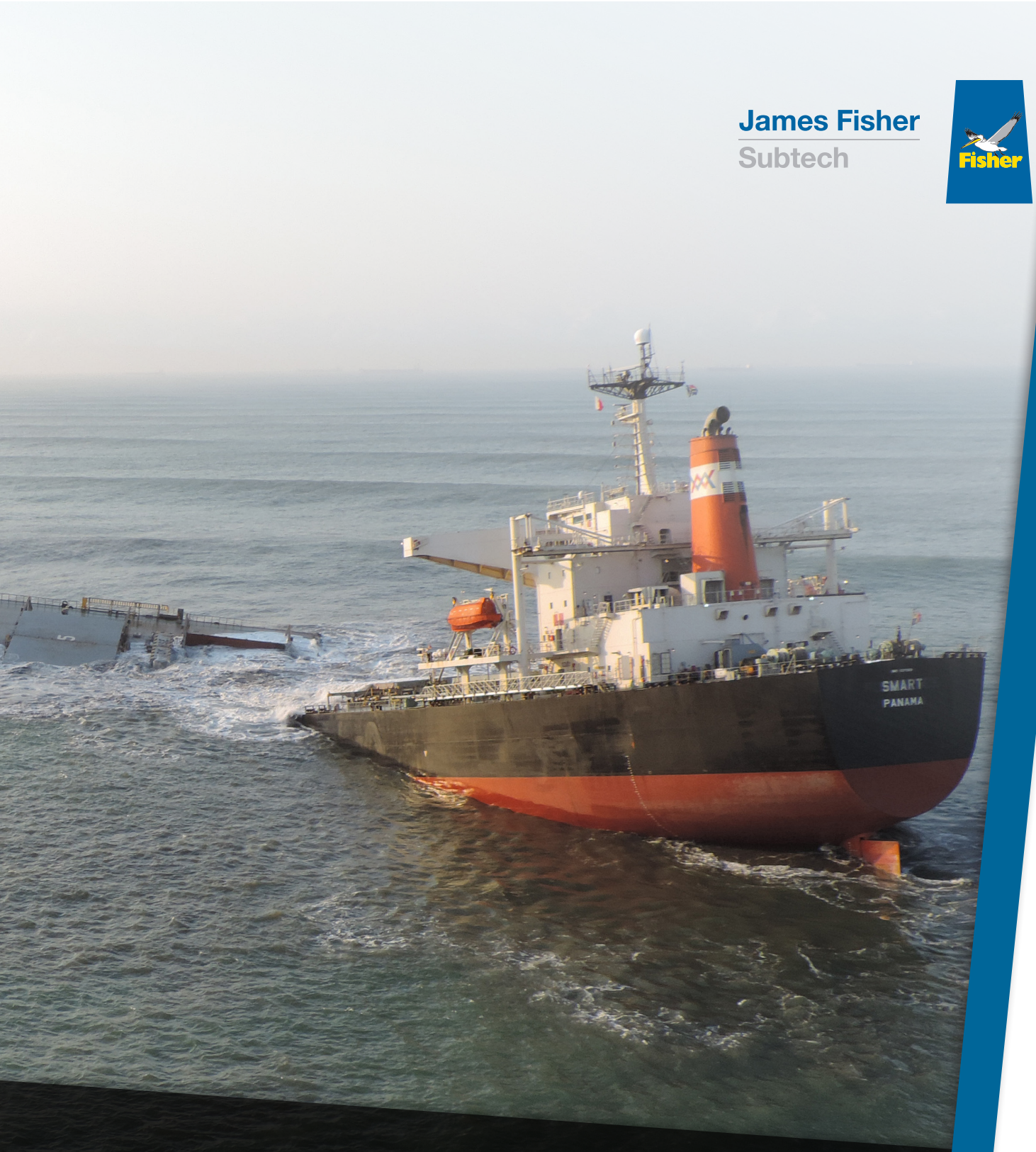
James Fisher
Subtech



Emergency response

Expertise for the extremes

About us

James Fisher Subtech (JF Subtech) deploys specialist technical marine (offshore and nearshore) support for projects and services supporting construction, civil works, O&M, and decommissioning activities for the renewables, oil and gas, and emergency response markets globally.

Where operations necessitate niche or technically complex project scopes in harsh environments, JF Subtech is the trusted partner for critical expertise in safe, efficient, and effective delivery.

- Substantial in-house asset base, including:
  - Vessels
  - Remotely operated vehicles (ROVs)
  - Cable equipment
  - Commercial diving systems
  - Excavation tools
- Extensive and proven track record (See case studies on pages 10-11)
- Combining a global presence with local expertise
- Part of James Fisher and Sons plc, listed on the London Stock Exchange

Emergency response

In an industry where time often means enormous financial consequence, JF Subtech takes pride in having the resources, manpower and experience to attend to all marine casualties promptly.

