International Journal of Advances in Engineering and Management (IJAEM)
Volume 3, Issue 10 Oct 2021, pp: 727-736 www.ijaem.net ISSN: 2395-5252

Mooring and Hydrostastic Restoration of Scorpio 300 Drillship

[1]Agbagbuo, G, [2]Akandu, E. and [3]Douglas, E.I
[1]Maritime Academy of Nigeria, Oron, AkwaIbom State; Nigeria.
Department Of Marine Engineering
[2,3]Rivers State University, Port Harcourt, Nigeria

Submitted: 05-10-2021 Revised: 18-10-2021 Accepted: 20-10-2021

ABSTRACT: This dissertation evaluates the Mooring and Hydrostatic restoration of SCORPIO 300 Drillship; this entails determination of mooring stiffness, minimum line length, maximum line tension and the required size of anchor to keep the vessel at station. A single point moored vessel was modelled and analysed using MATLAB programming and computation of the Equipment Number. Results show that the required minimum length of Mooring Line Ls is 1264.9 m, the maximum Tension, Tmax is 1.3 MN and the coefficient of the hydrostatic restoring force in surge is 1770.7 N/m. This surge stiffness is required to keep the vessel at station. Equipment Number, EN for this vessel is obtained as 953. Its corresponding Equipment Letter is v, and, the corresponding characteristics for the required anchor (and how many of such), chain cables, towlines and mooring lines are known from Equipment Table.

Keywords-**MOORING,HYDROSTASTIC RESTORATION, SCORPIO 300 DRILLSHIP, MATLAB**

I. INTRODUCTION

A **drillship** is a merchant vessel designed for use in exploratory offshore drilling of new oil and gas wells. It can also be used for other scientific drilling purposes. In most cases, the vessels are used in deepwater and ultra-deepwater applications, equipped with the latest and most advanced dynamic positioning systems. The first drillship was theCUSS I, designed by Robert F. Bauer of Global Marine in 1955. The CUSS I had drilled in 400 feet deep waters by 1957 (Schempf, 2007). Robert F.Bauer became the first president of the Global Marine in 1958 (Schempf, 2007).

Figure 1: The first drillship CUSS I (Schempf, 2007)

Mooring systems has to be designed to keep a floating offshore structure in the open sea in precise position (Douglas et al., 2013). The system that may keep a floating structure in position can be either a passive or an active one (DP) or a combined system (assisted DP). In marine operations it is important to keep a precise position. For instance, when conducting a drilling operation one wishes to minimize the movements of the drilling riser, because to much movement can cause the riser to fail. Thrusters and mooring systems are used to withstand environmental loads which arise from waves, wind, and current.

A mooring system is composed of a number of cables which are connected to the floating vessel (Inegiyemiemaet al., 2014). They are oriented in a radial fashion around the mooring point. The lower ends of the cables are attached to the seabed with anchors. It is important to note that; floating structures, (fuel or work barges, ships, FPSO) etc like any other, require stability to be operational, especially, under extreme environmental conditions of loadings such as wave, wind and current. Mooring systems are required to provide such stability against vessel dynamics, while ensuring allowable excursion. With so much dependence of the floating structures on the mooring system, it is worthwhile to understand to a high degree of accuracy the performance of each of the system components and the global response of the mooring system. The performance of any mooring system is typically a function of the type and size of the vessel in use such as the operational water depth, environmental forces, seabed condition; and the competence of the mooring lines and the anchor weight. These various factors must be closely complementary for a mooring system to harness its full potential against environmental loads. In carrying out the dynamic analysis of mooring system it is important to understand the floating structure (FPSO, barges, ship), the medium upon which the floating structure exist, the environmental loads conditions (wind, wave and currents) and also the cable lines holding the structure in position. It is true that the stiffness of the cable represents the principal parameter affecting the mooring lines dynamics response, and therefore the deduction would improve the dynamic performance of the mooring lines (Michael, 2013).

ANALYTICAL CALCULATIONS

Analytical Calculations are done to evaluate the mooring & hydrostatic restoration of scorpio 300 drillship. Doing this analytical calculation involves the evaluation of mooring stiffness, minimum line length, maximum line tension and required size of anchor to keep the vessel at station to enable her carry out the operation.

