

[75] Inventor: **Walter B. Devine**, Houston, Tex.

[22] Filed: **July 7, 1971**

[21] Appl. No.: 160,385

[52] U.S. Cl.....114/41

[51] Int. Cl. B63b 35/08

[58] **Field of Search**.....
114/40-42

[56] References Cited

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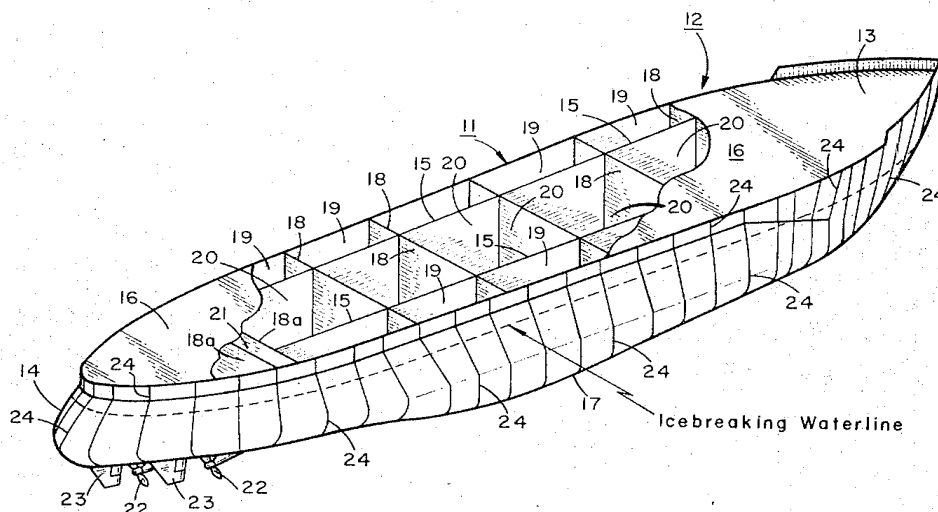
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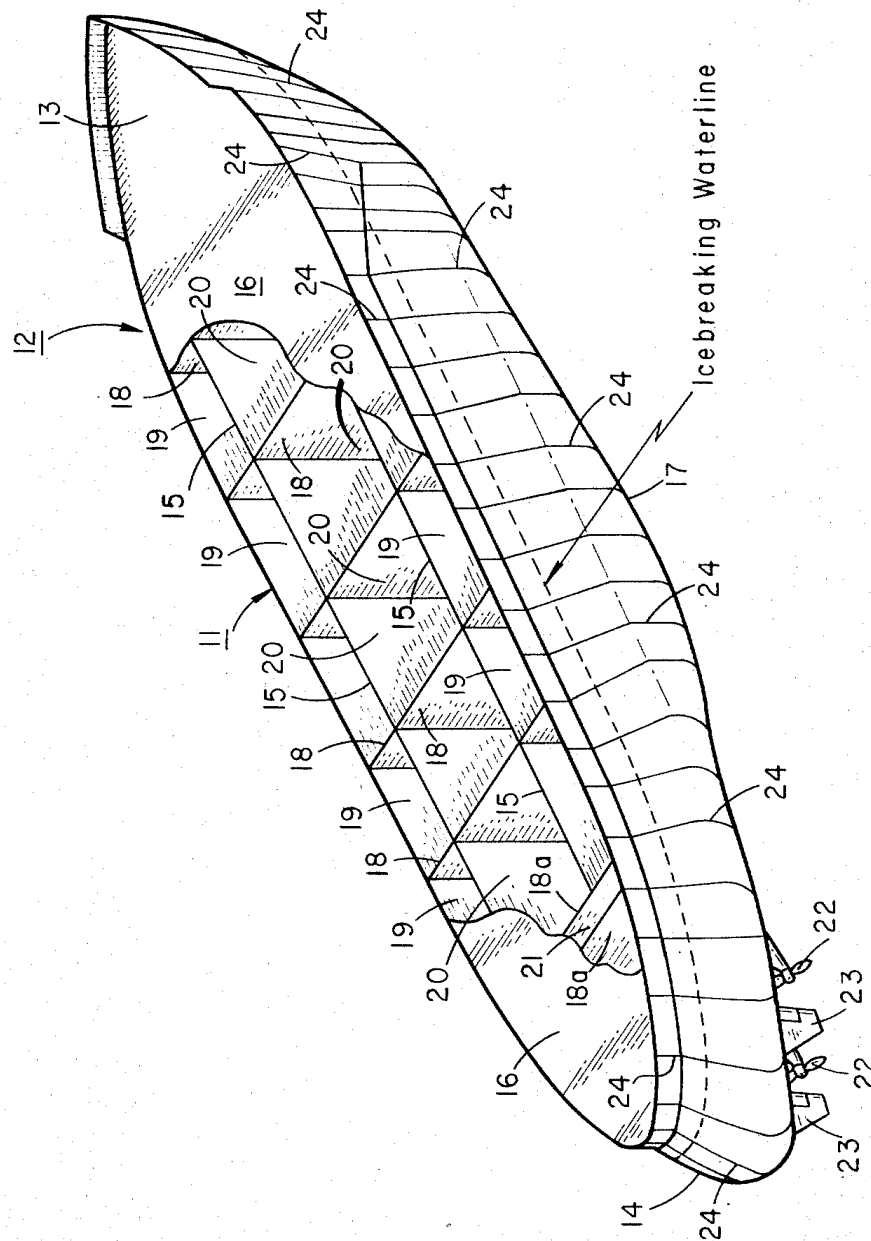
Primary Examiner—Trygve M. Blix
Attorney—Thomas B. McCulloch et al.

[57] ABSTRACT

A hull shape for an icebreaking cargo vessel, such as a tank ship, is provided which provides for lower ice breaking resistance, greater displacement in ice, and greater rudder and screw protection against ice when proceeding astern in ice laden or ice covered waters than conventional icebreaking vessels. The hull shape is such that a down breaking bow and a maximum ice-water line beam is provided forward of the midpoint of the hull while aft of the midpoint the ice-water line beam is smaller than that forward, the hull beam below the maximum ice-water line beam being greater than the ice-water line beam in the aft part of the hull. Vertical sections through the hull forward of the midpoint slope downwardly and inwardly while aft the vertical sections slope downwardly and outwardly.

7 Claims, 1 Drawing Figure





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ICEBREAKING CARGO VESSEL

CROSS-REFERENCE TO RELATED APPLICATIONS

This application contains subject matter related to Ser. No. 46,649 filed June 16, 1970 for Peter M. Kimon, Ser. No. 48,326 filed June 22, 1970 for Peter M. Kimon and Charles L. Crane, Jr. and Ser. No. 100,171 filed Dec. 21, 1970 for William O. Gray.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention is directed to an ice breaking cargo vessel. More particularly the invention is concerned with an ice breaking tank ship where the tanks are mainly located in the cargo area. In its more specific aspects, the invention is concerned with an ice breaking tank ship having a hull of particular configuration which provides greater maneuverability, greater displacement, and greater rudder and screw protection from ice when proceeding astern.

2. Description of the Prior Art

It has been heretofore known to provide a tanker ship with a hull of particular configuration for use in ice such as the S. S. Manhattan which made an experimental voyage through the Northwest Passage to Prudhoe Bay on the north slope of Alaska. The S. S. Manhattan, however, was a converted conventional tanker fitted with a special bow and other equipment since it was not built originally for voyage through the Northwest Passage.

It has also been known to provide ice breaking ships of various hull configurations to break ice to form a passage for other vessels of a conventional design. However, it has not been known heretofore to provide a cargo vessel with a specially designed hull for ice breaking and built to carry maximum cargo for its displacement. Nor has it been known to construct tank ships of this nature.

The present invention is therefore quite important, new, useful and unobvious since it allows building of cargo vessels which may be used in arctic waters and which serve also as an ice breaker for itself.

The following listed U.S. patents were considered with respect to the present invention:

15,472	1,445,839	3,016,865
17,472	1,500,000	3,075,489
63,577	1,591,748	3,125,977
151,774	1,726,882	3,130,701
499,296	1,859,139	3,191,572
593,664	1,875,629	3,286,674
743,171	2,322,790	3,289,623
812,656	2,364,845	3,331,347
857,766	2,374,845	3,335,686
857,776	2,517,978	3,352,270
993,440	2,663,276	3,382,678
1,121,006	2,669,961	3,410,241
1,195,857	2,754,791	3,416,216
1,254,892	2,764,954	3,435,796
1,398,246	3,009,434	

SUMMARY OF THE INVENTION

The present invention may be briefly described and summarized as involving a marine vessel for use in Arctic operations having a hull of specific configuration in which the hull has a down breaking ice bow with the maximum ice-water line beam well forward of the mid point of the hull. The ice-water line beam aft of the maximum beam tapers inward and forms or develops a

smaller beam aft of the vessel's midpoint. The hull of the vessel below the ice-water line approaches a maximum beam aft of the maximum ice-water line beam and this maximum hull beam is maintained well into the after part of the vessel and the hull beam is greater than the ice-water line beam. Vertical sections through the hull from forward to aft are such that forward, the hull slopes downwardly and inwardly and aft, the hull slopes downwardly and outwardly.

DESCRIPTION OF THE DRAWING

The present invention will be further illustrated by the single FIGURE which is a perspective showing of a preferred embodiment.

DESCRIPTION OF THE PREFERRED EMBODIMENT RELATIVE TO THE DRAWING

Referring now to the drawing numeral 11 designates the hull of vessel 12 having a fore peak 13 and a stern 14, longitudinal bulkheads 15 which may be parallel or at an angle to the main deck 16 and the bottom 17 and transverse bulkheads 18 which are parallel to each other. All bulkheads extend from the main deck 16 vertically to the bottom 17. The bulkheads 15 and 18 form wing tanks 19 and center tanks 20.

A pump room, cofferdam or fuel oil tank 21 formed of bulkheads 18a separates the tanks 19 and 20 from an engine room in the stern part of the vessel 12.

It is to be noted that the hull 11 is flaired outwardly at the maximum ice-water line beam in the forward part of the vessel and the hull slopes downwardly and inwardly while in the aft sections the hull flairs downwardly and outwardly providing a greater beam and consequently adds displacement.

The vessel may have two or more screws 22 (only two are shown) and rudders 23. The screws 22 and rudders 23 are located such that they are well below the stern overhang which protects them from ice. The lines 24 shown on the hull 11 illustrate vertical sections taken through the vessel 12 from stem to stern and illustrates vividly the features of the present invention.

The engine room may be provided with steam, oil, or nuclear powered propulsion means not shown and also the main deck may be provided with living quarters, a bridge and one or more stacks leading upwardly from the propulsion means and engine room to carry off gases, vapors, smoke, and the like.

In the present invention the vessel breaks ice in a downward fashion as the vessel moves ahead. Since the body of the vessel aft of a maximum beam becomes narrower on the ice-water line vicinity but remains at a maximum beam below the ice breaking water line thereby relieves ice friction and allows room in the broken ice path for the stern to swing giving the vessel greater maneuverability while still maintaining high displacement for given water line dimensions. Ice is also moved away from the rudders and screws when the vessel moves astern.

Thus the combined effects of the invention are the provision of (i) a down breaking bow with a down and inward slope at the maximum beam, (ii) a path in the ice significantly wider than the stern to reduce ice friction and provide room for the broken ice to use as the maximum beam passes, (iii) a wider ice broken path to maneuver the stern for turning the vessel about in

heavy ice. A significant slope on the sides of the hull as shown in the drawing assists in breaking the ice and also moving it away from the rudders and screws when moving ahead as well as astern.

The nature and objects of the present invention having been fully described and illustrated and the best mode and embodiments contemplated set forth, what I wish to claim as new and useful and secure by Letters Patent is:

1. An ice breaking vessel having a hull, bow and stern in which:

the bow is down breaking and has a maximum ice-water line beam forward of the midpoint of the hull;

the ice-water line of the hull aft of the maximum beam having a smaller beam aft of the hull's midpoint;

the maximum beam on the ice-water line slopes downwardly and inwardly;

the hull below the ice-water line having a maximum beam aft of the maximum ice-water line beam, which is maintained in the aft part of the vessel, where the maximum hull beam is greater than the ice-water line beam;

vertical sections through the hull from forward to aft being such that from forward to aft the hull slopes downwardly and inwardly and the hull in the aft

sections including the stern slope downwardly and outwardly;

whereby the vessel has greater maneuverability, greater displacement, greater icebreaking facility, and is provided with greater rudder and screw protection against ice when proceeding astern in ice laden or covered waters than conventional ice breaking vessels.

