

NEW GENERATION SAT SYSTEM



Go further, go deeper



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COMPACT

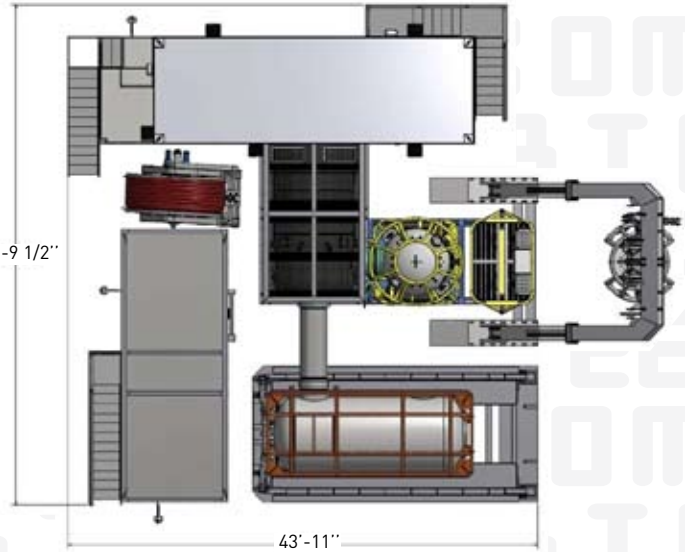
- Small footprint 13X16 m
- Deck layout reduced on minimum

EVOLUTIVE

- From 6 to 12 divers
- Easily modifiable
- 1 to 3 chambers can be set up

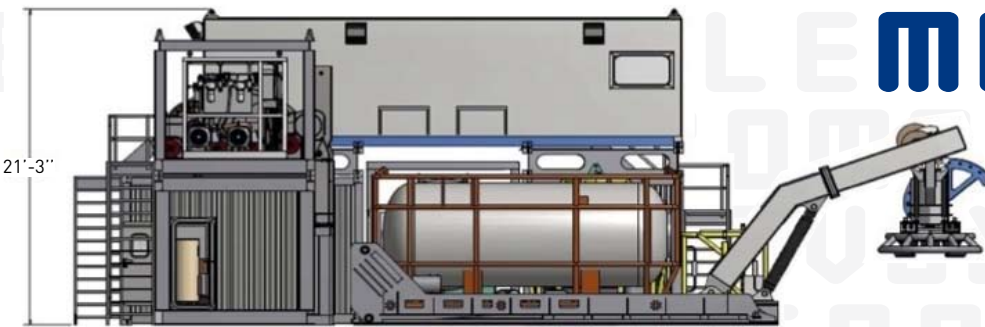
ECONOMIC

- Less expensive than a DSV
- Mobilized in 4 days
- Full gas reclaim within this system



