CROSSWIND

TECHNICAL QUERY
Hollandse Kust Noord

No. TQ :	CW-STA-TQ-0009	Rev:	A

Originating Party	CrossWind					
Subject						
Author	Stephen Bremner	TQ Aconex unique number: CWHKN-INN-BPH-TQ-00033				
Interface TQ - from		TQ interface source Aconex unique number:				
Type	Query			Interface		
	Deviation		x	Derogation (SHALL[PS])		
	Note: No deviations nor derogations which have an adverse effect on HSSE will be granted					
Workpackage						
Area(s) of application	Design & Eng.	x	Procurement		Construction	
	Commissioning		Operations		Other	
Issue date	03-11-2023		Urgent reply 5 days		Routine reply 10 days	x
Close-out date						
Closed-out by			TQ status:		Closed-out	

1. Description

Reference documents / Aconex unique numbers:

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The supplier is to design the equipment to be suitable for the offshore barge transportation from the fabrication yard in Italy to the offshore site in The Netherlands.

The calculation can be done based on option 1 or 2.

For option 1: Determine if equipment is on the lower or upper deck and the orientation of the equipment on the plotplan and apply the loadcases from option 1.

For option 2: Determine if equipment is on the lower or upper deck and use the loadcases from option 2.

Option 1 Orientation specific transportation criteria			
	X (Roll)	**Y (Pitch)**	Z (incl. gravity)
Lower deck - roll	**+ / - 0.60 G**		**1G + / - 0.30 G**
Loadcase 1	-0.60 G in X		1.3 G Vertical
Loadcase 2	-0 .60 G in X		0.7 G vertical
Loadcase 3	+0.60 G in X		1.3 G Vertical
Loadcase 4	+0.60 G in X		0.7 G vertical
Lower deck - pitch		**+ / - 0.35G**	**1 G + / - 0.50 G**
Loadcase 5		-0.35 G in X	1.5 G Vertical
Loadcase 6		-0.35 G in X	0.5 G vertical
Loadcase 7		+0.35 G in X	1.5 G Vertical
Loadcase 8		+0.35 G in X	0.5 G vertical
Upper deck – roll	**+ / - 0.70 G**		**1G + / - 0.30 G**
Loadcase 1	-0.70 G in X		1.3 G Vertical
Loadcase 2	-0 .70 G in X		0.7 G vertical
Loadcase 3	+0.70 G in X		1.3 G Vertical
Loadcase 4	+0.70 G in X		0.7 G vertical
Upper deck -pitch		**+ / - 0.40 G**	**1G + / - 0.50 G**
Loadcase 5		-0.40 G in Y	1.5 G Vertical
Loadcase 6		-0.40 G in Y	0.5 G vertical
Loadcase 7		+0.40 G in Y	1.5 G Vertical
Loadcase 8		+0.40 G in Y	0.5 G vertical

Option 2 Generic transportation criteria irrespective of orientation on layout			
	X or Y		Z (incl gravity)

