

## GUIDE FOR BUILDING AND CLASSING

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# ACCOMMODATION BARGES JANUARY 2014

### NOTICE NO. 1 – November 2016

The following Changes were approved by the ABS Rules Committee on 4 November 2016 and become **EFFECTIVE AS OF 1 NOVEMBER 2016**.

(See <http://www.eagle.org> for the consolidated version of the Guide for Building and Classing Accommodation Barges 2014, 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, unless otherwise noted. (See 1-1-4/3.3 of the ABS Rules for Conditions of Classification (Part 1).)*

## SECTION 1 SCOPE AND CONDITIONS OF CLASSIFICATION

### 5 Classification Symbols and Notations

*(Revise Paragraph 1/5.5, as follows:)*

#### 5.5 Machinery and Systems (1 November 2016)

Machinery and systems for accommodation barges are to comply with the requirements specified in Section 8 of this Guide. Thruster machinery and systems used for short field moves (consisting of moving the barge from one work location to another location within the same area of operation, that takes no longer than 12 hours and is conducted in daylight hours) of non-propelled units and complying with the requirements of the *ABS Rules for Building and Classing Steel Vessels (Steel Vessel Rules)* as applied to self-propelled barges, manufactured and installed under ABS survey and found satisfactory after trials, will be distinguished in the *Record* by the notation **AMS-NP**, as appropriate.

### 11 Operating Manual

*(Revise Item 1/11vii), as follows:)*

#### vii) Operation limitations:

- During transit of the accommodation barge, only members of the crew necessary for the transit operation are to be onboard.
- Where applicable, limited or restricted services approved in accordance with 1/5.3
- *(1 November 2016)* Where applicable, subject to flag Administration agreement, short field moves in accordance with 1/5.5 are repositioning of a barge during daylight hours that takes no longer than 12 hours in duration. Barges may be manned during short field moves if the bow height and reserve buoyancy requirements of Loadline in 6/1.1, are met. Otherwise the barges must be unmanned or the crew reduced to the minimum necessary to conduct the short field moves.

## SECTION 2 DEFINITIONS

*(Revise Subsection 2/41, as follows:)*

### 41 Short Field Moves *(1 November 2016)*

*Short Field Moves* are moving the barge from one work location to another location within the same area of operation, which are conducted in daylight hours that takes no longer than 12 hours in duration.

## SECTION 3 FIRE SAFETY – MEASURES AND FEATURES

### 3 Structural Fire Protection

#### 3.3 Additional Requirements

##### 3.3.1 Main Vertical Zones

*(Revise first paragraph of Subparagraph 3/3.3.1, as follows:)*

*(1 November 2016)* Hull, superstructure and deckhouses are to be subdivided into main vertical zones by “A” Class divisions.

*(Renumber last paragraph of Subparagraph 3/3.3.1 as Item 3/3.3.1(f) and revise, as follows:)*

3.3.1(f) *(1 November 2016)* For barges accommodating on board a total of more than 240 industrial personnel, the hull, superstructure and deckhouses are to be subdivided into main vertical zones as specified in 3/3.3.1(a) through 3/3.3.1(e) by “A-60” Class divisions. Where open deck spaces, sanitary and similar spaces or tanks, voids and auxiliary machinery spaces having little/no fire risk are on one side or where fuel oil tanks are on both sides of the division, the standard may be reduced to “A-0”. The ventilation systems are to be provided for each main vertical zone as per SOLAS Regulation II-2/9.7.4.2 and II-2/9.7.4.3 and relevant interpretations in MSC./Circ. 1120. In addition, two means of escape are to be provided above the bulkhead deck from each main vertical zones in accordance with SOLAS Regulation II-2/13.3.2.2.

The duct penetrating through the main vertical zone division are acceptable provided SOLAS Reg. II-2/9.4.1.1.9, II-2/9.7.2 and II-2/9.7.3 and relevant interpretations in IMO MSC.1/Circ.1120 are complied with.

The ventilation/fire dampers are to comply with relevant requirements of IMO Resolution MSC.365(93).