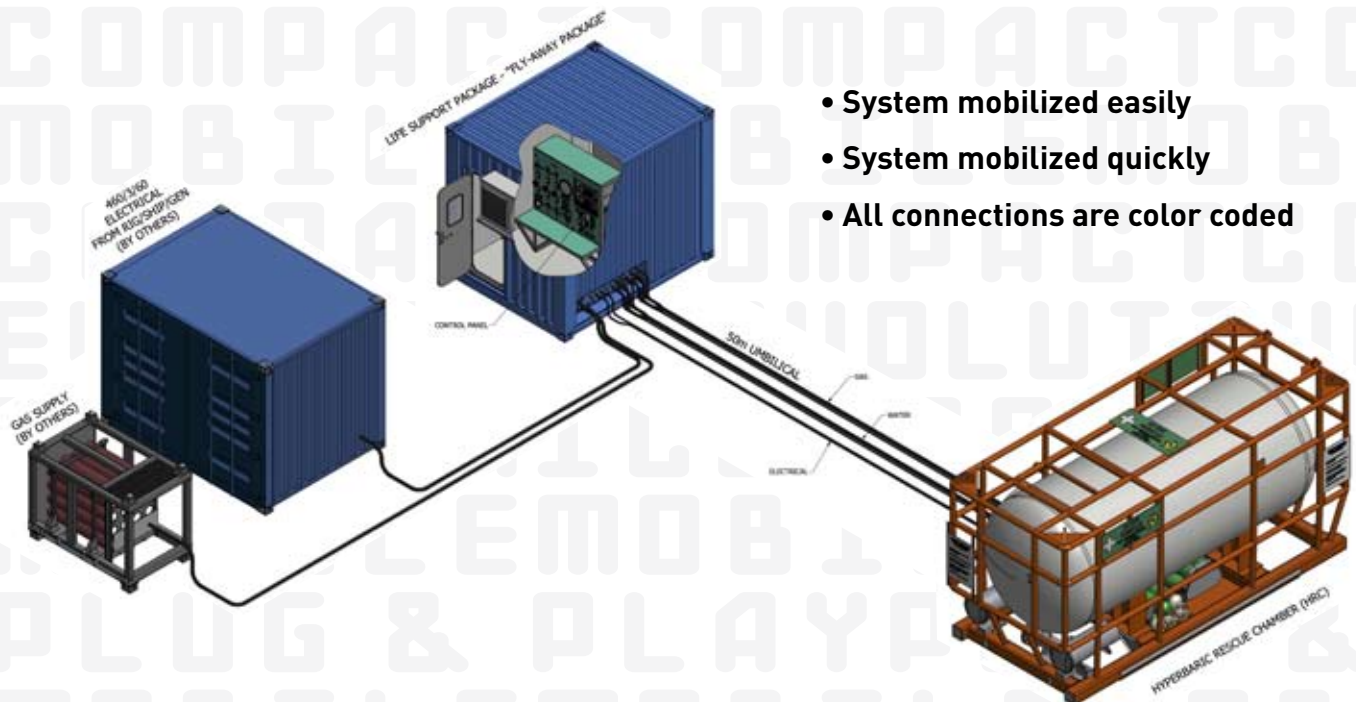
MOBILE

- Can be set up on DSV, supply vessel or barges
- Can be adapted to different deck layout



PLUG & PLAY

- System mobilized easily
- System mobilized quickly
- All connections are color coded



TOOL AND FLYAWAY VANS



The Tool Van component provides for a centralized repair and documentation station. The purpose built van is equipped with tool boxes shelving and work area to provide a clean safe area for the Sat Techs daily maintenance and record keeping. An electrical distribution panel Communications round robin hard Wire communication to Dive Control to Bell Launch/Recovery Console, Equipment Van, Electrical Van, all Medical Locks, TLC Clamp and Ships Bridge. System is complete with adequate lighting around entire Van. All necessary hoses/cables to connect the system are "Easy Plug and Play". All plumbing, wiring are documented and tested during FAT with ABS design approval.

- Appropriate Shelving,
- Desk, file cabinet
- Tool cabinets (with standard tools)
- Wash Sink
- Sound powered phone (Growlers)
- Heating and Air conditioning
- Fully insulated
- One (1) External Sea Door
- Eight (8) Corner Castings

The Flyaway Van component provides for an emergency off site supervisory station. The purpose built van is segmented into two distinct areas. The Dive control station for diver monitoring and a life support area for the ECU equipment.

The panel station provides for individual control where power, communication, gas management and environmental monitoring take place. Diver Communications provided in a round robin with 100% redundancy. Hard Wire Communications from Control station to Medical Locks, and chamber occupant station.

System is complete with adequate lighting. All necessary hoses/cables to connect up the system are "Easy Plug and Play". All pipe/hose/electrical cables to be clearly marked with function or code to correspond with the above.

The control consoles plumbed and wired in a neat and organized fashion, fully accessible from a back maintenance corridor. The systems are laid out in a simple and logical manner. All plumbing, wiring are documented and tested during FAT with ABS design approval.

The Flyaway van is equipped with an electrical distribution panel fitted with automatic switching panel in case of primary power failure. All electrical systems are US standard, based on 120/220/440 volt and 60 hertz operation. All power entering the hyperbaric living areas are 24 volts DC supplied by regulated and current limited equipment.

