

# Amended Rules for Mobile Offshore Units

Dec. 2019



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## **- Main Amendments -**

### **(1) Effective date : 1 Jan 2020 (date of construction)**

- Requirements for equivalency have been harmonized with other Rules
- Reflected MSC Res.407(96) : Acceptance of foam firefighting appliances in FSS Code
- Editorial modification

### **(2) Effective date : 1 Jan. 2020 (Date of which application for survey is submitted)**

- To reflect IACS UR Z15 (Rev.3 May 2019) for CoC

### **(3) Effective date : 1 Jan 2020 (Contracted date of construction)**

- To reflect IACS UR D3(Rev. 6 Nov. 2018)

**(1) Effective date : 1 Jan 2020**

(Date of construction)

Present	Amendment
<p style="text-align: center;"><b>CHAPTER 1 GENERAL</b></p> <p style="text-align: center;"><b>Section 1 General</b></p> <p>101. to 103. &lt;omitted&gt;</p> <p><b>104. Equivalency and novel features</b></p> <p><u>1. Alternative hull construction, equipment, machinery and their arrangement and scantlings will be accepted by the Society, provided that the Society is satisfied that such construction, equipment, machinery and their arrangement and scantlings are equivalent to those required in the Rules.</u></p> <p><u>2. Units which contain novel features of design, with respect to buoyancy, elevating arrangements, structural arrangements, machinery, etc., to which the Rules are not directly applicable, may be classed, when approved by the Society on the basis that the Rules, in so far as applicable, have been complied with and that special consideration has been given to the novel features based on the best information available at the time.</u></p> <p>&lt;hereafter, omitted&gt;</p>	<p style="text-align: center;"><b>CHAPTER 1 GENERAL</b></p> <p style="text-align: center;"><b>Section 1 General</b></p> <p>101. to 103. &lt;same as current Rules&gt;</p> <p><b>104. Equivalency and novel features</b></p> <p><u>The equivalence of alternative and novel features which deviate from or are not directly applicable to the Rules is to be in accordance with <b>Pt1 Ch 1 104.</b> of <b>Rules for the Classification of Steel Ships</b></u></p> <p>&lt;hereafter, same as current Rules&gt;</p>

Present	Amendment
<p style="text-align: center;"><b>CHAPTER 10 FIRE PROTECTION, MEANS OF ESCAPE AND FIRE EXTINCTION</b></p> <p style="text-align: center;"><b>Section 1 to Section 3 &lt;same as the present&gt;</b></p> <p style="text-align: center;"><b>Section 4 Fire Extinguishing Systems for Helicopter Facilities</b></p> <p><b>401. General</b> &lt;omitted&gt;</p> <p><b>402. Helicopter decks and refueling facilities</b></p> <p><u>1. Hoses and nozzles</u> : at least two approved combination nozzle and applicators and hoses sufficient in length to reach any part of the helicopter deck are to be provided.</p> <p><u>2. Portable extinguishers</u> : at least two dry powder extinguishers of a total capacity of not less than 45 kg, but not less than 9 kg each, are to be provided.</p> <p><u>3. Back-up fire fighting system</u> : A back-up fire fighting system is to be provided, consisting of CO<sub>2</sub> extinguishers of a total capacity of not less than 18 kg or equivalent, one of these extinguishers being so equipped as to enable it to reach the engine area of any helicopter using the deck. The back-up system is to be located so that the equipment would not be vulnerable to the same damages as the primary extinguishing system.</p>	<p style="text-align: center;"><b>CHAPTER 10 FIRE PROTECTION, MEANS OF ESCAPE AND FIRE EXTINCTION</b></p> <p style="text-align: center;"><b>Section 1 to Section 3 &lt;same as current Rules&gt;</b></p> <p style="text-align: center;"><b>Section 4 Fire Extinguishing Systems for Helicopter Facilities</b></p> <p><b>401. General</b> &lt;same as current Rules&gt;</p> <p><b>402. Fire Extinguishing Systems</b></p> <p><u>1. In close proximity to the helideck, the following fire-fighting appliances should be provided and stored near the means of access to that helideck:</u></p> <p>(1) Portable extinguishers</p> <p>(A) Primary extinguishers : At least two dry powder extinguishers of a total capacity of not less than 45 kg, but not less than 9 kg each, are to be provided.</p> <p>(B) Back-up extinguishers : A back-up fire fighting system is to be provided, consisting of CO<sub>2</sub> extinguishers of a total capacity of not less than 18 kg or equivalent, one of these extinguishers being so equipped as to enable it to reach the engine area of any helicopter using the deck. The back-up system is to be located so that the equipment would not be vulnerable to the same damages as the primary extinguishing system.</p>

