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OFFSHORE SERVICE SPECIFICATION  
DNV-OSS-101

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RULES FOR CLASSIFICATION  
OF OFFSHORE DRILLING  
AND SUPPORT UNITS

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OCTOBER 2008

DET NORSKE VERITAS

# FOREWORD

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- J) Wind Turbines
- O) Subsea Systems

## Amendments and Corrections

Whenever amendments and corrections to the document are necessary, the electronic file will be updated and a new Adobe PDF file will be generated and made available from the Webshop (<http://webshop.dnv.com/global/>).

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## CHANGES

- **General**

Being class related, this document is published electronically only (as of October 2008) and a printed version is no longer available. The update scheme for this category of documents is different compared to the one relevant for other offshore documents (for which printed versions are available).

For an overview of all types of DNV offshore documents and their update status, see the “Amendments and Corrections”

document located at: <http://webshop.dnv.com/global/>, under category “Offshore Codes”.

- **Main changes**

Since the previous edition (April 2007), this document has been amended, latest in October 2008. All changes have been incorporated.

In Ch.3 Sec.4 D207 the requirements for allowable thickness reductions have been amended with a more differentiated approach.



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RULES FOR CLASSIFICATION OF OFFSHORE DRILLING  
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CHAPTER 1

**PRINCIPLES AND PROCEDURES FOR CLASSIFICATION**

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## SECTION 1 INTRODUCTION

### A. Introduction

#### A 100 General

**101** This publication presents DNV's Rules for Classification of Offshore Drilling and Support Units, the terms and procedures for assigning and maintaining classification, including listing of the applicable technical references to be applied for classification.

#### A 200 Organisation of DNV-OSS-101

**201** DNV-OSS-101 is divided into three main chapters as follows:

- *Chapter 1*: providing general information about classification principles and procedures
- *Chapter 2*: providing design and construction requirements for the newbuilding phase
- *Chapter 3*: providing requirements for maintenance of class in the operational phase.

#### A 300 Objects covered

**301** DNV-OSS-101 covers classification of offshore units of the following design types:

- ship-shaped units
- column-stabilised units
- self-elevating units.

for the following services:

- drilling
- well intervention
- accommodation
- heavy-lifting
- general offshore support.

### B. Definitions

#### B 100 Verbal forms

**101** *Shall*: Indicates a mandatory requirement to be followed for fulfilment or compliance with the present service specification. Deviations are not permitted unless formally and rigorously justified, and accepted by all relevant contracting parties.

**102** *Should*: Indicates that among several possibilities one is recommended as particularly suitable, without mentioning or excluding others, or that a certain course of action is preferred but not necessarily required. Other possibilities may be applied subject to agreement.

**103** *May*: Verbal form used to indicate a course of action permissible within the limits of the service specification.

#### B 200 Definitions

**201** *Approval or approved*: Denotes acceptance by DNV of documentation showing design solutions, arrangements and equipment that complies with the rules.

**202** *Assigning class*: Originally signified designation of one of several classes to a unit based on its condition, ranging from good to bad. Today only the highest class is assigned, comprising the main class, **1A1**, and an obligatory additional class notation, e.g. **Drilling Unit**, where applicable.

Voluntary additional class notations may also be assigned covering special service, equipment or systems, e.g. **DRILL** denoting a classed drilling plant.

**203** *The Board*: Signifies the Executive Board of DNV through its Chairman who is the President and CEO of DNV.

**204** *CIBS*: Classification Information Breakdown Structure (coding system for documentation).

**205** *Classification*: Comprises those services rendered by DNV in accordance with the rules. Classification of offshore units is conducted in accordance with the requirements of the rules and any standards referred to by the rules.

**206** *Classification certificate*: Issued upon assignment or renewal of class. Its validity is five years subject to successful completion of annual and intermediate surveys.

**207** *Client*: The party having requested classification or having assumed ownership of a classed offshore unit or installation. In cases where owners have authorised another party to operate the unit or installation on their behalf, such party is regarded as the client.

**208** *Close-up examination*: An examination where the details of structural components are within the close visual inspection range of the surveyor, i.e. preferably within reach of hand.

**209** *Contract*: The specific agreement between DNV and the client. It defines the extent of services requested by the client, and is concerned with:

- the classification of offshore units or installations, both new buildings and in operation
- statutory work carried out on behalf of national maritime authorities
- equipment and materials.

**210** *Critical structural areas*: Areas that have been identified from calculations to require monitoring or from the service history of the subject unit or from similar or sister units to be sensitive to cracking, buckling or corrosion which would impair the structural integrity of the unit.

**211** *Det Norske Veritas (DNV)*: An autonomous and independent foundation with the object of safeguarding life, property and the environment.

**212** *FUI*: Fatigue Utilisation Factor.

**213** *Guidance note*: Advice which is not mandatory for assignment of class, but with which DNV, in light of general experience, advises compliance. The client may decide whether to apply the note or not.

**214** *IACS*: The International Association of Classification Societies. Unified rules, interpretations, guidelines and recommendations may be found on [www.iacs.org.uk](http://www.iacs.org.uk).

**215** *IMO*: The International Maritime Organization.

**216** *International maritime standards*: International IMO conventions, protocols, codes and resolutions, in so far as their purpose is safety and pollution prevention, excluding articles and regulations dealing with intergovernmental relations, legal and formal aspects.

**217** *LRFD methodology*: Load and resistance factor design methodology.

**218** *Mobile offshore unit*: A buoyant construction engaged in offshore operations including drilling, production, storage or support functions, not intended for service at one particular offshore location, and which can be relocated without major dismantling or modification.

**219** *Offshore installation*: A collective term to cover any construction, buoyant or non-buoyant, designed and built for installation at a particular offshore location.

**220 Overall examination:** An examination intended to report on the overall condition of the structure.

**221 Quality audit:** A systematic and independent examination to determine whether established work processes and quality systems are adhered to.

**222 RBI:** Risk Based Inspection.

**223 RCM:** Reliability Centred Maintenance.

**224 Recognised classification society:** A classification society which is a full or associate member of IACS.

**225 Representative tanks:** Those tanks which are expected to reflect the condition of other tanks of similar type and service and with similar corrosion protection systems. When selecting representative tanks account shall be taken of the service and repair history on board and identifiable critical and/or suspect areas.

**226 The Rules:** All rule requirements accepted by the Board as basis for classification.

**227 The Society:** Signifies DNV.

**228 Spaces:** Separate compartments including holds and tanks.

**229 Statutory certificates:** IMO convention certificates issued on behalf of, or by, national authorities.

**230 Statutory survey:** Survey carried out by or on behalf of a flag administration.

**231 Substantial corrosion:** Extent of corrosion such that assessment of corrosion pattern indicates wastage in excess of 75% of allowable margins, but within acceptable limits.

**232 Supplier or manufacturer:** Supplies materials, components, equipment and systems to newbuildings to be classed, or to classed units in operation, whose production is subject to design approval, surveys and testing in accordance with the rules.

**233 Suspect areas:** Areas showing substantial corrosion and/or are considered by the surveyor to be prone to rapid wastage.

**234 Temporary conditions:** Design conditions not covered by operating conditions, e.g. conditions during fabrication, mating and installation phases, dry transit phases.

**235 Tentative rules and standards:** Apply to new fields to which DNV reserves the right to make adjustments during a period in order to obtain the purpose intended.

**236 Transit conditions:** All wet unit movements from one geographical location to another.

**237 Transverse section:** Section which includes all longitudinal members such as plating, longitudinals and girders at the deck, side, bottom, inner bottom and hopper side plating, longitudinal bulkhead and bottom plating in top wing tanks, as applicable.

For transversely framed units, a transverse section includes adjacent frames and their end connections in way of transverse sections.

#### Guidance note:

Adjacent frames include the frames located just forward and aft of the transverse section.

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**238 Vertical contract audit:** An IACS audit which assesses the correct application of the quality system through audit of the process for a specific contract. The IACS QSCS (Quality System Certification Scheme) audit team is responsible for carrying out these audits.

**239 WSD methodology:** Working stress design methodology.

## C. Normative References

### C 100 Normative references

**101** DNV-OSS-101 includes references to other DNV documents and recognised codes and standards which shall be used in conjunction with the requirements given in this document for assignment of class.

### C 200 DNV reference documents

**201** The latest revision of the documents listed in Table C1 applies.

Table C1 DNV reference documents	
Reference	Title
DNV-OS-A101	Safety Principles and Arrangement
DNV-OS-B101	Metallic Materials
DNV-OS-C101	Design of Offshore Steel Structures, General
DNV-OS-C103	Structural Design of Column Stabilised Units (LRFD method)
DNV-OS-C104	Structural Design of Self Elevating Units (LRFD method)
DNV-OS-C107	Structural Design of Ship-shaped Drilling and Well Service Units
DNV-OS-C201	Structural Design of Offshore Units (WSD method)
DNV-OS-C301	Stability and Watertight Integrity
DNV-OS-C401	Fabrication and Testing of Offshore Structures
DNV-OS-D101	Marine and Machinery Systems and Equipment
DNV-OS-D201	Electrical Installations
DNV-OS-D202	Instrumentation and Telecommunication Systems
DNV-OS-D301	Fire Protection
DNV-OS-E101	Drilling Plant
DNV-OS-E201	Hydrocarbon Production Plant
DNV-OS-E301	Position Mooring
DNV-OS-E401	Helicopter Decks
	Rules for Classification of Ships
	Rules for Certification of Lifting Appliances
	Rules for Certification of Diving Systems
Guideline No.17	Plan Approval Documentation Types - Definitions

### C 300 Other references

**301** The latest revision of the documents in Table C2 applies.

Table C2 Non-DNV normative references	
Reference	Title
IACS	Shipbuilding and Repair Quality Standard, ref. <a href="http://www.iacs.org.uk">www.iacs.org.uk</a>

## D. Informative References

### D 100 DNV informative references

**101** The publications listed in Table D1 are referenced in the text of this document, and may be used as a source of supplementary services and information.

**102** The latest revision of the documents listed in Table D1 applies.

Table D1 DNV informative references	
Reference	Title
DNV-OSS-102	Rules for Classification of Floating Production, Storage and Loading Units
DNV-OSS-202	Verification for Compliance with UK Shelf Regulations
Standard for Certification 1.2	Type Approval
Classification Note 72.1	Allowable Thickness Diminution for Hull Structures

### D 200 Other references

**201** The latest version of the documents listed in Table D2 applies.

Table D2 Other references	
Reference	Title
API RP 8B	Inspection, maintenance, repair, and re manufacture of hoisting equipment
BS 5430-1	Periodic inspection, testing and maintenance of transportable gas containers (excluding dissolved acetylene containers). Specification for seamless steel containers of water capacity 0.5 litres and above
PD 5500 (Previous BS 5500)	Specification for unfired fusion welded pressure vessels

## E. Abbreviations

### E 100 General

**101** The abbreviations given in Table E1 are used in this standard.

Table E1 Abbreviations	
Abbreviation	In full
API	American Petroleum Institute
BS	British Standard (issued by British Standard Institution)
DFF	Design fatigue factors
DNV	Det Norske Veritas
DP	dynamic positioning
IC	inspection category
IIP	in service inspection program
ISO	International Organisation for Standardisation
LRFD	load and resistance factor design
MPI	magnetic particle inspection
NDT	non-destructive testing
OS	Offshore standard
OSS	Offshore service specification
RP	recommended practice
SCF	stress concentration factor
WSD	working stress design

## SECTION 2 CLASSIFICATION PRINCIPLES

### A. The Classification Concept

#### A 100 Introduction

**101** Classification is a comprehensive verification service providing assurance that a set of requirements laid down in rules established by DNV are met during design and construction, and maintained during operation of an offshore unit.

Classification has gained worldwide recognition as representing an adequate level of safety and quality.

**102** Classification implies an activity, in which an offshore unit is surveyed during construction on the basis of design approval, tested before being taken into service, and surveyed regularly during its whole operational life. The aim is to verify that the required safety standard is built in, observed and maintained.

**103** Having assigned class, DNV will issue a classification certificate and enter the main particulars and details of class in the "Register of vessels classed with DNV".

#### A 200 Entering into force and application of rules

**201** Rules and amendments accepted by the Board will come into force when decided by the Board, normally six (6) months after acceptance.

##### Guidance note:

The date on which rule or standard changes come into force is shown on the inside of the cover of new rules/standards and revised rules/standards if they are reprinted.