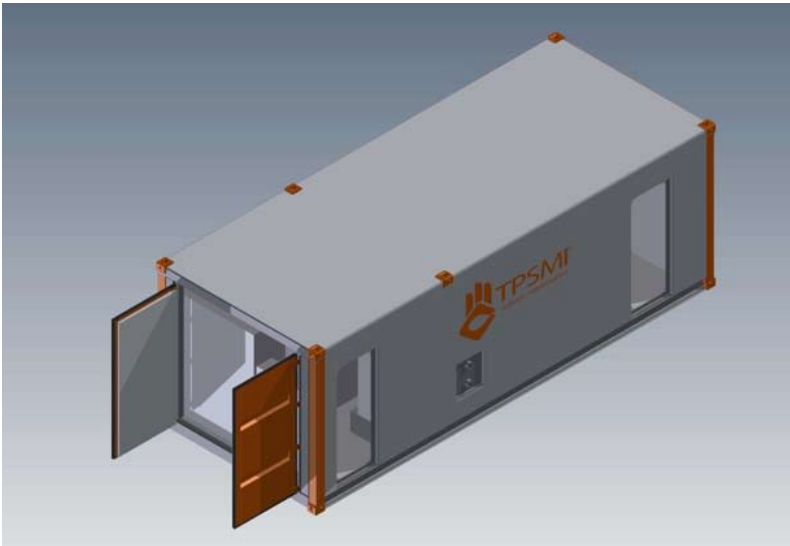
- Segmented control in discrete panels
- Panels provide for interior depth monitoring
- Individual control of primary and secondary decompression gases
- Environmental Co2 and Oxygen monitoring
- 3D Depth gauges
- Pressure gauges
- Pressure regulators
- Helium un-scramblers (AMRON)
- Sound powered phones (Growlers)
- CCTV monitoring
- Video recording system including displays
- Regulated 24 volt Power supplies
- Automatic electrical transfer switch
- Electrical distribution components
- Heating and Air conditioning
- Fully insulated



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CONTROL VAN



The Control Van component provides for a centralized supervisory station. The purpose built van is segmented into two distinct areas. The Dive control station for bell launch and recovery and diver monitoring LST Station for gas management and life support monitoring of top-side chambers. All systems are segmented into distinct stations. The panel stations provide for individual control where power, communication, gas management and environmental monitoring take place.

Dive Control/Diver Communications- round robin with 100% redundancy. Hard Wire Communication from Dive Control to Bell Launch/Recovery Console, Equipment Van, Reclaim Van, Tool Van, all Medical Locks, TLC Clamp and Ships Bridge. System is complete with adequate lighting around entire system including bell launch/recovery area all necessary hoses/cables to connect up the Van are "Easy Plug and Play". All pipe/hose/electrical cables to be clearly marked with function or code to correspond with the above. A separate LARS hydraulic control station is located with viewing access to the entire bell handling operation. Inclusive of CCTV displays showing bell mating, umbilical, bell and CT winch operations.

All electrical systems are US standard, based on 120/220/440 volt and 60 hertz operation. All power entering the hyperbaric living areas are 24 volts DC supplied by regulated and current limited equipment. Internet CAT 5 wiring at each LST and Supervisory stations.

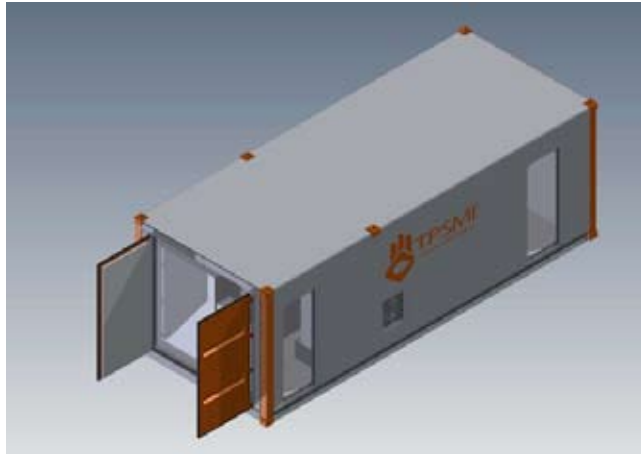
The panel operators have emergency breathing apparatus at their operating stations. The control

van is fitted with a diver gas reclaim system. This control is built-into the Dive consoles while the main compressor station is located in a separate equipment van.