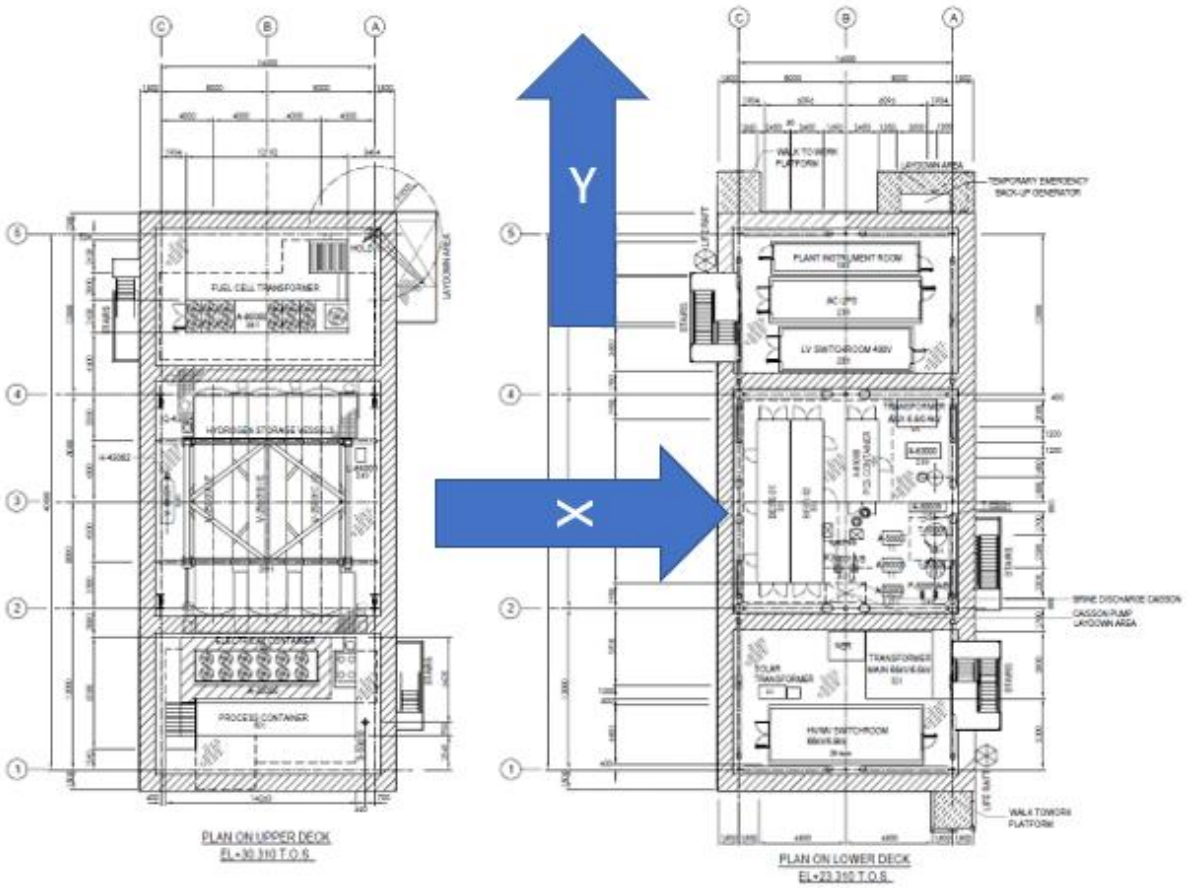
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Lower deck criteria	**+ / - 0.60 G**		**1 G + / - 0.50 G**
Loadcase 1	-0.60 G in X		1.5 G vertical
Loadcase 2	-0.60 G in X		0.5 G vertical
Loadcase 3	+0.60 G in X		1.5 G vertical
Loadcase 4	+0.60 G in X		0.5 G vertical
Loadcase 5	-0.60 G in Y		1.5 G vertical
Loadcase 6	-0.60 G in Y		0.5 G vertical
Loadcase 7	+0.60 G in Y		1.5 G vertical
Loadcase 8	+0.60 G in Y		0.5 G vertical
Upper deck deck criteria	**+ / - 0.70 G**		**1 G + / - 0.50 G**
Loadcase 1	-0.70 G in X		1.5 G vertical
Loadcase 2	-0.70 G in X		0.5 G vertical
Loadcase 3	+0.70 G in X		1.5 G vertical
Loadcase 4	+0.70 G in X		0.5 G vertical
Loadcase 5	-0.70 G in Y		1.5 G vertical
Loadcase 6	-0.70 G in Y		0.5 G vertical
Loadcase 7	+0.70 G in Y		1.5 G vertical
Loadcase 8	+0.70 G in Y		0.5 G vertical

Transportation acceleration to be combined with wind forces in the same direction as the horizontal acceleration.

The plot below shows the main axis as used in the table, X corresponds with roll and sway accelerations and Y with pitch and surge accelerations.

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Contractor to confirm that this is implemented in their package design and advise on any external seafastening requirement.

2. Response

Reference documents / Aconex unique numbers

TR000117.pdf

CLOSED based on attached analysis supplied by Freqcon

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