For rule/standard changes which are not reprinted, the coming into force date and the changes are published in the document "Amendments and Corrections".

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**202** The applicable rules for assignment of class to a new unit are those in force at the date (as given to the Society by the client) when the contract between the owner and the yard is signed.

Subsequent amendments not made mandatory according to 204 may be applied to objects under construction provided both builder and owner agree to such application.

**203** In exceptional cases, where unacceptable service experience and/or theoretical findings clearly show that safety hazards may arise in connection with items covered by the existing rules, DNV may lay down supplementary requirements to maintain the overall safety standard reflected by the rules.

**204** DNV will consider alternatives found to represent an overall safety standard equivalent to that of the rules.

The alternative solution shall be adequately documented and will be reviewed for acceptance on the basis of relevant references set forth by DNV.

Approval may be revoked if subsequent information indicates that the chosen alternative is not satisfactory.

**205** In cases where detailed requirements are not given in the rules, specific solutions or decisions approved by DNV and its surveyors shall be based on the principles of the rules, and shall give a safety standard equivalent to that of the rules.

**206** Exceptionally, if for some reason, it is impossible to comply with a rule requirement or to find a fully equivalent solution, then other solutions may be accepted by DNV provided the parties to the classification contract all agree, and always provided that overall safety level is not jeopardised. The alternative solution shall be adequately documented and will be reviewed for acceptance on the basis of relevant refer-

ences set forth by DNV. The solution shall be recorded in the "Appendix to the Classification Certificate".

**207** In accordance with 204, DNV may consider the use of reliability methods as a means of documenting compliance to class requirements.

**208** Periodical survey regulations for retaining class shall be according to the rules in force at the time of survey (given in Ch.3).

#### A 300 Basis for assignment of class

**301** Having assigned a specific class implies that DNV:

- has been satisfied that the object meets the rule requirements for the particular class
- will verify, through a system of surveys, that the requirements stipulated for retention of class are complied with.

**302** Prior to assigning class to an existing offshore object, it is in general to undergo all periodical surveys pertaining to the age and type of object.

**303** When assigning class to an offshore unit which has not been built under supervision of DNV, but by another recognised classification society, DNV may on the basis of an overall safety consideration in connection with a design review and survey, give exemptions from rule requirements.

**304** When assigning class to offshore units of a series under construction to the classification of, or a design previously accepted by, a recognised classification society, DNV may on the basis of an overall safety consideration in connection with a design review give exemptions from DNV rule requirements, and base the survey on the design approval done by the other recognised society. A note to this effect may be included in the Appendix to the classification certificate.

**305** When assigning class to an offshore unit registered in a flag state that undertakes approval and surveys of items covered by the rules, DNV may accept their decisions as basis of assigning class.

**306** DNV may also accept decisions by the national authority with jurisdiction over the waters in which the unit or installation is to operate (shelf state) as basis for assigning class.

#### A 400 Basis for maintenance of class

**401** The requirements for retention of class are found in Sec.4 B. In addition, classification is based on the following:

##### *Valid statutory certificates*

For flagged units and installations the statutory certificates of the applicable international conventions shall be valid at all times, and the surveys prescribed in the conventions shall be carried out within the time windows prescribed.

##### *Maintenance of the unit or installation and its equipment*

It is assumed that the unit, machinery installations and equipment are maintained at a standard complying with the requirements of the rules.

Installed systems or equipment carried on board in excess of the rule requirements, but otherwise covered by the rules, shall either be maintained in accordance with the rules, or be removed or disconnected in such a way as to ensure that the installed system or equipment cannot be used.

##### *Handling of the unit or installation*

It is assumed that the unit, machinery installations and equipment are adequately manned and competently handled. Class conditions regarding the use of the unit shall be observed.



*Recording of lightweight and centre of gravity*

The data for lightweight and centre of gravity (C.o.G.) shall be continuously recorded and adjusted by the master for any items taken onboard or ashore during operation.

**A 500 Documentation**

**501** All information that may influence the judgement, decisions and requirements of DNV for the purpose of classification, shall be made available to DNV. It is the client's responsibility to ensure that such information is brought to the attention of DNV in a timely manner. Information may be made available by submitting documents or by surveys performed at the client's premises, onboard or at the premises of the client's sub-contractors.

**502** The documentation forming the basis for classification is, at all times, to reflect the true conditions. Revisions of documents are therefore to be submitted to DNV to the extent such revisions may influence decisions and requirements relating to class.

**A 600 Disclosure of information**

**601** DNV will not disclose any information received or reports made in connection with classification to any other than those entitled thereto or those having been given the right to receive information by legislation, court decision or by written permission by the owner.

The supply of information may take place electronically and on a continual basis, e.g. by on-line access to DNV's databases.

**Guidance note:**

Table A1 indicates which parties will be entitled to various kinds of information.

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**602** DNV will not disclose information that can be considered as the property of another party except when this party's permission is given in writing.

**603** Internal communication, notes, calculations etc. produced within DNV in connection with classification will not be disclosed to other parties.

**604** Notwithstanding 601 to 603, authorised representatives of the national maritime authorities or of the audit team of IACS performing quality audits, will have access to such information. These representatives are to confirm in writing that they are not in any manner allowed to reproduce or communicate such information to other parties.

**605** Notwithstanding 601 and 603 DNV may disclose any information to a police authority upon a written request by the same.

**A 700 Limitation of DNV's responsibility**

**701** The classification service is performed on the basic assumption that other parties involved (building yard, designers, manufacturers, sub-contractors, owners, etc.) fulfil their individual obligations. The classification service is not performed in substitution of other parties' role or obligations. Nothing contained herein or in any certificate, report or document issued in connection with or pursuant to these rules, shall relieve any designer, engineer, builder, manufacturer, yard, seller, supplier, owner, operator or other parties from any obligations or consequences of default whatsoever. In particular, compliance with the rules does not imply acceptance or commissioning of an offshore unit. This is the exclusive responsibility of the owner.

Any document issued by DNV in relation to surveys performed reflects the condition of the unit at the time of survey. It is the responsibility of the owner to maintain the condition of the unit as required by the rules between surveys.

**A 800 Vertical contract audits and audits by national maritime authorities**

**801** For the purpose of conducting vertical audits performed by the audit team of IACS, and audits performed by the national maritime authorities of the flag state, access shall be provided to the unit and/or to the premises of manufacturer or yard, as appropriate.

**Table A1 Disclosure of information**

<i>Information in question</i>	<i>Owner</i>	<i>Flag Administration</i>	<i>Port State Authority</i>	<i>Insurance Company *</i>	<i>Yard or suppliers</i>
Newbuildings:					
a) Approved "as carried out" structure related drawings	2)	1)			4)
b) Approved "as carried out" system and component drawings	2)	2)			2)
Units in operation:					
a) Class and statutory certificates issued by DNV	4)	1)	1)	3)	
b) Survey and certificate status including text of conditions of class	4)	4)	1)	1)**	
c) Survey reports	4) + 1)	1)	2)	3)	
Other information: Correspondence with yard or owner	2)	2)		2)	2)
1) Upon request 2) When accepted by owner or yard and copyright holder as applicable 3) When accepted by owner or through special clause in insurance contract 4) Automatically available * Insurance company means P&I clubs and hull/structure and machinery underwriters ** Overdue conditions of class, only					

## SECTION 3 CLASSIFICATION SCOPE AND NOTATIONS

### A. Scope of Classification

#### A 100 General

**101** The rules and referred standards define acceptance criteria for design, construction, survey and testing of offshore units, their marine and machinery installations, systems and equipment, applicable to the newbuilding and operational phase.

#### A 200 Rule parts

**201** The present offshore service specification states terms and procedures for assigning and maintaining class for offshore drilling and support units, as well as listing the applicable technical reference documents stipulating technical requirements for classification. These may be DNV offshore standards, other DNV standards and internationally recognised codes.

#### A 300 Rule particulars

**301** The rules with reference standards give requirements in the following areas:

##### Hull and main structure

- strength
- materials and welding
- corrosion protection
- constructional fire protection
- weathertight and watertight integrity
- stability and floatability
- tank arrangement.

##### Marine and machinery installations and equipment

Machinery installations and equipment, including their related auxiliary functions, with respect to strength and performance as applicable to the following main functions:

- power generation
- propulsion and position keeping (if applicable)
- steering (if applicable)
- fire protection, detection and extinguishing
- drainage and bilge pumping
- ballasting
- anchoring and mooring
- hazardous area categorisation (as applicable).

Other machinery installations, regardless of their contribution to the main functions stated above, when located in enclosed hull compartments below the damage water line.

Other installations stated in the rules.

### B. Class Notations

#### B 100 General

**101** Classed units will be given a class designation consisting of:

- construction symbol
- main character of class
- basic design notation
- service notation
- special equipment and systems notations (as applicable)
- special feature notations (as applicable).

#### B 200 Construction symbols

**201** The symbol ✱ will be given to units built under the supervision of DNV.

**202** The symbol ✱ will be given to units built under the supervision of a recognised classification society and later assigned class with DNV.

#### B 300 Main character of class

**301** The notation **1A1** will be given to units with hull and marine machinery and equipment found to be in compliance with the basic (common) requirements of the applicable DNV offshore standards referred to in the rules.

#### B 400 Basic design notations

**401** The basic design notation indicates the type of structure. The notations currently in use are given in Table B1.

Table B1 Basic design notations	
Basic design notation	Description
<b>Ship-shaped Unit</b>	Monohull ship and barge type units having displacement hulls with or without propulsion machinery.
<b>Column-stabilised Unit</b>	Unit dependant on the buoyancy of widely spaced columns for floatation and stability for all modes of operation.
<b>Self-elevating Unit</b>	Unit with hull of sufficient buoyancy for safe transport which is raised above sea surface on legs supported by the sea bed during operation.

**402** For types of units not properly characterised by the listed notations, the basic notation:

#### ✱ 1A1 Mobile Offshore Unit

may be used.

#### B 500 Service notations

**501** Units constructed according to DNV rules for offshore classification, arranged for a particular service and found to be in accordance with the relevant requirements for such service, will be given a corresponding service notation.

**502** Service notations currently in use are defined in Table B2.

Table B2 Service notations	
Notation	Description
<b>Drilling</b>	Unit with drilling as a main function
<b>Well Intervention</b>	Unit with well intervention as a main function
<b>Accommodation</b>	Units primarily used for accommodation purposes
<b>Crane</b>	Units primarily used for heavy-lift purposes
<b>Offshore Support</b>	Units intended for offshore support functions (fitted with only parts of equipment necessary to perform main functions)

**503** The service notations in Table B2 shall be considered mandatory for the relevant types of units.

**504** Classification services related to hydrocarbon production, storage and loading are presented in separate rules, DNV-OSS-102.

**B 600 Additional class: special equipment and systems notations**

**601** Units having special equipment or systems found to satisfy specified class requirements will be given a corresponding additional class notation. Notations currently in use are given in Table B3.