Present	Amendment
<p><b>4. Fixed foam system :</b></p> <p>(1) A suitable foam application system, consisting of monitors or foam making branch pipes capable of delivering foam solution at a rate of not less than 6.0 <math>\ell/m^2</math>-min((4.1 <math>\ell/m^2</math>-min for Aqueous Film Forming Foam or Film-Forming Fluoroprotein Foam) of the areas protected(the area of a circle of diameter "D" where "D" is the distance across the main rotor and tail rotor in the fore and aft line of a helicopter) for at least 5 minutes, is to be provided.</p> <p>(2) Foam delivery at the minimum application rate is to start within 30 s of system activation. The operation of the foam system is not to interfere with simultaneous operation of the fire main.</p> <p>(3) The principal agent shall be suitable for use with salt water and conform to performance standards not inferior to those acceptable to the IMO Organization(Refer to the International Civil Aviation Organization Airport Services Manual, part 1, Rescue and Fire Fighting, chapter 8, Extinguishing Agent Characteristics, paragraph 8.1.5, Foam Specifications table 8-1, level 'B').</p> <p>(3) &lt;Newly added&gt;</p> <p><b>5. to 8.</b> &lt;omitted&gt;</p> <p>&lt;hereafter, omitted&gt;</p>	<p>(2) Fixed fire fighting systems :</p> <p>(A) Fixed foam system :</p> <p>(a) A suitable foam application system, consisting of monitors or foam making branch pipes capable of delivering foam solution at a rate of not less than 6.0 <math>\ell/m^2</math>-min((4.1 <math>\ell/m^2</math>-min for Aqueous Film Forming Foam or Film-Forming Fluoroprotein Foam) of the areas protected(the area of a circle of diameter "D" where "D" is the distance across the main rotor and tail rotor in the fore and aft line of a helicopter) for at least 5 minutes, is to be provided.</p> <p>(b) Foam delivery at the minimum application rate is to start within 30 s of system activation. The operation of the foam system is not to interfere with simultaneous operation of the fire main.</p> <p>(c) The principal agent shall be suitable for use with salt water and conform to performance standards not inferior to those acceptable to the IMO Organization(Refer to the International Civil Aviation Organization Airport Services Manual, part 1, Rescue and Fire Fighting, chapter 8, Extinguishing Agent Characteristics, paragraph 8.1.5, Foam Specifications table 8-1, level 'B').</p> <p>(B) Fire water system: <u>at least two approved nozzles of jet/spray type and hoses sufficient in length to reach any part of the helicopter deck.</u></p> <p>(3) <u>In lieu of the requirements of (2) (A), foam firefighting appliances complying with the requirements of the FSS Code.</u></p> <p><b>2. to 5.</b> &lt;same as current Rules&gt;</p> <p>&lt;hereafter, same as current Rules&gt;</p>

**(2) Effective date : 1 Jan 2020**

(Date of which application for survey is submitted)

Present	Amendment
<p style="text-align: center;"><b>CHAPTER 2 CLASSIFICATION AND SURVEYS</b></p> <p style="text-align: center;"><b>Section 1 General</b></p> <p>101. &lt;omitted&gt;</p> <p>102. Definition</p> <p style="padding-left: 20px;">1.~ 12. &lt;omitted&gt;</p> <p><b>13. Prompt and thorough repair</b></p> <p style="padding-left: 20px;">A <b>prompt and thorough repair</b> is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated <u>condition of classification, or recommendation.</u></p> <p>103. Repairs</p> <p style="padding-left: 20px;">1. ~ 2. &lt;omitted&gt;</p> <p style="padding-left: 20px;">3. Where the damage found on structure mentioned in <b>Par 1</b> is isolated and of a localised nature which does not affect the unit's structural integrity, consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity and impose a <u>Recommendation/Condition of Class</u> in accordance with IACS PR No.35(Procedure for Imposing and Clearing <u>Recommendation/Condition of Class</u>), with a specific time limit.</p> <p>&lt;omitted&gt;</p>	<p style="text-align: center;"><b>CHAPTER 2 CLASSIFICATION AND SURVEYS</b></p> <p style="text-align: center;"><b>Section 1 General</b></p> <p>101. &lt;same as the current Rules&gt;</p> <p>102. Definition</p> <p style="padding-left: 20px;">1.~ 12. &lt;same as the current Rules&gt;</p> <p><b>13. Prompt and thorough repair</b></p> <p style="padding-left: 20px;">A <b>prompt and thorough repair</b> is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated <u>Condition of Class.</u> <i>(2020)</i></p> <p>103. Repairs</p> <p style="padding-left: 20px;">1. ~ 2. &lt;same as the current Rules&gt;</p> <p style="padding-left: 20px;">3. Where the damage found on structure mentioned in <b>Par 1</b> is isolated and of a localised nature which does not affect the unit's structural integrity, consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity and impose a <u>Condition of Class</u> in accordance with IACS PR No.35(Procedure for Imposing and Clearing <u>Condition of Class</u>), with a specific time limit. <i>(2020)</i></p> <p>&lt;same as the current Rules&gt;</p>



