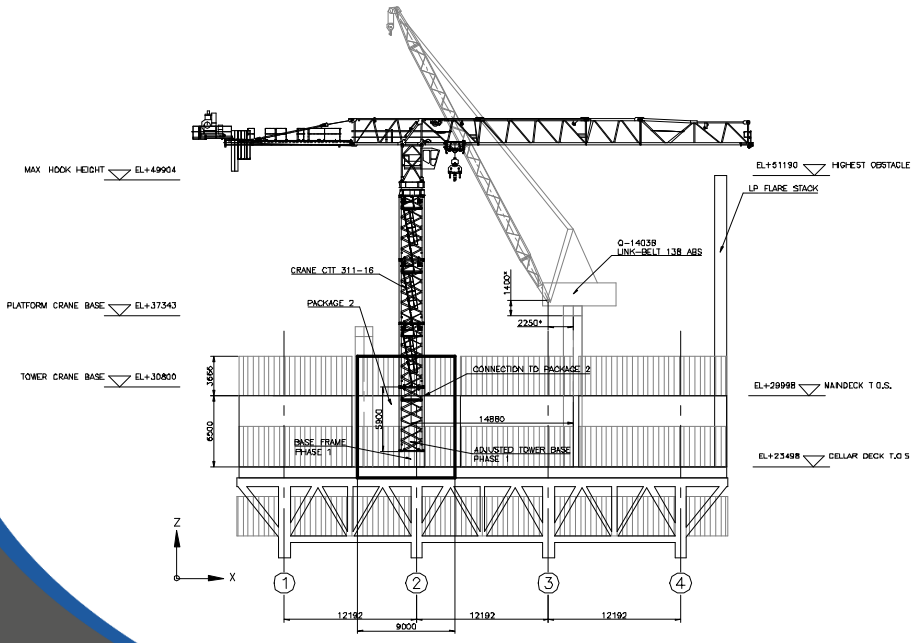
THE POWER OF PREPARATION

OFFSHORE CRANE EXCHANGE
GAZ DE FRANCE L10-A NORTH SEA

GDF Suez E&P Netherlands needed to remove two diesel-driven cranes from their L10-AP platform and replace one of them with a new crane. Conbit was contracted to investigate options for this job and to provide the best solution in terms of structural design and procedures.

The solution was found to use a tower crane to decommission the existing deck cranes and install a new deck crane. With the new deck crane the tower crane could be demobilized.

The GDF Suez E&P Netherlands gas production platform designated as L10-AP is located in the Dutch sector of the North Sea and is one of the platforms of the L10-A offshore facility.



PROJECT

- ✓ ENGINEERING
- ✓ PROCUREMENT
- ✓ INSTALLATION

Client
GDF Suez Nederland BV

Project Name
Crane exchange by use of tower crane

GDF SUEZ

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OFFSHORE CRANE EXCHANGE
GAZ DE FRANCE L10-A NORTH SEA

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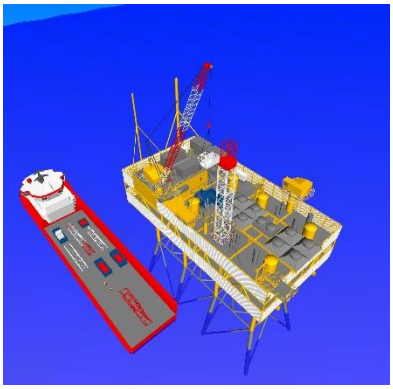

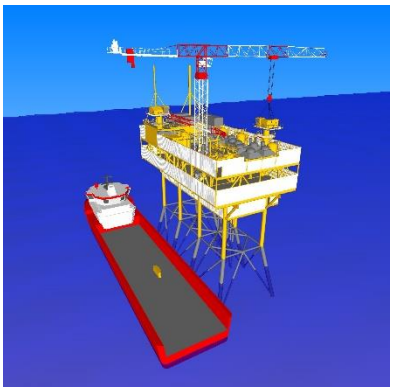

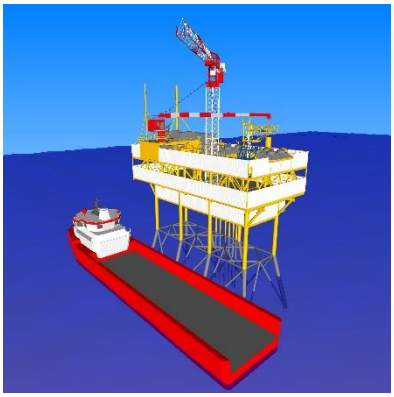

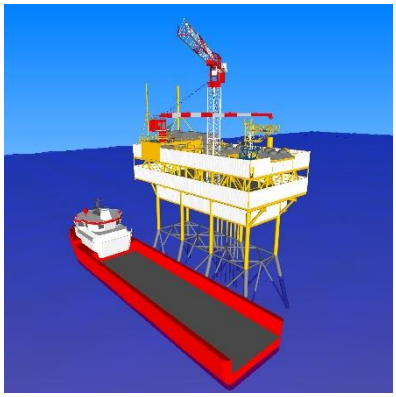

COST ADVANTAGE

The solution that Conbit proposed was to erect a temporary tower crane for first disassembling the two existing deck cranes and then installing the new deck crane. Finally, the new deck crane would be used to disassemble the tower crane. Using a temporary crane in this way offers a large cost advantage over the alternative method of using a crane vessel, because such a vessel is much more expensive to rent than a temporary crane

TOWER CRANE

The temporary crane, used to remove the existing deck cranes, needed to be installed on a special base structure mounted to the platform framing. The structural design of this base structure was also done by Conbit.

NEW CRANE

The replacement crane (KENZ) had a different size and height than the original crane. To accommodate these differences, the crane boom rest and maintenance platform needed to be revised. Conbit performed the structural analysis of the crane boom rest and its maintenance platform, including detailed calculations.

"BY USING UNCONVENTIONAL METHODS TO SOLVE COMMON CHALLENGES, THE OVERALL PROJECT COSTS AND RISKS ARE CONSIDERABLY REDUCED"

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