<b>Table B3 Special equipment and systems notations</b>	
<i>Notation *)</i>	<i>Description</i>
<b>CLEAN</b>	Basic requirements for controlling and limiting operational emissions and discharges
<b>CLEAN DESIGN</b>	Additional requirements for controlling and limiting operational emissions and discharges. In addition, this notation specifies design requirements for protection against accidents and for limiting their consequences
<b>COMF -V(crn) or -C(crn) or -V(crn)C(crn))</b>	Units with controlled environmental standards (Comfort Class) <b>V</b> = noise and vibration <b>C</b> = indoor climate crn = comfort rating number, 1, 2 or 3, where 1 is best.
<b>CRANE</b>	Equipped with crane(s)
<b>DEICE or DEICE-C</b>	Unit equipped with de-icing or anti-icing systems
<b>DRILL</b>	Drilling plant
<b>DSV-SURFACE(or -BOUNCE or -SAT)</b>	Diving system
<b>DYNPOS-AUTS</b>	Dynamic positioning system without redundancy
<b>DYNPOS-AUT</b>	Dynamic positioning system with an independent joystick back-up and a position reference back-up
<b>DYNPOS-AUTR</b>	Dynamic positioning system with redundancy in technical design and with an independent joystick back-up
<b>DYNPOS-AUTRO</b>	Dynamic positioning system with redundancy in technical design and with an independent joystick back-up. Plus a back-up dynamic positioning control system in an emergency dynamic positioning control centre, designed with physical separation for components that provide redundancy
<b>E0</b>	Unit equipped for unattended machinery space
<b>ECO</b>	Unit equipped for operation of machinery from centralised control station
<b>F-A</b>	Additional fire protection of accommodation space
<b>F-AM</b>	Additional fire protection of accommodation and machinery space
<b>F-M</b>	Additional fire protection of machinery space
<b>FIRE FIGHTER I</b>	Early stage fire fighting and rescue close to structure on fire
<b>FIRE FIGHTER II</b>	Continuous fire fighting and cooling of structures on fire
<b>FIRE FIGHTER III</b>	As FIRE FIGHTER II, plus larger pumping capacity and more comprehensive equipment
<b>FMS</b>	Fatigue methodology for ship-shaped units
<b>HELDK</b>	Helicopter deck structure Ref. DNV-OS-E401
<b>HELDK-S</b>	Helicopter deck structure including safety aspect related to the unit
<b>HELDK-SH</b>	Helicopter deck structure including safety aspect related to the unit and to the helicopter

**Table B3 Special equipment and systems notations (Continued)**

<i>Notation *)</i>	<i>Description</i>
<b>HMON (...)</b>	System for monitoring hull response, sea state and operational parameters. Letters and numbers in the parenthesis will indicate type of sensors/features and number installed of each
<b>ICE-L</b>	Strengthened for ice condition operation
<b>ICE-T</b>	Strengthened for ice condition transit
<b>ICS</b>	Unit equipped with integrated computer system
<b>LCS-DC</b>	Loading computer systems for damage control, apply to integrated systems developed to assist the master as a decision aid under damage conditions
<b>OPP-F</b>	Oil pollution prevention - fuel systems
<b>POSMOOR</b>	Passive position mooring system
<b>POSMOOR-V</b>	Mooring system designed for positioning in vicinity of other structures
<b>POSMOOR-TA</b>	Thruster assisted mooring system dependent on manual remote thrust control system
<b>POSMOOR-ATA</b>	Thruster assisted mooring system dependent on automatic remote thrust control system
<b>SBM</b>	Management of safety and environment protection in unit operation
<b>TEMPSTORE</b>	Temporary storage of oil
<b>VCS-1</b> <b>VCS-2</b> <b>VCS-3</b>	Systems for control of vapour emission from cargo tanks
<b>VIBR</b>	Applicable to newbuildings and units in operation that meet specified vibration level criteria measured at pre-defined positions for machinery, components, equipment and structure
<b>WELL</b>	Well intervention system
<b>WELLTEST</b>	Facilities for well testing
<b>WINTERIZED (design temp. °C)</b>	When operating in cold climate
<b>WINTERIZED ARCTIC (design temp. °C)</b>	When operating in cold climate, with additional requirements for pollution prevention in vulnerable arctic areas.

\*) For ship-shaped units intended to navigate or operate in waters with ice conditions, the class notations in accordance with Rules for Classification of Ships, Pt.5 Ch.1. may be assigned.

**602** Ship-shaped units may also be assigned relevant class notations given in the DNV Rules for Classification of Ships.

**B 700 Special feature notations**

**701** Special feature notations provide information regarding special design assumptions, arrangements or equipment which is not covered by other class notations.

**702** Special feature notations currently in use are listed in Table B4.

**Table B4 Special feature notations**

<i>Notation</i>	<i>Description</i>
<b>BIS</b>	Ship-shaped units built for in-water survey of the bottom and related items
<b>DAT(- x°C)</b>	lowest design ambient air temperature applied as basis for the approval
<b>INERT</b>	Units with oil storage facilities less than 20 000 DWT fitted with inert gas system
<b>NON SELF-PROPELLED</b>	A unit for which towing assistance will be required during transit
<b>SUB</b>	Column-stabilised unit strengthened for operation when resting on sea bed
<b>TMON</b>	Tailshaft condition monitoring arrangement

**703** Self-elevating units are considered to be non self-propelled unless otherwise specified.

#### **B 800 Service restrictions**

**801** Units not approved for unrestricted service will have relevant service restrictions stated in the “Appendix to the classification certificate”. These units will be given the class notation **R** to indicate that restrictions apply.

The notation **R** will be inserted after the main character of class.

**802** Other service restrictions or operational limits included in the design assumptions of a unit will be stated in the “Appendix to the classification certificate”, and/or on special signboards onboard.

**803** Service restrictions and deviations from the rule requirements shall be addressed in a memo for owners (MO) informing them about the assumption for the class notation if the unit shall be operated outside the geographical areas or other boundaries agreed in the classification contract.

#### **B 900 Compliance with coastal state legislation**

**901** When DNV is requested to carry out verification in accordance with coastal state regulations for the complete unit or parts of the unit, an additional notation may be assigned to the relevant class designations, consisting of the relevant coastal state code and the issue of coastal state regulations used as basis for verification in brackets, e.g.:

**DRILL(N).**

**902** Coastal state code notations currently in use, are listed in Table B5.

<b>Table B5 Notations for coastal state verification</b>	
<i>Notation</i>	<i>Description</i>
<b>Accommodation Unit(N)</b>	Verified for compliance with DNV’s interpretation of relevant Norwegian coastal state requirements.
<b>Drilling Unit(N)</b>	
<b>Well Intervention Unit(N)</b>	
<b>DRILL(N)</b>	
<b>UKVS</b>	Verified for compliance with DNV’s interpretation of relevant UK coastal state requirements.

**903** For further information on procedures and scope of verification for coastal state requirements, see DNV offshore service specifications for coastal state compliance services listed in Table B5.

#### **B 1000 Combination of notations**

**1001** Class notations shall be combined as follows:

✱ **1A1** <service restriction, if any><basic design notation> <service notation> **Unit**  
**<special equipment and systems notations>**  
**<special feature notations>**

Example:

✱ **1A1 Column-stabilised Drilling Unit**  
**POS Moor NON-SELF-PROPELLED.**

## SECTION 4 CLASSIFICATION PROCEDURE

### A. Assignment of Class

#### A 100 Request for classification

**101** A request for classification shall be submitted in writing by the client.

#### A 200 Requirements for workshops and yards

**201** Builders shall operate a quality management system applicable to the scope of their work. The system shall be documented and contain descriptions and procedures for quality critical aspects.

**202** Builders unknown to DNV shall demonstrate their capability to carry out fabrication of adequate quality in accordance with the rules before construction is started.

**203** Builders shall maintain a traceable record of non-conformities and corrective actions and make this available to DNV on request.

##### Guidance note:

Builders are encouraged to obtain ISO 9000 series quality system certification through DNV accredited quality system certification services.

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**204** Welding of important structures, machinery installations and equipment shall be carried out by approved welders, with approved welding consumables and at welding shops accepted by DNV.

**205** During fabrication and construction work, DNV surveyors shall have safe access to the works at all reasonable times, insofar as the work affects classification. The client shall ensure, through contracts with the parties concerned or otherwise, that such access is possible, and that DNV is notified as to when and where the surveyor's attendance is needed.

#### A 300 Information about subcontractors and suppliers of products

**301** The following documentation from the builder (workshop and yard) and from subcontractors shall be submitted to DNV at the start of a classification project:

- list of subcontractors to the building yard
- list of suppliers of materials and components, including subcontractors if applicable.

#### A 400 Requirements for manufacturers

**401** Manufacturers of materials, components and equipment for main class shall be approved according to criteria established by DNV, as applicable.

**402** Any required quality control of materials, components and equipment, shall be traceable and documented in writing. Further, quality control shall be carried out by qualified personnel at facilities and with equipment suitable for that control.

#### A 500 Requirements for suppliers of services

**501** Firms providing services on behalf of the owner, such as measurements, tests and maintenance of safety systems and equipment, where the results may form the basis for the surveyor's decisions, shall be approved by DNV.

**502** Where surveyors use such services in making decisions affecting statutory certifications, the suppliers are subject to approval by DNV in cases where DNV is authorised by the relevant administration to do so. For such services DNV may accept approvals done by the administration, or duly authorised organisations acting on behalf of the administration.

#### A 600 Requirements for calibration of equipment

**601** Measuring and test equipment used in services by manufacturers, builders, repairers or owners, where the results may form the basis for the surveyor's decisions, shall have a documented calibration status.

#### A 700 Document approval

**701** The builder or manufacturer shall make available to DNV the following documentation according to documentation lists supplied by DNV upon receipt of class request, before production commences:

- a) Documentation required for approval. Moreover, DNV may specify alternative or additional requirements.
- b) Corresponding technical descriptions, calculations and data, including material specifications.

Any documents submitted for re-approval shall be especially marked to identify the revised parts.

The builder, with which DNV has the classification contract, is responsible for co-ordinating that drawings and other documents are submitted, and for distributing any approval comments that may have been given.

**702** When a unit, which is not built under supervision of DNV, shall be classified, the information required in 701 shall, in general, be submitted for approval. The extent of documentation approval for a unit, which is classed, or which was previously classed, with another recognised classification society, will be decided upon in each case.

**703** Documentation that has been found to comply with the rule requirements will be provided with a statement of approval. Conditions and limitations of the approval will be stated as agreed in the classification contract.

**704** The approval may be revoked at any time if subsequent information indicates that the design solution was contrary to the rule requirements or intentions.

**705** The English language shall be used in drawings and specifications submitted for approval. The possibility of using the local language shall be agreed upon in each case.

**706** When drawings and documents are submitted as electronic files, the format and transfer method shall be agreed upon in each case.

#### A 800 Survey

**801** When a unit is built under the supervision of DNV, the following will be verified:

- that the construction and dimensions comply with the rule requirements and the approved documentation, and that the required materials are used
- that the materials, components and systems have been certified in accordance with the rules
- that the work is carried out in compliance with the rules and with good engineering practices. IACS "Shipbuilding and Repair Quality Standard - Part A" is regarded as an example of a standard regarding hull structures describing such good engineering practices
- that satisfactory tests are carried out to the extent and in the manner prescribed by the rules.

Supervision will be carried out at the building yard and/or the sub-suppliers at the discretion of DNV, which also decides the extent and method of control.

**802** The verification method applied by DNV at the building yard or at the manufacturers will be based on a combination of audits of an accepted quality system and visual inspections and tests.

The Society may base its verification on audits of an accepted Quality System implemented at the yard or at the manufacturer in combination with an agreed manufacturing survey arrangement.

**803** When a unit, which has not been built under the supervision of DNV, shall be classified, DNV will carry out surveys to confirm:

- that the design and dimensions comply with the approved documentation
- that the materials, components and systems are in accordance with the rules
- that the workmanship is in compliance with the applicable rules and with good engineering practice.

Functional tests will be carried out as deemed necessary by DNV.

**804** For units built under the supervision of another recognised society the requirements of 803 will normally be considered as complied with for the main class.

**805** When an existing unit is to be classified, it is in general to undergo all periodical surveys pertaining to the age and type of unit.

The extent of surveys will be decided by DNV in each separate case.

Units previously classed by a recognised society will, as a minimum, be subject to the surveys specified in IACS Procedural Requirements No.1A.

#### **A 900 Functional testing**

**901** A test programme shall be prepared by the builder. The programme shall specify systems and components to be tested, and the testing procedure. The programme shall include sea trials with machinery and equipment installed (as applicable).

**902** The tests shall give evidence of satisfactory operation in accordance with the rules. When testing the control and safety system, failure modes shall be simulated as realistically as possible.

**903** Unless otherwise agreed, the testing required by the rules shall be carried out in the presence of a surveyor. Data shall be recorded according to the test programs and as considered necessary by the surveyor.

#### **A 1000 Certification of materials, components and systems**

**1001** The scope of classification includes certification of materials, components and systems intended for the unit. The rules define the extent of the certification that is needed for classification. The objective of the certification is to ensure that materials, components and systems used in units to be classed by DNV conform to the rules and referenced standards within the framework of the rules.

The certification is a conformity assessment normally including both design and production assessment.

The production assessment includes inspection and testing during production and/or of the final product.

**1002** The design assessment of the materials, components and systems shall either be on a “case by case” basis or follow the procedure for type approval.

**1003** When the “case by case” procedure is used, documentation of the design shall be submitted for assessment for every application as required in the rules. A design assessment letter or design verification report shall be issued by DNV when compliance with the requirements for the design for the actual application is confirmed.

**1004** When the type approval procedure is used, documentation of the design and the results of type testing as required in type approval programmes and the rules, shall be submitted for assessment. A type approval certificate shall be issued by DNV when compliance with the requirements for the design is confirmed. The type approval certificate has a validity of 2 or 4 years depending on type of material, component and system.

