

Amended Rules for the Classification of
Mobile Offshore Drilling Units
(Chapter 2 Classification and Surveys)



- Main Amendments -

(1) Effective date : 1 July 2019 (Date of which application for survey is submitted)

- To reflect IACS UR Z15 (Rev.2 June 2018)
- Annex 1-11 "Procedural Requirements for Service Suppliers" has been separated as a new Guidance
- Ch 11, Sec 5 for Guidance of MODU newly provided

Present	Amendment
<p style="text-align: center;">CHAPTER 2 CLASSIFICATION AND SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. General <omitted></p> <p>102. Definition</p> <p>1.~ 12. <omitted></p> <p>13. Prompt and thorough repair</p> <p>A prompt and thorough repair 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 condition of classification, or recommendation.</p> <p>14. Special consideration</p> <p>Special consideration or specially considered (in connection with Close-up Surveys and thickness measurements) means sufficient close-up inspection and thickness measurements are to be taken to confirm the actual average condition of the structure under the coating.</p> <p>15. Propulsion assist</p> <p>Propulsion assist are non-self-propelled units fitted with thrusters intended to assist in manoeuvring or propelling while under tow.</p> <p><u><newly added></u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 CLASSIFICATION AND SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. General <same as current Rules></p> <p>102. Definition</p> <p>1.~ 12. <same as current Rules></p> <p>13. Prompt and thorough repair</p> <p>A prompt and thorough repair 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 condition of classification, or recommendation.</p> <p>14. Special consideration</p> <p>Special consideration or specially considered (in connection with Close-up Surveys and thickness measurements) means sufficient close-up inspection and thickness measurements are to be taken to confirm the actual average condition of the structure under the coating.</p> <p>15. Propulsion assist</p> <p>Propulsion assist are non-self-propelled units fitted with thrusters intended to assist in manoeuvring or propelling while under tow.</p> <p>16. Remote Inspection Techniques(RIT) (2019)</p> <p><u>Remote Inspection Technique is a means of survey that enables examination of any part of the structure without the need for direct physical access of the surveyor (refer to Rec.42).</u></p> <p><hereafter, same as current Rules></p>

Present	Amendment
<p data-bbox="293 240 618 272">103. Repairs <omitted></p> <p data-bbox="322 336 499 363"><u><newly added></u></p> <p data-bbox="322 1366 551 1393"><hereafter, omitted></p>	<p data-bbox="1133 240 1675 272">103. Repairs <same as current Rules></p> <p data-bbox="1133 325 1823 357"><u>104. Remote Inspection Techniques (RIT) (2019)</u></p> <ol data-bbox="1160 376 1946 1377" style="list-style-type: none"> <li data-bbox="1160 376 1946 651">1. <u>The RIT is to provide the information normally obtained from a close-up survey. RIT surveys are to be carried out in accordance with the requirements given here-in and the requirements of IACS Recommendation 42 ‘Guidelines for Use of Remote Inspection Techniques for surveys’. These considerations are to be included in the proposals for use of a RIT which are to be submitted in advance of the survey so that satisfactory arrangements can be agreed with the Classification Society.</u> <li data-bbox="1160 671 1946 820">2. <u>The equipment and procedure for observing and reporting the survey using a RIT are to be discussed and agreed with the parties involved prior to the RIT survey, and suitable time is to be allowed to set-up, calibrate and test all equipment beforehand.</u> <li data-bbox="1160 841 1946 962">3. <u>When using a RIT as an alternative to close-up survey, if not carried out by the Society itself, it is to be conducted by a firm approved as a service supplier according to UR Z17 and is to be witnessed by an attending surveyor of the Society.</u> <li data-bbox="1160 983 1946 1131">4. <u>The structure to be examined using a RIT is to be sufficiently clean to permit meaningful examination. Visibility is to be sufficient to allow for a meaningful examination. The Classification Society is to be satisfied with the methods of orientation on the structure.</u> <li data-bbox="1160 1152 1946 1273">5. <u>The Surveyor is to be satisfied with the method of data presentation including pictorial representation, and a good two-way communication between the Surveyor and RIT operator is to be provided</u> <li data-bbox="1160 1294 1946 1377">6. <u>If the RIT reveals damage or deterioration that requires attention, the Surveyor may require traditional survey to be undertaken without the use of a RIT.</u> <p data-bbox="1196 1390 1599 1417"><hereafter, same as current Rules></p>