- Segmented controls in discrete panels
- Panels provide for interior, exterior depth monitoring
- Individual control of primary and secondary divers gas
- Reclaim gas management (Divex)
- Environmental Co2 and Oxygen monitoring
- 3D Depth gauges
- Pressure gauges
- Pressure regulators (Tescom)
- Helium un-scramblers (AMRON)
- Sound powered phones (Growlers)
- Diver CCTV system (less divers camera and light)
- CCTV monitoring of entire system
- Video recording system including displays
- Regulated 24 volt backup power supplies
- Automatic electrical transfer switch
- Automatic Bell Charging system
- Electrical distribution components
- Panel mounted 2 diver gas reclaim system (Divex)
- Panel mounted chamber reclaim controls (Divex)
- LARS hydraulic control station
- Four (4) welded lifting lugs
- Heating and Air conditioning
- Fully insulated



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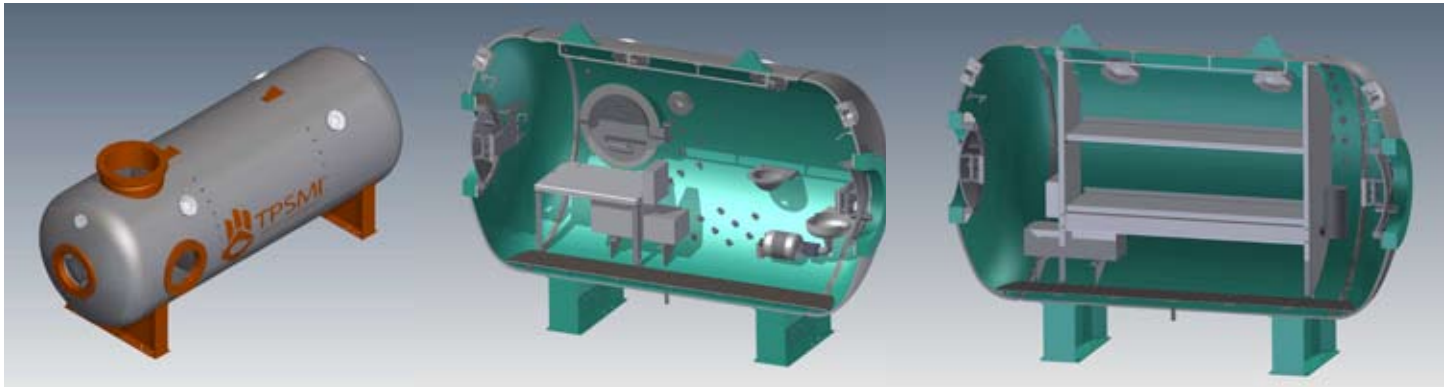


The Reclaim Van component provides for a centralized Divers Gas Reclaim station. The purpose built van is equipped with a dual redundant Divex Reclaim compressors for the safety and reliability for continuous Divers Gas Reclamation. All electrical systems are US standard, based on 120/220/440 volt and 60 hertz operation. The Reclaim Van is provided with Communications round robin hard Wire communication to Dive Control to Bell Launch/Recovery Console, Equipment Van, Tool Van, all Medical Locks, TLC Clamp and Ships Bridge. System is complete with adequate lighting around entire Van. All necessary hoses/cables to connect the Van are "Easy Plug and Play". All pipe/hose/electrical cables to be clearly marked with function or code to correspond with the above. The control systems are plumbed and wired in a neat and organized fashion, fully accessible from all sides. The systems are laid out in a simple and logical manner. All plumbing and wiring are documented and tested during FAT with ABS design approval.