II. MATERIALS AND METHODS

a. MATERIALS:

The materials used in this research work are the relevant ship data needed for dynamic analysis of an offshore barge vessel in sea waves, which include: ship dimensions (like length, beam, depth and draft) and their proportions and displacement. The design and analysis conducted in this study was done using a marine engineering computer tool called MATLAB, which also constituted as part of the materials used in this study. After the design of the Scorpio 300 drillship vessel was modelled with the computer aided design (CAD) software, the drillship vessel was subjected to the environmental condition in which it is to operate. The MATLAB program was used to model the mooring stiffness for simulation. This analysis showed the dynamic response of the Scorpio 300 drillship vessel mooring system in the surge motion. The dynamic analysis was a necessary procedure to follow to determine the minimum length of the mooring line and the maximum tension in the mooring line as well as the coefficient of the hydrostatic restoring force. The equipment number was used to evaluate and select the suitable size and number of anchors required for the mooring system.

b. METHODS

Mooring and hydrostatic parameters

A. Single point mooring

Components of forces along tangential and normal directions:

Tangential components:

$$\mathbb{T} = \mathrm{w}\sin\theta \mathrm{ds} \qquad \text{(Error! Bookmark not defined.)}$$

Where $\mathbb{T} = \mathrm{T} - \rho \mathrm{g} \mathrm{A} \mathrm{z}$

Where T = line Tension

$\mathrm{A} =$ Cross Sectional Area of Cable

$\rho =$ Density of water

g = Acceleration due to gravity

Z = free surface

Normal Components

Where W = weight/length of cable line in water

Triangular representation of forces acting on the mooring line

$$\frac{\mathrm{ws}}{\mathrm{T_H}} = \sinh\left(\frac{\mathrm{wx}}{\mathrm{T_H}}\right) \qquad (2)$$

Where W = weight/length of cable line in water

T_H= The horizontal component of cable tension at waterline

Triangular representation of Forces acting on the Mooring Line for catenary method

$$\frac{ds}{dx} = \sqrt{1 + \left(\frac{dz}{dx}\right)^2} \qquad (3)$$

$$\frac{dz}{dx} = \sinh\left(\frac{wx}{T_H}\right) \qquad (4)$$

Where h = water depth

$$\left.\begin{array}{l} s = \frac{T_H}{w}\sinh\left(\frac{wx}{T_H}\right) \\ \frac{ws}{T_H} = \sinh\left(\frac{wx}{T_H}\right) \end{array}\right\} \qquad (5)$$

A. Maximum Line Tension

$$\mathbf{T_{max} = T_H + wh} \qquad (6)$$

Where T_{max} = Maximum Line tension

B. Minimum Line Length

$$\left. l_s = \sqrt{h^2 + 2ha} = h\left(1 + \frac{2a}{h}\right)^{1/2} \right\} \qquad (7)$$

Where a – distance from waterline amidship to the upper deck at side

$$\mathbf{l_s = h\left(\frac{2T_{max}}{wh} - 1\right)^{1/2}} \qquad (8)$$

Where $\mathbf{l_s}$ = Minimum line length

C. Horizontal Distance of the Vessel from the anchor point

$$\mathbf{X = l - h\left(1 + \frac{2a}{h}\right)^{\frac{1}{2}} + acosh^{-1}\left(\frac{h}{a} + 1\right)} \qquad (9)$$

Where x = horizontal distance of the vessel from the anchor point

$$\mathbf{C_{11} = w\left[\cosh^{-1}\left(1 + \frac{h}{a}\right) - 2\left(1 + \frac{2a}{h}\right)^{-\frac{1}{2}}\right]^{-1}} \qquad (10)$$

Where C_{11} = mooring stiffness or hydrostatic restoring coefficient

Equipment Number

Equipment Number is a dimensionless parameter used to determine the size and number of anchors and chain cables for a new ship. However, it is important to remember that the anchoring equipment determined in accordance with the "Equipment Number" is intended for temporary mooring of a vessel within a harbor or sheltered area, when the vessel is awaiting berth, tide, etc. The equipment is, therefore, not designed to hold a ship off fully exposed coats in rough weather or to stop a ship which is moving or drifting. Furthermore, this anchoring equipment is designed to hold a ship in good holding ground. In poor holding ground, the holding power of the anchors will be significantly reduced.