Present	Amendment
<p style="text-align: center;">Section 3 Surveys</p> <p>301. General</p> <p>1. to 4. <omitted></p> <p>5. Preparation for survey</p> <p>(1) Conditions for survey <omitted></p> <p>(2) Access to structures (A) ~ (B) <omitted> <newly added></p> <p>(3) Equipment for survey (A) Thickness measurement is normally to be carried out by means of ultrasonic test equipment. The accuracy of the equipment is to be proven to the Surveyor as required. Thickness measurements are to be carried out by a firm approved by the Society in accordance with <u>Pt 1, Annex 1-11</u> of <u>Guidance Relating to the Rules for the Classification of Steel Ships</u>.</p> <p><omitted></p> <p>309. In-water Survey in lieu of Docking Survey</p> <p>1. to 3. <omitted></p> <p>4. Procedures</p> <p>(1) Exposed Areas <omitted></p> <p>(2) Underwater Areas An examination of the entire unit below the waterline is to be carried out by an approved service supplier in accordance with <u>Guidance Relating to the Rules for Classification of Steel Ships Pt 1, Annex 1-11</u>.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 3 Surveys</p> <p>301. General</p> <p>1. to 4. <same as current Rules></p> <p>5. Preparation for survey</p> <p>(1) Conditions for survey <same as current Rules></p> <p>(2) Access to structures (A) ~ (B) <same as current Rules> (C) For Surveys conducted by use of a remote inspection technique, one or more of the following means for access, acceptable to the Surveyor, is to be provided: (2019) (a) Unmanned robot arm (b) Remotely Operated Vehicles (ROV) (c) Unmanned Aerial Vehicles / Drones (d) Other means acceptable to the Society.</p> <p>(3) Equipment for survey (A) Thickness measurement is normally to be carried out by means of ultrasonic test equipment. The accuracy of the equipment is to be proven to the Surveyor as required. Thickness measurements are to be carried out by a firm approved by the Society in accordance with <u>Guidance for Approval of Service Suppliers Pt 1, Annex 1-11</u> of <u>Guidance Relating to the Rules for the Classification of Steel Ships. (2019)</u></p> <p><same as current Rules></p> <p>309. In-water Survey in lieu of Docking Survey</p> <p>1. to 3. <same as current Rules></p> <p>4. Procedures</p> <p>(1) Exposed Areas <same as current Rules></p> <p>(2) Underwater Areas An examination of the entire unit below the waterline is to be carried out by an approved service supplier in accordance with <u>Guidance for Approval of Service Suppliers</u> Guidance Relating to the Rules for Classification of Steel Ships Pt 1, Annex 1-11. (2019) <hereafter, same as current Rules></p>

Present	Amendment
<p style="text-align: center;">CHAPTER 11 LIFTING DEVICES, PERSONNEL AND PILOT TRANSFER</p> <p style="text-align: center;">Section 1 ~ 4 <omitted></p> <p style="text-align: center;">Section 5 Drilling Derricks</p> <p>501. General The design of each drilling derrick and its supporting structure should be to the satisfaction of the Society. The rated capacity for each reeving should be included in the operating manual. ↓</p>	<p style="text-align: center;">CHAPTER 11 LIFTING DEVICES, PERSONNEL AND PILOT TRANSFER</p> <p style="text-align: center;">Section 1 ~ 4 <omitted></p> <p style="text-align: center;">Section 5 Drilling Derricks</p> <p>501. General [See Guidance] <i>(2019)</i> The design of each drilling derrick and its supporting structure should be to the satisfaction of the Society. The rated capacity for each reeving should be included in the operating manual. ↓</p>

Guidance relating to the
Rules for the Classification of Steel Ships

(Guidance to the Rules for the Classification of Mobile Offshore Drilling Units)



Hull Rule Development Team

Present	Amendment
<p><newly added></p>	<p style="text-align: center;">CHAPTER 11 LIFTING DEVICES, PERSONNEL AND PILOT TRANSFER</p> <p style="text-align: center;">Section 5 Drilling Derricks</p> <p>501. General</p> <p>The design and supporting structures of drilling derricks are, in general, to be in accordance with the following 1. and 2. in addition to API Spec 4F (Specification for Drilling and Well Serving Structures)</p> <p>(1) The following (a) to (c) are to be considered with respect to design loads in addition to that specified in API Spec 4F:</p> <ul style="list-style-type: none"> (a) The wind velocities and wind loads specified Ch 4, Sec 2 Table 4.1 and 4.2 of the Rules (b) Loads caused by snow and icing (c) The deck loads specified in Ch 3, Sec 3, 306 of the Rules. <p>(2) Consideration is to be given to the local strength and fatigue strength of drilling derricks and special attention is to be paid to vortex-induced vibrations.</p> <p>(3) Materials used in drilling derricks are to be in accordance with Ch 3, Sec 10, 16 and 17 of the Rules. The structural members of drilling derricks are to be considered as either primary structural members or secondary structural members.</p> <ul style="list-style-type: none"> (a) primary structural members: related to structural integrity such as column, leg, bracing and other main members. (b) secondary structural members: otherwise except primary members. <p>(4) Welding used for drilling derricks is to be in accordance with Ch 3, Sec 14 of the Rules. and is to be of the full-penetration type.</p> <p>(5) At least one escape route from the drilling derrick is to be provided. However, in cases where workers regularly man the upper parts of a drilling derrick, the escape route from the drilling derrick is not to lead to the drilling floor.</p> <p>(6) In cases where bolted connections are to be used for drilling derricks, bolts based on standards deemed appropriate by the Society are to be used. In addition, when bolts are selected, consideration is to be given to stress corrosion cracking and fatigue strength.</p>

Present	Amendment
<p><newly added></p>	<p>502. Supporting structures of drilling derricks</p> <p>(1) A structural analysis is to be performed for drilling derricks, drilling floors and substructures in accordance with the requirements in Ch 3, Sec 4, 412 of the Rules. Allowable stresses are not to exceed the values in Ch 3, sec 4, Table 3.2 of the Rules</p> <p>(2) The loads used for structural analysis are to be in accordance with the following.</p> <p>(a) Loads taken in operating condition, the dead load of the ship, loads caused by snow and icing, as well as the loads transmitted from hooks, fast lines, deadlines, setbacks, rotary tables and riser tensioners are to be considered in the static loading condition.</p> <p>(b) The loads specified in (a) as well as dynamic loads such as wind loads and loads due to ship acceleration and inclination are to be considered in combined loads.</p> <p>(3) For self-elevating ships having movable cantilever constructions and skid beams which support substructures, a structural analysis is to be performed for such cantilever constructions and skid beams according to Ch 3, Sec 4, 412. of the Rules. Allowable stresses are not to exceed the values in Ch 3, Sec 4 Table 3.2 of the Rules. Reaction forces transmitted from movable cantilever constructions and skid beams are to be considered in the loads acting on hull constructions. ⤴</p>