



The University Centre in Svalbard

Exam

AT-327 & AT-827 Arctic Offshore Engineering
Friday 1st of December 2017, hours: 09.00-13.00

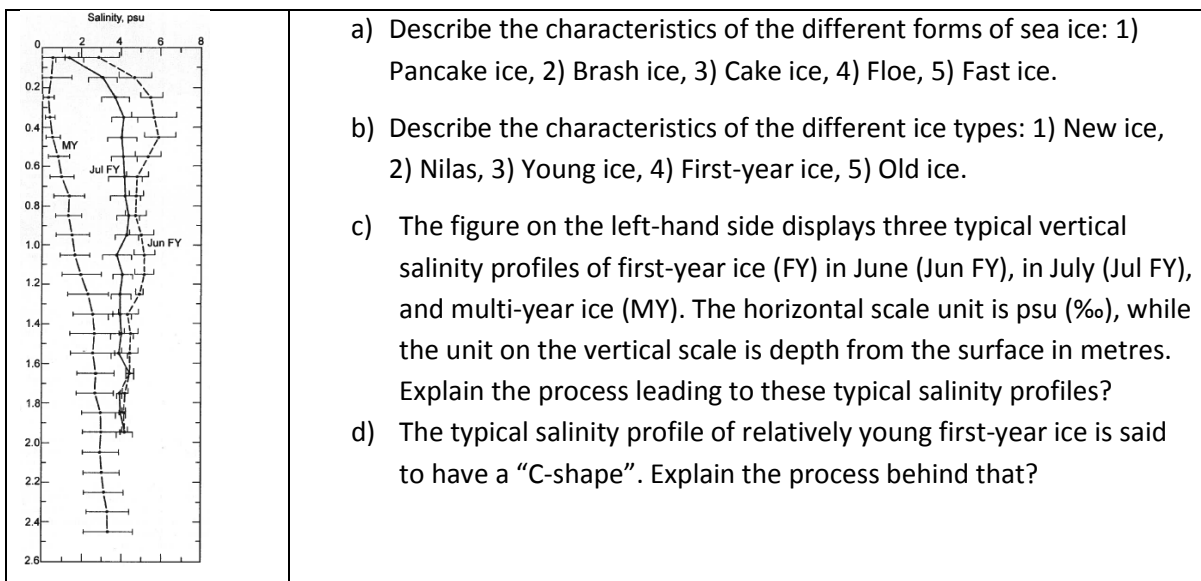
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Permitted aids: Dictionary between English and mother tongue. Approved particular simple calculator. This set of problems consists of 4 pages. Four problem sets are presented; you must answer all 4 problem sets. You must answer the problem sets in one of the following languages: Norwegian, English, Danish or Swedish.

In case of obvious mistakes or omissions in the problem sets, make your own assumptions.

Problem Set 1 (20 %)

The ice cover:



Problem Set 2 (25 %)

Resources and Reserves:

- a) There are three levels of certainty, namely P90, P50, and P10 that are often associated with probabilistic (stochastic) method of reserves evaluation.
- 1) Give a short definition to these categories of hydrocarbon reserves
 - 2) What method is most commonly used for stochastic evaluation of resources and reserves

- b) There are 5 necessary conditions that should be met in order to find petroleum.
Define these necessary conditions.
- c) Assume that in a given area the following probabilities are given for each of the 5 necessary conditions to find petroleum:

$$P1=[0.80, 0.90]$$

$$P2=[0.90, 0.94]$$

$$P3=[0.90, 0.96]$$

$$P4=[0.70, 0.80]$$

$$P5=[0.20, 0.35]$$

(These evaluations are expressed in interval numbers, where numbers in square brackets denote minimum and maximum estimate, respectively).

Estimate a total probability of finding petroleum in this region based on the following evaluation methods:

- 1) Deterministic approach (use the middle points of the given interval numbers)
- 2) Fuzzy approach (assume that each probability can be described by a symmetrical fuzzy number)
- 3) Interval calculus

Compare the obtained results and the most likely values.

Problem Set 3 (30 %)

Probabilistic ice load calculations:

- a) Formulate six main steps of Monte Carlo simulation technique and explain how it works.
- b) Define the main difference between probabilistic and deterministic approaches? Explain briefly what the meaning of semi-probabilistic approach is?
- c) Give definitions of the cumulative distribution function (CDF) and probability density function (pdf)? Explain their physical sense, units, and interdependence?
- d) Describe (formulate pdf, CDF and show their plots) uniformly distributed variable in the segment $[a,b]$? Define discrete distribution and suggest where it can be applied for ice loads estimations?
- e) Explain the concept of probability of exceedance used in design philosophy. Define exceedance distribution function (EDF). Assume that two kinds of ice hazard events, A and B, are expected during operation of the structure. The probability of exceedance of their loads on a structure is shown below in Figure 1. Using that figure:
 - 1) Find load values of abnormal level ice event (ALIE) of different ice hazard actions A and B?
 - 2) Which ice event A or B is more frequent to provide a certain load?

