

# **Transfer of Control for Dynamic Positioning Systems (DPS)**

## **Amended Rules**

Rules for the Survey and Construction of Steel Ships Part P

## **Reason for Amendment**

At the 98th session of the IMO Maritime Safety Committee (MSC 98) held in June 2017, guidelines specifying international standards for the equipment requirements for dynamic positioning systems were approved as MSC.1/Circ.1580, and these guidelines have already been incorporated into the NK Rules.

The guidelines stipulate that the redundant components and systems comprising dynamic positioning systems (equivalent to Class 2 DPS and Class 3 DPS) are to be immediately available without needing manual intervention from operators.

Although the NK Rules stipulate for Class 2 DPS that the transfer from one component or system to another is to be smooth and within acceptable limitations of the operation as well as is to be automatically capable as far as possible so that operator intervention is kept to a minimum. the handling of such transfers is partially unclear.

Accordingly, relevant requirements are amended to clarify that Class 2 DPS is also required to be able to automatically transfer to redundant components and systems without needing manual intervention from operators.

## **Outline of Amendment**

Deletes the provision that permits the use of manual intervention when transferring from one component or system to another for the redundant components and systems comprising Class 2 DPS.

“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 10 POSITIONING SYSTEMS**

#### **10.7 Dynamic Positioning Systems**

Sub-paragraph -1 has been amended as follows.

##### **10.7.2 Installations Comprising the DPS**

**1** Redundant components and systems comprising the DPS are to be immediately available without needing manual intervention from operators and with such capacity that the dynamic positioning operation (hereinafter referred to as “DP-operation”) can be continued for such a period that the work in progress can be terminated safely. The transfer of control is to be smooth and within acceptable limitations of the DP-operation for which the vessel is designed. ~~For Class 2 DPS, the transfer from one component or system to another is to be smooth and within acceptable limitations of the operation and to be capable automatically as far as possible or operator intervention is to be kept to a minimum.~~