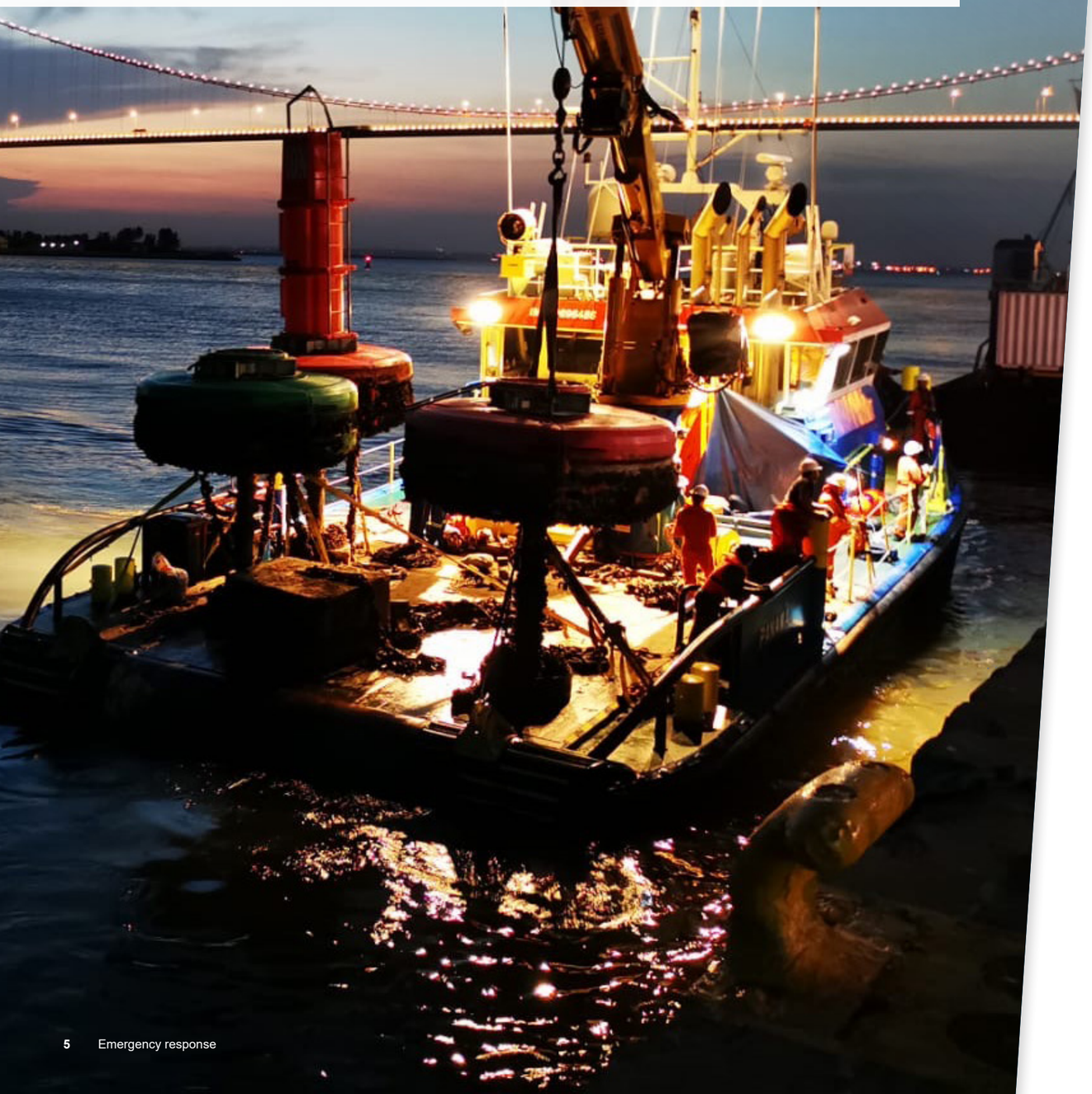
A member of the International Salvage Union (ISU), JF Subtech boasts an impressive resume of response experience around the harsh Southern African coastline, including:

- LOFs
- Refloating of grounded vessels
- Pollution control
- Wreck demolition

Capitalizing on our extensive marine fleet, our response capability extends to the towage of distressed vessels.

Southern Africa emergency response

JF Subtech is well placed to deliver flexible, highly responsive and localised support in our customers' time of need.