Evaluation of Equipment Number

The equipment number (TheNavalArch, Team;, 2019) is given by the formula:

$$\mathbf{EN = \Delta^{2/3} + 2BH + 0.1A} \quad (11)$$

Where EN = Equipment Number

Δ = Mass Displacement

B = Breadth

H = Effective height

A = Area

$$\mathbf{H} = \mathbf{a} + \sum_{\mathbf{i}=\mathbf{1}}^{\mathbf{n}} \mathbf{h_i} \quad (12)$$

Table 1: Equipment Table, General (IACS, 2021)

Equipment number	Equipment letter	Stockless bower anchors		Stud-link chain cables				Towline (guidance)		Mooring lines [1] (guidance)		
		Number	Mass per anchor	Total length	Diameter and steel grade			Steel or fibre ropes		Steel or fibre ropes		
					NV K1	NV K2	NV K3	Minimum length	Minimum breaking strength	Number	Length of each	Minimum breaking strength
			kg	m	mm	mm	mm	m	kN		m	kN
30-49	a_0	2	120	192.5	12.5			170	88.5	2	80	32
50-69	a	2	180	220	14	12.5		180	98.0	3	80	34
70-89	b	2	240	220	16	14		180	98.0	3	100	37
90-109	c	2	300	247.5	17.5	16		180	98.0	3	110	39
110-129	d	2	360	247.5	19	17.5		180	98	3	110	44
130-149	e	2	420	275	20.5	17.5		180	98	3	120	49
150-174	f	2	480	275	22	19		180	98	3	120	54
175-204	g	2	570	302.5	24	20.5		180	112	3	120	59
205-239	h	2	660	302.5	26	22	20.5	180	129	4	120	64
240-279	i	2	780	330	28	24	22	180	150	4	120	69
280-319	j	2	900	357.5	30	26	24	180	174	4	140	74
320-359	k	2	1020	357.5	32	28	24	180	207	4	140	78
360-399	l	2	1140	385	34	30	26	180	224	4	140	88
400-449	m	2	1290	385	36	32	28	180	250	4	140	98
450-499	n	2	1440	412.5	38	34	30	180	277	4	140	108
500-549	o	2	1590	412.5	40	34	30	190	306	4	160	123
550-599	p	2	1740	440	42	36	32	190	338	4	160	132
600-659	q	2	1920	440	44	38	34	190	371	4	160	147
660-719	r	2	2100	440	46	40	36	190	406	4	160	157
720-779	s	2	2280	467.5	48	42	36	190	441	4	170	172
780-839	t	2	2460	467.5	50	44	38	190	480	4	170	186
840-909	u	2	2640	467.5	52	46	40	190	518	4	170	201

International Journal of Advances in Engineering and Management (IJAEM)
Volume 3, Issue 10 Oct 2021, pp: 727-736 www.ijaem.net ISSN: 2395-5252

Table 1: Equipment Table for Fishing Vessels &Sealers(Marine Engineering, 2018)

Equip-ment number	Equip-ment letter	Stockless bower anchors		Stud-link chain cables			Towline (guidance)		Mooring lines (guidance)		
			Mass per anchor	Total length	Diameter and steel grade		Steel or fibre ropes		Steel or fibre ropes		
		Number			NV K1	NV K2	Minimum length	Minimum breaking strength	Number	Length of each	Mini-mum breaking strength
			kg	m	mm	mm	m	kN		m	kN
30-39	a_0f_1	2	80	165	11				2	50	29
40-49	a_0f_2	2	100	192.5	11				2	60	29
50-59	af_1	2	120	192.5	12.5		180	98	3	80	34
60-69	af_2	2	140	192	12.5		180	98	3	80	34
70-79	bf_1	2	160	220	14	12.5	180	98	3	100	37
80-89	bf_2	2	180	220	14	12.5	180	98	3	100	37
90-99	cf_1	2	210	220	16	14	180	98	3	110	39
100-109	cf_2	2	240	220	16	14	180	98	3	110	39
110-119	df_1	2	270	247.5	17.5	16	180	98	3	110	44
120-129	df_2	2	300	247.5	17.5	16	180	98	3	116	44
130-139	ef_1	2	340	275	19	17.5	180	98	3	120	49
140-149	ef_2	2	390	275	19	17.5	180	98	3	120	49
150-174	f	2	480	275	22	19	180	98	3	120	54
175-204	g	2	570	302.5	24	20.5	180	112	3	120	59
205-239	h	2	660	302.5	26	22	180	129	4	120	64
240-279	i	2	780	330	28	24	180	150	4	120	69
280-319	j	2	900	357.5	30	26	180	174	4	140	74
320-359	k	2	1020	357.5	32	28	180	207	4	140	78
360-399	l	2	1140	385	34	30	180	224	4	140	88
400-449	m	2	1290	385	36	32	180	250	4	140	98
450-499	n	2	1440	412.5	38	34	180	277	4	140	108
500-549	o	2	1590	412.5	40	34	190	306	4	160	123
550-599	p	2	1740	440	42	36	190	338	4	160	132
600-659	q	2	1920	440	44	38	190	371	4	160	147
660-720	r	2	2100	440	46	40	190	406	4	160	157

