colleagues, in the similar manner they have done over the last ten (10) years with our Firm’s other activities.

We are looking forward to be at your service at first opportunity.

Sincerely Yours

George D. Margetis
Company Founder and Director

Kent Dangtran
Head of Margetis Offshore Consulting

Antonis Panagiotareas
Houston Office General Manager
Margetis Offshore Consulting is capable of providing a widespread range of Engineering and Consulting Services for the Marine and Offshore industry, both On-Site / Filed Work and Documentation / Consulting, including:

- Marine Warranty Surveys & Risk Assessment
- Casualty Investigation and Damage Surveys
- Structural Engineering
- Design, New Building Construction & Modification of Platforms, Floating Systems and Offshore Rigs
- Regulation Compliance and Plan approval

Our Staff is experienced with ALL types of Mobile Offshore Drilling Units (MODUs), Floating and Offshore Systems and Ships, including:

- Semi-submersible Oil Platforms
- Jack-ups
- Floating, Production, Storage and Offloading units (FPSOs)
- Tension Leg Platforms (TLP)
- Spar Platforms
- Subsea Production Systems
- Tugs and Offshore Anchor Handling Units
- Drill-ships
- Risers
- Pipelines

Please inquire for any of your specific needs.
Ronnie, based in our Houston Office, acting as Senior Consultant and Principal Engineer of Margetis Offshore Consulting, Energy - Oil & Gas Division. Ronnie has over thirty-five (35) years of experience in the Oil and Gas field, majority of them acting as an independent Engineering Consultant, specializing in Regulatory and Quality Assurance topics, having gained a thorough understanding of all the aspects of offshore and onshore facilities, including marine-MODU equipment design and their respective specifications/regulations. He is very well versed in the U.S. governmental regulations (USCG and BSEE) as well as ABS Class Rules, having participated in projects from the Basic Engineering - Front End Engineering Design (FEED) phase through procurement, installation, commissioning and thereafter mechanical completion and delivery.

Throughout his career, Ronnie undertook various high profile projects, including the BP Thunder Horse Casualty (major casualty sustained in 2006), the BHP Bilton Neptune TLP Project and the BP HOLSTEIN Spar Project. Of noteworthy importance is his involvement in the Revision and Updating the A.B.S. "Guide for Building and Classing Facilities on Offshore Installations", which covers A.B.S. requirements for process, industrial, marine and safety systems for all offshore site dependent floating and fixed facilities. In general, Kent is an expert in compliance issues with Code of Federal Regulations (CFR) (USA) and IMO regulations, both for Ship, MODU and floating systems (particularly for the Gulf of Mexico).

Throughout his carrier, Kent has had vast experience in project management and systems engineering for Production Facilities, FPSOs, Semi-submersible vessels, Spars, TLPs, Fixed Platforms, MODUs, and Naval Vessels.

From our Houston Office, Kent will be coordinating, managing and implementing all Firm’s projects relevant to the upstream Energy sector, on a worldwide basis.

Kent holds a Marine Engineering degree, from Texas A&M University, has graduate training from George Washington University and University of Wisconsin and an MBA from University of Texas at Dallas.

Kent Dangtran
B.Sc., M.B.A.
General Manager, Energy – Oil & Gas Division

Ronnie A. Hotard
Senior Consultant and Principal Engineer, Energy – Oil & Gas Division

Ronnie, based in our Houston Office, is the General Manager of Margetis Offshore Consulting, Energy - Oil & Gas Division.

Kent, based in our Houston Office, is the General Manager of Margetis Offshore Consulting, Energy - Oil & Gas Division.

Kent has thirty (30) years of experience in the Oil and Gas field, having initially spent 15 years with the American Bureau of Shipping (A.B.S.), as an Offshore Project Manager and Principal Engineer. Whilst in A.B.S., Kent undertook various high profile projects, including the BP Thunder Horse Project (before and after the major casualty sustained in 2006), the BHP Bilton Neptune TLP Project and the BP HOLSTEIN Spar Project.

Of noteworthy importance is his involvement in the Revision and Updating the A.B.S. “Guide for Building and Classing Facilities on Offshore Installations”, which covers A.B.S. requirements for process, industrial, marine and safety systems for all offshore site dependent floating and fixed facilities. In general, Kent is an expert in compliance issues with Code of Federal Regulations (CFR) (USA) and IMO regulations, both for Ship, MODU and floating systems (particularly for the Gulf of Mexico).

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Thunder Horse Production, oil Drilling with crew Quarters (PDQ) facility is the largest semi-submersible oil platform in the world, a joint venture between BP and Exxon Mobile on location over the Mississippi Canyon Thunder Horse oil field, in deep-water Gulf of Mexico, 150 miles (240 km) southeast of New Orleans, moored in waters of 1,840 metres.

The Thunder Horse PDQ was evacuated with the approach of Hurricane Dennis in July 2005. After the hurricane passed, the platform fell into a 20 degree list and was in danger of foundering, forming one of the largest losses of its kind.

Our Engineer served as the liaison between the offshore Construction Hook-up and Commissioning Team (HUCT), Class and Regulatory Agencies. Provided regulatory guidance and technical advice to the Operator for bringing the platform to full compliance after the listing incident. Engaged with Class to resolve outstanding technical and survey issues.

The Shenzi field has been developed by a standalone tension leg platform (TLP). The TLP has a nominal capacity to produce up to 100,000 barrels of oil and 50 million cubic feet of gas a day on a 100% basis. The facilities, wells and completions are proven designs that have been successfully implemented in the deep-water Gulf of Mexico. The TLP design is a Modec International Moses Class platform.

