RULES FOR BUILDING AND CLASSING

MOBILE OFFSHORE DRILLING UNITS 2018

NOTICE NO. 1 – JULY 2018

The following Rule Changes were approved by the ABS Rules Committee on 1 June 2018 and become **EFFECTIVE AS OF 1 JULY 2018.**

(See http://www.eagle.org for the consolidated version of the Rules for Building and Classing Mobile Offshore Drilling Units 2018, with all Notices and Corrigenda incorporated.)

Notes - *The date in the parentheses means the date that the Rule becomes effective for new construction based on the contract date for construction. (See 1-1-4/3.3 of the ABS Rules for Conditions of Classification – Offshore Units and Structures (Part 1).)*

PART 3 HULL CONSTRUCTION AND EQUIPMENT

CHAPTER 3 SUBDIVISION AND STABILITY

SECTION 1 GENERAL

(Revise Subsection 3-3-1/3, as follows:)

3 Inclining Experiment *(1 July 2018)*

An inclining test will be required for the first unit of a series, when as near to completion as practical, to determine the lightweight and positions of center of gravity (LCG, VCG and TCG).

The inclining experiment is to be conducted in accordance with Part B Chapter 8 and Annex 1 of the 2008 Intact Stability Code and ASTM Standard F-1321-14, "*Standard Guide for Conducting a Stability Test (Lightweight Survey and Inclining Experiment) to Determine the Light Ship Displacement and Centers of Gravity of a Vessel*". Deviation from these guidelines for non-ship shaped units may be considered provided the purpose of the procedure is met.

Prior to the performance of each inclining experiment or lightweight survey, a test procedure is to be submitted for approval. The procedure is to include the following data, as applicable:

- Identification of the unit to be inclined.
- Date and location of the experiment.
- Inclining weight data.
- Pendulum locations and lengths. Alternate measuring devices may be proposed for use.
- Approximate draft and trim of the unit, including location of draft and freeboard readings.
- Condition of each tank.
- Estimated items to be installed, removed, or relocated after the experiment, including the weight and location of each item.

- Schedule of events.
- Details of weight movements
- Person or persons responsible for conducting the experiment.

The inclining test or lightweight survey is to be carried out in the presence of an ABS Surveyor.

For successive units of a series, which are considered by ABS to be identical with regard to hull form and arrangement, the lightweight data of the first unit of a series may be accepted by ABS in lieu of an inclining test, provided the difference of lightweight displacement or position of center gravity due to weight changes for minor differences in machinery, outfit, etc., confirmed by the results of a lightweight survey, is less than 1% of the values of the lightweight displacement and principal horizontal dimensions as determined for the first unit of a series.

Special care is to be given to the detailed weight calculation and comparison with the first unit of a series of column-stabilized, semi-submersible types, as these, even though identical by design, are recognized as being unlikely to attain an acceptable similarity of weight or center of gravity to warrant a waiver of the inclining test.

The results of the inclining test, or lightweight survey and inclining experiment adjusted for weight differences, are to be reviewed. The results of the inclining experiment and lightweight survey are to be broken into the independently movable components of the unit (legs, platform, cantilever, skid unit, etc.) and are to indicate clearly the position of these components. The results of the inclining test, or those of the lightweight survey together with the inclining test results, for the first unit are to be indicated in the operating manual.

If an inclining is to be carried out using a cantilever package, then the cantilever weighing procedure and its results are to be submitted in support of the lightweight reports prior to inclining test procedure. The cantilever weighing is to take place as near as possible to the time of the inclining, and any additions or removals of items from the cantilever are to be noted.

Inclining with water is subject to special consideration, and is only to be used where conventional inclining is impossible due to deck space restrictions. The client is to submit a case showing the use of solid weights is not practical.