Table 2: Equipment Reductions for Service Restriction Notations

Class notation	Stockless bower anchors		Stud-link chain cables	
	Number	Mass change per anchor	Length reduction	Diameter
R2	2	- 10%	No red.	No red.
R3	2	- 20%	No red.	No red.
R4	2	- 30%	- 20%	- 10%
RE	2	- 40%	- 30%	- 20%
Alternatively:				
R3	1	+40%	- 40%	No red.
R4	1	No change	- 50%	No red.
RE	1	- 20%	- 60%	- 10%

The 3-D Model & Dimensions of SCORPIO 300 Drillship

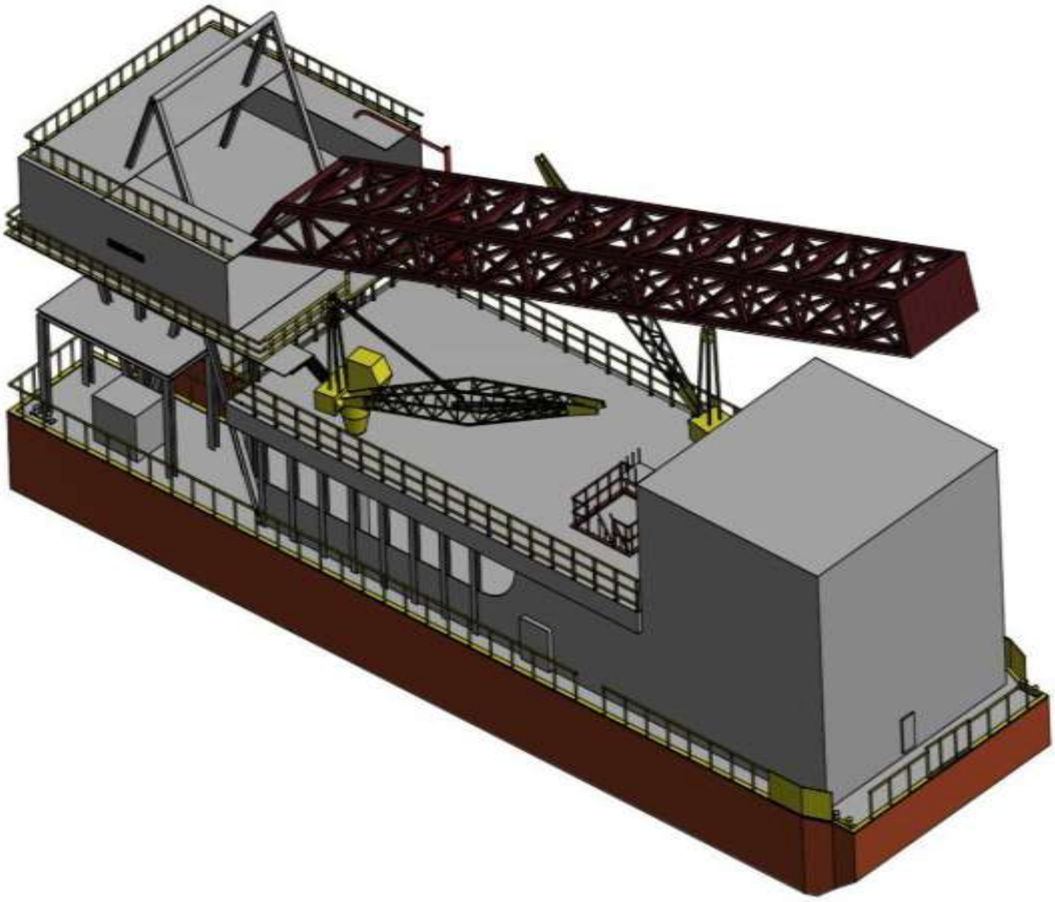

Figure 2: 3-D Model of SCORPIO 300 Drillship

Table 4
Principal dimensions of Scorpio 300 Drilling Vessel Length

S/No	Dimensions	Size (m)
1.	Length (L)	59.1
2.	Breadth (B)	16.459
3.	Depth moulded (Dm)	4.2672
4.	Mean Daught (D)	1.7572

Environmental Data
General
The information below forms the environmental basis of the design
Terrain
Odidi is situated in the Niger Delta, Nigeria. The facilitates are located on land, where heavy rainfalls are regularly in the rainy season. (April to October)
Ambient Temperatures:

Mean minimum temperature:	23^{o}C
Minimum temperature:	18^{o}C
Mean temperature:	31^{o}C
Maximum temperature:	41^{o}C
Ground temperature	25-27.5^{o}C
Humidity	100%
Average annual rainfall	3800 mm

Mean maximum hourly rainfall	100 mm
Maximum wind speed	128 km/hr
Design wind speed	35.6m/s

(The wind speed for a 3 second gust second gust speed at the height of 10 metres)
Wind speed for flare readiation calculations: 10m/s.

Design water depth	1000m

III. RESULT AND DISCUSSIONS

LINE TENSION DISTRIBUTION

To obtain the surge hydrostatic restoring force coefficient required to keep SCORPIO 300 Drillship at station while carrying out its operation, the tension distribution is first obtained. Considering the size of this vessel, we apply a horizontal tension of about 300 kN at the fairlead. With a selected mooring line weight per unit length of 1 kN/m, the total line length of 1500 m is utilized in a water depth of about 1000 m of the Gulf of Guinea where the drillship is operating. The quotient of the horizontal tension to the weight per unit length of the mooring line is therefore 300 m. With the above specifications, the tension distribution is obtained using Equation 3.11 and this is shown below (Figure 4.4). The tension increases parabolically with the horizontal displacement of the vessel from the anchor point.

