
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part P

**Mobile Offshore Drilling Units and
Special Purpose Barges**

RULES

2022 AMENDMENT NO.2

Rule No.89 27 December 2022

Resolved by Technical Committee on 27 July 2022

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Rules for the survey and construction of steel ships” has been partly amended as follows:

Part P MOBILE OFFSHORE DRILLING UNITS AND SPECIAL PURPOSE BARGES

Chapter 15 FIRE EXTINGUISHING SYSTEMS

15.2 Mobile Offshore Drilling Units

15.2.11 Gas Detection and Alarm System

Sub-paragraph -1 has been amended as follows.

1 Flammable gas detection and alarm system

- (1) A fixed automatic gas detection and alarm system are to be provided to the satisfaction of the Society so arranged as to monitor continuously all enclosed areas of the units in which an accumulation of flammable gas may be expected to occur. The fixed automatic combustible gas detection and alarm systems are, as a minimum, to be provided for the following areas:
 - (a) cellar decks;
 - (b) drill floors;
 - (c) ventilation intake of positive pressure explosion-proof driller’s cabin;
 - ~~(d) mud pit areas;~~
 - ~~(e) shale shaker areas;~~
 - ~~(f) enclosed spaces containing the open components of mud circulation systems from the bell nipple to the mud pits;~~
 - ~~(f) ventilation intakes of enclosed machinery spaces contiguous to hazardous areas and containing internal combustion engines and boilers; and~~
 - ~~(g) ventilation intakes and near other openings of accommodation spaces;~~
 - (h) ventilation intakes of enclosed machinery spaces contiguous to hazardous areas and containing internal combustion engines, boilers, or non-explosion proof electrical equipment;
 - (i) air intakes to all combustion engines or machinery, including internal combustion engines, boilers, compressors or turbines, located outside of an enclosed machinery space;
 - (j) at each access door to accommodation spaces;
 - (k) near other openings, including emergency egress, of accommodation spaces, regardless if these openings are fitted with self-closing and gastight closing appliances.
- (2) Notwithstanding (1) above, fixed automatic gas detection and alarm systems are not required for the following areas:
 - (a) near access doors to accommodation spaces where these form part of an air-lock which is provided with a gas detection and alarm system between the two doors of the air-lock;
 - (b) near emergency egress doors which are fitted with a mechanism to prevent uses other than in an emergency (e.g. doors fitted with security seals acting as a deterrent but easily breakable in a real emergency.);

- (c) near other openings which are provided with closing appliances of non-opening type, e.g. bolted closed maintenance ways etc.
- (23) The specifications of the fixed automatic gas detection and alarm systems are to be in accordance with the following (a) to (c):
- (a) the gas detectors are to be connected to an audible and visual alarm system with indicators on the drill floor and in the main control station;
 - (b) the alarm system is to be capable of clearly indicating at the main control point by aural and visual means the concentration and locations of the gas hazard;
 - (c) the combustible gas detectors are to alarm at not more than 25 % and at 60 % of the lower explosive limit (*LEL*).
- (34) On the unit, at least two portable combustible gas monitoring devices are to be provided, each capable of accurately measuring a concentration of flammable gas.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 January 2023.
 2. Notwithstanding the amendments to the Rules, the current requirements apply to mobile offshore drilling units for which the date of contract for construction* is before the effective date.
- * “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
 - (1) such alterations do not affect matters related to classification, or
 - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.

The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which 1. and 2. above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Note:

This Procedural Requirement applies from 1 July 2009.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part P

**Mobile Offshore Drilling Units and
Special Purpose Barges**

GUIDANCE

2022 AMENDMENT NO.2

Notice No.64 27 December 2022

Resolved by Technical Committee on 27 July 2022

Notice No.64 27 December 2022

AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Guidance for the survey and construction of steel ships” has been partly amended as follows:

Part P MOBILE OFFSHORE DRILLING UNITS AND SPECIAL PURPOSE BARGES

P12 ELECTRICAL INSTALLATIONS

P12.1 General

P12.1.3 Tests

Sub-paragraph -6 has been added as follows.

6 In applying 12.1.3-10, Part P of the Rules, the tests for cells (or modules), accumulator battery systems and electrical power converters referred to in Annex 2.11.1-2, Part H of the Rules are to be carried out at manufacturing plants or other locations for ships equipped with accumulator battery systems to which Annex 2.11.1-2, Part H of the Rules is applied.

P14 FIRE PROTECTION AND MEANS OF ESCAPE

Section P14.1 has been added as follows.

P14.1 General

P14.1.1 Application

For ships to which Annex 2.11.1-2, Part H of the Rules is applied and which are also subject to 14.1.1-1, Part P of the Rules, the term “Chapter 9, Part R” in 1.2.3, Annex 2.11.1-2, Part H of the Rules is to be read as “Chapter 14, Part P” and structural fire protection is to comply with 1.2.3, Annex 2.11.1-2, Part H of the Rules.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 January 2023.
 2. Notwithstanding the amendments to the Guidance, the current requirements apply to ships for which the date of contract for construction* is before the effective date.
 3. Notwithstanding the provision of preceding 2., the amendments to the Guidance may apply to the surveys for which the application is submitted to the Society before the effective date upon request by the owner.
- * “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
 - (1) such alterations do not affect matters related to classification, or
 - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which 1. and 2. above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Note:

This Procedural Requirement applies from 1 July 2009.