2. A vessel in accordance with claim 1 in which the stern overhangs propulsion means and steering means.

3. A vessel in accordance with claim 1 in the propulsion means is a plurality of screws.

4. A vessel in accordance with claim 1 in which the hull interior has a cargo area comprising a plurality of tanks.

5. A vessel in accordance with claim 4 in which the plurality of tanks are formed by longitudinally and transverse spaced apart bulk heads extending vertically from a main deck of the vessel to the bottom of the hull.

6. A vessel in accordance with claim 4 in which means are provided for separating the tanks from the stern.

7. A vessel in accordance with claim 6 in which the separation means comprises a pump room, cofferdam or fuel oil tank.

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[54] **TANKER VESSEL**

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[73] Assignee: **Esso Research and Engineering Company, Linden, N.J.**

[22] Filed: **May 6, 1971**

[21] Appl. No.: **140,803**

[52] U.S. Cl. **114/74 R, 114/78**

[51] Int. Cl. **B63b 25/08**

[58] Field of Search **114/74 R, 74 A, 72, 114/73, 76, 78, 116, 65 R**

[56] **References Cited**

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3,356,600	12/1967	Field et al.	114/74 R X
3,247,822	4/1966	Laskey et al.	114/74 R
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3,399,645	9/1968	Dahan	114/74 R

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Primary Examiner—Milton Buchler

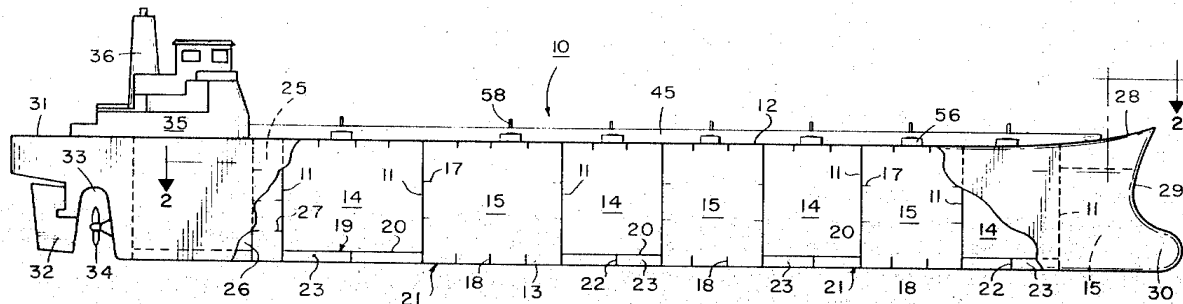
Assistant Examiner—E. R. Kazenske

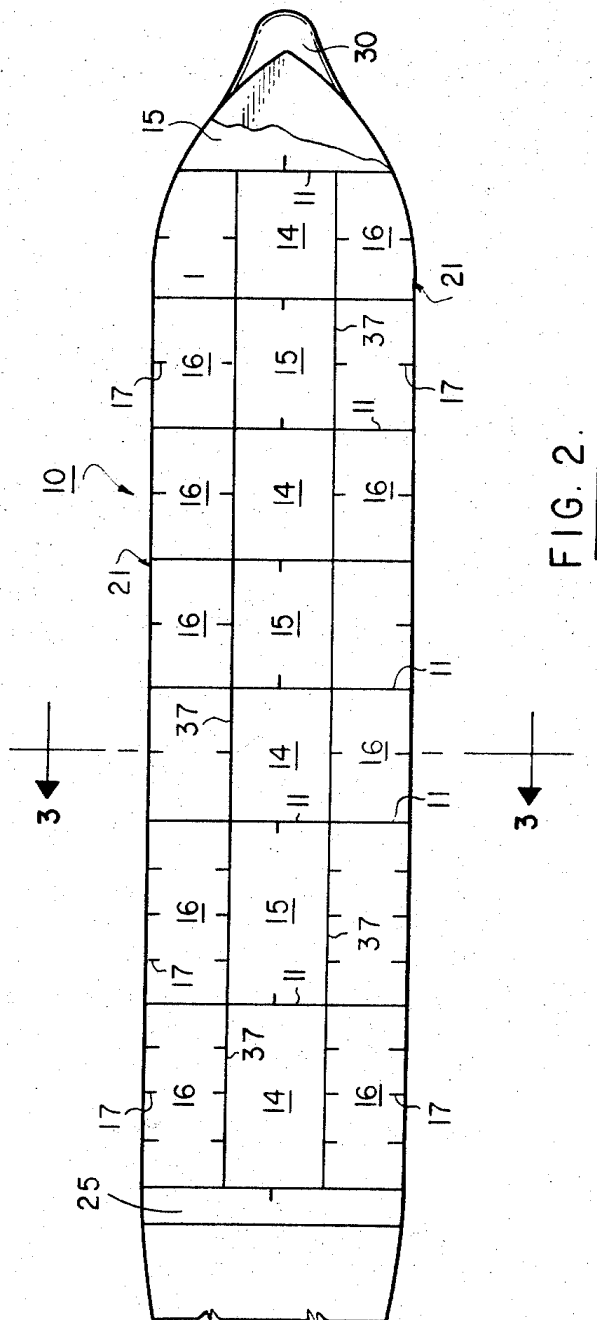
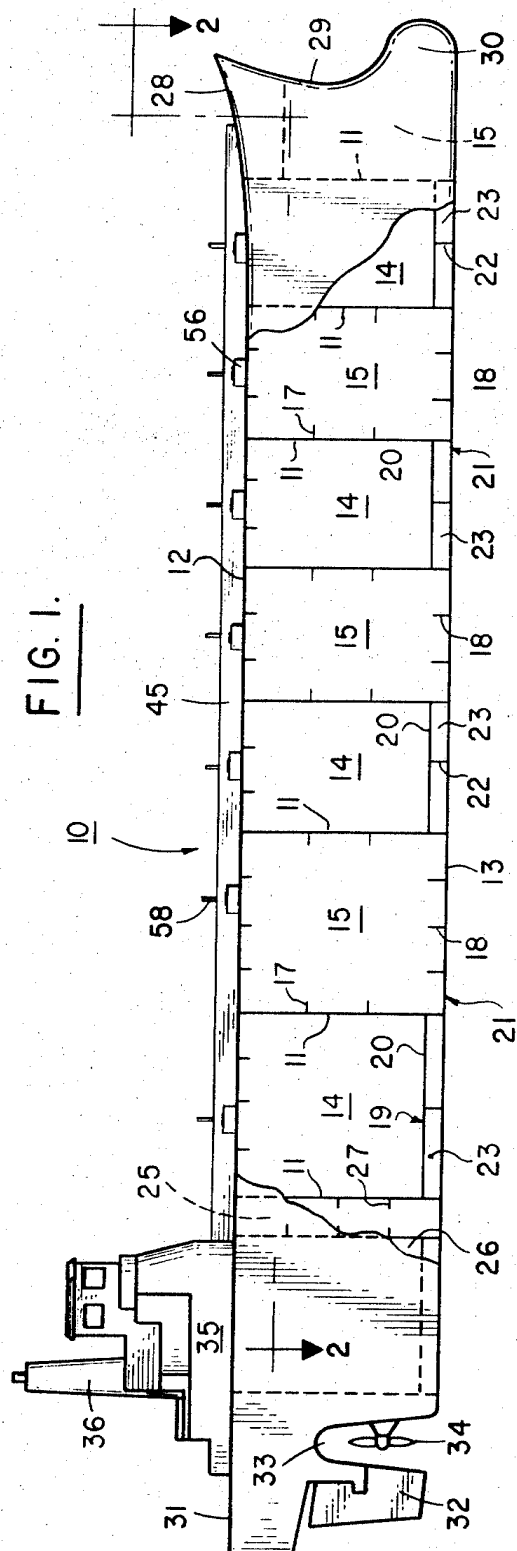
Attorney—Thomas B. McCulloch, Melvin F. Fincke, John S. Schneider and Sylvester W. Brock, Jr.

[57] **ABSTRACT**

A tanker vessel for carrying liquid material is provided with a cargo area provided with a plurality of spaced apart longitudinal bulkheads and a plurality of parallel transverse bulkheads vertically extending from the main deck of the vessel to the vessel shell, said bulkheads forming a plurality of wing tanks, first central tanks, selected of the first central tanks having a double bottom, divided by a vertical bulkhead into two tanks. The double bottom carries liquid water ballast only, the first selected central tanks carry water ballast or other liquid products, and the remaining tanks carry liquid products. The first selected central tanks are free of bulkhead stiffeners which are provided on the longitudinal and transverse bulkheads.

6 Claims, 3 Drawing Figures

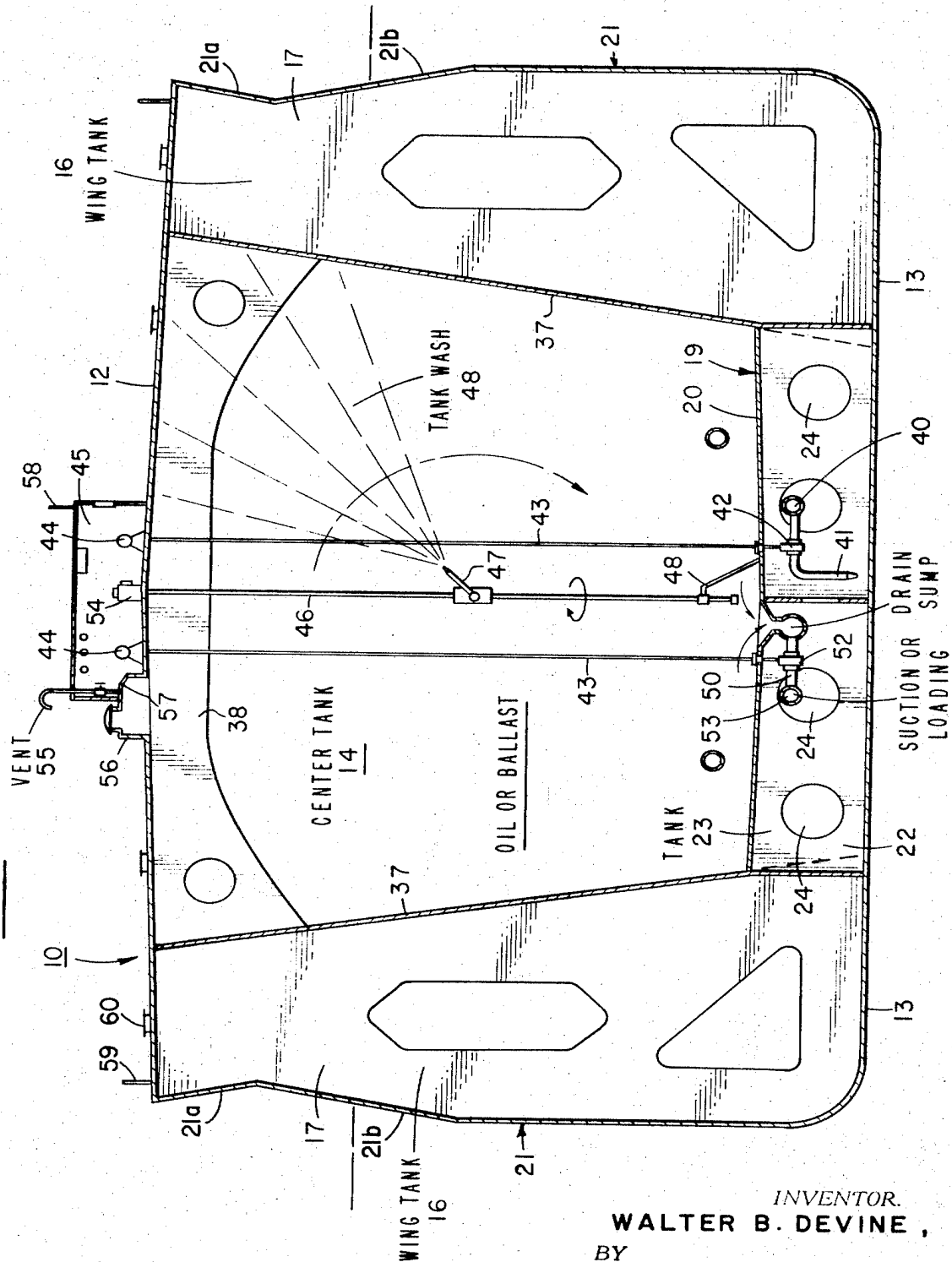




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FIG. 3.