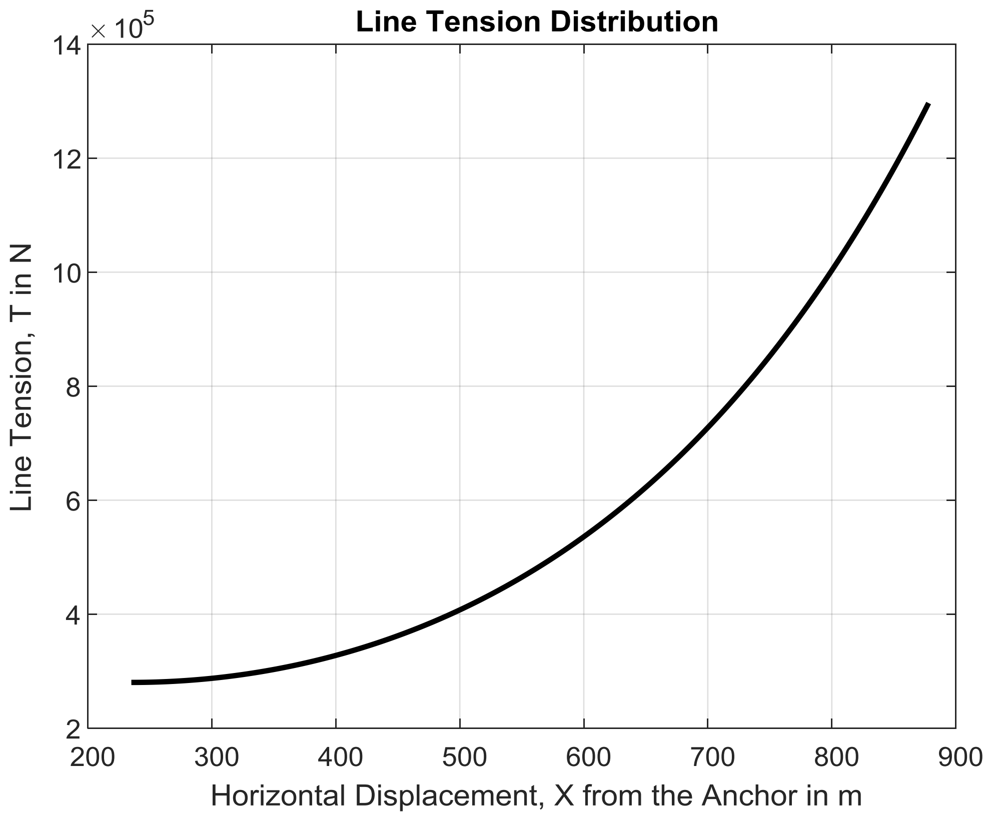

Figure 3: Line Tension vs Horizontal Displacement, X from the anchor

Figure 3. shows the effect of the vertical displacement on the Line tension. The line tension varies linearly with the vertical displacement. Superimposing these two graphs on each other, it can be observed that the tension is equal at about 840 m of the displacements (both horizontal and vertical).

International Journal of Advances in Engineering and Management (IJAEM)
Volume 3, Issue 10 Oct 2021, pp: 727-736 www.ijaem.net ISSN: 2395-5252