**1005** The production assessment of materials, components and systems shall either be on a “case by case” basis or on the basis of an agreed Manufacturing Survey Arrangement (MSA).

**1006** When the “case by case” procedure is used, the survey and testing shall be performed on the basis of approved design documentation for the actual application and as required in the rules. Compliance with the approved design documentation and the requirements shall be documented through certificates as required in the rules.

**1007** When the production assessment is based on an MSA, the survey and testing shall be performed on the basis of approved design documentation and in accordance with requirements and procedures laid down in the MSA. Compliance with the approved design documentation and the requirements shall be documented through certificates as specified in the MSA or as required in the rules.

**1008** Certification of materials, components and systems shall be documented by the following types of documents:

1) DNV Product certificate (NV):

A document signed by a DNV surveyor stating:

- conformity with rules or standard requirements
- that tests are carried out on the certified product itself
- that tests are made on samples taken from the certified product itself
- that tests are performed in presence of the surveyor or in accordance with special agreements.

2) Works certificate (W):

A document signed by the manufacturer stating:

- conformity with rules or standard requirements
- that tests are carried out on the certified product itself
- that tests are made on samples taken from the certified product itself
- that tests are witnessed and signed by a qualified department of the manufacturers.

3) Test report (TR):

A document signed by the manufacturer stating:

- conformity with rules or standard requirements
- that tests are carried out on samples from the current production.

The applicable rules or standards will specify which of the above mentioned documentation will be required.

**1009** Where the rules require Works certificate (W) or Test report (TR), the surveyor may at any time require tests to be carried out in his presence and/or check elements of the quality control in operation.

**1010** For identification and traceability, certified products shall be stamped in accordance with the marking given in the product certificate and as specified by the applicable rules or standards.

**1011** For certain components and systems as defined in the rules, the certification may be based on defined internationally recognised standards and certification schemes that cover the overall quality, safety and environmental standard of the rules. Compliance with the requirements of the standard shall be documented as required by the standard.

**1012** To ensure an efficient, cost effective and correct certification process, a general certification agreement is normally to be established with manufacturers delivering NV certified products.

The general certification agreement may be part of a manufacturing survey arrangement (MSA).

The general certification agreement shall include information on the procedures for design and production assessment and on transfer of information and experience between the manufacturer and DNV.

#### **A 1100 Manufacturing survey arrangement**

**1101** When the procedures and processes of a building yard's or a manufacturer's quality system meet the quality, safety and environmental standard of the rules, a manufacturing survey arrangement (MSA) may be established with the yard or the manufacturer as an alternative to the verification and production assessment described in the applicable rules.

**1102** The agreed MSA shall be described in a document stating the requirements, scope, acceptance criteria, documentation and the roles of DNV and the yard or the manufacturer in connection with the production assessment.

**1103** When it is agreed through an MSA that the majority of the required surveys and tests are being completed without the presence of a surveyor, it is conditional upon the manufacturer that he has in operation a quality system certified by an accredited certification body to ISO 9002, or equivalent.

**1104** When establishing an MSA, an initial assessment of the manufacturer's ability to control product quality and to comply with the scope, requirements and criteria laid down in the MSA shall be performed. The extent and frequency of periodical assessments of the manufacturer shall be included in the MSA.

**1105** An MSA is normally given a validity of 4 years. When the MSA is based on a certified quality system, the MSA automatically becomes invalid if the quality system certification is no longer valid.

#### **A 1200 Type approval**

**1201** Type approval is a procedure for design assessment. Type approval can be applied to a:

- product
- group of products
- system.

This procedure should normally be used for design assessment of standard designs.

**1202** The type approval procedure will normally consist of the following elements:

- design approval
- type testing
- issuance of type approval certificate.

The type approval procedure used by DNV is described in Standard for Certification 1.2.

**1203** For certain products, equipment and systems as defined in the rules, type approval is sufficient as the assessment needed for conforming product quality, i.e. production assessment is not required.

**1204** For certain products, equipment and systems as defined in the rules, type approval is a mandatory procedure for design assessment.

**1205** For products, equipment and systems manufactured for stock, type approval shall be the normal procedure for assessment of design.

**1206** For type approved products, where the basis for approval is the rules, documentation of the product need not be

submitted for approval for each offshore unit unless otherwise stated as a condition on the type approval certificate. In such cases only the arrangement or system plans, interface plans and those plans mentioned on the type approval certificate shall be submitted for approval.

#### **A 1300 Acceptance of control by national authorities**

**1301** In cases where the administration of a flag state reviews plans, carries out type approval, and surveys the unit according to statutory regulations, DNV may accept documentation from the flag administration as proof of compliance with relevant class rules. Necessary documentation, such as copies of approved plans, reports and other particulars approved by the flag administration shall be submitted.

#### **A 1400 Certificate of interim class**

**1401** When the surveyor is of the opinion that the requirements corresponding to the class in question have been met, he will document the completion of the building supervision by issuing the certificate of interim class, which is valid until the administration of DNV has confirmed the class and issued the classification certificate.

**1402** At the discretion of the surveyor the building supervision may be considered to be completed with some minor items unverified, provided conditions of class are issued to the effect that the remaining work, surveys or other measures shall be completed within a specified time. At the same time the surveyor will document the completion of the newbuilding supervision by issuing the certificate of interim class as indicated in 1401.

**1403** In case of classification of an existing unit not built under the supervision of DNV, or classification of an existing unit previously classed by DNV, the surveyor will issue the certificate of interim class when he is satisfied that the applicable requirements have been met.

#### **A 1500 Classification certificate**

**1501** When the administration of DNV has examined the surveyor's report and is satisfied that the requirements have been met, class will be assigned and a classification certificate will be issued.

Provided the requirements for maintenance of class will be complied with, and unless the class has been withdrawn in writing at an earlier stage, the classification certificate will be valid for 5 years.

**1502** Declarations confirming compliance with the rules may upon request be issued for propulsion machinery, main boilers and specific additional class notations, provided the Society's main class has been assigned.

#### **A 1600 Appendix to the classification certificate**

**1601** An "Appendix to the classification certificate" will be issued stating assumptions for the assignment of class and conditions regarding the use of the unit, which were established or assumed at the time of assignment of class.

#### **A 1700 Entry in the "Register of vessels classed by DNV"**

**1701** When an offshore unit has been assigned class, its main particulars and details of class will be entered in the Register. In addition to the class notations, an appropriate type descriptive note may be entered in the Register.

**1702** For units built under the supervision of DNV, the class is entered with a statement of the year and month from which the periodical surveys will be dated. For other units a notation is made of the year and month of completion of the survey mentioned in 805.

**1703** If the unit is not immediately commissioned upon completion of the building supervision, the unit is subject to a condition survey at the time when it enters service. Provided the

result of this survey is in all respects satisfactory, subsequent periodical surveys will date from the time of the condition survey.

#### **A 1800 Decline of application for classification**

**1801** DNV reserves the right to decline an application for classification or reclassification where the prior history or condition of the unit or prior experience with the owner indicates this to be appropriate.

### **B. Retention of Class**

#### **B 100 General**

**101** In order to retain a unit's class, the owner shall:

- submit complete and correct information on the unit and its use, which would be of significance to DNV for assessment of the condition of the unit in relation to the rules and referred standards
- submit complete and correct information on the ownership and management of the unit, addresses and corresponding administrative information pertinent to the relations with DNV
- submit correct information on the flag registry of the unit
- subject the unit to prescribed periodical and renewal surveys, surveys of damage, repairs, conversions and alterations
- subject the unit to unscheduled surveys when deemed necessary by DNV
- rectify deficiencies and carry out conditions of class specified by DNV in accordance with the rules within the given time limit
- pay all fees and expenses due to DNV. The owner has, with his or her managers, charterers and operators, a joint and several liabilities for any such fees and expenses. If a request for work is made by any other than the owner, that party will, in addition to the owner, be responsible for the payment of the relevant fees.

**102** It is the duty of the owner to request surveys from DNV and to provide the assistance and safe access required to the extent necessary for completion of the surveys in accordance with the rules.

**103** The statutory certificates shall be issued by the Society when so authorised by the Flag Administration itself. The Society will not accept statutory certificates issued by a third party.

The Society may accept the Safety Management Certificate issued by an authorised IACS member and the Cargo Ship Safety Radio Certificate issued by an organisation authorised by the Flag Administration.

It is a prerequisite for retention of class that the statutory certificates (as applicable) are valid at all times.

##### **Guidance note:**

In case of dually classed units, DNV may accept statutory certification by the 'dual' class society, upon agreement.

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#### **B 200 Periodical and renewal surveys**

**201** A unit shall be subjected to surveys with frequency and extent given in the rules.

#### **B 300 Survey of damage**

**301** If the hull, machinery installations, systems or equipment covered by classification sustain damage of such extent that it may be presumed to lead to a condition of class, DNV shall be informed without delay. The unit shall be surveyed as considered necessary by DNV for ascertaining the amount of damage.

#### **B 400 Repairs**

**401** When hull, machinery installations, systems or equipment are covered by classification and are to be subjected to repairs of any significance, then the work shall be carried out by qualified personnel and in compliance with the applicable rules, and with good engineering practices under the supervision of a surveyor.

##### **Guidance note:**

IACS "Shipbuilding and Repair Quality Standard - Part B" is regarded as an example of a standard concerning hull structures that describes such good engineering practice. Guidelines for hull repairs can be found in Classification Note 72.1.

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**402** If repairs (e.g. while offshore or during voyage) stipulated in 401 are to be carried out without the attendance of a surveyor, a repair plan should be approved by DNV in advance.

Repairs shall only be carried out to an extent and by methods which at any time do not seriously affect the main functions of the unit and its watertight and structural integrity.

**403** In cases where repairs are carried out without attendance of a surveyor, documentation with respect to quality of materials used, and the qualification of personnel having carried out the repairs, shall be available when the surveyor is called for acceptance.

#### **B 500 Procedures for maintenance**

**501** When referring to maintenance procedures in the rules, these are normally meant to be procedures recommended by the supplier of the relevant equipment or systems or to other applicable recognised standards for the equipment or system in question.

#### **B 600 Conversions and alterations**

**601** If hull, machinery installations, equipment or systems covered by classification are to be converted or altered, the changes shall be documented and approved by DNV in advance.

When changes to the unit's displacement exceed 5%, new global load and response analyses shall be documented to demonstrate sufficient structural strength including fatigue capacity. Required minimum fatigue life for joint details shall normally be taken as 15 years.

**602** Alterations to hull, machinery and equipment made possible by amendments of the applicable rules may be undertaken provided the general safety and performance standard required for retention of class will be maintained.

**603** The conversion or the alteration shall take place under the surveyor's supervision in the same manner as for new constructions.

**604** All units or installations which undergo repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to these units. Such units if constructed before the date the present rule standard came into force shall, as a rule, comply with the requirements for units constructed on or after that date to at least the same extent as they did before undergoing such repairs, alterations, modifications or outfitting. Repairs, alterations and modifications of a major character and outfitting related thereto shall meet the requirements for units constructed on or after the date the present rule standard came into force in so far as the Society deems reasonable and practicable.

(SOLAS regulation II-1/1.3)

**605** By modifications of a major character is to be understood major conversions defined as a conversion of an existing unit:



- which substantially alters the dimensions or carrying capacity of the unit
- which changes the service type of the unit
- the intent of which in the opinion of DNV is substantially to prolong its life.

**606** Repairs, alterations and modifications shall not impair the safety standard of the unit.

**607** Temporary systems and equipment shall comply with relevant requirements in accordance with the assigned class notations of the unit.

**Guidance note:**

Adding onboard well testing equipment and equipment of similar risk is subject to special approval by DNV. In such cases the risk inherent of the equipment and its impact on the unit are to be considered.

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## **B 700 Change of ownership**

**701** A unit or installation retains class when transferred to another owner, with the exception of class notations and survey arrangements based on certification of management of operations, which will be deleted automatically. In the case of such transfer the previous owner shall give DNV a written notice immediately. Until this has been done, communication with binding effect will be sent to the previous owner.

## **B 800 Conditions of class and memoranda**

**801** If it is found that the unit's hull, machinery and or equipment have sustained damage, become defective or deficient relative to the applicable requirements, DNV will issue a written statement in the form of a condition.