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1 TANKER VESSEL

CROSS-REFERENCE TO RELATED APPLICATION

This application contains common subject matter to an application entitled "TANK VESSEL" filed May 5, 1971 for Walter B. Devine, Ser. No. 139,430.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention is directed to tanker ships particularly marine vessels which are suitable for use in the arctic. More particularly the invention is concerned with a tanker vessel having a particular arrangement of bulkheads and tanks. In its more specific aspects the invention is directed to an arctic tank ship which has an arrangement of tanks wherein there is a minimum of metal exposed to corrosive fluids and in which the strength of the vessel is unimpaired.

2. Description of the Prior Art

It is known to employ longitudinal and transverse bulkheads in tank ships. It is also disclosed in the patent literature that the corrosivity of certain products such as gasoline and the like may be overcome by using a combination of layers of steel of diverse electrochemical potential in tank ships. It is also known to provide tunnels under the tanks of a tank ship to carry pipelines and the like. The prior art teaches the provision of ballast bags in tank ships to avoid contamination with liquefied cargo. Various water ballast configurations have been devised and/or proposed to achieve various tank configurations other than that obtained with intersecting longitudinal and transverse bulkheads. All of these proposals and prior teachings are still open to various objections in providing tank ships wherein the tanks and the ships are constructed in an expensive manner and the problems which are encountered in the arctic where special strength is needed are not solved. It is, therefore, novel and unobvious to provide tanker vessels or ships for arctic usage in accordance with the present invention which are sufficiently strong that navigation in ice covered waters may be achieved.

The following listed U.S. patents were considered in connection with this invention:

U.S. Pat. No. 2,237,321
U.S. Pat. No. 2,428,050
U.S. Pat. No. 2,979,009
U.S. Pat. No. 3,247,822
U.S. Pat. No. 3,364,893
U.S. Pat. No. 3,385,251

SUMMARY OF THE INVENTION

The present invention may be briefly described and summarized as a tanker vessel for arctic and the like use wherein versatile center tanks for arctic tankers are provided wherein said tanks are so constructed and arranged as to carry cargo on one leg of a journey and ballast water on the return leg of such journey. By virtue of positioning bulkhead stiffeners outside selected center tanks and by virtue of fitting said selected tanks with double bottoms, the amount of steel exposed to the different corrosive effects of salt water and oil is significantly reduced. Furthermore, the tanks are easy to clean since the stiffeners are exteriorly positioned and therefore do not interfere with the flow of liquid through the suction ports. The double bottoms serve not only as tanks but also reinforcement for the se-

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lected center tanks which are substantially free of internal stiffeners or trusses.

BRIEF DESCRIPTION OF THE DRAWING

The present invention will be described further by reference to the drawing in which:

FIG. 1 is an inboard profile of the tanker ships of the present invention;

FIG. 2 is a sectional view of the main bulkhead arrangement taken along the line 2—2 of FIG. 1; and

FIG. 3 is a cross-sectional view of the tanker vessel taken along the line 3—3 of FIG. 2, showing the inner construction of the wing tanks and selected center tanks as well as the bottom tanks under the selected tanks.

DESCRIPTION OF THE PREFERRED EMBODIMENT WITH RESPECT TO THE DRAWING

Referring now to the drawing and particularly to FIGS. 1 and 2, number 10 designates a tanker vessel such as a marine vessel designed for use in the arctic and like environments. The vessel 10 is provided with a plurality of transverse vertical bulkheads 11 which extend from the main deck 12 to the bottom shell 13. Selected of the bulkheads 11 form selected tanks 14 which are substantially free of internal trusses or stiffeners, and the internal structure, excepting the bulkheads, is not subject to corrosion. The selected tanks 14 may alternate between tanks 15 which are provided with bulkhead stiffeners 17 and beams 18. The bulkheads 37 and 11 with shell 21 form wing tanks 16 along the starboard and port sides of vessel 10.

The selected tanks 14 have double bottoms 19 formed of members 20 and shell 21 of the vessel 10. The double bottoms 19 have internal plates 22 which support the inner bottom 20 and forms inner bottom tank 23 underneath the tanks 14. Plates 22 are provided with openings 24 therethrough for fluid communication in tank 23 and also to allow passage of conduits as shown in FIG. 3. A pump room 25 is defined by one of the transverse bulkheads 11 and a bulkhead 26 and is provided with internal stiffening means 27 which suitably may be trusses. The bulkhead 26 and the bulkhead 27 form an engine room for the motive power for the ship which may be a diesel engine, a steam engine, or nuclear power means, and the like.

The outside shell of the first of the tanks 15 which is used for ballast defines a fore peak 28, a prow 29 having a bulbous bow 30. The stern of the vessel or fantail 31 is provided with a steering means 32 and a tunnel 33 in which is located one or more propulsion means such as screws 34. On the main deck 13 is arranged the bridge and living quarters 35 through which protrudes a stack 36 leading from the engine room to carry off steam, smoke, other vapors, gases, and the like.

In FIG. 2 it will be seen that longitudinal bulkheads 37 intersect the transverse bulkheads 11 and form with the shell and the transverse bulkheads the several tanks described with respect to FIG. 1.

Referring now to FIG. 3 which is a cross section of the tank ship of the present invention, it will be noted that the tank 14 is strengthened by upper beam 38, inner bottom 20, shell 21, and the internal vertical plate 22 supporting the inner bottom 20 and by using bulkheads 37 referred to in FIG. 2. The wing bulkheads 37 are preferably angled to provide maximum tank ca-

capacity for the combination oil/ballast tanks 14 for a minimum steel weight and the upper part of it may form an angle greater than 90° with the main deck 13, while the lower portion of the wing bulkhead 37 may form an angle of 90° with the bottom shell or an angle greater than 90° with the bottom shell as indicated by the dotted lines.

Referring again to FIG. 3, it will be noted that the bottom 20 of tank 14 slopes slightly from each bulkhead 37 toward the center of the vessel where there is provided a drain sump. Connected into the sump is a line 50 which also connects into longitudinally running line 53 and is controlled by a valve 52. A reach rod 43 operably connects valve 52 to a valve control means 44 enclosed in a covered access means 45 on the deck 12.

Extending downwardly into tank 14 from a control means 54 in covered access means 45 is a conduit 46 which is provided with at least one nozzle means 47; line 46 is closed on its lower end adjacent floor 20 and connects to floor 20 by a support means 48 which also acts as an electrical ground. One or more conduits such as 46 may be provided in each tank 14 and may also be adapted to rotate if desired. During tank washing operations, liquids are drawn off by way of the sump, line 50 and line 53, the combination of which also provides means for loading or unloading of the tank 14. Tank vents 55 lead from oil hatches 56 which are provided with viewing ports 57 within the covered access means 45.

Tanks 23 and 15 are also provided with means to load and unload liquids, such as line 41 which connects in a longitudinal line 40 and is controlled by valve 42. Valve 42 is also connected by a reach rod to a control means 44 in covered access means 45. Although not illustrated, wing tanks 16 are also provided with means for loading or unloading liquids. Tank vents 55 lead from oil hatches 56 which are provided with viewing ports 57 in the covered access means 45.

The top of the covered access means 45 is provided with guard rail 58, while the main deck 13 is also provided with guard rails 59. The wing tanks 16 are also provided with Butterworth hatches 60 through which well known Butterworth cleaning means may be inserted and employed to clean the tanks 16 as required.

As also shown in FIG. 3, there is an upper vertical portion 21a of the sides of shell 21 which slopes outwardly above a connecting vertical portion 21b which slopes inwardly.

It will be seen from the foregoing description taken with the drawing that unobvious and useful results are obtained in that tanks are provided which are substantially free of inner structural means providing minimum

exposure of metal to corrosive liquids such as sea water used as ballast and crude petroleum fractions thereof and other corrosive liquids which may be carried by tanker ship.

The present invention is, therefore, quite desirable, unobvious and useful and presents advantages over the prior art.

The nature and objects of the present invention having been completely described and illustrated, what I wish to claim as new and useful and secure by Letters Patent is:

1. A tanker vessel having a shell, main deck, and cargo area for carrying liquid material which comprises:

- a. a plurality of spaced apart longitudinal bulkheads and a plurality of spaced apart parallel transverse bulkheads in said cargo area intersecting said longitudinal bulkheads, said bulkheads extending from the main deck to the vessel shell and forming a plurality of wing tanks and central tanks;
- b. said longitudinal bulkheads forming an angle greater than 90° at least with the main deck;
- c. selected of said central tanks having double bottoms with internal structural stiffening means below the selected central tanks;
- d. bulkhead stiffeners arranged only on the outside of said longitudinal and transverse bulkheads forming said wing tanks and said selected central tanks; and
- e. an upper vertical portion of the sides of said shell sloping outwardly above a connecting vertical portion of the sides which slopes inwardly.

2. A tanker vessel in accordance with claim 1 in which the selected first central tanks are provided with fixed vertical washing means depending from the main deck.

3. A tanker vessel in accordance with claim 1 in which the selected tanks are provided with rotatable vertical washing means depending from the main deck.

4. A tanker vessel in accordance with claim 3 in which the double bottom of each central tank provided with washing means is composed of an inner and outer bottom, the inner double bottom sloping toward the center of the vessel and the outer double bottom being formed by the vessel shell.

5. A tanker vessel in accordance with claim 4 in which each of the inner double bottoms is provided with a ballast line and an oil line for filling and draining the selected central tanks.

6. A tanker vessel in accordance with claim 1 in which the selected first central tanks alternate with other first central tanks having bulkhead stiffeners.

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[54] **MOBILE, ARCTIC DRILLING AND PRODUCTION PLATFORM**

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[73] Assignee: **Texaco Inc.**, New York, N.Y.

[22] Filed: **Oct. 18, 1971**

[21] Appl. No.: **189,972**

[52] **U.S. Cl.** **61/46.5**

[51] **Int. Cl.** **E02b 17/00**

[58] **Field of Search** 61/46.5, 46; 114/5 T

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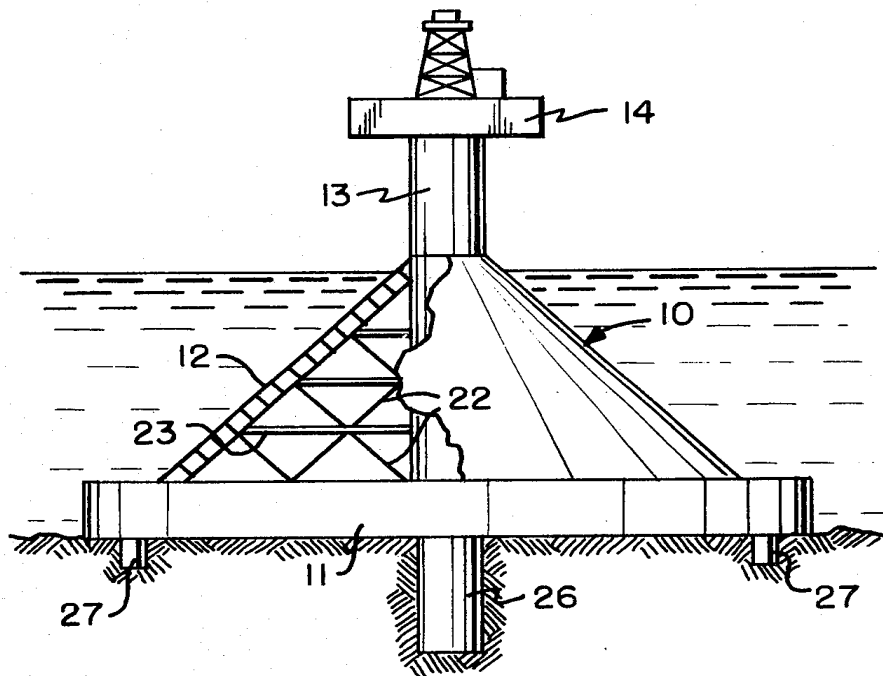
Primary Examiner—Jacob Shapiro

Attorney, Agent, or Firm—Thomas H. Whaley; Carl G. Ries

[57] **ABSTRACT**

The invention relates to a marine platform adapted to be removably positioned at an offshore body of water, the surface of which is periodically subjected to sheet ice and floating ice masses. The platform includes a controllably buoyant foundation-like base at its lower end, which normally rests on the ocean floor. A shell-like body extends upwardly from said base and is defined on its external surface by a progressively decreasing cross sectional area from the body lower end, to a point adjacent the upper end. A work deck disposed at, and operably carried at the body upper end includes equipment necessary to function at said offshore site. A caisson extending uprightly through the platform is partially embedded into the substratum beneath the platform, firmly anchoring the latter and protecting wells during and after a drilling operation.