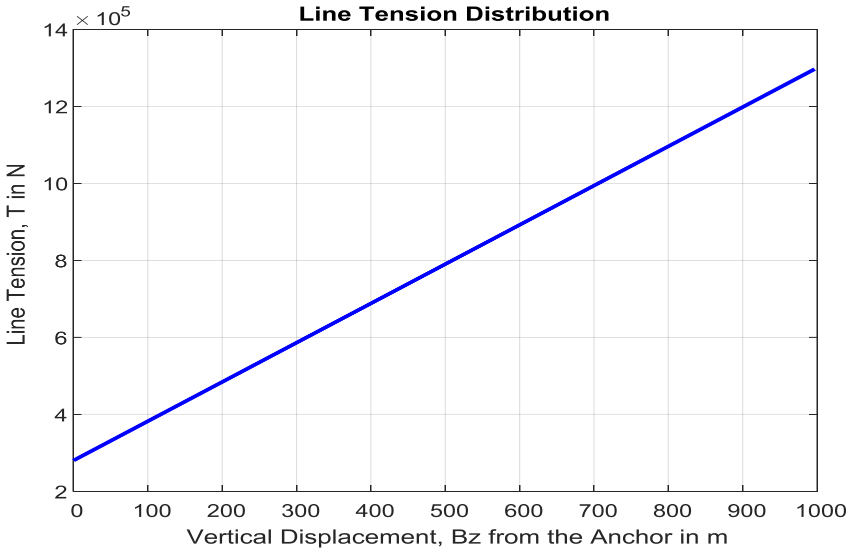

Figure 4: The Effect of Vertical Displacement on the Line Tension

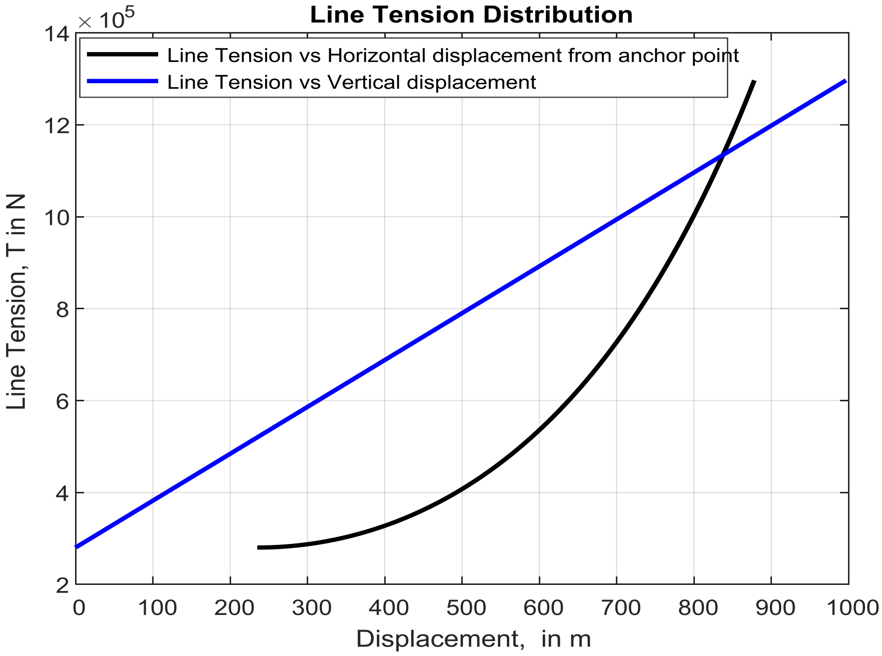

Figure 5: Effects of Displacements on the Line Tension

The horizontal distance of the vessel from the touchdown point, X_c is 643.7690 m while horizontal distance of the vessel from the anchor point, X is 878.8579 m. The required minimum length of Mooring Line L_s is 1264.9 m. The maximum Tension, T_{max} is 1.3 MN. Result also shows that the coefficient of the hydrostatic restoring force in surge is 1770.7 N/m. This surge stiffness is required to keep the vessel at station.

EFFECT OF WATER DEPTH ON THE MAXIMUM TENSION, T_{max}

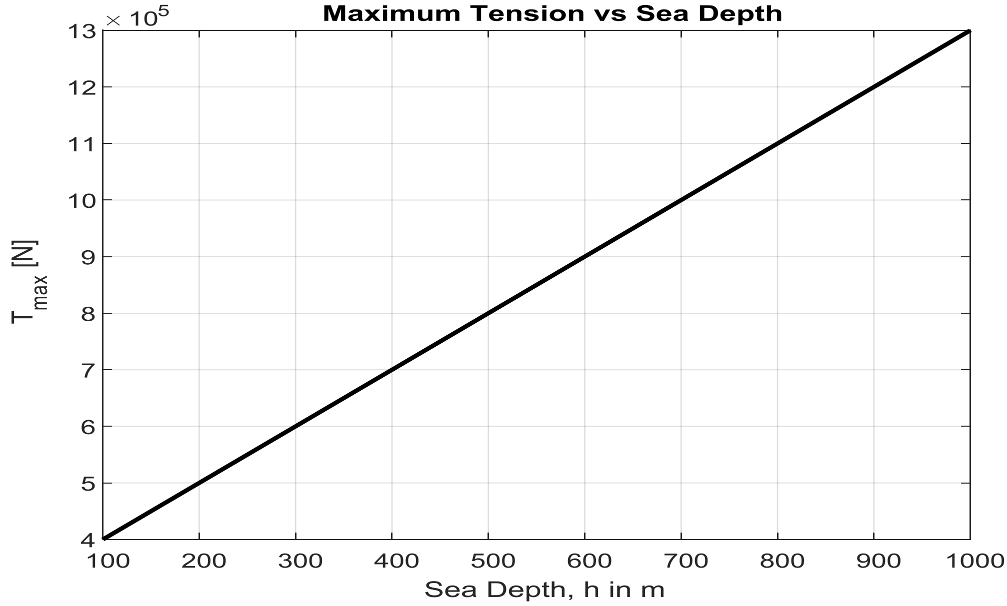

Figure 6: Effect of water depth on the Maximum Tension

Figure 10 shows the effect of water depth on the maximum tension on the line. Maximum tension is directly proportional to the water depth provided the horizontal tension at the fairlead is constant. When the water depth is 700 m, the maximum Tension is 1 MN, and when water depth is 1000 m, the maximum tension is 1.3 MN and so on.

IV. CONCLUSION

Therefore, the coefficient of the hydrostatic restoring force is a function of the weight per unit length of the mooring line, the horizontal component of the line tension and the water depth. This is required in the evaluation of surge response of a moored floating structure.

The computed Equipment Number for SCORPIO 300 is 953 which is EN 910-979 (from Table 3.1. Its corresponding Equipment Letter is v. This gives the required number of anchors as 2, with a mass of 2850 kg per anchor. The stud-link chain cable, Towline and Mooring characteristics are also found from the Equipment Table.

