

Shallow Erosional and Depositional Dynamics in the West of Shetland Basin: Insights from High-Resolution AUV Surveys

Ithaca Energy Tornado to Tormore Route

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Why did this project use an Autonomous Underwater Vehicle (AUV)? West of Shetland - Deep water(>1000 m)

>AUV minimises signal losses as it

operates closer to the seafloor

>AUV has excellent line keeping &

positioning

Autonomous Underwater Vehicle (AUV)



Autonomous Underwater Vehicle (AUV)

SV Ed

Name

SV Echo Surveyor VI

Model	Kongsberg Hugin 1000
Capability	3000m water depth
	48 hours battery life



Sub-Bottom Profiler

Name	Edgetech DW-106 chirp
Pulse Frequency Bandwidth	1.5 kHz -10.5 kHz
Penetration below seafloor	approximately 35 m
Resolution	approximately 0.2 m







Shallow Geology



Formation	n / Age	Lithology
Quaternary	Holocene	slightly gravelly silty sand to silt/clay with cobbles and boulders
	MacAulay Sequence	slightly sandy, slightly gravelly clay
Pliocene to Pleistocene	Morrison 2 Sequence (Debris Flows & well layered)	slightly sandy, slightly gravelly clay with occasional cobbles and boulders and beds of sand

MacAulay Sequence overlying Morrison Sequence



MacAulay Sequence and Morrison Sequence Interdigitates







Risk & Mitigation of Gully



Regional Bathymetric Contours and Line Plan



Gully A







Section 1









Section 1











Gully B





Gully C





Width 80m Depth 14m

Overbank deposits

Section 1

20 m

Debris flow deposits at gully base

ully







Gully D







Regional Bathymetric Contours and Line Plan

MBES Shaded Relief Images - 0.5 m resolution

Summary

On the instruction of Ithaca Energy (UK) Ltd, Fugro performed a geophysical pipeline route survey at the north-west of Shetland.

An AUV was required for the geophysical survey, which was completed safely according to expectations.

The stability of the AUV together with the advantage of being able to place the chirp sub-bottom profiler close to the seafloor enables the acquisition of high-resolution seismic data.

The high-resolution data acquired clearly resolved the various sedimentary units in the gullies and along the route, crucial for the engineers to manage possible risks.

Gullies ABC identified as inactive due to well-layered sedimentary units indicating gradual deposition and comet marks from boulders on the seafloor.

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Unlocking **Insights** from **Geo-data**