- Two (2) Reclaim gas Compressors (Divex)
- One (1) Diver reclaim system with switch over capability
- Sound powered phone (Growlers)
- Electrical distribution panels and components
- Heating and Air conditioning
- Fully insulated
- One (1) External Sea Door
- Eight (8) Corner Castings
- Four (4) Welded lifting lugs
- One (1) set of Container Doors on One End



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Transfer Lock Chamber (TLC)

The TLC is a 2286 mm Transfer Chamber integrated in the Main Double Lock chamber as described below. Design and built under ABS survey

- Chamber fully plumbed
- Outfitted with shower
- Toilet with exterior sanitation tank
- SS Sink
- Caisson Gauge
- Hygrometer
- Two (2) Overhead lights (Birns)
- One (1) Internal CO2 scrubbers as backup (LEXMAR)
- One (1) Internal ECU with CO2 scrubbers (LEXMAR)
- Hard wired Communications (Growlers)
- Fully insulated inclusive of 316 stainless steel jacketing
- Firefighting equipment (Divex)
- Four (4) Life support Bibs (Scotts Avox II)
- Safety interlock on all Tube Turns
- Welded steel support frame
- Four (4) Welded lifting lugs

Decompression Chamber (DLDC)

The DLDC is a 2286 mm double lock decompression chamber consisting of a 6 man living chamber with a secondary transfer lock chamber (TLC) as described above. The DDC is a 2286 mm Main Double Lock chamber as described below.

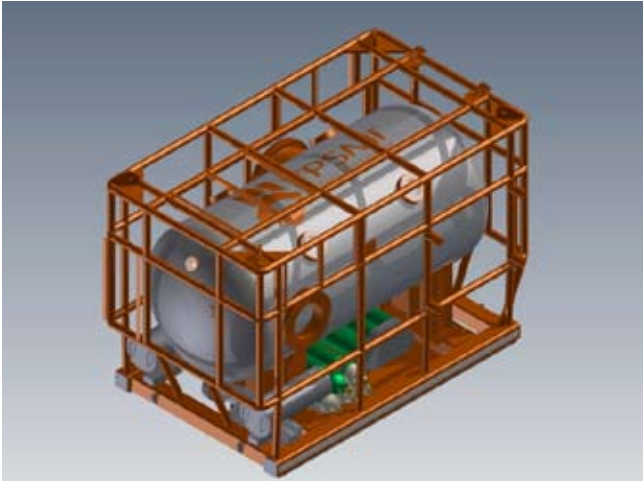
- Chamber fully plumbed
- Three (3) sets of double bunks
- Bunk lights (Birns)
- Overhead lights (Birns)
- Caisson Gauge
- Hygrometer
- Two (2) sets of BIB Blocks
- Seven (7) Bibs overboard dump (Scotts Avox II)
- Two (2) Internal CO2 scrubbers (LEXMAR)
- Two (2) Internal ECU's with CO2 scrubbers (LEXMAR)
- Communications primary and secondary
- Fully insulated inclusive of 316 stainless steel jacketing
- Large 18" medical lock
- Safety interlock on all Tube Turns
- Welded steel support frame
- Four (4) Welded lifting lugs
- Firefighting equipment (Divex)
- Fire retardant low smoke mattresses per IMO requirements

Decompression Chamber (DDC-2)

The DDC-2 is an 2133 mm Single lock decompression chamber consisting of a 4 man living chamber. The DDC is Design and built under ABS survey, Stamped ASME PVHO-1.

- Chamber fully plumbed
- Two (2) sets of double bunks
- Bunk lights (Birns)
- Overhead lights (Birns)
- Caisson Gauge
- Hygrometer
- Two (2) sets of BIB Blocks
- Five (5) Bibs overboard dump (Scotts Avox II)
- One (1) Internal CO2 scrubbers (LEXMAR)
- Two (2) Internal ECU's with CO2 scrubbers (LEXMAR)
- Communications primary and secondary
- Fully insulated inclusive of 316 stainless steel jacketing
- 14" medical lock
- Safety interlock on all Tube Turns
- Welded steel support frame
- Firefighting equipment (Divex)
- Fire retardant low smoke mattresses per IMO requirements
- Four (4) Welded lifting lugs