The first objective of this research which is to determine the coefficient of hydrostatic restoring force in the surge motion was achieved. For the second objective, which is to determine the required minimum length of the mooring line was also realised and achieved as 1264.9m with a maximum tension of 1.3MN and the third objective which is to determine the equipment number for the vessel was also achieved.

REFERENCES

(1) ABS FPI (2013) Guide for Building and Classing Floating Production Installations, American Bureau of Shipping.

(2) ABS Guidance Note on the Application of Fiber Rope for Offshore Mooring, 2011

(3) ABS Rules for Building and Classing Single Point Moorings, 2014

(4) Adl.samad, I. (2009). Performance of Catenary Mooring system. Master Thesis University of Technology, Malaysia, Faculty of Mechanical Engineering. Available online. www.googleschoalr.com.

(5) Douglas, W, Degraaf, Addison, William, A Tam, A (2013) offshores Mooring System for vessel or ship. Online www. Googlescholar.com

(6) Gordelier, T. &Johanning, L (2015). A novel mooring tether for highly-dynamic offshore applications mitigating peak and fatigue loads via selectable axial stiffness. Journal of Marine Science and Engineering. 3(4), 1287 - 1310

(7) Hsu, A. & Ting, W. (2017) "Dynamic Modeling and Extreme Tension Analysis

of Mooring System for a Floating Offshore Wind Turbine". Electronic Theses and Dissertations. 4(12) 342-352
(8) Ikpoto E. U. (2009). Development of design tool for statically equivalent deep water mooring system. Available online. www.googlescholar.com.
(9) Inegiyemiema, M., Nitonye S, Dick, I. F. &Erekosima, A. (2014) Design of a Mooring System for an Offshore Structure: A case study of 5000 Tonnes Offshore Work Barge (WB). International Journal of Engineering and Technology (IJET). 3(9), 849-857
(10) John, F., Florg, M. & Township, N. J. (2013) Combined Catenary and single anchor leg mooring system. Available online. www.googlescholar.com.
(11) John, E. O. (2013) Vessel Mooring System. Untied State Patent. Available online. www.googlescholar.com.
(12) Kaasen, K. E. (2012). Mimosa: Interactive static and dynamic mooring system analysis. MIMOSA Course, 17.09.2012, MARINTEK. 5(15), 20-34
(13) Kama, S. Y. &Savin, V. A. (2016) Mooring Analysis of a Subsea Pipelay Barge, IOSR Journal of Mechanical and Civil Engineering (IOSR-JMCE). 20(5), 75-86
(14) Kurian, V. J., Baharuddin, N.H. ,Hashim, A.M. & Magee, A.R. (2012) Dynamic Responses of Float-over Barge Subjected to Random Waves. Proceedings of the Twenty-second International Offshore and Polar Engineering Conference. 3(1), 223-234)
(15) Mavraskos, S. A. (2013) Papazoglou A. J. Triantafyllou M.S. &HatjiGeorgou, J. Deep Water Mooring Dynamic. Available online. www.googlescholar.com.. 10(5), 666-674
(16) Michael, O. C. (2013) Dynamic Analysis and Design of Mooring Lines. Masters" Thesis Marine Engineering Project, Faculty of Engineering, Norwegian University of Science and Technology
(17) Nitonye, S, Ezenwa, O. &Kuvie E. (2013) Stability Analysis for the Design of 5000Tonnes Offshore Work Barge, International Journal of Engineering and Technology (IJET). 3(9), 849-857
(18) Onuoha, F.C (2012) Geo-strategy of oil in the Gulf of Guinea: Implications for Regional Stability, Journal of Asian and African Studies, 45(3), 369-384
(19) Pedram, E. & Saeed, I. (2017). Sensitive Analysis of Different types of Deep water Rivers to convention Mooring System. 5(1), 45-55
(20) Rao, D. S., &Selvam, R.P, (2013). Dynamic Time. Domain Analysis of a tension Based Tension Leg platform (TBTLP) under Irregular Waves. Journal of Information, Knowledge and Research in Mechanical Engineering, 2(2), 217-221