



## **RULES FOR BUILDING AND CLASSING**

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# **MOBILE OFFSHORE DRILLING UNITS 2019**

### **PART 1 CONDITIONS OF CLASSIFICATION**

**(Supplement to the ABS Rules for Conditions of Classification – Offshore Units and Structures)**

**American Bureau of Shipping  
Incorporated by Act of Legislature of  
the State of New York 1862**

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# PART

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## Foreword (1 January 2008)

For the 2008 edition, Part 1, “Conditions of Classification” was consolidated into a generic booklet, entitled *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)* for all units, installations, vessels or systems in offshore service. The purpose of this consolidation was to emphasize the common applicability of the classification requirements in “Part 1” to ABS-classed offshore units, pipelines, risers, and other offshore structures, and thereby make “Conditions of Classification” more readily a common Rule of the various ABS Rules and Guides, as appropriate.

Thus, this supplement specifies only the unique requirements applicable to mobile offshore drilling units. This supplement is always to be used with the aforementioned *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*.

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Conditions of Classification

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CHAPTER 1 Scope and Conditions of Classification

SECTION 1 Classification (*1 January 2008*)

The requirements for conditions of classification are contained in the separate, generic *ABS Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*.

Additional requirements specific to mobile offshore drilling units are contained in the following Sections of this Part.

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SECTION 2 Classification Symbols and Notations (*1 January 2008*)

A listing of Classification Symbols and Notations available to the Owners of vessels, offshore drilling and production units and other marine structures and systems, “List of ABS Notations and Symbols” is available from the ABS website “<http://www.eagle.org>”.

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SECTION 3 Rules for Classification (*1 January 2008*)

1 Application of Rules

**1.1 General**

These Rules are applicable to Mobile Offshore Drilling Units intended for unrestricted ocean service, except where specifically mentioned otherwise.

These requirements are applicable to those features that are permanent in nature and can be verified by plan review, calculation, physical survey or other appropriate means. Any statement in the Rules regarding other features is to be considered as a guidance to the designer, builder, Owner, et al.

**1.3 Application (2005)**

The application of the Rules is, in general, based on the contract date for construction between the shipbuilder and the prospective owner. (e.g., Rules which became effective on 1 July 2004 are not applicable to a drilling unit for which the contract for construction was signed on 30 June 2004.) See also 1-1-4/3 of the *ABS Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*.

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SECTION 4 Plans and Design Data to be Submitted (2012)

1 Hull and Design Data

Plans showing the scantlings, arrangements and details of the principal parts of the structure of each unit to be built under survey and supporting analyses and calculations, as described in Section 3-1-2, are to be submitted for review and approved before the work of construction are commenced.

3 Machinery Plans

Plans are to be submitted showing the arrangements and details of all propulsion and auxiliary machinery, steering gear, boilers and pressure vessels, electrical systems, jacking or other self-elevating systems, bilge and ballast systems, fire extinguishing systems, and other pumps and piping systems as described in 4-1-1/5, 4-1-2/7, 4-2-1/7, 4-3-1/5 and 5-2-1/3.

5 Additional Plans

Where additional class notations or certification under the other Rules, Guides or regulations, as described in Section 1-1-5 of the *ABS Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*, are requested, submission of additional plans and calculations may be required.

7 Submissions

Plans from designers and builders should generally be submitted electronically to ABS. However, hard copies will also be accepted.

All plan submissions originating from manufacturers are understood to have been made with the cognizance of the builder.

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### SECTION 5 Operating Manual

#### 1

(1 October 2015) An operating manual which is consistent with the information and criteria upon which classification is based is to be placed aboard the unit for the guidance of the operating personnel. The primary language of the Operating Manual is to be English. Units not meeting the criteria of 3-1-3/1.3 and 4-1-1/7.7 for unrestricted service are to have the notation **Restricted Service – Elevated Condition** or **Restricted Service – Afloat Condition** and details of the service restrictions are to be placed in the Operating Manual. Insofar as classification is concerned, the operating manual is to include, as appropriate, the following information:

#### 1.1

A general description of the unit, including major dimensions, lightship characteristics;

#### 1.3

Summaries of approved modes of operation (See 3-1-1/17), including for each mode of operation:

- i) (2012) Limiting environmental conditions, including wave height and period, wind velocity, current velocity, service temperature of the unit (see 3-1-1/25), minimum expected sea temperature, sea bed penetration, spud can-soil stiffness, air gap, and water depth
- ii) Design deck loadings, mooring loads, icing loads, variable load, total elevated load, cantilever load, rated capacities of derricks, cranes and elevating systems and types of helicopter for which the helideck is designed;
- iii) Draft or draft range, leg length, spud can position and whether buoyant or non-buoyant, disposition of movable equipment (See 3-3-2/3.1) such as cantilevers, drilling masts, crane booms, etc.;
- iv) Maximum allowable KG versus draft curves or equivalent and associated limitations or assumptions upon which the allowable KG is based;
- v) Disposition (open or closed) of watertight and weathertight closures (See 3-3-2/5);
- vi) (2011) Identification of “Restricted Service” conditions.

#### 1.5

Information showing:

- i) General arrangements;
- ii) Preload capacity (See 3-1-3/1.11 and 3-2-3/5);
- iii) Watertight and weathertight boundaries, location of unprotected openings, and watertight and weathertight closures;
- iv) Type, location and quantities of permanent ballast;
- v) Allowable deck loadings (See 3-1-3/1.11);
- vi) Capacity, centers of gravity and free surface correction for each tank;

- vii) Capacity and centers of gravity of each void provided with sounding arrangements but not provided with means of draining [See 3-3-2/1.3.4(a)];
- viii) Location and means of draining voids, as specified in 4-2-4/3.3
- ix) Hydrostatic curves or equivalent;
- x) Hazardous areas (See Section 4-3-6);
- xi) (2003) Simplified electrical one line diagrams of main power and emergency power systems;
- xii) Schematic diagrams of the bilge, ballast and ballast control system;

**1.7**

Ballasting procedure as specified in 4-2-4/13.1;

**1.9**

Recommended sequence of emergency shut-downs as specified in 4-3-5/7;

**1.11**

Procedure for elevating and preloading;

**1.13** (1 February 2014)

Loading and KG work sheets, sample calculations for each mode of operation and instructions for their use. Work sheets and instructions are to include guidance for the routine recording of lightweight alterations.

**1.15**

A description of the specific locations on the unit where equipment brought onboard for the purpose of conducting well test operations may be placed and any action that need be taken to safely accommodate this equipment.

**1.17** (2018)

Procedures and/or arrangements for confirming engagement and full disengagement status of fixation system, where such systems are used.

**3**

The Operating Manual is to be submitted for review by the American Bureau of Shipping solely to verify the presence of the above information which is to be consistent with the design information and limitations considered in the unit's classification. The American Bureau of Shipping is not responsible for the operation of the unit.

The Operating Manual required by this section does not need to be in addition to that required by flag and coastal Administrations. These administrations may require that additional information be included in the Operating Manual.