1. Windhoek
2. Walvis Bay
3. Cape Town
4. Durban
5. Richards Bay
6. Maputo
7. Beira
8. Pemba
9. Mauritius

Accreditations and memberships

ABS

CCS
CHINA CLASSIFICATION SOCIETY
中国船级社

IMCA

Lloyd's Register

KR
KOREAN REGISTER

DNV

INSB Class
International Naval Surveys Bureau

ClassNK
NIPPON KAIJI KYOKAI (UK) LTD

BUREAU VERITAS
1828
BUREAU VERITAS

RINA

SYSTEM CERTIFICATION
ISO 9001
SGS

INTERNATIONAL SALVAGE UNION

GL

Discover how the JF Subtech specialist team can assist you with an overview of some of its success stories across Africa.

Track record

2022

The challenge

- JF Subtech dive team were requested to recover ten containers that had fallen off a vessel during a storm
- The project was challenging due to the water depth being 47m, 14km offshore
- Adverse weather conditions
- Low visibility

The solution

- Dive operations undertaken to prepare containers and debris including dredging with airlift
- Pre-rigged containers/debris from 45m to 6m below the vessel and sail back to port 14km to deposit in wet storage zone
- 12 voyages undertaken to complete scope with multiple recoveries to tug deck for debris using tug's 40T winch
- Wet stored items recovered to quay using land-based crane

The results and benefits

- Operation safely completed over a period of 31 days on all ten containers and debris
- Anchorage deemed safe for utilisation

2022

The challenge

- The wreck was 1km from shore and the land base was 100km from the nearest town. All aspects of the operation had to be carefully pre-planned and ordered in advance to ensure the operation ran smoothly and successfully
- The chargers were loaded onto a support RHIB, launched and taken to the casualty where a team of skilled rope access personnel transferred the chargers from the support RHIB onto the causality

The solution

- The casualty was rigged for blasting, strategic cutting and bulk demolition charges
- The cutting charges were used to weaken the structure by compromising the shell plating along the length and depth of the vessel. The bulk charges opened the wreck to the elements after it was weakened

The results and benefits

- The vessel was split into two sections with the midship of the vessel completely removed
- This allowed for the natural sea process to breakdown the rest of the vessel structure faster

2019

The challenge

- Vessel had large quantities of unexploded ordinance consisting of 72mm and 36mm cannon shells
- Wrecks were infested with lionfish and sea urchins, made diving in poor visibility hazardous

The solution

- Wrecks were demolished by free-falling a ten ton chisel and then removed to the quay by a 20 ton wreck grab, loaded onto flatbeds and removed from the port for recycling

The results and benefits

- Both wrecks removed within estimated time and to budget and team demobilized safely
- Vital quay space created to allow more aid vessels to discharge locally, ending the need to truck aid supplies from afar

2017

The challenge

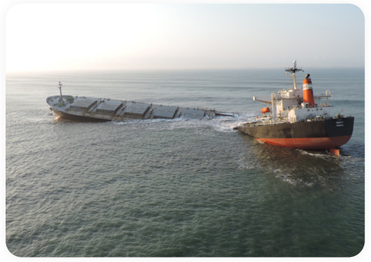
- Pump out 6000 tons of contaminated water from hold of container ship and then remove all containers that had been damaged in a chemical explosion and subsequent fire
- All surfaces covered with a mixture of palm oil and nails released in the explosion
- Containers flattened and warped in the explosion required individual rigging for removal

The solution

- Pumping out contaminated water with hydraulic submersible pumps into waiting HAZMAT tankers
- Removal of damaged containers by accessing the hold with rope ladders, climbing gear and creative rigging to lift out by crane and gantry

The results and benefits

- All contaminated water and cargo removed with no damage to the environment
- No injury to salvage team while working in extremely hazardous environment
- Ship discharged expediently by JF Subtech salvage crew and handed to owners for return to service



2013

The challenge

- The vessel ran aground in August 2013 whilst fully laden, and broke into two sections
- Both sections were around and partly submerged. The vessel was carrying approximately 1,769 Mt fuel oil, 130 Mt diesel and other oils on-board
- Heavy swells and inclement weather on the edge of the shipping channel into bulk export port
- Safely remove 2000 tons of HFO before the ship disintegrated and polluted an environmentally sensitive area of coastline
- Remove coal cargo to lighten the vessel for removal and mitigate environmental damage
- Dismantle and remove collapsed mid-section to minimize risk to shipping entering the harbour

The solution

- Fuel pumped into Subtech barges brought alongside by Subtech tugs
- Coal pumped off for disposal using hydraulic DOP pumps
- Vessel bow and stern refloated and scuttled
- Collapsed mid-section cut into manageable portions and removed for disposal

The results and benefits

- All HFO successfully removed without a single drop being released into the sea
- Vessel removed in pieces to remove any hazard to shipping traffic entering the harbour

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