5 Claims, 4 Drawing Figures



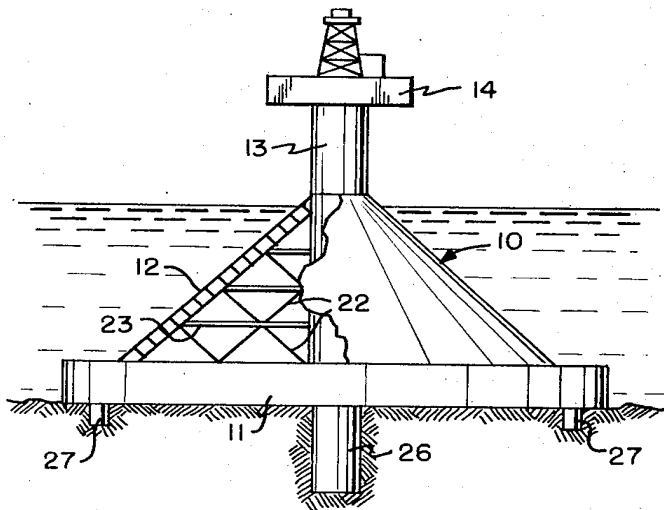


FIG. 1

FIG. 2

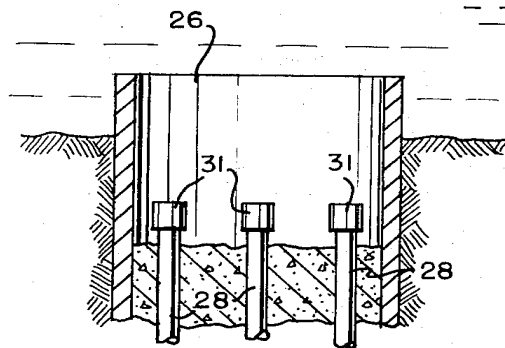
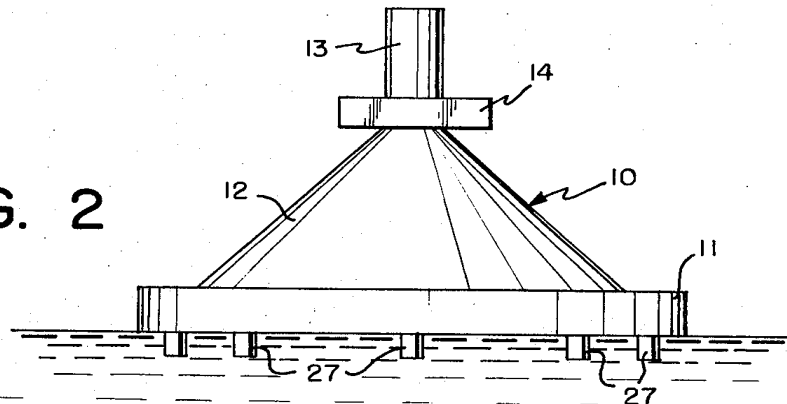
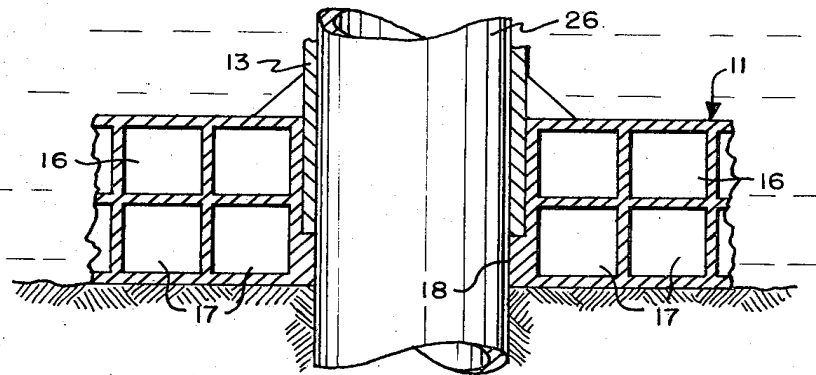


FIG. 4

FIG. 3



MOBILE, ARCTIC DRILLING AND PRODUCTION PLATFORM

BACKGROUND OF THE INVENTION

A marine platform of the type presently disclosed can serve many purposes and be utilized by a number of industries. In the specific instance of the petroleum industry, the platform is generally positioned in an offshore body of water to drill into and explore the substratum for the possibility of producing crude oil and gas. Normally, in water depths up to several hundred feet such marine platforms are fixed to the drilling site by piles of similar retaining means.

In the instance of such marine platforms built for use in Arctic tideland waters, the problem of rigid positioning of the unit is compounded by the presence of floating ice during certain periods of, and sometimes for the entire year. More specifically, it is known that for most of the year, the presence of large ice floes as well as moving sheet ice, virtually prohibit the use of any sort of conventional fixed platform.

On the other hand in more protected areas such as Alaska's Cook Inlet, the problem of sheet ice which moves with the tide can be met to a degree by incorporating into the platform specific features to overcome the conditions prompted by the presence of the moving ice.

One method found to be suitable for opposing the lateral thrust of a moving ice mass, whether in the form of floes or an entire ice field, is by fabricating a platform with sufficient mass and with an adequate degree of stability to physically resist the displacing forces exerted on the structure. Such platforms however as a rule are of a relatively permanent nature in that once they are installed at a particular site they are not amenable to be subsequently readily removed or to be reused in different water depths. Thus, if the site proves to be nonproductive, the use of an expensive nonsalvageable platform would result in excessive operating expense.

In addition to the stated problems of initially drilling wells in ice infested waters, the subsequently drilled wells and well head equipment are further jeopardized by heavy ice floes. Ice floes are known to reach to the ocean floor and be of such a magnitude as to scour and dig out the latter. This results in the subjecting to bending, breaking off or otherwise damaging, any sea floor equipment installed in such an environment. Even though the said equipment be buried to a desired depth beneath the ocean floor, it may still be susceptible to physical damage when extraordinary size icebergs or the like are in the area.

It is therefore economical and desirable to utilize a fixed type platform for offshore drilling under ice conditions, and yet provide such a platform that is mobile and can be reused in different water depths if it is determined that a particular area is nonproductive. This problem is suitably countered and overcome by the present marine apparatus. Said structure comprises in effect a platform adapted for drilling, producing or exploratory work in an offshore body of water in which moving ice is prevalent.

The platform is provided with a relatively widespread foundation-like base to afford a firm footing. Further, it is made salvageable such that the platform can be removed from a particular spot and subsequently reset at

an alternate drilling or producing location. The platform embodies a downwardly extending heavy walled caisson through which the respective wells are drilled. Said caisson is of sufficient strength and rigidity to resist installation forces and to protect the wells during the drilling operation. When the platform is removed, the caisson may be left in place and thus serves as a well protector. The platform is physically contoured along its exterior particularly along the level at which ice would be concentrated, such as to expose a minimum area thereof to contact with moving ice.

DESCRIPTION OF THE DRAWINGS

FIG. 1 is a vertical elevation in partial cross section of the instant marine structure shown submerged and anchored at an underwater site.

FIG. 2 is similar to FIG. 1 illustrating the platform when buoyed to a floating position.

FIG. 3 is a segmentary view in cross section showing a portion of the structure shown in FIG. 1.

FIG. 4 is an enlarged segmentary view showing a well head installation subsequent to removal of the anchoring caisson.

Referring to FIG. 1, a platform 10 of the type contemplated is shown installed at the floor of an offshore body of water. Base 11 comprises in general a circular, octagonal or other multisided barge-like unit disposed at the lower end of the platform, which member ordinarily assumes a horizontal disposition. Base 11 supports an upstanding, conically shaped shell or body 12 having a contoured external surface which connects a relatively broad lower section to a relatively constricted narrow portion at the upper end. Body 12 is further provided with an upwardly extending column 13 along which an equipment deck 14 is operably received. Thus, when the platform is submerged at a working site, deck 14 can be raised or lowered to a desired height beyond the water's surface. Further, when the platform is installed at a drilling site, either the upper end of said shell 12 or column 13 is disposed adjacent to the water's surface whereby to meet, break up and deflect moving ice at the water's surface.

Base member 11 comprises in effect a barge-like vessel formed of a plurality of closed, individually controlled tanks. By regulation of the buoyancy of the respective tanks, the attitude and disposition of the base can be readily regulated between the ocean floor and the water's surface. Base 11 is preferably formed with welded steel or reinforced concrete sections of sufficient strength and so reinforced, as to resist external forces and pressures expected in the depths of water where the platform would normally be positioned. The respective compartments such as 16 and 17 within base 11 are individually separated by discretely placed bulkheads and panels. Thus, selective adjustment of the buoyancy of said compartments results in the platform being raised or lowered to a desired depth or positioned at a desired attitude.

While not presently shown, each compartment 16 and 17 is connected with a buoyancy system regulated from the water's surface and adapted to urge a fluid medium such as water or drilling mud through the respective compartments as required. Said system of course includes means for regulating the flow of said fluids to achieve the purpose of raising or adjusting the level of the barge.

An opening 18 extends transversely and centrally of barge 11, communicating the upper and lower surfaces thereof in a generally vertical disposition.

Elongated, conically shaped shell 12 is disposed with its center axis normal to base 11, extending into and being rigidly connected to the latter. Column 13 also connects to and extends axially through conical shell 12 and base 11. The respective members are thus secured one to the other in a manner to form a rigid, upright structure. The relationship between said members not only assembles the respective parts into a unitary component, but transfers or applies sheer stress and overturning loads applied to column shell exterior, to the widespread base 11. A suitable fastening means between base 11 and shell 12 may be provided by fabricating the shell 12 of reinforced concrete whereby to achieve a satisfactory bonded engagement between the body peripheral lower edge, and the base.

Base 11 is further provided with means to assure its fixed positioning at a desired offshore working site. Thus, said base includes not only center transverse opening 18, but optionally may include openings adapted to receive a plurality of relatively short spud piles 27 which can be driven through the base to engage or be embedded into the substratum after the platform comes to rest on the latter.

The lower edge of conical shell 12 is secured to base 11 and maintains the shell in a substantially upright disposition. One embodiment of said shell comprises a hollow, heavy walled unit formed of reinforced concrete, steel, or a combination of said materials. Preferably, the shell is made in the form of a geometrically conical member characterized by an outer wall surface having a horizontal cross section which decreases as the distance from base 11 increases.

The primary function of conical shell or body 12 is to provide a relatively widespread footing for the platform in conjunction with base 11. Further, said body is provided with a sloping outer contour or surface to best encounter moving sheet ice whereby to deflect the latter upwardly, causing it to break into smaller pieces due to induced bending stresses. While not presently shown in detail, compartments built into the interior of shell 12 are vented to the atmosphere to better control the internal and external pressures while the platform is being submerged.

Elongated, cylindrical column 13 extends coaxially of shell 12 from the point adjacent to base 11 to which it is fastened, to a point beyond the shell 12 upper end. Thus column 13 projects upwardly for a substantial distance beyond the shell upper end when platform 10 is resting on the floor of an offshore drilling site. The primary function of said column is to operably support work deck 14 during the transportation of the platform as well as to provide a means of elevating the work deck 14 a desired distance beyond the water's surface during actual drilling operations.

Column 13 thus comprises an elongated cylindrical member formed of relatively heavy walled steel or reinforced concrete. The column lower end is received in receptacle means forming opening 18 in base 11 and is fastened to the latter by cementing, welding, or other appropriate means. The upper end of shell 12 is further fastened to the outer wall of column 13 to fixedly join the entire assembly into a unitary structure. Intermediate support means such as struts, braces 22 and 23 or bulkheads are further disposed within body 12 and ra-

diate outwardly from the column wall to reinforce both the shell and the column, and to permit ballasting of the conical shell 12 as needed.

Toward facilitating movement of deck 14 longitudinally along the column 13 exterior, either to the upper or lower position, the column can be provided with the necessary slots, indentations, protrusions or the like. Said means facilitate gripping of the column wall by a plurality of climbing jacks and claps carried within deck 14. Such jacks are clamps known in the art and are frequently utilized on mobile offshore structures for regulating the disposition of retractable legs carried on the marine platform or structure.

Subsequent to platform 10 being submerged at a desired offshore location, a caisson 26, which has previously been secured inside column 13 and extends longitudinally thereof, is released and jetted into the sea bottom. Base 11 is thus firmly embedded in the substratum beneath the platform quickly and easily without the use of either piles or anchor. A sufficient embedment of said caisson 26 will assist platform 10 in absorbing and transmitting to the ocean bottom, lateral forces imposed on the structure, thus further insuring against the possibility of lateral displacement of the platform.

As shown in FIG. 3, caisson 26 extends preferably in a downward direction through the center of the platform to achieve the desired anchoring function. Further, in connection with a drilling or producing operation, and as shown in FIG. 4, when it is deemed feasible to move the platform, column 13 is free to slide along the embedded portion of caisson 26 as the platform is raised by ballasting.