**802** A condition of class (abbreviated CC) will be issued if the condition is related to requirements set by the rules. A CC is subject to specified rectification (e.g. repairs) or operation (e.g. survey) and shall be carried out within a given time limit, in order that the unit retains class. If the defect or deficiency is of a nature that requires immediate rectification, then this will be specifically communicated to the owner or his representative.

**803** A condition on behalf of the administration (abbreviated CA) will be issued if the condition is related to statutory surveys where DNV has been authorised.

**804** If DNV deems it necessary to carry out examinations in order to ascertain whether damage defect or insufficiency has been sustained or is imminent, a condition (CC or CA) will be issued.

**805** A Memorandum to owner (abbreviated MO) is information related to the unit, its machinery and equipment or to rule requirements. An MO will be issued in relation to items that are considered to be of no immediate material significance regarding safety. An MO may supplement information given otherwise, e.g. in the "Appendix to the classification certificate" (see A1500) or the "Register of vessels classed by DNV" (see A1700).

An MO may, for example, be used in the following cases:

- exemptions from rule requirements
- limitations on the use of the unit or its equipment
- deficient or lack of documentation
- defects or deficiencies of no concern to class
- technical measurements or examinations required
- suspended voluntary class notations
- equipment in excess of class requirements taken out of use.

A written MO that is no longer valid, will be deleted.

**806** A time limit may be given if an action is required by the owner under the MO. If the required action is not carried out within the given time limit, the MO will be replaced by a CC.

**807** Conditions and memoranda are given in writing to the owners. Conditions may be made verbally, provided that the representative of the owner(s) accepts the condition and the surveyor ensures that the condition has been rectified before the survey has been completed.

**808** DNV may at any time alter a condition, memorandum or information if this is considered appropriate.

## **B 900 Survey reports and survey status**

**901** The surveyor will prepare and submit to the owner reports on all surveys which have been carried out.

**902** DNV will make available survey and certificate status reports, to owners, via the DNV Internet website. It is the owner's responsibility to obtain this information from the DNV Internet website. Survey and certificate status reports, on paper, will be distributed on special request only.

## **B 1000 Rules and standards for newbuildings applicable for units in operation**

**1001** Previous and current rules and standards for newbuildings, are applicable to units in operation as follows:

*Units for which the initial newbuilding survey has been carried out by DNV or another recognised classification society:*

- rules/standards in force at the date of the signing of the newbuilding class request for the unit or installation in question.

*Other units:*

- rules/standards in force at the date of entry into class of the unit or installation in question.

In special cases, amendments to the current newbuilding requirements may be made mandatory to units in operation. If so, this will be especially stated.

Irrespective of these general regulations, requirements adopted from the International Maritime Standards need not exceed those in force at the time of building of the unit or installation, including later retroactive amendments.

**1002** When applying the relevant rules/standards mentioned in 1001 to units or installations in operation, some reduction in the requirements may be accepted for normal wear, tear and corrosion.

**1003** For hull items, such reductions or corrosion allowances may be established at the time of the renewal survey, according to Classification Note No. 72.1.

**1004** When components are renewed, such components should in general be delivered with documentation as per valid rules/standards at the time of newbuilding. However, if present rules/standards are less stringent, they may replace the old rules/standards. This applies to both design approval and survey of such components.

## **C. Validity and Issuance of the Classification Certificate**

### **C 100 Validity of the certificate**

**101** When the renewal surveys for hull, machinery installations and equipment have been satisfactorily completed, the validity of the classification certificate will be extended by the attending surveyor.

**102** When the administration of DNV has examined the surveyor's report and is satisfied that the applicable requirements have been met, the retention of class will be confirmed by the issuance of a new classification certificate.

**103** The validity of the classification certificate given in 102 will be 5 years, provided that the annual and intermediate surveys are carried out at intervals and within the time windows required by the rules, and that satisfactory completion of these surveys have been confirmed by endorsement on the classification certificate.

#### **C 200 Issuance of certificate**

**201** For renewal surveys completed within 3 months before the expiry date of the existing certificate, the new certificate will be valid to a date not exceeding 5 years from the expiry date of the existing certificate.

**202** For renewal surveys completed after the expiry date of the existing certificate, the new certificate will be valid to a date not exceeding 5 years from the expiry date of the existing certificate.

**203** For renewal surveys completed more than 3 months before the expiry date of the existing certificate, the new certificate will be valid to a date not exceeding 5 years from the completion date of the renewal survey.

**204** In cases where postponement has been granted, the new certificate will be valid to a date not exceeding 5 years from the expiry date of the existing certificate before postponement was granted.

**205** In cases where the renewal surveys are carried out concurrently with major conversions and/or alterations requiring a long conversion time, the validity of the new certificate will normally be 5 years from the date of the completion and/or alteration.

### **D. Suspension and Withdrawal of Class**

#### **D 100 General**

**101** DNV may suspend or withdraw class in cases where the assumptions as the basis for classification, or the provisions for retention of class, have been violated.

**102** The decision to suspend or withdraw a unit's main and, if applicable, mandatory class notations is made by the administration of DNV. However, in cases of automatic suspension, no individual decision is made. Suspension or withdrawal of class may take effect immediately or after a specified period of time.

**103** If the owner's default only affects conditions related to special notations, the suspension or withdrawal may be limited to these class notations only. Such suspension or withdrawal may be made by the surveyor in connection with certificate endorsement.

**104** When it is considered that an owner's failure to comply with the rule requirements is sufficiently serious or fraudulent, the suspension or withdrawal of class may, at the discretion of DNV, be extended to include other units controlled by the same owner.

#### **D 200 Suspension of class**

**201** If the renewal surveys for hull, machinery installations and equipment related to main character of class are not carried out before the expiry date of the classification certificate, and if no postponement has been granted, the class will be automatically suspended with immediate effect unless the surveys are under completion.

**202** If the annual or intermediate surveys are not carried out within 3 months from the anniversary date of the classification certificate the class is automatically suspended with immediate effect unless the surveys are under completion.

**203** DNV may further decide to suspend class if the unit is not submitted to the required periodical surveys also in cases when

this is due to force majeure cases, for instance a major casualty.

**204** In addition to the conditions laid down in 201, 202 and 203, main class or additional class notations may also be suspended with immediate effect by the administration of DNV in cases where repair of deficiencies have not been dealt with in an appropriate manner within the time limits given by the surveyor.

**205** Where a suspension of class has come into effect DNV will:

- notify the owner in writing
- notify the proper authorities in the country where the unit is registered
- make an entry to this effect in the "Register of vessels classed with DNV".

#### **D 300 Withdrawal of class**

**301** The class will be withdrawn at the owner's request.

**302** If the outstanding surveys specified in 201, 202 and 203 or required repairs as given in 204 are not carried out within a specified time after the class suspension, DNV may decide to withdraw class.

**303** If a unit proceeds to sea without having rectified a condition of class which was required to be dealt with before leaving port, the class will be withdrawn with immediate effect.

**304** If the outstanding debt owed to DNV is not paid within a fixed date, DNV may withdraw class with one month's written notice. This also applies when the obligation to pay rests with a yard or with previous owners. In special cases a shorter notice may be given.

**305** If the owner makes a general assignment for the benefit of his creditors or if any proceedings are commenced in court or any order or judgement is given by any court for liquidation, winding up of the owner, DNV may withdraw the class with immediate effect.

**306** Where a withdrawal of class has come into effect DNV will:

- notify the owner in writing
- notify the proper authorities in the country where the unit is registered
- make an entry to this effect in the "Register of vessels classed with DNV".

#### **D 400 Reclassification**

**401** If the outstanding surveys leading to class suspension as given in 201, 202 and 203 or required repairs as given in 204 are carried out within a specified time and the result of this survey is such that no condition of class is given and furthermore that there is no overdue periodical surveys or conditions of class at that time, the class will be reinstated and the existing classification certificate retains its validity.

**402** In all other cases than that given in 401, and if the circumstances leading to withdrawal of class no longer exist, class may only be reinstated based upon a written request from the owner. The survey extent will in such instances be dependent upon the classification status at the time of suspension or withdrawal.

**403** When the surveyor is satisfied that the applicable requirements given in 402 have been met, he will issue a certificate of interim class which will remain valid until the administration of DNV has confirmed the class and issued the classification certificate.

**404** When the class is reinstated, DNV will confirm the reinstatement in writing to the owners and to the authorities in the country where the unit is registered and make the information available to any third party upon request.

## **E. Appeals**

### **E 100 Decisions taken by DNV**

**101** The client may request that a decision by DNV is to be

taken up for reconsideration by one or more surveyors specially appointed. The expenses incurred are to be paid by the party making the appeal. If the earlier decision is revoked, the expenses will be covered by DNV.

## **SECTION 5 LEGAL PROVISIONS**

### **A. Liability and Jurisdiction**

#### **A 100 Limited liability**

**101** If any person suffers loss or damage which is proved to have been caused by any negligent act or omission of DNV, then DNV shall pay compensation to such person for his proved direct loss or damage. However, the compensation shall not exceed an amount equal to ten times the fee charged for the service in question, provided that the maximum compensation shall never exceed USD 2 million.

In this provision "DNV" shall mean the Foundation Det Norske Veritas as well as all its subsidiaries, directors, officers,

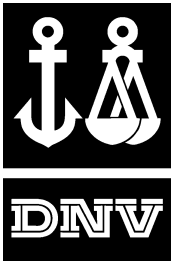
employees, agents and any other acting on behalf of Det Norske Veritas.

#### **A 200 Governing law**

**201** These rules, the classification of the unit and the relationship between DNV and other parties shall be governed by Norwegian law.

#### **A 300 Venue**

**301** Any dispute arising in relation to or as a consequence of these rules shall only be resolved by the courts of Norway, the Municipal Court of Oslo being the proper venue.



RULES FOR CLASSIFICATION OF OFFSHORE DRILLING  
AND SUPPORT UNITS

CHAPTER 2

**DESIGN AND CONSTRUCTION PROVISIONS**

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## SECTION 1

# DESIGN AND CONSTRUCTION REQUIREMENTS FOR 1A1 MOU MAIN CLASS

### A. General

#### A 100 Introduction

**101** This section identifies design and construction requirements common to all types of mobile offshore units. Units complying with these requirements will be assigned a main character of class **✱ 1A1** followed by a description of the basic design concept of the unit, e.g. column-stabilised unit.

**102** The following discipline areas are covered within main class:

- safety principles and arrangement
- materials
- hull design and fabrication
- emergency and temporary mooring and towing
- stability, watertight and weathertight integrity
- marine and machinery systems and equipment
- electrical systems and equipment
- instrumentation and telecommunication systems
- fire protection.

**103** Systems and structures will be certified or classified based on the following main activities:

- design approval
- certification of materials and components
- survey during construction and installation
- survey during commissioning and start-up.

Further description of activity procedures are given in Ch.1 Sec.4.

**104** The requirements of this section are given as:

- references to standards, codes and rules containing technical requirements which shall be complied with for assignment of main class
- documentation requirements for classification
- supplementary requirements which shall be applied in conjunction with the technical reference documents for assignment of class
- requirements for certification of materials and components.

#### A 200 Technical reference documents

**201** Technical requirements are given by reference to selected:

- DNV offshore standards
- DNV recommended practices
- other DNV rules and standards
- internationally recognised codes and standards.

**202** The technical reference documents which shall be applied are given in the following subsections and are summarised in Table L1.

#### A 300 General assumptions

**301** Any deviations, exceptions and modifications to the design codes and standards given as reference documents shall be documented and approved by DNV.

**302** Where referred codes and standards call for the extent of inspections and tests to be agreed between contractor, manufacturer and client, the resulting extent is to be agreed with DNV.

DNV may accept alternative solutions found to represent an overall safety level equivalent to that stated in the requirements of this document or the referred standards.

#### A 400 Documentation

**401** Documentation for classification shall be in accordance with the NPS DocReq (DNV Nauticus Production System for documentation requirements) supported by Guideline No.17.

### B. Safety Principles and Arrangement

#### B 100 General

**101** Safety principles and arrangement include the following discipline areas:

- design principles, including generic accidental loads
- arrangement; including segregation of areas and location of plants and equipment
- escape and evacuation.