PART 4 MACHINERY AND SYSTEMS

CHAPTER 2 PUMPS AND PIPING SYSTEMS

SECTION 2 PUMPS, PIPES, VALVES, AND FITTINGS

5 Metallic Pipes

(Revise Paragraph 4-2-2/5.6, as follows:)

5.6 Other Materials *(1 July 2018)*

Piping containing flammable fluids is to be constructed of steel or other materials approved by ABS. Other equivalent material with a melting point above 930°C (1706°F) and with an elongation above 12% may be accepted. Aluminum and aluminum alloys which are characterized by low melting points, below 930°C (1706°F), are considered heat sensitive materials and are not to be used to convey flammable fluids, except for such piping as arranged inside cargo tanks or heat exchangers or as otherwise permitted for engine, turbine and gearbox installations, see 4-2-1/7.7of the *Steel Vessel Rules*.

PART 4 MACHINERY AND SYSTEMS

CHAPTER 2 PUMPS AND PIPING SYSTEMS

SECTION 6 OTHER PIPING SYSTEMS AND TANKS

13 Exhaust System

(Revise Paragraph 4-2-6/13.5, as follows:)

13.5 Exhaust Emission Abatement Systems *(1 July 2018)*

Where a vessel is fitted with an exhaust emission abatement system and the optional vessel notations detailed under 1/9.3 through 1/9.9 of the ABS *Guide for Exhaust Emission Abatement* are not requested, the installed exhaust emission abatement system is to comply with the minimum requirements prescribed in Section 1, Table 1 of the Guide and is to be verified by an ABS Surveyor during installation. This is applicable to new construction and existing vessel conversions.

Where a Selective Catalytic Reduction (SCR) system is to be installed as a NOx Reducing Device using urea based ammonia (e.g., 40%/60% urea/water solution), it is to comply with the requirements in 3/11.3 of the ABS *Guide for Exhaust Emission Abatement* and the same is to be verified by ABS.

PART 5 FIRE AND SAFETY – MEASURES AND FEATURES

CHAPTER 3 OUTFITTING

SECTION 1 GENERAL

1 Means of Escape *(1993)*

(Revise Paragraph 5-3-1/1.9, as follows:)

1.9 *(1 July 2018)*

Superstructures and deckhouses are to be sited such that in the event of fire at the drill floor at least one escape route to the embarkation position and survival craft is protected against radiant heat flux levels in excess of 2.5 kW/m^2 emanating from the drill floor.

PART 6 RULES FOR EQUIPMENT AND MACHINERY CERTIFICATION

CHAPTER 1 MATERIAL, MARINE EQUIPMENT AND MACHINERY CERTIFICATION

SECTION 1 GENERAL

3 Unit Certification

3.9 Skid Mounted Equipment or Machinery *(2015)*

(Revise Subparagraph 6-1-1/3.9.1, as follows:)

3.9.1 Design Review *(1 July 2018)*

Design of the skid mounted equipment and machinery, together with structural design calculations, is to be submitted to ABS for review.

Note: Containers and associated lifting sets used solely for shipping or transferring equipment to the unit are not subject to the requirements of this Section. The ABS *Guide for the Certification of Offshore Containers* may be applied for these items outside the scope of these Rules.

PART 6 RULES FOR EQUIPMENT AND MACHINERY CERTIFICATION

CHAPTER 1 MATERIAL, MARINE EQUIPMENT AND MACHINERY CERTIFICATION

SECTION 6 PIPING SYSTEMS

7 Survey and Certification

7.3 Survey and Certification of Piping Components other than Pipes

(Revise Subparagraph 6-1-6/7.3.1, as follows:)

7.3.1 Survey and Certification of Shell Valves *(1 July 2018)*

All valves intended for installation on the side shell at or below the deepest load waterline, including those at the sea chests, are to be hydrostatically tested in presence of and to the satisfaction of the attending Surveyor.