HYPERBARIC RESCUE CHAMBER



Hyperbaric Rescue Chamber (HRC)

The (HRC) is a 2133 mm Single lock decompression chamber consisting of a 6 man living chamber with 3 sets of Sleeping bunks that convert to seating for 12 men. Design and built under ABS survey

Outfitted for 12 divers in Emergency Mode

- Outfitted for 6 divers in Normal Mode
- Outfitted with 3 sets of double (bunks convert to bench seating)
- Fire retardant low smoke mattresses per IMO requirements
- Bunk lights (Birns)
- Overhead lights (Birns)
- Thermal balance Test Certificate
- Safety Harnesses
- Crash helmets
- FEA Designed steel crash frame
- Firefighting equipment
- Chamber fully plumbed
- Shower
- Toilet with exterior sanitation tank
- SS Sink
- Two (2) Internal CO2 scrubbers as backup (LEXMAR)

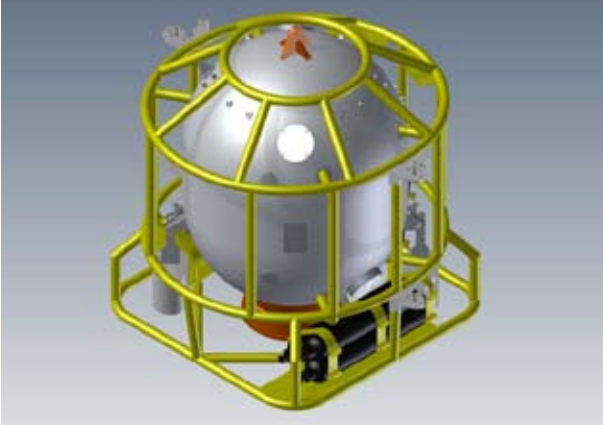
- Two (2) Internal ECU's with CO2 scrubbers (LEXMAR)
- Primary and secondary communications
- Fully insulated inclusive of 316 stainless steel jacketing
- Large 18" medical lock
- Purpose built trunking
- Tube Turns release clamp (Manual)
- Safety interlock on all Tube Turns
- Firefighting equipment (Divex)
- DC electrical systems
- Three (3) sets of BIB Blocks
- Thirteen (13) Bibs overboard dump (Scotts Avox II)
- Onboard gas
- Life support for 72 hours minimum
- Appropriately marked signage
- EPERB
- Emergency Beacon
- Four (4) Welded lifting lugs
- Tow Bridle
- Lifting sling



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DIVING BELL - 3 MAN



Design and built under ABS survey. This Manned Diving Bell is equipped as a side-mate system and is delivered fully plumbed and insulated outfitted for 3 divers. The bell is IMCA compliant with 4,7 m³ internal volume. All sealing surfaces and thru hull penetrators are 316 SS construction. FEA Crash Frame, Syntactic foam insulation with three coat Marine Grade epoxy paint system



Auto power transfer from normal to emergency mode

- Emergency onboard battery supply
- Sonar locating beacon
- Six (6) onboard mix gas bottles
- Two (2) Onboard Oxygen gas bottles
- Two (2) Caisson Gauges For Internal and External depth reading
- Divex MARA Bell panel
- Hard wire sound powered phone system with growler
- Emergency through water bell communications
- Internal Camera
- External Camera at the lower hatch
- Emergency Battery supply for 24 hours
- Two (2) Bell heating / Carbon dioxide scrubbers (LEXMAR)
- Two (2) 24 volt interior lights (Birns)
- Two (2) Birns exterior LED flood lights
- Divex two diver reclaim system
- Two (2) 50m excursion umbilical's-marked off correct to IMCA guidelines
- One (1) 52m standby/Bellman umbilical-marked off correct to IMCA standards
- Bellman Umbilical Deployment System on the outside of the bell
- Emergency lung powered scrubbers
- Three (3) Bibs onboard dump (Scotts Avox II)
- Crash frame
- Two (2)- bell lifting points
- Four (4) - 8" PVHO view ports
- Counter rotation drop weight with diver tool box



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