#### B 200 Design principles

**201** The requirements given in DNV-OS-A101, Sec.1 and Sec.2, shall be complied with.

#### B 300 Arrangement

**301** Arrangement of the unit shall be in accordance with the requirements of DNV-OS-A101, Sec.3.

#### B 400 Escape and evacuation

**401** Escape and evacuation shall be in accordance with DNV-OS-A101, Sec.6.

#### B 500 Documentation requirements

**501** Documentation in accordance with A400 shall be submitted for review.

### C. Materials

#### C 100 Technical requirements

**101** Materials for:

- rolled steel for structural applications, boilers and pressure vessels
- steel tubes, pipes and fittings
- steel forgings
- steel castings
- aluminium alloys

shall comply with the requirements given by DNV-OS-B101 unless otherwise stated in the relevant technical reference documents.

#### C 200 Supplementary classification requirements

**201** Certification requirements for materials are given in DNV-OS-B101, Ch.3.

**202** Rolled, forged or cast elements of steel and aluminium for structural application shall be supplied with DNV's material certificates in compliance with the requirements given in DNV-OS-B101.

## D. Structural Design

### D 100 Technical requirements

**101** Structural design shall comply with the following design codes depending on hull shape and applied design methodology.

**102** Ship-shaped structures shall comply with DNV-OS-C107.

**103** Column-stabilised structures shall comply with DNV-OS-C103 when applying the LRFD methodology.

Alternatively the design shall comply with DNV-OS-C201 when applying the WSD methodology.

**104** Self-elevating structures shall comply with DNV-OS-C104 when applying the LRFD methodology.

Alternatively the design shall comply with DNV-OS-C201 when applying the WSD methodology.

**105** Earthquake, ice and soil conditions are not included in class scope of work unless specifically specified.

**106** Transit conditions are included in the structural design scope of work. Temporary conditions are not included unless specifically specified. See definitions in Ch.1 Sec.1 B.

### D 200 Documentation requirements

**201** Documentation in accordance with A400 shall be submitted for review.

## E. Fabrication and Testing of Offshore Structures

### E 100 Technical requirements

**101** Requirements for:

- welding procedures and qualification of welders
- fabrication and tolerances
- testing
- corrosion protection systems

shall be in accordance with DNV-OS-C401.

#### Guidance note:

Application of coating, steel surface preparation with respect to application of coating and fabrication, installation of sacrificial anodes and impressed current systems are not included in the Society's scope of work unless upon special agreement.

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### E 200 Documentation requirements

**201** Documentation in accordance with A400 shall be submitted for review.

### E 300 Supplementary classification requirements

**301** Classification procedures specifically related to fabrication and testing of offshore structures are given in DNV-OS-C401, Ch.3.

## F. Stability and Watertight/Weathertight Integrity

### F 100 Technical requirements

**101** Requirements for:

- intact and damaged stability
- watertight integrity
- freeboard
- weathertight closing appliances

shall be in accordance with DNV-OS-C301.

### F 200 Documentation requirements

**201** Documentation in accordance with A400 shall be submitted for review.

## G. Mooring and Towing

### G 100 General

**101** Depending on type of unit, main class stipulates requirements for:

- temporary mooring
- emergency mooring
- towing.

**102** For units with the additional class notation **POS-MOOR**, the requirements for emergency and temporary mooring are normally covered within this notation.

**103** For units with the additional class notations **DYNPOS-AUTS**, **DYNPOS-AUT**, **DYNPOS-AUTR**, **DYNPOS-AUTRO** for dynamic positioning, the requirements for emergency and temporary mooring given below shall be complied with.

**104** If required by flag administrations, DNV can perform certification of the complete mooring equipment according to the **POS-MOOR** notation or the relevant national regulations.

### G 200 Ship-shaped units

**201** Ship-shaped units shall have an arrangement for temporary mooring complying with the Rules for Classification of Ships, Pt.3 Ch.3 Sec.3.

**202** Equipment for drilling barges will be considered in each case.

### G 300 Column-stabilised units

**301** Column-stabilised units shall have an arrangement for temporary and emergency mooring complying with DNV-OS-E301, Ch.3.

### G 400 Self-elevating units

**401** Self propelled self-elevating units shall have an arrangement for temporary and emergency mooring complying with DNV-OS-E301, Ch.3.

### G 500 Towing

**501** All type of units shall have arrangement and devices for towing complying with DNV-OS-E301, Ch.2.

### G 600 Documentation requirements

**601** Documentation in accordance with A400 shall be submitted for review.

### G 700 Supplementary classification requirements

**701** Classification procedures specifically related to mooring and towing are given in DNV-OS-E301, Ch.3.

**702** Certification requirements for equipment are given in DNV-OS-E301, Ch.3.



## H. Marine and Machinery Systems and Equipment

### H 100 Technical requirements

**101** Requirements for marine and machinery systems and equipment include:

- general piping design, fabrication and testing
- pumps, valves and pipe connections
- ballast, bilge and drainage systems
- air, overflow and sounding pipes
- cooling, feed water and condensation systems
- lubricating oil, fuel oil and thermal oil systems
- hydraulic, steam and pneumatic systems
- heating, ventilation and air conditioning systems
- propulsion and auxiliary machinery including thrusters
- boilers, pressure vessels and incinerators
- anchoring and mooring equipment
- steering, jacking gear and turret machinery

and shall be designed, manufactured, tested and installed in accordance with DNV-OS-D101.

#### Guidance note:

Recognised codes and standards which can be applied for piping and equipment are listed in DNV-OS-D101.

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**102** Units not equipped with propulsion and steering arrangements for independent transit will be given the special feature notation **NON-SELFPROPELLED**, and shall comply with DNV-OS-D101 as applicable for such type of units.

### H 200 Documentation requirements

**201** Documentation in accordance with A400 shall be submitted for review.

### H 300 Supplementary classification requirements

**301** Classification procedures specifically related to marine and machinery systems and equipment are given in DNV-OS-D101, Ch.3.

**302** Certification requirements for equipment are given in DNV-OS-D101, Ch.3.

## I. Electrical Systems and Equipment

### I 100 Technical requirements

**101** Electrical systems and equipment include:

- system design
- switchgear and control gear assemblies
- rotating machinery
- static converters
- cables
- miscellaneous equipment
- installation and testing
- A.C. supply systems
- electric propulsion

and shall be designed, manufactured, tested and installed in accordance with DNV-OS-D201.

### I 200 Documentation requirements

**201** Documentation in accordance with A400 shall be submitted for review.

### I 300 Supplementary classification requirements

**301** Classification procedures specifically related to electrical systems and equipment are given in DNV-OS-D201.

**302** Certification requirements for equipment are given in DNV-OS-D201.

## J. Instrumentation and Telecommunication Systems

### J 100 Technical requirements

**101** Instrumentation and telecommunication systems and equipment include:

- design principles and system design
- computer based systems
- component design and installation
- environmental conditions
- user interface

and shall be designed, manufactured, tested and installed in accordance with DNV-OS-D202.

### J 200 Documentation requirements

**201** Documentation in accordance with A400 shall be submitted for review.

### J 300 Supplementary classification requirements

**301** Classification procedures specifically related to instrumentation and telecommunication systems are given in DNV-OS-D202, Ch.3.

Certification requirements for equipment are given in DNV-OS-D202, Ch.3.

## K. Fire Protection

### K 100 Technical requirements

**101** Fire protection include:

- passive fire protection
- active fire protection
- fire fighting systems
- fire and gas detection systems

and shall be designed, manufactured, tested and installed in accordance with DNV-OS-D301, Ch.2, Sec.1 to Sec.5.

### K 200 Documentation requirements

**201** Documentation in accordance with A400 shall be submitted for review.

### K 300 Supplementary classification requirements

**301** Classification procedures specifically related to fire protection are given in DNV-OS-D301, Ch.3.

**302** Certification requirements for equipment are given in DNV-OS-D301, Ch.3.

## L. Summary of Technical Reference Standards

### L 100 General

**101** Technical standards which shall be applied for assignment of main character of class for mobile offshore units are summarised in Table L1.

Table L1 Technical reference standards for main character of class (1A1 MOU)		
Technical item	Reference standard	Applicable parts or comments
SAFETY PRINCIPLES AND ARRANGEMENT		
Design principles	DNV-OS-A101	Sec.1: General Sec.2: Design Principles and Assessment
Arrangement		Sec.3: Arrangement
Escape and evacuation		Sec.6: Escape and Evacuation
MATERIALS		
Metallic materials	DNV-OS-B101	
STRUCTURAL DESIGN (select type as appropriate)		
Ship-shape structure	DNV-OS-C107	
Column-stabilised type structure	DNV-OS-C103	LRFD methodology
	DNV-OS-C201	WSD methodology
Self-elevating type structure	DNV-OS-C104	LRFD methodology
	DNV-OS-C201	WSD methodology
HULL FABRICATION		
Fabrication, including welding and NDT	DNV-OS-C401	Covers all types of structures
STABILITY AND WATERTIGHT INTEGRITY		
Stability, watertight integrity, freeboard and weathertight closing appliances	DNV-OS-C301	Covers all types of structures
MOORING AND TOWING		
Temporary mooring, emergency mooring, towing	Rules for Classification of Ships Pt.3 Ch.3 Sec.3	Ship-shaped units
	DNV-OS-E301	All other types of units
MARINE AND MACHINERY SYSTEMS AND EQUIPMENT		
Piping design, manufacturing and testing; platform piping systems; machinery piping systems; machinery and mechanical equipment	DNV-OS-D101	All sections
ELECTRICAL SYSTEM EQUIPMENT		
Electrical systems including switchgear and controlgear assemblies, rotating machinery, static converters, cables, installation, testing, and electric propulsion	DNV-OS-D201	All sections
INSTRUMENTATION AND TELECOMMUNICATION SYSTEMS		
Instrumentation systems including design principles, system design, computer based systems, component design and installation, and user interface	DNV-OS-D202	All sections
FIRE PROTECTION		
Fire protection including passive fire protection, active fire protection, fire fighting systems, fire and gas detection systems	DNV-OS-D301	Chapter 2: Sec.1: Passive Fire Protection Sec.2: Active Fire Protection of Specific Areas Sec.3: Fire Fighting Systems Sec.4: Fire and Gas Detection Systems Sec.5: Miscellaneous Items

## SECTION 2 SUPPLEMENTARY REQUIREMENTS FOR SERVICE NOTATION DRILLING UNIT

### A. General

#### A 100 Introduction

**101** This section identifies design and construction requirements for assignment of service notation **Drilling Unit**.

**102** The requirements in this section are supplementary to those for main class (**1A1**) as stated in Sec.1.

#### A 200 Documentation requirements

**201** Documentation in accordance with the NPS DocReq (DNV Nauticus Production System for documentation requirements) supported by Guideline No.17 shall be submitted for review for units which are to be assigned service notation **Drilling Unit**.

### B. Safety Principles and Arrangement

#### B 100 General

**101** Service notation **Drilling Unit** specifies additional requirements for:

- arrangement
- area classification
- shutdown
- escape, evacuation and communication.

#### B 200 Arrangement

**201** Drilling units shall comply with DNV-OS-A101, Sec.8.

#### B 300 Area classification

**301** Drilling units shall comply with DNV-OS-A101, Sec.4, and Sec.8.

#### B 400 Emergency shutdown

**401** Drilling units shall comply with DNV-OS-A101, Sec.5.

#### B 500 Escape, evacuation and communication

**501** Drilling units shall comply with DNV-OS-A101, Sec.8.

#### B 600 Supplementary documentation requirements

**601** Documentation in accordance with A200 shall be submitted for review.

### C. Structural Design

#### C 100 General

**101** The structural strength shall be as required for the main class taking into account necessary strengthening of supporting structures for equipment applied in and forces introduced by the drilling operation.

**102** When calculating the structural strength of the drill floor and substructure, relevant loading conditions shall be specified by the builder. Loadings from drillpipe on setback, tensioning equipment hook load, rotary table etc. shall be considered.

Local effects of horizontal components of tensioner forces, drilling torque etc. shall also be considered.

#### C 200 Supplementary documentation requirements

**201** Documentation in accordance with A200 shall be submitted for review.

### D. Not in Use

### E. Fire Protection

#### E 100 General

**101** Service notation **Drilling Unit** specifies additional requirements for:

- active fire fighting systems
- passive fire protection
- gas detection.

#### E 200 Supplementary technical requirements

**201** Drilling units shall comply with DNV-OS-D301, Ch.2 Sec.6.

#### E 300 Supplementary documentation requirements

**301** Documentation in accordance with A200 shall be submitted for review.

### F. Summary of Requirements

#### F 100 Technical reference standards

**101** Technical standards which shall be applied for assignment of service notation **Drilling Unit** are summarised in Table E1.