The topsides deck weighs 8,884t and the 12,493t hull gives a total weight of 21,777t. The tendons weigh 1,329t and the piles weigh 433t.

The topsides, measuring 4m by 59m by 19.2m, is spread over three decks. It is supported by a four-column hull with each column measuring 10.4m by 8.8m and standing 54m high. There are four pontoons and eight (4×2) tendons 36in to 44in in diameter. The 357 tendons connected by oil states connectors, will reach 1,311m (4,300ft).

The topsides were fabricated by Kiewit Offshore at Ingleside, Texas, while the hull was fabricated by Samsung in South Korea. They were assembled by Heerema and transported by Dockwise in a dry tow.

Our Engineer served as the Field Regulatory Consultant, ensuring that the facility was designed and constructed in accordance with the regulations. Embedded in the Engineering Team and then moved to site during construction and interfaced directly with the Regulatory Agencies to witness system demonstrations and acceptance.
The Cameron Highway Oil Pipeline System

The Cameron Highway Oil Pipeline System is a 380-mile, 24 and 30-inch oil pipeline which extends along the Outer Continental Shelf (“OCS”) of the Gulf of Mexico and delivers crude oil from major deep-water oil fields to markets on the Texas Gulf Coast. The initial project was announced in February 2002, and currently has dedications from the Holstein, Mad Dog, Atlantis, K2, Constitution and Ticonderoga fields, all located in the deep-water Green Canyon area offshore Louisiana. The system originates at the Ship Shoal 332 A/B Hub as a 30” diameter pipeline, extends across the GB 72 platform and then splits into two 24” diameter pipelines at the High Island A5-C platform. One 24” leg terminates in Texas City, Texas, while the second terminates in Port Arthur, Texas.

Our Engineer served as the site construction manager of the two topside facilities (~7000 tons combined) and the interconnect bridge for the Ship Shoal 332B facility. The SS-332 facility was constructed in three components and shipped offshore for installation. He managed the construction of the High Island ASC facility, installed offshore and then managed the offshore hook-up and commissioning. He managed the construction team as well as controlled the scheduling, progressing and cost control.

Garden Banks 72 Facility damage from Hurricane IKE.

Garden Banks 72 Facility that suffered greenwater damages from Hurricane IKE. Assessed the total facility damages, generated a plan and schedule to repair the platform in place (offshore). Organized personnel and equipment and managed the repairs, which included FRP piping, instrumentation and electrical, structural and machinery damages. Only a few pump packages and one electrical building was removed and shipped ashore for refurbishment, all the remaining was repaired or replaced offshore.
BP Holstein Spar Project

The Holstein oil and gas development lies approximately 150 miles South of New Orleans in Green Canyon block 645. It was discovered in 1999 adjacent to the Mad Dog and Atlantis fields. Holstein is being developed using a Production Drilling and Quarters (PDQ) truss spar, permanently moored in 1,325m of water. Because of the size of the spar and the depth, one of the world’s largest mooring systems has been developed. Fully assembled, the Holstein spar is 745ft (227m) long and 150ft (46m) in diameter. Its truss measures 430ft (131m) in length and weighs 6,600t. The soft tank is 25ft (8m) high and weighs 3,600t, while the hard tank is 291ft (89m) in length and weighs 25,350t. The structure provides almost 105,000t of displacement and a total maximum payload of approximately 47,000t. Located on the spar, the PDQ topsides consist of a number of modules that have a total deadweight of 18,200t. The BP-owned drilling rig is operated by Pride International. Our Engineers were responsible for ABS classing and regulatory compliance including USCG COI and MMS CVA approval for the Holstein Project. Also responsible for monthly progress reports, billing and client feedback.

BHP Billiton Neptune TLP

Neptune, the fifth Seastar Mono-column design hydrocarbon production TLP platform, located in approximately 4,250 feet of water, was under construction at Orange, Texas (Hull) and Houma, LA (Topsides) and scheduled to produce first oil middle of 2008. The Neptune facility has a design capacity to produce up to 50,000 barrels of oil and 50 million cubic feet of gas a day. There are permanent quarters for 26 people and temporary quarters for a further 24. The helideck is able to accommodate an S-92 helicopter.

Our Engineers were responsible for all ABS technical approval and field survey activities for classing and regulatory compliance under USCG NVIC 10-82 and MMS CVA Program. Also was responsible for monthly progress reports, billing and client feedback.
BP Mad Dog Spar Rig and Corresponding Repair Project

A spar oil platform manufactured in Finland, the hull measures are 128 feet (39 m) in diameter and 555 feet (169 m) in length. Its weight is 20,800 tons. The deck measures are 220 by 163 feet (67 by 50 m). It includes production facilities with 13 production slots, a drilling riser slot and two service slots, and quarters for 126 personnel. It operates in 4,500 feet of water.

On September 16, 2008 that Mad Dog was damaged due to Hurricane IKE. The drilling derrick was toppled over and was on the sea bed. A new drilling package was built and replaced the damaged one on the spar in early 2012.

Our Engineer acted as regulatory consultant assisted BP Regulatory Team to develop the Regulatory Plan for the offshore drilling rig replacement and New Development. Assisted BP Regulatory Team to establish the classing strategy for floating systems in the Gulf of Mexico. Provided regulatory knowledge and lessons learned experience to the BP Mad Dog Rig Repair Project the new deep-water facility Big Dog Spar and Mad Dog Phase II Semi-submersible Project. Assisted Regulatory Team Lead to develop the CVA Plan to enable Mad Dog facility to replace the damaged drilling module without loss of production.

* Project undertaken by our Staff in the past, before joining Margetis Offshore Consulting.
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