**(3) Effective date : 1 Jan 2020**

(Contracted date of construction)

Present	Amendment
<p style="text-align: center;"><b>CHAPTER 1 GENERAL</b> <b>Section 1 General</b></p> <p>101.~ 104. &lt;omitted&gt;</p> <p>105. Load line</p> <p>1.~ 6. &lt;omitted&gt;</p> <p>7. Self-elevating Units and Surface Type Units</p> <p>For self-elevating units and surface type units, the load line is to be accordance with not only <b>Par 1</b> through <b>6</b> but also following requirements.</p> <p>(1) Freeboard of the units is to be assigned in accordance with <b>ICLL</b> after confirming that the hull structure has a sufficient strength for the draft corresponding to the freeboard assigned. Freeboard of units which cannot be assigned in accordance with <b>ICLL</b> due to special forms of units, however, is to be assigned in accordance with the requirements in <b>Ch 4, 6</b> and <b>7</b> at floating condition.</p> <p>(2) <u>Where moonpools are arranged within the hull in open communication with the sea, the volume of the moonpool should not be included in calculation of any hydrostatic properties.</u></p> <p>(3) <u>Where the moonpool has a larger cross sectional area above the waterline at 85% of the depth for freeboard (depth for freeboard has the same meaning as defined in regulation 3 of the 1988 LL Protocol) than below, an addition is to be made to the geometric freeboard corresponding to the lost buoyancy. This addition of for the excess portion above the waterline at 85% of the depth for freeboard is to be dealt with the following (A) to (C) as below for wells and recesses.</u></p> <p><u>(A) Where an enclosed superstructure contains part of the moonpool, deduction is to be made for the effective length of the superstructure.</u></p> <p><u>(B) Where open wells or recesses are arranged in the freeboard deck, a corrosion equal to the volume of the well of recess to the freeboard deck divided by the waterplane area at 85% of the depth for freeboard is to be made to the freeboard obtained after all other corrections, except bow height correction, have been made.</u></p> <p><u>(C) In stability calculation, free surface effects of the flooded well or recess are to be taken into consideration.</u></p> <p>(4) <u>Where small notches or relatively narrow cut-outs at the stern of the unit, the same procedure for correction described in (3) is to be carried out.</u></p> <p>(5) <u>Narrow wing extensions at the stern of the unit are to be considered as appendage. The appendages are not to be included in the calculation of freeboard length.</u></p> <p>&lt;hereafter, omitted&gt;</p>	<p style="text-align: center;"><b>CHAPTER 1 GENERAL</b> <b>Section 1 General</b></p> <p>101.~ 104. &lt;same as current Rules&gt;</p> <p>105. Load line</p> <p>1.~ 6. &lt;same as current Rules&gt;</p> <p>7. Self-elevating Units and Surface Type Units</p> <p>For self-elevating units and surface type units, the load line is to be accordance with not only <b>Par 1</b> through <b>6</b> but also following requirements.</p> <p>(1) Freeboard of the units is to be assigned in accordance with <b>ICLL</b> after confirming that the hull structure has a sufficient strength for the draft corresponding to the freeboard assigned. Freeboard of units which cannot be assigned in accordance with <b>ICLL</b> due to special forms of units, however, is to be assigned in accordance with the requirements in <b>Ch 4, 6</b> and <b>7</b> at floating condition.</p> <p>(2) ~ (5) &lt;Deleted&gt;</p> <p>&lt;hereafter, same as current Rules&gt;</p>