**Table F1 Summary of technical reference standards for service notation Drilling Unit**

Technical item	Reference standard	Applicable parts or comments
Safety principles and arrangement	DNV-OS-A101	Sec.1 to Sec.6. (Sec.4 and Sec.5 supplementary to <b>1A1</b> ) Sec.8, Special requirements for drilling units
Materials	DNV-OS-B101	(No supplementary requirements to <b>1A1</b> )
Structural design of ship-shaped units	DNV-OS-C107	(No supplementary requirements to <b>1A1</b> )
Structural design of column-stabilised units	DNV-OS-C103	LRFD methodology (No supplementary requirements to <b>1A1</b> )
	DNV-OS-C201	WSD methodology (No supplementary requirements to <b>1A1</b> )
Structural design of self-elevating units	DNV-OS-C104	LRFD methodology (No supplementary requirements to <b>1A1</b> )
	DNV-OS-C201	WSD methodology (No supplementary requirements to <b>1A1</b> )
Structural fabrication	DNV-OS-C401	(No supplementary requirements to <b>1A1</b> )
Stability and watertight integrity	DNV-OS-C301	(No supplementary requirements to <b>1A1</b> )
Mooring and towing	Rules for Classification of Ships Pt.3 Ch.3 Sec.3	Ship-shaped units (No supplementary requirements to <b>1A1</b> )
	DNV-OS-E301	Other units (No supplementary requirements to <b>1A1</b> )
Marine and machinery systems and equipment	DNV-OS-D101	(No supplementary requirements to <b>1A1</b> )
Electrical systems and equipment	DNV-OS-D201	(No supplementary requirements to <b>1A1</b> )
Instrumentation and telecommunication systems	DNV-OS-D202	(No supplementary requirements to <b>1A1</b> )
Fire protection	DNV-OS-D301	Sec.1 to Sec.6 ( <b>1A1</b> requirements) Sec.7, Supplementary requirements for drilling units

## F 200 Industrial equipment

**201** Drilling related systems and equipment installed in enclosed hull compartments below the damage water line shall be included in the scope of classification.

**202** The items specified in 201 shall comply with relevant requirements given in DNV-OS-E101.

- corrosion protection of hull or structure
- maintenance and inspection of thrusters
- measurement of wear in the propulsion shaft and rudder bearings
- testing facilities of all important machinery.

### Guidance note:

The underwater body should be marked in such a way that the surveyor can identify the location of any damages found. One acceptable way of preparing ship-shaped hulls for underwater inspection is described in the following.

Transverse and longitudinal reference lines of minimum length 300 mm and minimum width 25 mm should be applied as marking. The marks should be made permanent by welding or otherwise and painted in contrast colour.

Markings should normally be placed as follows:

- at flat bottom in way of intersections of tank bulkheads or watertight floors and girders
- at unit's sides in way of the positions of transverse bulkheads (the marking need not be extended more than 1 m above the bilge plating)
- the intersection between tank top and watertight floors in way of the unit's sides
- all openings for sea suction and discharges.

Letter/number codes may conveniently be applied on the shell for identification of tanks, sea suction and discharges.

Markings should be adequately documented.

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## G. Preparation for Surveys and Inspections on Location

### G 100 General

**101** It is advised that operational survey and inspection aspects are taken into consideration at the design and construction stages.

The following matters will be taken into consideration for acceptance of surveys to be carried out on location:

- arrangement for underwater inspection of hull, propellers, thrusters, rudders and openings affecting seaworthiness
- marking of the hull
- means for blanking off all openings including side thrusters
- use of corrosion resistant materials for shafts
- use of glands for propeller and rudder
- accessibility of all tanks and spaces for inspection

## SECTION 3

### SUPPLEMENTARY REQUIREMENTS FOR SERVICE NOTATION WELL INTERVENTION UNIT

#### A. General

##### A 100 Introduction

**101** This section identifies design and construction requirements for assignment of service notation **Well Intervention Unit**.

**102** The requirements in this section are supplementary to those for main class (**1A1**) as stated in Sec.1. Where no specific requirements for well intervention units are specified, the requirements for drilling units shall apply.

##### A 200 Documentation requirements

**201** Documentation required for review and approval shall be in accordance with NPS DocReq (DNV Nauticus Production System for documentation requirements) supported by Guideline No.17 for units which are to be assigned service notation **Well Intervention Unit**.

#### B. Safety Principles and Arrangement

##### B 100 General

**101** Service notation **Well Intervention Unit** specifies additional requirements for:

- arrangement
- area classification
- shutdown
- escape, evacuation and communication.

There are similarities between a well intervention unit and a drilling unit. Therefore, for well intervention units, DNV will reference the requirements for drilling units, as specified in B200-B500.

##### B 200 Arrangement

**201** Well Intervention units shall comply with DNV-OS-A101 Sec.8 as applicable for well intervention units.

##### B 300 Area classification

**301** Well Intervention units shall comply with DNV-OS-A101 Sec.4, and Sec.8 as applicable for well intervention units.

##### B 400 Emergency shutdown

**401** Well Intervention units shall comply with DNV-OS-A101 Sec.5 as applicable for well intervention units.

##### B 500 Escape, evacuation and communication

**501** Well Intervention units shall comply with DNV-OS-A101 Sec.8 as applicable for well intervention units.

##### B 600 Supplementary documentation requirements

**601** Documentation in accordance with A200 shall be submitted for review.

#### C. Structural Design

##### C 100 General

**101** Service notation **Well Intervention Unit** specifies

additional requirements for:

- well intervention equipment substructure and foundation
- moonpool
- drill floor (if applicable).

**102** The structural strength shall be as required for the main class taking into account necessary strengthening of supporting structures for equipment applied and forces introduced by the well intervention facilities and operation.

##### C 200 Supplementary technical requirements

**201** The items listed in 101 shall comply with the relevant sections of DNV-OS-C101 and:

- DNV-OS-C103 for column-stabilised units or installations
- DNV-OS-C104 for self-elevating units or installations
- DNV-OS-C106 for deep draught units or installations.
- DNV-OS-C107 for ship-shaped units or installations

##### C 300 Supplementary documentation requirements

**301** Documentation in accordance with A200 shall be submitted for review.

#### D. Fire Protection

##### D 100 General

**101** Service notation **Well Intervention Unit** specifies additional requirements for:

- active fire fighting systems
- passive fire protection
- gas detection.

##### D 200 Supplementary technical requirements

**201** Units shall comply with DNV-OS-D301, Sec.6, as applicable for well intervention units.

##### D 300 Supplementary documentation requirements

**301** Documentation in accordance with A200 shall be submitted for review.

#### E. Position Keeping

##### E 100 General

**101** The position keeping system shall be in accordance with Sec.6 B or C. For units that are dynamically positioned the unit shall as a minimum follow the class notation **DYNPOS AUTR**.

Alternatively, the class notation may be given to units based on the assumption that the position keeping system has been subjected to verification in accordance with relevant national authority regulations or recognised codes and standards.

##### E 200 Supplementary documentation requirements

**201** Documentation in accordance with A200 shall be submitted for review.

## **F. Supplementary Requirements**

### **F 100 General**

**101** Reception tanks for handling of hydrocarbons shall be located taking into account the risk of fire and hydrocarbon leakages.

**102** Due care shall be taken to avoid entrapment of gas due to a subsea gas leakage.

**103** Means shall be provided for rescue of personnel falling into the moonpool. The moonpool shall be fitted with a rescue ladder.

### **F 200 Supplementary documentation requirements**

**201** Documentation in accordance with A200 shall be submitted for review.

## SECTION 4 SUPPLEMENTARY REQUIREMENTS FOR SERVICE NOTATION ACCOMMODATION UNIT

### A. General

#### A 100 Introduction

**101** This section identifies design and construction requirements for assignment of service notation **Accommodation Unit**.

**102** Accommodation units are offshore units primarily intended for accommodation of offshore personnel.

**103** The service notation **Accommodation Unit** is mandatory for classification of units primarily intended for accommodation of offshore personnel.

**104** The requirements in this section are supplementary to those for main class as stated in Sec.1.

#### A 200 Documentation requirements

**201** Documentation required for review and approval shall be in accordance with NPS DocReq (DNV Nauticus Production System for documentation requirements) supported by Guideline No.17 for units which are to be assigned service notation **Accommodation Unit**.

### B. Safety Principles and Arrangement

#### B 100 Arrangement of emergency power

**101** The emergency switchboard shall be installed as near to the emergency source of power as is practicable.

**102** Where the emergency source of power is a generator, the emergency switchboard shall be located in the same space as the emergency source of power, unless the operation of the emergency switchboard would thereby be impaired.

**103** No accumulator battery fitted in accordance with E102 shall be installed in the same space as the emergency switchboard.

#### B 200 Supplementary documentation requirements

**201** Documentation in accordance with A200 shall be submitted for review.

### C. Structural Strength

#### C 100 General

**101** Service notation **Accommodation unit** includes requirements for the following:

- structural strength of the accommodation
- connection of the accommodation modules to main structure
- gangways.

#### C 200 Design loads

**201** Structural strength shall be as required for main class assuming design loads for accommodation deck as for crew spaces or weather deck whichever is applicable.

#### C 300 Containerised modules

**301** If containerised modules are used for accommodation, the structural strength of the connections between the modules and between the modules and the supporting structure shall be

in accordance with the general requirements given for the main class, assuming forces as given for heavy units in DNV-OS-C103, Sec.3 E400.

**302** For column-stabilised units the horizontal force shall not be taken less than:

$$P_H = \sin \alpha \, g_0 M \quad (\text{kN})$$

$M$  = mass of unit in t

$\alpha$  = angle of heel corresponding to loss of buoyancy of one column.

Permissible usage factors are given in DNV-OS-C201, Sec.2 Table E2.

#### C 400 Gangways

**401** Gangways shall be made of slip-proof open grating, be at least 600 mm wide and have railings at least 1 m high.

**402** Environmental conditions (sea, weather, wind etc.) shall be considered for the design of gangways. Gangways shall be dimensioned for 4 kN/m<sup>2</sup>. Allowed bending shall be maximum 1/250 between the points of support.

#### C 500 Supplementary documentation requirements

**501** Documentation in accordance with A200 shall be submitted for review.

### D. Stability and Watertight Integrity

#### D 100 General

**101** There are no additional requirements to main class as given in Sec.1.

### E. Electrical Systems and Equipment

#### E 100 Emergency source of power and emergency installation

**101** The emergency power supply and emergency lighting shall be operable and capable of being used in the damaged conditions described in DNV-OS-C301.

**102** Where the emergency source of power is a generator, a transitional source of emergency power shall be installed. This shall be an accumulator battery of sufficient capacity:

- to supply emergency lighting continuously for 30 minutes
- to close the watertight doors (if electrically operated), but not necessarily to close them simultaneously
- to operate the indicators (if electrically operated) which show whether power operated, watertight doors are open or closed
- to operate the sound signals (if electrically operated) which give warning that power operated, watertight doors are about to close
- to operate the fire detection and alarm systems, unless these systems are supplied by separate batteries.

**103** Arrangements shall be such that the transitional source of emergency power will come into operation automatically in the event of failure of the main electrical supply.

**104** Where the emergency source of power is an accumulator battery, arrangements shall be such that emergency lighting will automatically come into operation on failure of the main lighting supply.

**105** An indicator shall be fitted in the control room, preferably in the main switchboard, to indicate when any accumulator battery fitted in accordance with this rule is being discharged.

**106** The emergency switchboard may be supplied from the main switchboard during normal operation.

#### **E 200 Supplementary documentation requirements**

**201** Documentation in accordance with A200 shall be submitted for review.

## **F. Mooring**

### **F 100 General**

**101** Accommodation units shall have the class notation **POSMOOR-V** or **DYNPOS-AUTR**.

### **F 200 Documentation and technical requirements**

**201** Requirements for **POSMOOR-V** or **DYNPOS-AUTR** are given in Sec.6.

**202** Documentation in accordance with A200 shall be submitted for review.



## SECTION 5

### SUPPLEMENTARY REQUIREMENTS FOR SERVICE NOTATION CRANE UNIT

#### A. Introduction

##### A 100 Objective

**101** This section identifies design and construction requirements for assignment of service notation **Crane Unit**.

**102** Crane units are column-stabilised or self-elevating units specially intended for lifting purposes.

**103** The requirements for main class **1A1**, as stated in Sec.1 shall be complied with in addition to the supplementary requirements for **Crane Unit** listed in this section.