In such position, the lower remaining end of the caisson serves as a protector or enclosure for both wells and well head equipment at the floor of the drilling site.

In the event that icebergs of other relatively deep ice masses tend to scour the floor of the ocean in the vicinity of submerged wells 28, the protruding portion of caisson 26 will form a barrier about said wells. Should caisson 26 nonetheless be contacted by a floating iceberg in a manner to bend or deform the caisson walls, the internal wells 28 would still be protected due to their position within the caisson which will tend to bend rather than fracture as they are displaced by the ice mass.

Caisson 26 is initially assembled with platform 10 during fabrication of the latter. Thus, it can be floated to the drill site by the buoyant platform. It is appreciated that since caisson 26 will be lowered or driven into the substratum, it will be necessary to add additional caisson sections if the platform is moved to other locations. A number of caisson sections would thus be carried, ancillary to the platform placing operation.

As shown in FIG. 3, when in the installed position, the lower end of caisson 26 is disposed contiguous with walls of the column 13 extending through the shell lower surface. If it is desired to permanently place a platform at a desired location, means may also be provided for cementing or otherwise rigidly fastening the shell 12 upper and lower ends to the casing to rigidize the disposition thereof and to avoid movement in response to pressure exerted against the platform.

As shown in FIG. 1, subsequent to the platform being anchored into position, deck 14 is elevated along column 13 outer surface, beyond the water's surface a predetermined height to facilitate drilling operation and to

maintain deck carried equipment beyond the reach of the anticipated waves and ice.

As shown in FIG. 4, wells 28 may be completed with subsea well heads 31 or extended to the deck elevation for conventional surface controls, or may be capped for future use. In the latter event, such equipment may be embedded below the surface of the substratum as a form of protection. In such instance, the remaining, protruding portion of caisson 26 will serve to enclose said well head and equipment until such time as the wells are connected to the surface for producing petroleum fluids.

Subsequent to said drilling operation as noted, platform 10 is separated from caisson 26 by ballasting the latter to raise it a predetermined distance beyond the ocean floor. The platform will then slide upwardly along caisson 26 in an orderly, controlled manner. Thereafter, by controlled flotation of the base 11 and venting of body 12, the platform can be entirely raised from its position and refloated to an alternate working site.

I claim:

1. A marine platform adapted to be removably positioned at an offshore body of water, the latter being in an environment subject to floating ice, which platform includes;

a submergible base including buoyancy means incorporated therein for controllably regulating the disposition of said base between the floating position at the water's surface, and a resting position at the floor of said body of water, said base having means forming a vertical transverse opening there-through, a guide column having upper and lower ends, the latter being fixed to and extending upwardly from said base in alignment with said vertical transverse opening, the column upper end being of sufficient length to extend beyond the water's surface when said base is positioned at said

floor,

a caisson disposed internally of and contiguous with said guide column, extending longitudinally thereof and having the lower end embedded into the substrate beneath said platform whereby to anchor the latter during a drilling operation, and to subsequently permit upward guided movement of said platform along the caisson when the platform is raised from a submerged position,

an elongated shell characterized by a generally conical external surface, having the broad end connected to said base and having the upper constricted end in engagement with said guide column adjacent the upper end thereof, and

a deck operably carried on said guide column upper end being longitudinally movable therealong for positioning a desired distance beyond the water's surface.

2. A marine platform as defined in claim 1, including a caisson operably received in said guide column and longitudinally movable through the latter whereby to permit lowering of said caisson downwardly through said base to permit embedment thereof into the floor of said body of water.

3. In an apparatus as defined in claim 2, wherein said guide column is of substantially uniform diameter and slidable along said caisson outer surface to guide the latter during lowering thereof into the substrate.

4. In an apparatus as defined in claim 1, wherein said conical shell is of sufficient height to position at least a portion thereof beyond the water's surface when said base is resting at said floor.

5. In a marine platform as defined in claim 1, wherein said caisson extends upwardly along said guide column to position with the upper end thereof adjacent to and beneath the water's surface.

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[54] ARCTIC OFFSHORE PLATFORM

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165/47

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[58] Field of Search 61/46, 46.5; 114/40, 41,
114/42, 5 D; 165/47; 166/.5; 9/8 P

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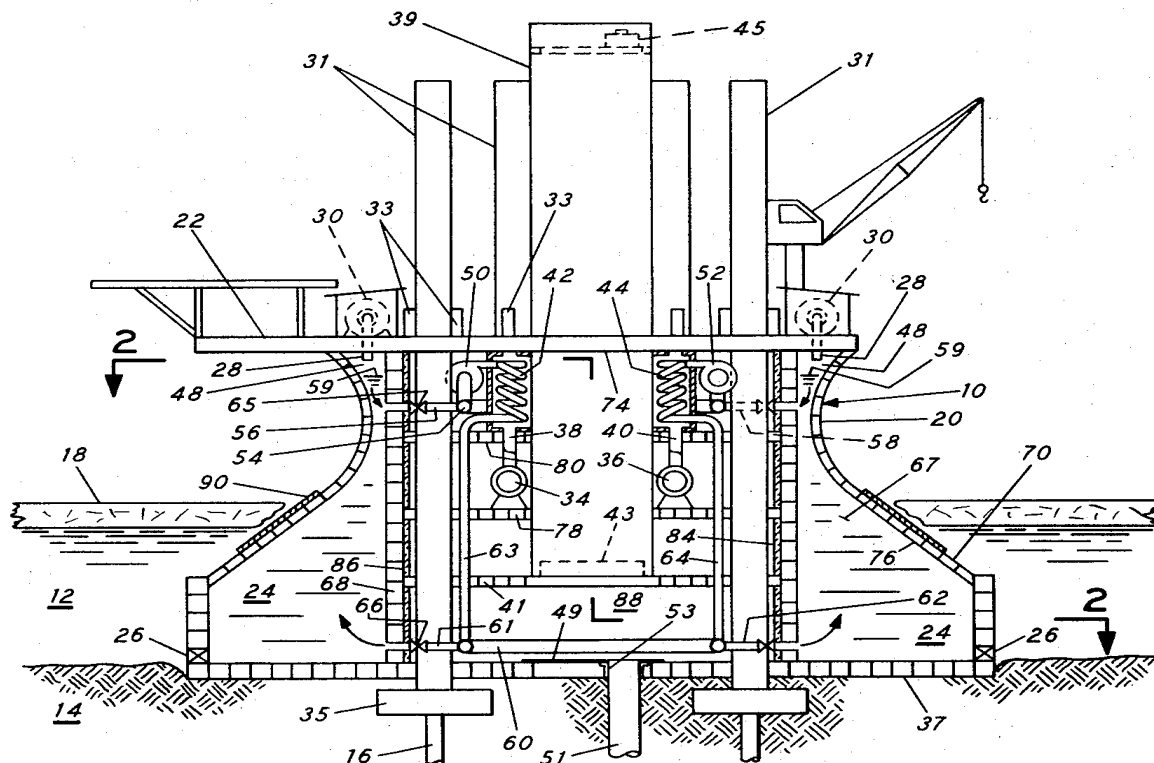
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[57] ABSTRACT

A method and apparatus for reducing ice forces on a marine structure erected in a body of water which becomes frozen through natural weather conditions. The structure has a wall of heat transmitting material forming its perimetrical surface in the zone where natural ice will freeze onto or impinge against the structure. Enclosed chambers are built within the structure and in heat transmitting relationship with the outer wall and heat is applied to the chambers to heat and maintain the outer wall at a temperature above the melting point of the natural ice occurring in the water around it. In a preferred embodiment the marine structure is formed with a heated wall which slopes upwardly and inwardly in the area of ice contact to provide a ramp-like surface upon which a sheet of ice will be forced with reduced friction as it moves against the structure. Thus an edge of the sheet of ice will be prevented from adhering to the structure and will be lifted above its normal position on the water surface as the ice moves against the structure, causing the sheet to be bent and fractured, reducing the force imposed by it on the structure.