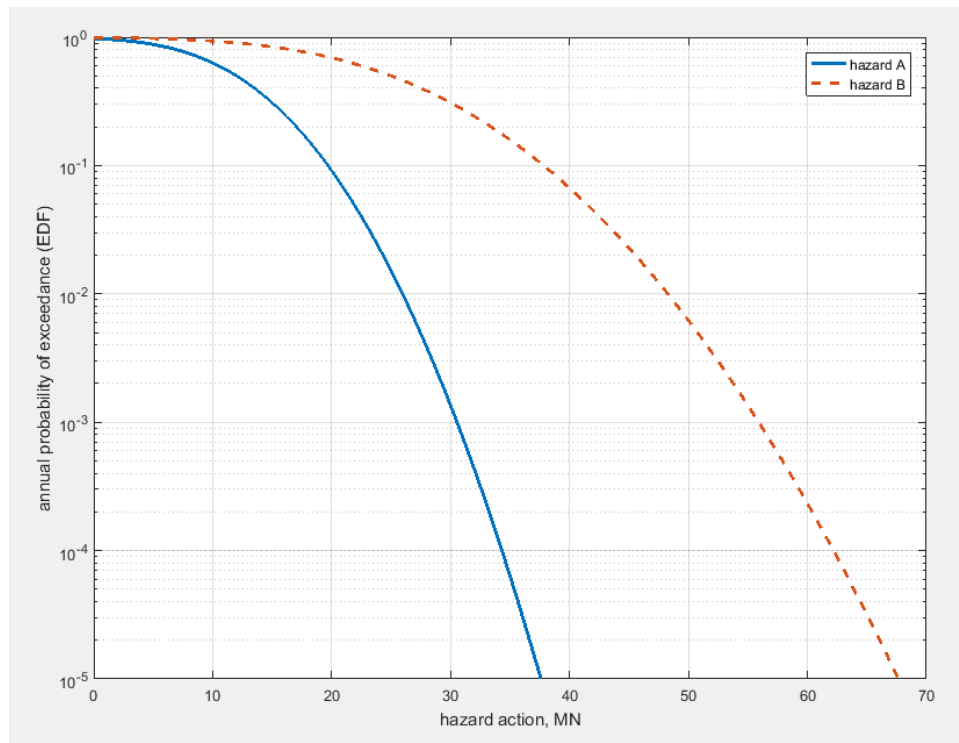


Figure 1. Annual probability of exceedance of two different ice hazards actions A and B.

Problem Set 4 (25 %)

Marine icing:

- Explain shortly the difference between “thermally limited” and “mass limited scenarios”?
- What is the freezing temperature of the water in the Baltic Sea which has a salinity of 0.8 ‰?
- Consider the design of a vessel for Arctic conditions. Calculate the minimal power of heating required to keep the window of the vessel free from ice. The window is 1 m high and 2 m wide. Assume severe conditions, an air temperature of $-15\text{ }^{\circ}\text{C}$, wind speed of 20 m/s and humidity of 80%. The sea spray flux to the window is unlimited but the spray temperature is equal to the freezing temperature ($-2\text{ }^{\circ}\text{C}$) when the spray arrives to the window. The Nusselt number for any surface of the vessel is defined by $Nu = 0.03 Re^{0.8}$. The vessel is 15 m wide and 150 m long. Argue the choice of characteristic size for the heat transfer calculations.

Some equations for Problem Set 4:

$$h = \frac{Nu k_a}{D} \text{ is the convective heat transfer coefficient}$$

$$k_a = 0.024 \frac{W}{m \cdot K} \text{ is the thermal conductivity of air}$$

$$Re = \frac{V \cdot D}{\nu}, V \text{ is the wind speed, } D \text{ is the characteristic linear size of the vessel.}$$

$$\nu = 10^{-5} \frac{m^2}{s} \text{ is the kinematic viscosity of air}$$

$$S_b = \alpha T_f, \quad 0^\circ\text{C} > T_f > -8.2^\circ\text{C}, \quad \alpha = -0.0182[^\circ\text{C}]^{-1}$$

Evaporative heat flux:

$$Q_e = C \cdot h \left(e_v(T_f) - r_H \cdot e_v(T_a) \right); \quad C = 0.017 \frac{\text{K}}{\text{Pa}}$$

$$e_v(T) = 611.2[\text{Pa}] \exp\left(\frac{17.67T}{T + 243.5}\right), \quad T \text{ in } [^\circ\text{C}], \quad e_v \text{ in } [\text{Pa}]$$

r_H - relative humidity of air