The valve housing of each valve is to be subjected to a pressure of not to be less than test pressure of 5 bar (5.1 kgf/cm^2, 72.5 psi). No leakage is permitted and holding time as follows:

- 15 seconds for sizes up to 50 mm (2 inch)
- 60 seconds for sizes 75 mm - 150 mm (2.5 inch - 6 inch)
- 120 seconds for sizes 200 mm - 300 mm (8 inch - 12 inch)
- 300 seconds for sizes 350 mm (14 inch) and larger

The valve assembly is to be subjected to a hydrostatic seat leakage test. The test is to be performed with closed valve with the other end open to atmosphere. The pressure is to be applied independently on each side. Test pressure is not to be less than 5 bar (5.1 kgf/cm^2, 72.5 psi). Holding time is 5 minutes for all sizes.

PART 7 SURVEYS

CHAPTER 2 SURVEYS AFTER CONSTRUCTION

SECTION 4 ANNUAL SURVEYS

(Add new Subsection 7-2-4/11, as follows:)

11 Annual Survey – ABS Additional Notations *(1 July 2018)*

For Annual Survey requirements for Additional Notations not specified in the ABS *Rules for Building and Classing Mobile Offshore Drilling Units*, refer to Chapter 9 of the ABS *Rules for Survey After Construction (Part 7)* or the applicable ABS Guide.

PART 7 SURVEYS

CHAPTER 2 SURVEYS AFTER CONSTRUCTION

SECTION 5 SPECIAL PERIODICAL SURVEYS

1 All Types of Units – Special Periodical Survey – Hull *(2014)*

(Add new Paragraph 7-2-5/1.17, as follows:)

1.17 ABS Additional Notations *(1 July 2018)*

For Special Survey requirements for Additional Notations not specified in the ABS *Rules for Building and Classing Mobile Offshore Drilling Units*, refer to Chapter 9 of the ABS *Rules for Survey After Construction (Part 7)* or the applicable ABS Guide.

7 Self-Elevating Drilling Units *(2014)*

7.1 Special Periodical Survey – Hull No. 1

7.1.1 General Visual Inspection (GVI)

(Revise Item vi) of Subparagraph 7-2-5/7.1.1, as follows:)

vi) Spud Cans or Mats *(1 July 2018)*

- External examination of spud cans or mat. At Special Survey No.2 and subsequent Special Surveys, the Spud cans or Mats are to be internally and externally examined.

  Note: Spud cans and other bottom spaces subject to contact with, or accumulation of, bottom soil should be thoroughly ventilated and carefully monitored for pocketing or emission of hazardous gases prior to, and during, internal inspection.

  When the unit is elevated on location and where the spud cans or the mat is partly or entirely below the waterline when the Special Survey – Hull is otherwise being completed, consideration may be given to postponement of these examinations until the next rig move.

PART 7 SURVEYS

CHAPTER 2 SURVEYS AFTER CONSTRUCTION

SECTION 6 DRYDOCKING SURVEYS OR EQUIVALENT

(Revise Subsection 7-2-6/Table 1, as follows:)

TABLE 1
Examination of Mat or Spud Cans during Drydocking Survey *(1 July 2018)*

Drydocking Survey	*Type of Examination*
1. Intermediate Drydock before Special Survey No. 1	1. External
2. Drydock associate with Special Survey No. 1	2. External
3. Intermediate Drydock associate with Special Survey No. 1 and No. 2	3. External
4. Drydock associate with Special Survey No. 2, and all subsequent Drydocking Surveys associated with Special Surveys	4. Internal(1) and External
5. Intermediate Drydock between Special Survey No. 2 and No. 3, and all subsequent intermediate Drydocking Surveys	5. External

Notes:

1 *(2016)* For mat supported drilling units, alternative means of internal examination may be specially considered on a case-by-case basis (agreement by the respective ACS Office is required).

2 *(1 July 2018)* If there is a new indication of external damage on any can or mat, internal examination is to be carried out to the extent recommended by the attending Surveyor.