15 Claims, 4 Drawing Figures



SHEET 1 OF 2

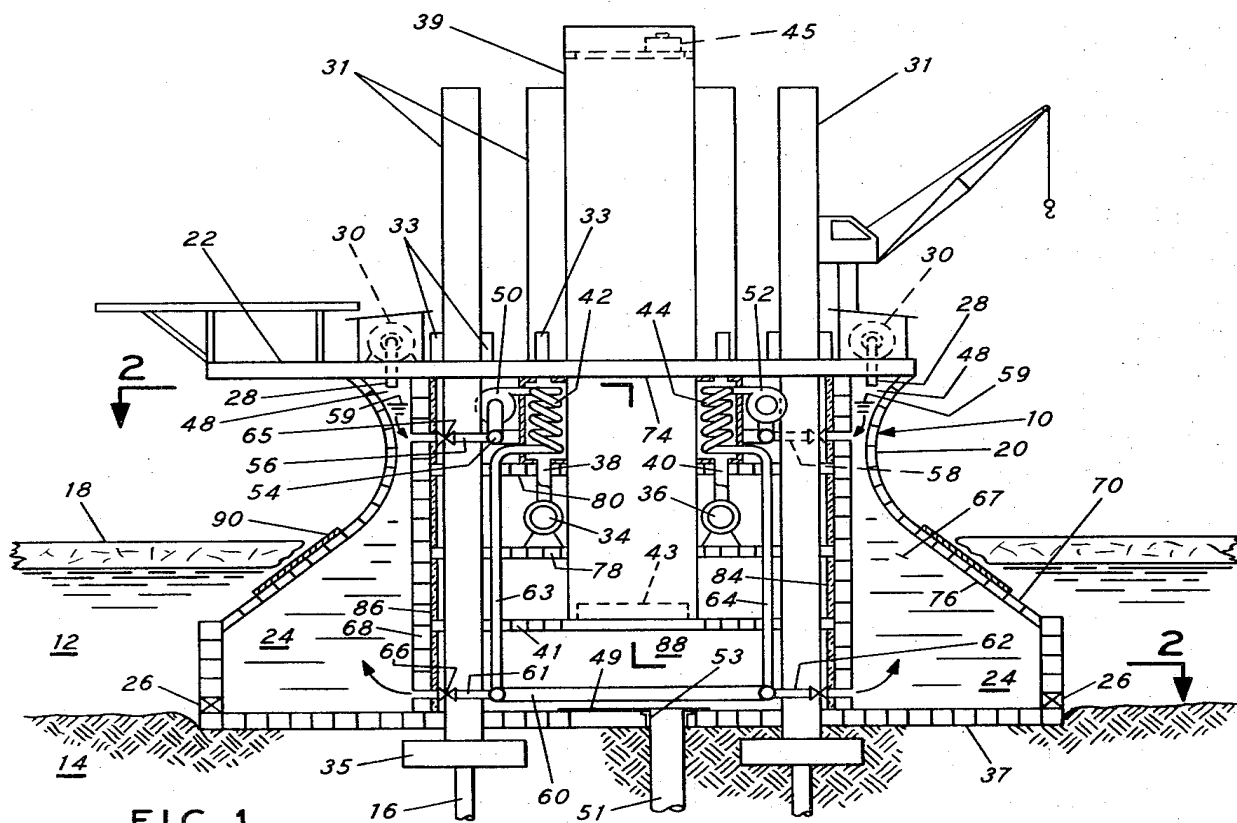


FIG. 1

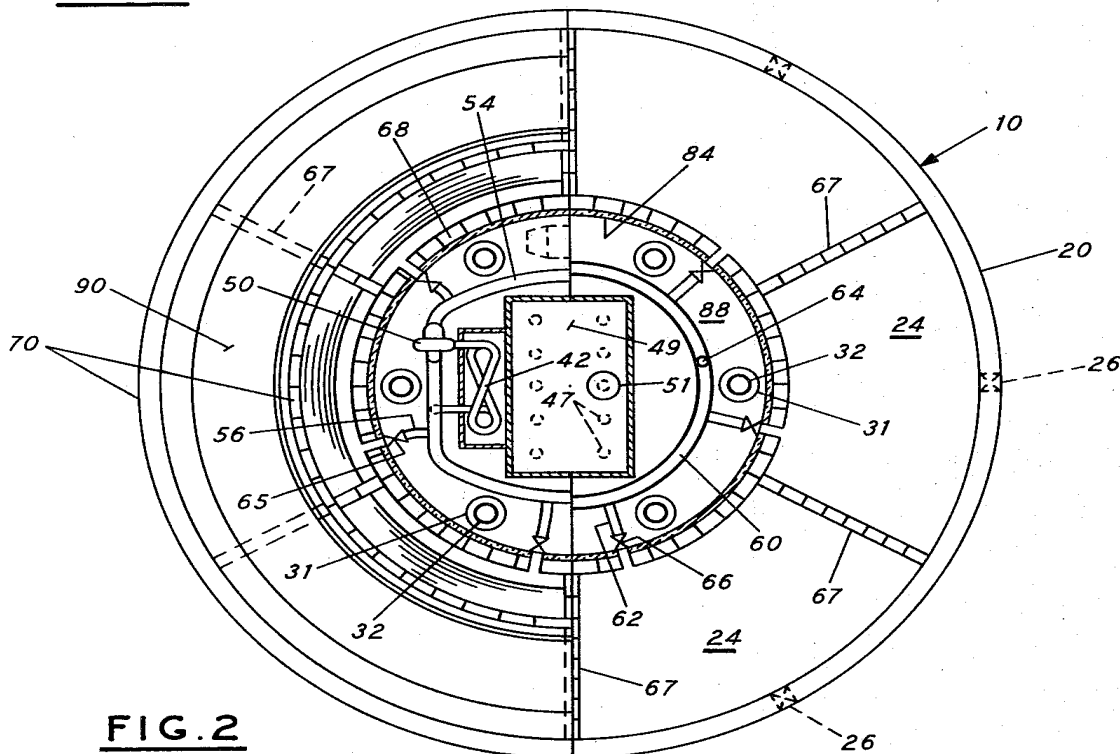


FIG. 2

ARCTIC OFFSHORE PLATFORM

BACKGROUND OF THE INVENTION

This invention relates to a marine structure for installation in waters upon which thick sheets of ice are formed during the winter season. In arctic and antarctic waters the winter ice normally may reach thicknesses of 6 to 10 feet or more and rafting, pressure ridges, and other accumulations may cause the thickness of the ice in places to be several times the thickness of the original sheet. The ice sheets are of vast area and although normally they may move relatively slowly with wind and water currents, the mass of ice in movement can cause very high forces on a stationary structure in its path. Such ice may have a compressive strength in the range of about 650 to 1,000 pounds per square inch and a structure strong enough to withstand the crushing force of the ice would necessarily be very massive and correspondingly expensive to construct.

It has been proposed heretofore that rather than build a structure strong enough to withstand the total crushing force of the ice, i.e., strong enough to permit the ice to be crushed against the structure and thus enable the sheet of ice to flow around it, the structure be built with ramp-like surfaces which would cause an edge of the moving ice sheet to be forced upwardly above its normal position on the surface of the water as it came into contact with the structure, thus bending the ice sheet and placing a tensile stress in the ice. Since the ice has a flexural strength of about 85 pounds per square inch, a correspondingly relatively smaller force is placed on the structure as the ice impinging on it fails in tension.

Several forms of structures having a sloping perimetrical wall for installation in waters where they would be exposed to the forces of moving ice are illustrated in a paper by J. V. Danyis entitled "Effect of Cone-Shaped Structures on Impact Forces of Ice Floes," presented to the First International Conference on Port and Ocean Engineering under Arctic Conditions held at the Technical University of Norway, Trondheim, Norway, during Aug. 13 to 30, 1971.

Another publication of interest in this respect is a paper by Ben C. Gerwick, Jr. and Ronald R. Lloyd entitled "Design and Construction Procedures for Proposed Arctic Offshore Structures," presented at the Offshore Technology Conference meeting at Houston, Texas during Apr. 1970.

In testing in a laboratory cold room scale models of offshore structures incorporating the above design principle to investigate the action upon them of sheet ice it was found that the ramp-type of surface, when moving relative to the ice sheet and in contact with it, caused appreciably less force to be imposed on the platform structure than would be the case if the platform wall presented to the ice sheet was disposed vertically to it as would be the situation if, for example, a proportionately larger diameter pile or caisson was contacted by the moving ice sheet. It was discovered, however, that this condition was true only while the ice sheet could move relative to the platform and that as explained hereinafter ordinarily much larger forces would be imposed on the marine structure before the bond between it and the ice was broken to permit such relative movement.

In the actual installation of a marine structure in arctic waters it is proposed to construct and assemble the structure in a shipyard and tow the assembled structure to the offshore site where it will be established during the time the waters are open and relatively ice-free. At this time the structure will be lowered into contact with the submerged earth and piles may be driven into the earth to hold the structure in place against the horizontal forces imposed upon it. Piles may also be used to assist supporting the vertical loads on the structure.

In the farther northern arctic waters such as the waters off of the north slope of Alaska, the open water season is relatively short, approximately six weeks, after which ice begins to form on the open waters. The ice will freeze around and onto the marine structure which has been fixed at the offshore site. This condition has been duplicated in the laboratory to determine what effect the newly frozen sheet ice would have on a scale model of a ramp-sided offshore structure as described heretofore and particularly to determine what forces would be imposed on it.

As the ice sheet built up in thickness on the surface of the water surrounding the model structure, it also froze onto the surface of the structure in contact with the water. When the ice sheet reached the required thickness for the test, it was found that a much greater force was required to start relative motion between the model and the adhering ice sheet than was required to maintain the relative motion after the adhesive bond was broken. For the conditions of the test, approximately 5 to 10 times as much force, depending on specific conditions, was imposed on the model structure by the ice sheet before the bond was broken than was imposed after this relative motion was established.

The amount of force imposed initially on the structure by the ice sheet will, of course, be dependent on the form, dimensions and characteristics of the structure and the dimensions and characteristics of the ice. But in all cases, as the problem is understood now, a much greater force will be imposed initially on the structure before the adhesive bond between it and the ice is broken than will be imposed after the bond is disrupted. Ordinarily it would be necessary under these conditions to build the structure strong enough to withstand the initial forces imposed on it by the ice sheet even though the forces imposed on it during the major portion of its useful life would not require a structure of such rugged construction. A structure built strong enough to withstand the initial ice forces would be correspondingly more expensive to build and more difficult to install than one designed to take only the load of a relatively moving ice sheet. The present invention is designed to alleviate this condition of initial high loading imposed on the offshore structure by a method and apparatus to be described hereinafter.

SUMMARY OF THE INVENTION

The invention will be described hereinafter as applied particularly to an offshore structure used primarily for drilling oil wells or as an adjunct to producing oil from subaqueous oilfields in regions of the earth where the open waters become frozen on the surface with an appreciable thickness of ice. For simplicity of description, such a structure may be designated hereinafter as an offshore drilling platform although it will be appreciated that the principles of this invention may be applied to other types of marine structures such as offshore

production platforms, offshore loading and unloading stations for petroleum tankers, lighthouses, piers or other structures established in a fixed location and exposed to the forces of ice sheets which move on the surface of the water.

Pursuant to the invention a method is provided for preventing the natural ice from freezing on and adhering to the surfaces of the offshore structure exposed to the water in the zone of natural ice formation and appropriate apparatus is exemplified to accomplish this method. This method comprises a system for applying heat to the inner surface of the outer wall or shell of the structure, particularly adjacent the water line where the natural ice will tend to freeze onto or impinge against the outer surface of the shell to cause the temperature of the outer surface of the shell in the area of ice contact to be maintained above the melting point of the ice. The heating system is such that heat can be applied continuously to the shell of the platform while ice is present in the water around it, both to prevent adhesion of ice to the shell and to provide a film of water between the ice and the outer surface of the shell to assist the ice in slipping over and upon this surface when the ice contacts it, both of which features function to reduce the force imposed on the structure by the moving ice sheets.

In a preferred embodiment of the invention, an offshore drilling platform is constructed with a portion of its perimetrical outer wall or shell in the form of a frustum of a cone sloping upwardly and inwardly of the platform at an angle of approximately 45° to the horizontal. The conical surface extends from a location below the region of ice formation on the surface of the water to some distance above the level of the water surface and will function somewhat in the manner of a ramp upon which an edge of a sheet of ice will be raised above its natural level on the surface of the water as the ice moves toward the platform. Thus, the ice sheet will be flexed in the region of the platform causing the ice to fracture and break from the tensile forces resulting from the flexural stress.

Water-tight compartments, which in the preferred embodiment function as water tanks, are constructed within the platform adjacent the outer conical shell and the latter acts as a common exterior wall for both the platform structure and the water tanks. The tanks are connected to pumps for circulating water through them and through heat exchangers, which latter are in communication with the exhaust gases from the engines which generate the power for operating the machinery and other apparatus on the platform. The tanks are filled with water which is heated an amount to maintain the outer surface of the shell of the platform above the melting point of the natural ice which forms around or impinges upon it, thus preventing the ice from freezing onto and adhering to the outer surface of the platform. Preferably the water tanks are of sufficient capacity to contain enough heated water to maintain the critical area of the shell of the platform at a temperature above the melting point of the natural ice throughout a period of at least 24 hours if no additional heat is added to the water during that time. This will provide a safe period for making repairs if the source of heat for the water should fail during the critical period when the ice sheet may otherwise be in a condition to freeze onto the platform and start moving. It will be noted that if the source of heat for the water fails during the time when the ice

sheet is in motion so that the intact ice sheet does not adhere to the shell, any additional load imposed on the platform by the ice will be considerably less than the force imposed on the platform by the thrust of an ice sheet which is frozen onto and adhering to the shell.

It is not intended that the invention be limited to heated water tanks placed within the shell of the platform, and other means for performing the method of this invention also will be described hereinafter or will become apparent as the description of the invention proceeds in conjunction with the accompanying drawings which form part of this specification.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic representation, partly in section and with some elements rearranged in position for clarity of disclosure, of an offshore drilling platform incorporating the features of this invention and illustrates the embodiment which employs heated water tanks to maintain the critical areas of the shell of the structure above the freezing temperature of the natural ice around it.

FIG. 2 is a schematic illustration in sectional plan view taken on the line 2—2 of FIG. 1.

FIG. 3 is a schematic representation in elevation and partly in section of another arrangement of apparatus incorporating the features of this invention and illustrates the use of heat transfer panels to heat the critical area of the perimetrical shell of an offshore structure above the melting point of the natural ice surrounding it.

FIG. 4 is a schematic illustration in plan view and partly in section taken along the line 4—4 of FIG. 3, with portions broken away to expose details of the assembly.

DESCRIPTION OF THE PREFERRED EMBODIMENT

FIG. 1 represents an offshore drilling platform 10 installed in a body of water 12 in engagement with the underwater bottom 14 to which it is secured temporarily by piles 16. The platform is designed particularly for installation in arctic waters upon which thick sheets of ice 18 will seasonably be formed. The platform has a lower support portion 20 which extends into the water and forms a base which supports a deck portion 22 above the surface of the water. The lower portion of the platform is exposed to the water and ice forces incident to its environment and is the portion of the platform of principal interest to the present invention. The upper portion of the platform may contain several levels of decks and may be enclosed and heated to provide a reasonably comfortable working environment and protection for men and equipment from the winter weather during which the temperature may drop to the range of -60° F. Without adequate heating facilities in the working areas the operation of the arctic drilling platform would become virtually impossible during a major portion of the year.

Since it is both expensive and difficult to construct and install a drilling platform in arctic waters, it is desirable to provide a platform which is capable of drilling a number of wells from the same location. For example, the drilling platform illustrated in FIG. 1 may be designed to drill 10 or more wells from the same platform site to a depth of approximately 16,000 feet and accordingly is made large enough to accommodate the

machinery and equipment necessary for this purpose. By way of illustration only, a platform of this capacity for installation in 40 feet of water may have a bottom diameter of approximately 180 feet and a diameter at the water line of approximately 120 feet. The base portion may have a height of 85 feet and support above it decks and other appurtenant equipment including a drilling derrick reaching to an elevation of approximately 160 feet above the floor of the sea.

A drilling platform of the above-noted dimensions will weigh several thousand tons before it receives any of the machinery and equipment necessary for the drilling operation. The weight of the platform will increase proportionately as it is designed to withstand greater natural forces and since the weight of the structure reflects its cost, the cost will increase proportionately as the weight increases. The present invention is directed toward a procedure for reducing the forces imposed on the base portion by natural ice formations, thus permitting less structural material to be incorporated in it and correspondingly reducing its mass as well as reducing its cost.

For a drilling platform of the size and drilling capacity referred to, power generators adequate to produce approximately 3,300 horsepower will be supplied to operate the rotary table, drawworks, mud pumps and the other equipment and appurtenances necessary for the drilling operation. In accordance with one exemplary embodiment of this invention the waste heat from the power generating source is used to heat the shell of the platform above the melting point of the natural ice surrounding it in the manner and for the purpose to be described in more detail hereinafter. If, for example, the power source selected is a turbine engine and three 1,100 hp gas turbines are used for the power necessary to operate the drilling platform, more than 32,000,000 BTU/hr. waste heat from the turbines will be available for heating the shell of the support structure. This amount of heat is amply adequate to maintain a shell of the dimensions noted above continuously at a temperature above the melting point of the natural ice formed in the water in contact with it.

The structure illustrated in FIG. 1 represents a drilling platform which is towed to the drilling site in a completely assembled and equipped condition and which requires no additional construction at the site except for lowering it into engagement with the sea bottom and, when necessary, securing it with piles. Ballast tanks 24 (FIGS. 1 and 2) are built into the base portion 20 as an integral part of it to ballast the platform when being towed and to enable it to be lowered through the water into contact with the sea bottom. The ballast tanks are each provided with appropriate sea cocks 26 which can be manipulated remotely from aboard the platform by means not shown but which can be provided for within the skill of the art and each ballast tank has connected to it a respective blowdown pipe 28 which receives air under pressure from a compressor 30. The sea cocks can be opened to admit water into the ballast tanks or, alternatively, pressurized air can be introduced into the tanks to expel water from the tanks through the sea cocks.

When the platform is under tow, enough water is admitted to the ballast tanks to give it a draft of about 8 to 10 feet and the ballast tanks have sufficient volume to provide adequate buoyant space above the ballast water to give the platform stability in its towing condi-

tion. The ballast tanks may of course be trimmed as necessary to compensate for any uneven distribution of weight in the platform.

The drilling platform represented by FIG. 1 is constructed to be readily established with full operating capability at a selected drilling site and with the ability to be removed from one site and established at another in operating condition without delay. To assist this mobility it is desirable that the platform be constructed to be stabilized at an offshore location with a minimum of secondary construction operations, such as the driving of piles, being required to secure it in position against the forces it will be exposed to.

The platform is constructed with a plurality of leg members 31 which are mounted to be moved vertically relative to the body of the platform by corresponding jacking arrangements 33. The legs have expanded foot portions 35 and contain internal guides 32 (FIG. 2) for the piles 16. When the platform assembly reaches a drilling site, and while it still is floating, the leg members are lowered into engagement with the sea bottom. While the jacks are engaged with their respective legs the sea cocks 26 are opened to admit additional water to the ballast tanks 24 increasing the weight of the platform enough to give it negative buoyancy. The footings 35 are designed to control the penetration of the legs into the sea bottom as the weight of the platform increases.

The jacks 33 are now operated to lower the platform along the legs in a leveled controlled condition until the bottom 37 of the platform is seated on the sea floor. The ballast tanks may now be flooded an additional amount, adding sufficient weight to the platform for it to resist being displaced by natural forces.

In locations where the platform will be exposed to adverse conditions such as the thrust of sheet ice, the piles 16 may be driven into the submerged earth to hold the platform securely in position against horizontal loads imposed on it. It is an object of this invention to provide means for reducing considerably the force which otherwise would be imposed on a stationary platform by an ice sheet moving against it, thus enabling a structure to be assembled which is more adaptable to the conditions of use described heretofore.

When the platform is to be moved to another location the piles 16, if such piles have been used, are cut below the footings 35 or otherwise detached from the platform. The compressors 30 are operated to expel water from the ballast tanks until a condition of buoyancy of the assembly is reached which will permit it to be elevated off bottom along the legs 31 under controlled conditions. Preferable during this operation, sufficient water will be kept in the ballast tanks to give the platform some negative buoyancy and it will be lifted along the legs by the operation of and under control of the jacks 33. The platform is raised to its floating position, the ballast is adjusted, and the assembly is towed to its new location where it is again set on bottom as described heretofore.

FIG. 1 represents the drilling platform installed at the drilling site and equipped for the drilling operation. The derrick, indicated at 39, is enclosed for protection from the weather and extends into the body of the structure to a deck 41 which contains a support 43 for the rotary table. The derrick has a crown block 45 which can be shifted to be aligned vertically with each of the several positions 47, FIG. 2, on bottom plate 49

through which separate wells may be drilled. The rotary table, not shown, likewise is constructed to be moved into alignment selectively with each of the positions 47. When a well is being drilled a casing 51 is set in the well bore and sealed with a watertight connection 53 to the plate 49. If the platform is to be moved to another location, the casing will be detached from the platform and a watertight cover will be secured over the corresponding opening.

As previously indicated, gas turbines may be used as the primary source of power for the platform. Two of the power generating gas turbines 34 and 36 are illustrated schematically in form and position in FIG. 1. The exhaust from each turbine is led through a respective conduit 38 and 40 to heat exchangers as represented by the coils 42 and 44. It is within the concept of this invention to provide a bank of heat exchangers which will be in communication with the exhaust ducts of all the power turbines or to provide separate heat exchangers associated with each respective power turbine. However, it is important that there be some redundancy in this portion of the apparatus to provide adequate operating heat exchanger capacity if some portion of the power generating or heat exchanger apparatus must be closed down for maintenance or repair.

In this illustrative embodiment of the invention, after the drilling platform is established in operating condition the ballast tanks 24 are substantially filled with a heat transfer liquid. Atmospheric space 48 is left at the top of the tanks to function as a surge chamber and to provide for expansion of the liquid. Otherwise the ballast tanks may be connected to auxiliary surge tanks, not shown, for this purpose.

The heat transfer fluid may be sea water to which an appropriate corrosion inhibitor has been added to protect the steel surfaces in contact with it. Desirably an antifreeze component is added to the water to prevent it from freezing solid within the ballast tanks and to cause it to remain pumpable if the water is not heated during a period when the shell of the support structure is reduced below the freezing point. Where fresh water is available in sufficient quantity, the ballast tanks may be purged of any salt water they contain and filled with fresh water to which is added a corrosion inhibitor, an antifreeze component and an algicide to make up a compounded heat transfer fluid.

Antifreeze components available for this purpose would be, for example, soluble salts, such as sodium chloride and calcium chloride, an alcohol such as methanol, or a glycol such as ethylene glycol, or a glycerol, or any of several other antifreeze substances which are well known, any of which may be added to the water in the ballast tanks in a sufficient amount to prevent the water from freezing to a nonpumpable condition throughout a predetermined temperature range at a time when heat is not being applied to the water. A corrosion inhibitor is selected to be compatible and effective with the chosen antifreeze component.

The heat exchangers 42 and 44 are connected by appropriate pumps, as 50 and 52, respectively, to a common manifold 54 from which respective conduits, as 56 and 58, communicate with the top portion of each individual tank 24 below the level 59 of the water contained in it. The lower portion of each tank is in communication with a common manifold 60 through respective lower conduits, as 61 and 62. The heat exchangers 42 and 44 are connected to manifold 60, as

by respective conduits 63 and 64 and the pumps operate to draw cooler water from the top portion of the tanks and pump it through the heat exchangers and thence into the bottom manifold 60 from which it is directed into the bottom portion of the tanks 24. Although a single pump may be used for circulating the heat transfer fluid through the tanks 24, it is advisable to have at least a second pump connected in the system, either as an operating component or as standby, to insure the continued operation of the system if one of the units should fail to function. Appropriate valves placed in the upper and lower conduits such as, respectively, valve 65 in conduit 56 and valve 66 in conduit 61 provide a means for controlling the flow of heat transfer fluid through an individual tank independently of the flow through adjoining tanks and also provide a means for isolating an individual tank from the heat transfer fluid circulating system as may be necessary for repair or maintenance.

The ballast tanks for a platform of the dimensions described heretofore are designed to hold in excess of a total of 20,000 barrels of water. The heat transfer fluid circulating system is designed to circulate fluid through these tanks at the rate of approximately 800 gallons per minute when the platform is in normal operation and 32,000,000 BTU/hr. will be available from the power generating turbines to heat this fluid. When the fluid in the ballast tanks is heated sufficiently to maintain the outer surface of the support structure shell at approximately 33° F, there will be enough heat stored in the water in the ballast tanks to keep the shell above the freezing point of the ambient water for a period of 24 hours, thus providing a safe period for repairs, or for securing the wells and abandoning the platform if the power generating system on it should fail under conditions which imperil the safety of the platform.

The platform shown in FIGS. 1 and 2 indicates, by way of example, six ballast tanks 24. However this is not a critical number and more or fewer tanks may be appropriate for particular platforms. The tanks illustrated are separated by radially disposed watertight walls or bulkheads 67 and are closed on their radially inwardly sides by a cylindrical wall or bulkhead 68. The radially outer wall of the tanks is the perimetrical wall or shell 70 of the lower portion 20 of the platform.

FIG. 1 also indicates the ballast tanks as extending from the watertight bottom 37 of the platform up to the bottom deck 74 of the upper portion 22 with the heat transfer fluid in the ballast tanks in direct heat transfer contact with the inner surface 76 of outer wall 70 throughout substantially all of this region. However, for some platforms, it will be sufficient to provide tanks for the heat exchange fluid which, although of adequate capacity, are of less volume than those indicated in the drawings. Such smaller tanks will be distributed around the inner surface 76 of the wall 70 and be constructed to expose the inner surface to contact with the heat exchange fluid throughout the area where natural ice could freeze to the shell, extending for a distance above and below the surface level of the ambient water, to maintain this zone of the shell above the melting temperature of the natural ice in contact with it. By this construction a weighted dry ballast may be used which requires less space than water ballast and thus provides additional dry working area within the platform.

In the illustrated embodiment the cylindrical bulkhead 68 defines working space at the core of the plat-

form and appropriate decks, as 41, 78 and 80 are provided to support men and machinery. Although this space will be heated to a comfortable working temperature which normally may be above the temperature of the fluid in the tanks 24, there is nevertheless provided a layer of insulation 84 placed against the radially inner surface 86 of bulkhead 68 to reduce heat loss from these tanks if the temperature of the core area 88 should be below that of the tanks.

Preferably a wear plate 90 is secured to the outer surface of the shell in the zone on the platform of ice contact to strengthen this area and to receive the impact and abrasive action of the ice sheet bearing against the support structure.

FIGS. 3 and 4 represent an alternative arrangement of apparatus embodying the present invention and indicate also a modified form of platform to which it is applied. The same numerals as used previously will be used again where applicable in relation to FIGS. 3 and 4 to designate corresponding elements.

In this modification the lower support portion 20 and the upper deck portion 22 may be constructed as separate units which will be assembled together at the offshore site. The support portion has pile guides 32 built into it around its periphery as well as through its central section to receive a corresponding number of piles 16.

The support portion of the platform is towed to a chosen offshore location and sunk into contact with the sea bottom by increasing the ballast weight. Piles 16 are then inserted through the pile guides 32 and driven into the submerged earth. The support section is leveled and the piles are grouted to the pile guides to hold the platform securely in position against the horizontal and vertical loads imposed on it. Subsequently, the upper deck portion 22 is lightered to the location and assembled on the stabilized lower portion.

In this modification, as in the platform illustrated in FIG. 1, a watertight bulkhead 68 surrounds the central area 88 of the platform and defines the inner wall of compartments 100 and 102 which may be used as ballast tanks for trimming the platform under tow and for sinking it at the well site in the manner described heretofore. However, rather than filling the compartments with the heat transfer fluid to keep the shell of the support section above the freezing point of the ambient water, panels of coils of tubing are fitted to the inner surface of the shell in heat transfer relationship and the panels are manifolded together to receive the heat transfer fluid from heat exchangers which are exposed to the exhaust gases of the power generating turbines for the platform in a manner similar to that described heretofore. In this modification of the invention after the drilling platform has been secured to the underwater bottom, the water may be displaced from the individual compartments which are then loaded with sufficient dry weighting material to compensate for whatever residual buoyancy the assembled platform may have. This procedure reduces the corrosion problem of the interior surfaces of the compartments caused by water contained in the tankage and also provides additional dry working or storage space within the confines of the platform.

Referring still to FIG. 3, the heating panels 104 are placed against the interior surface 76 of the shell 70 in heat transferring relationship throughout the area which will be in contact with the ice sheet 18 formed

on the surface of the ambient water and preferably will extend for some distance above and below the thickness of the sheet to assure that this area of the shell will be elevated in temperature above the melting point of the surrounding ice. A wear plate 90 is secured to the outer surface of the shell in this area for the purpose described heretofore. The panels of heating coils are covered on their inward surfaces with a layer of insulating material 106, such, for example, as a foamed urethane to confine the heat from the panels to the shell of the platform in this area. Preferably the insulating material is in turn covered by a cover 107 secured in a watertight manner to the surface 76 to prevent water in the ballast tanks from contacting the heating panels and the insulation.

In operation a heat transfer fluid of the type described heretofore flows from surge tanks, as 108 and 110 into a manifold 54 from which it is taken by pumps 50 and 52. The pumps deliver the fluid to heat exchangers 42 and 44 which receive heat from the exhaust gases of the platform power generating engines 34 and 36 through ducts 38 and 40. The fluid flows from the heat exchangers to a manifold 112 and from the manifold respective conduits 114 conduct the fluid to the heat transfer panels 104. The fluid is pumped through the tubing 116 of the panels and thence flows through respective conduits 118 into a manifold 120 from which it is conducted by piping 122 to the respective surge tanks as 108 and 110.

Appropriate valving is placed in the system to provide for the control of the fluid circulation to any one of the panel sections or to any surge tank and to enable these portions of the apparatus to be taken out of the operating system for maintenance or repair. Thus, respective valves 124 are placed in the conduits 114 from the manifold 112 to the corresponding sections of the heat transfer panels 104 and respective valves 126 are placed in the conduits 118 carrying the return fluid from the heat transfer panels to the manifold 120. In like manner, each section of the surge tankage can be isolated independently of the others by a respective valve 128 placed in the piping 122 which leads from the manifold 120 to the surge chamber and by a corresponding respective valve 65 in the conduits, as 56 and 58, from the individual surge chamber, as 108 and 110, to the manifold 54.

Since in the modification illustrated in FIG. 3 the heat for the shell 70 of the support section of the platform is concentrated in the zone of ice formation in the surrounding water, less total heat will be required to maintain this portion of the shell above the melting point of the natural ice than was used for the modification of the invention described in relation to FIG. 1 and less heat generating capacity will be required for this purpose.

It is within the concept of this invention that, under some conditions of ambient weather and the platform configuration, the shell of the platform in the zone thereon of ice formation can be heated above the melting point of the ice by diverting the exhaust gaseous fluids from the power generating engines through appropriate ducting into heat transferring contact with the inner surface of the shell to function as the heat transfer fluid. Also, it is within the concept of this invention to provide sufficient power generating means aboard the platform to generate power for panels of electrical heating elements arranged in a manner similar to that

described with reference to the heat transfer panels illustrated in FIGS. 3 and 4.

If it is desired to keep the platform on location after the drilling operations are completed, when it no longer is necessary to generate the amount of power required for drilling, auxiliary sources of power may be used directly to supply the heat necessary to prevent ice from adhering to it. Thus, a steam boiler may be used which is designed primarily to supply the heat transfer fluid for the ballast tanks 24 or for the heating panels 104, or the heat may be supplied by a power source external to the platform, as by connecting panels 104 of electrical heating elements to a source of electrical power generated apart from the platform.

The inventive concept is directed to the method and appropriate apparatus for reducing the forces imposed by natural ice on an offshore platform. For platforms of the dimensions recited in the specification by way of example, the force imposed on such a platform by the movement of a sheet of ice 8 feet thick frozen on and adhering to its steel shell will be approximately 10,000,000 to 20,000,000 pounds total. When the shell is heated above the melting point of the ice and the adhesion is broken, the force of the ice sheet upon the platform will be reduced in the order of five to ten times for a total force of approximately 2,000,000 pounds.

A preferred embodiment of this invention and a modification of it have been described herein. However, it is apparent that other modifications may be made to the exemplary arrangement of apparatus disclosed herein without departing from the inventive concept and it is intended that the invention include all of the modifications and equivalents within the scope of the appended claims.

What is claimed is:

1. A method for reducing ice forces on a marine structure established in a fixed condition in a body of water which becomes frozen through ambient natural conditions, comprising:

forming an enclosed chamber in said marine structure at a position on said structure at which an exterior surface of a wall portion of said chamber will be in contact with said water and in an area on said structure of potential contact with ice caused by natural freezing of said water,

disposing said exterior surface of said wall portion at an angle inclined to the surface of said water to form a sloping ramp-like surface to receive and elevate above its natural level an edge portion of a sheet of ice as said sheet of ice moves into contact with said surface,

placing a controllable source of heat in communication with the interior of said chamber,

heating the interior of said chamber an amount at least sufficient to cause the temperature of said exterior surface to be above the melting point of natural ice formed in said water adjacent said structure,

and controlling the heat of said interior to maintain said temperature of said exterior surface above said melting point as said ambient conditions at the location of said structure changes,

thereby preventing said ice from freezing onto and adhering to said exterior surface thus reducing the force exerted on said fixed structure by a relative movement of said ice which is in contact with said

exterior surface and assisting the ice in slipping over and upon said surface as said movement of said sheet of ice is continued.

2. The method in accordance with claim 1 wherein said interior of said chamber is heated by a heat transfer fluid at a temperature above the melting point of said ice,

and wherein said heat transfer fluid is heated and circulated through the said interior of said chamber at a controlled rate sufficient to cause said temperature of said exterior wall to be maintained above the melting point of said ice.

3. The method in accordance with claim 2 wherein said heat transfer fluid is a liquid which is heated by heat generated from a source on said marine structure and is circulated through a heating means therefor and through said chamber by a circulating pump mounted on said marine structure.

4. The method in accordance with claim 2 wherein said heat transfer fluid is heated by the waste heat exhausted from an engine employed to generate power to operate the machinery and equipment associated with said marine structure.

5. The method in accordance with claim 2 wherein said heat transfer fluid is a mixture comprising water, an antifreeze component and a component to inhibit corrosion of the walls of said interior of said chamber.

6. A method for preventing ice from adhering to a selected surface of a marine structure established in a fixed condition at a location in a body of water which becomes frozen through ambient natural conditions, comprising

forming an outer wall for said structure at a position which will be in contact with said water in a zone of natural freezing of said water,

disposing said outer wall at an angle to the surface of said water to form a sloping wall at least throughout the region of said zone,

constructing said sloping wall to receive an edge portion of a sheet of ice which moves against said wall,

said wall being formed of a material which transmits heat and having an interior surface exposed within said structure and an exterior surface in contact with said water,

heating said interior surface of said wall by means of a source of heat generated on said structure,

and controlling said heat to maintain said exterior surface of said wall above the melting point of ice formed naturally in said water adjacent said structure as the weather conditions at the location of said structure changes to provide a film of water between said wall and said ice in contact with said wall portion,

said film of water providing a means for reducing the force imposed on said structure by said ice as said ice moves upon said structure in engagement with said wall.

7. A method for reducing the force imposed on a marine structure established in a relatively fixed location by the movement against it of a sheet of ice present in the water adjacent the said structure, comprising

constructing said structure with an outer surface which is sloped inwardly and upwardly of said structure in the area of potential contact with an ice sheet present in said water,

heating said surface to a temperature above the melting point of said ice to prevent said ice from freezing on and adhering to said surface, maintaining said surface at a temperature above the melting point of said ice continuously during the time a sheet of ice exceeding a predetermined minimum thickness is present in the water adjacent said structure to maintain a film of water between said surface and said ice, constructing said heated surface to function as a ramp to cause a portion of a sheet of ice which moves against said structure to be lifted and bent from its normal position on said water, said film of water providing a means for reducing the force imposed on said structure by said ice as said ice moves relative to and against said structure and in engagement with said surface, selecting an angle of slope of said surface of an amount to cause said portion of said sheet to be bent sufficiently to fail in bending and to fracture said ice as it moves against said structure, thereby reducing the force imposed on said structure by a sheet of ice moving relative to and in contact with said surface to an amount less than that imposed by the movement of an unfractured sheet of ice which is frozen onto said surface.

8. A marine structure constructed to be maintained in a fixed position in a body of water which becomes frozen through natural conditions, comprising a support portion of said structure, said support portion extending into a body of water and supporting a work platform above the surface of said water, a perimetrical wall of said support portion in contact with said water and extending from below the surface of said water to above said surface, said wall constructed to be disposed at an angle inclined to said surface of said water to provide a ramp-like surface to receive a sheet of ice moving relative to and in contact with said structure, at least one circumferentially disposed chamber within said support structure with said perimetrical wall forming the outer wall of said chamber, means for circulating a heat transfer fluid through said chamber, and means on said structure for heating the circulating said heat transfer fluid an amount sufficient to maintain the temperature of said perimetrical wall above the melting temperature of natural ice occurring in said body of water adjacent said wall.

9. A marine structure in accordance with claim 8, including engines on said structure for providing motive power for the operation of equipment on said structure, exhaust gases produced by the operation of said engines, heat exchanger means on said structure, means for directing said exhaust gases to said heat exchanger means, and means for circulating said heat transfer fluid through said heat exchanger means to provide said heating of said heat transfer fluid.

10. A marine structure in accordance with claim 9 wherein said heat transfer fluid is a mixture comprising water and an antifreeze component.

11. Means for reducing the effect of ice forces on a structure established and maintained in a fixed position

in an open sea environment, which sea becomes frozen at the surface through natural conditions, comprising a marine structure positioned in an open sea environment in fixed relationship to the bottom of the sea,

a perimetrical wall on said structure, a selected area of said wall being formed of a material which readily transmits heat,

an outer surface of said selected area of wall positioned to be in contact with the ice of said sea, and disposed at an inclined angle to the surface of said water in a position to receive and support an edge portion of a sheet of ice which continuously moves into contact with said selected area and to elevate said edge portion above its natural level an amount to cause said sheet of ice to fracture continuously adjacent said structure,

an inner surface of said selected area of wall, means for excluding said sea from contact with said inner surface,

said selected area of wall extending upwardly from below the surface of said sea to above said surface at least throughout a zone of natural freezing of said water,

a source of heat on said structure, and means for applying heat from said source to said inner surface of said selected area of wall in an amount to maintain the temperature of the said outer surface in the region of said zone above the melting point of said ice in contact with said structure to provide a film of water between said ice and said area of said wall thereby to reduce the force transmitted from the continuously moving said ice to said structure.

12. Means for reducing the effect of ice forces in accordance with claim 11 in which the said selected area of said perimetrical wall is sloped upwardly and inwardly of said structure at an angle of approximately 45° to the horizontal to provide a ramp-like surface to receive and elevate above its natural level on said sea a portion of a sheet of ice which moves against said structure, thereby to cause said sheet of ice to bend and break adjacent said wall.

13. An offshore drilling platform for use in a body of water which becomes frozen through natural conditions, comprising

a supporting base portion constructed to be installed in a relatively fixed position in a body of water, platform decks supported by said portion above the surface of said water,

a circumferential wall on said base portion with at least a portion of said wall being made watertight and with a frustoconical form converging upwardly of said drilling platform and extending from a location below the surface of said water to a location above said surface,

ballast compartments within said base portion and adjoining said portion of said wall in heat transmitting relationship,

said base portion constructed with sufficient buoyant capacity to maintain said drilling platform in a floating condition to permit said platform to be towed through said water,

means for admitting ballast into said ballast compartments to decrease said buoyant capacity an amount to cause said drilling platform to be lowered into contact with the underwater bottom,

15

means for displacing ballast from said ballast compartments,
 means for circulating a heat transfer fluid through said ballast compartments,
 means for heating said fluid an amount sufficient to increase the temperature of said portion of said body of water adjacent said drilling platform and in contact with said portion of said wall.

14. An offshore drilling platform in accordance with claim 13 including

a power generating engine on said platform,
 waste heat produced by said engine,
 and means for heating said heat transfer fluid with said waste heat.

15. An offshore work platform for use in a body of water upon which ice is formed through natural conditions, comprising,

a base portion positioned in a body of water,
 means securing said base portion to the underwater bottom,

a deck portion supported by said base portion above the surface of said water,

a wall section on said base portion and extending

16

from below said surface of said water to above said surface,

said wall section formed converging upwardly and inwardly of said platform at least in the region of contact of said surface of said water with said wall section and constructed to receive and elevate above its natural level a portion of a sheet of ice which moves on said body of water into contact with said wall section,

a watertight compartment enclosed within said wall section approximately in horizontal alignment with said region,

heating means within said compartment and in heat transfer relationship with said wall section,

and means on said platform for operating said heating means to heat said wall section in said region above the melting point of ice formed in said water and in contact with said wall section thereby to form a lubricating film of water in the area of contact between said sheet of ice and said wall section.

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UNITED STATES PATENT OFFICE
CERTIFICATE OF CORRECTION

Patent No. 3,831,385 Dated August 27, 1974

Inventor(s) Thomas A. Hudson and Gordon E. Strickland, Jr.

It is certified that error appears in the above-identified patent and that said Letters Patent are hereby corrected as shown below:

Column 2, line 10, "he structure" should read --the structure--.

Column 15, line 13, "said heat" should read --said circulating heat--.

Signed and sealed this 12th day of November 1974.

(SEAL)
Attest:

McCOY M. GIBSON JR.
Attesting Officer

C. MARSHALL DANN
Commissioner of Patents