##### A 200 Documentation requirements

**201** Documentation required for review and approval shall be in accordance with NPS DocReq (DNV Nauticus Production System for documentation requirements) supported by Guideline No.17 for units which are to be assigned service notation **Crane Unit**.

**202** Additionally, the following documents giving information about the following aspects shall be submitted:

- location of crane during operation and in parked position, with information of forces which will be transferred to the structure
- supporting structures (including pedestal if installed) and strengthening of deck structure in way of supports
- arrangement of rack bar (toothed bar) with details of supports
- devices for locking the parked crane to the hull (unit at sea)
- electrical installation of the crane
- operating manual with information on the unit's stability and floatability in all operating modes
- stability and floatability calculations
- dynamic load charts for the crane
- principal dimensions of the crane and limiting positions of its movable parts.

#### B. Structural Design

##### B 100 General

**101** The following is covered by the service notation:

- structural details relating to the lifting operations. Dynamic forces due to lifting operations and motions characteristics of the unit shall be taken into account
- supporting structures for the crane and strengthening of the deck structure
- devices for locking the crane in parked position (unit at sea).

##### B 200 Technical requirements

**201** The hull structural strength shall in general be as required for main class taking into account necessary strengthening for supporting the crane(s). Crane units shall comply with the requirements of the Rules for Classification of Ships, Pt.5 Ch.7 Sec.7.

#### C. Stability and Watertight Integrity

##### C 100 Technical requirements

**101** The requirements of the Rules for Classification of Ships, Pt.5 Ch.7 Sec.7, shall be complied with.

#### D. Certification of Materials and Components

##### D 100 Certification requirements

**101** The crane(s) shall be delivered with certificates in compliance with the Rules for Certification of Lifting Appliances.

## SECTION 6

### ADDITIONAL CLASS NOTATIONS: DESIGN AND CONSTRUCTION REQUIREMENTS FOR SPECIAL EQUIPMENT AND SYSTEMS

#### A. Introduction

##### A 100 General

**101** This section identifies design and construction requirements for assignment of additional class notations relating to system, equipment and special facility installations.

**102** Units fitted with systems and/or special facilities complying with relevant requirements of this section may be assigned class notations as described in Table A1.

Table A1 Additional notations for special equipment and systems	
Notation	Description
<b>CLEAN</b>	Unit arranged to comply with basic requirements for controlling and limiting operational emissions and discharges
<b>CLEAN DESIGN</b>	Unit arranged to comply with additional requirements for controlling and limiting operational emissions and discharges. In addition, this notation specifies design requirements for protection against accidents and for limiting their consequences
<b>COMF-V</b> (crn) (or) <b>C</b> (crn) (or) <b>V</b> (crn) <b>C</b> (crn))	Unit with controlled environmental standards (Comfort Class) <b>V</b> = noise and vibration <b>C</b> = indoor climate crn = comfort rating number, 1, 2 or 3, where 1 is best
<b>CRANE</b>	Unit equipped with crane
<b>DEICE</b> or <b>DEICE-C</b>	Unit equipped with deicing/anti-icing systems
<b>DRILL</b>	Unit equipped with drilling facility
<b>DSV-SURFACE</b> , <b>DSV-BOUNCE</b> or <b>DSV-SAT</b>	Unit equipped with diving system
<b>DYNPOS-AUTS</b> , <b>DYNPOS-AUT</b> , <b>DYNPOS-AUTR</b> or <b>DYNPOS-AUTRO</b>	Unit equipped with dynamic positioning
<b>E0</b>	Unit equipped for unattended machinery space
<b>ECO</b>	Unit equipped for operation of machinery from centralised control station
<b>F-A</b> , <b>F-M</b> or <b>F-AM</b>	Unit constructed with additional fire protection
<b>FIRE FIGHTER I</b> , <b>FIRE FIGHTER II</b> or <b>FIRE FIGHTER III</b>	Unit arranged and equipped for fighting fires on offshore and onshore structures
<b>FMS</b>	Units designed to comply with requirements regarding fatigue methodology for ship-shaped units
<b>HELDK</b> , <b>HELDK-S</b> or <b>HELDK-SH</b>	Unit equipped with helicopter deck Ref. DNV-OS-E401
<b>HMON (...)</b>	Unit equipped with systems for monitoring hull behaviour
<b>ICE-T</b> or <b>ICE-L</b>	Unit strengthened for ice transit and operation
<b>LCS-DC</b>	Unit equipped with loading computer systems for damage control, apply to integrated systems developed to assist the master as a decision aid under damage conditions

Table A1 Additional notations for special equipment and systems (Continued)	
Notation	Description
<b>OPP-F</b>	Unit equipped with system for oil pollution prevention - fuel systems
<b>POSMOOR</b> , <b>POSMOOR-V</b> , <b>POSMOOR-TA</b> or <b>POSMOOR-ATA</b>	Unit equipped with position mooring system
<b>SBM</b>	Management of safety and environment protection in operation
<b>TEMPSTORE</b>	Unit arranged and equipped for temporary (in-field) storage of oil
<b>VCS-1</b> , <b>VCS-2</b> or <b>VCS-3</b>	Units equipped with system for control of vapour emission from cargo tanks
<b>VIBR</b>	Unit equipped to meet specified vibration level criteria measured at pre-defined positions for machinery, components, equipment and structure
<b>WELL</b>	Unit equipped with well intervention facility
<b>WELLTEST</b>	Unit equipped with facilities for well testing
<b>WINTERIZED (design temp. °C)</b>	Unit arranged and equipped for operating in cold climate
<b>WINTERIZED ARCTIC (design temp. °C)</b>	Unit arranged and equipped for operating in cold climate, with additional requirements for pollution prevention in vulnerable arctic areas

##### A 200 Technical reference documents

**201** Technical requirements are given by reference to selected:

- DNV offshore standards
- DNV recommended practices
- other DNV rules and standards
- internationally recognised codes and standards.

**202** The technical reference documents which shall be applied are given in the following subsections and summarised in Table V1.

##### A 300 General assumptions

**301** DNV may accept alternative solutions found to represent an overall safety level equivalent to that stated in the requirements of this document or referred standards.

**302** The requirements stated in this section for additional class notations shall be regarded as supplementary to those given for assignment of main class and relevant service notations.

##### A 400 Documentation

**401** Documentation required for review and approval shall be in accordance with the NPS DocReq (DNV Nauticus Production System for documentation requirements) supported by Guideline No.17.

**402** Documentation with the relevant class notation abbreviation code shall be submitted.

**403** Detail document requirements for the individual class notations are given under the relevant subsections.

## B. Position Mooring System

### B 100 General

**101 POSMOOR** notation may be assigned to units fitted with single or spread point mooring systems in accordance with the requirements of this section.

**102** The notation is complemented with the symbols **-V**, **-TA** or **-ATA** as described in Table B1.

Table B1 POSMOOR class notations	
Notation	Description
<b>POSMOOR</b>	Passive position mooring system
<b>POSMOOR-V</b>	Mooring system designed for positioning in vicinity of other structures
<b>POSMOOR-TA</b>	Thruster assisted mooring system dependent on manual remote thrust control system
<b>POSMOOR-ATA</b>	Thruster assisted mooring system dependent on automatic remote thrust control system

**103** The notations aim to cover the reliability of the mooring system and equipment, for the purpose of ensuring safe position mooring, and covers the following aspects:

- environmental conditions and loads
- mooring system analysis
- thruster assisted mooring
- mooring equipment
- tests.

### B 200 Technical requirements

**201** The technical requirements of DNV-OS-E301 shall be complied with for assignment of the **POSMOOR** notations.

### B 300 Documentation requirements

**301** Documentation in accordance with A400 shall be submitted for review.

### B 400 Certification of materials and components

**401** Certification of equipment shall be in accordance with DNV-OS-E301, Ch.3.

## C. Dynamic Positioning Systems

### C 100 General

**101** The following notations may be assigned to units with dynamic positioning systems: **DYNPOS-AUTS**, **DYNPOS-AUT**, **DYNPOS-AUTR** or **DYNPOS-AUTRO** according to extent of requirements applied.

Table C1 DYNPOS class notations	
Notation	Description
<b>DYNPOS-AUTS</b>	Dynamic positioning system without redundancy
<b>DYNPOS-AUT</b>	Dynamic positioning system with an independent joystick back-up and a position reference back-up
<b>DYNPOS-AUTR</b>	Dynamic positioning system with redundancy in technical design and with an independent joystick back-up
<b>DYNPOS-AUTRO</b>	Dynamic positioning system with redundancy in technical design and with an independent joystick back-up. Plus a back-up dynamic positioning control system in an emergency dynamic positioning control centre, designed with physical separation for components that provide redundancy

**102** The various notations depend on the dynamic positioning system layout and configuration as given in Table C1.

**103** The dynamic positioning system includes requirements for the following subsystems, control panels and back-up systems which are necessary to dynamically position the unit:

- power system
- controller
- measuring system
- thruster system
- remote thrust control
- control panels.

### C 200 Technical requirements

**201** Technical requirements for the dynamic positioning notations shall be in accordance with the Rules for Classification of Ships Pt.6 Ch.7.

### C 300 Documentation requirements

**301** Documentation in accordance with A400 shall be submitted for review.

## D. Drilling Plant

### D 100 General

**101 DRILL** notation covers design fabrication, installation and operational aspects of offshore drilling facilities which have potential to affect safety of personnel or pollution of the environment.

**102 DRILL** notation requires certification of drilling equipment and systems, and approval of the complete drilling plant, which includes at least the following:

- drilling arrangement
- piping and instrumentation
- power supply
- equipment interface.

### D 200 Technical requirements

**201** The requirements for drilling facilities are stated in DNV-OS-E101.

### D 300 Documentation requirements

**301** Documentation in accordance with A400 shall be submitted for review.

### D 400 Certification of materials and components

**401** Procedures and requirements for classification including certification of equipment shall be in accordance with DNV-OS-E101, Ch.3.

**402** Manufacturers of materials, components and equipment for **DRILL** class shall, prior to construction is started, provide the Society with evidence of their capability to successfully carry out fabrication with adequate quality.

#### Guidance note:

Evidence may incorporate successful outcome of construction projects of similar nature.

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## E. Helicopter Decks

### E 100 General

**101** Units fitted with erected landing platforms for helicopters or landing areas arranged directly on decks or top of deck-houses may be given the class notations **HELDK** or **HELDK-S** or **HELDK-SH**.

**102** The various notations are related to the extent of requirements as given in Table E1.

Table E1 HELDK class notations	
Notation	Description
<b>HELDK</b>	Structural strength
<b>HELDK-S</b>	Strength and unit safety
<b>HELDK-SH</b>	Strength, unit safety and helicopter safety

## E 200 Technical requirements

**201** Technical requirements for HELDK shall comply with DNV-OS-E401, Ch.2, as applicable:

- Sec.1 to Sec.4 for notation **HELDK**
- Sec.1 to Sec.5 for notation **HELDK-S**
- Sec.1 to Sec.6 for notation **HELDK-SH**.

## E 300 Documentation requirements

**301** Documentation in accordance with A400 shall be submitted for review.

## F. Well Testing Facilities

### F 100 General

**101** Units equipped with facilities for well testing may be assigned class notation **WELLTEST**.

**102** **WELLTEST** is intended for limited testing of wells in relation to drilling activities, and is applicable for units having service notation **Drilling Unit**.

### F 200 Technical requirements

**201** The requirements given in DNV-OS-E101, Ch.2 Sec.5 H, shall be complied with.

### F 300 Documentation requirements

**301** Documentation in accordance with A400 shall be submitted for review.

### F 400 Certification of materials and components

**401** Components subject to certification are given in DNV-OS-E101, Ch.3.

## G. Temporary Oil Storage Facilities

### G 100 General

**101** Units arranged and equipped with facilities for temporary storage of oil in relation to drilling or well testing activities may be assigned class notation **TEMPSTORE**.

**102** The following conditions apply for assignment of **TEMPSTORE**:

- 1) The notation applies to units with drilling as main activity; i.e. the unit is to have service notation **Drilling Unit**.
- 2) Well testing and crude storage shall be undertaken onboard the drilling unit; transfer and storage of well test crude from another unit are not allowed.
- 3) Transportation of crude oil is not allowed (defined as carriage of oil from port to port or from field to shore with associated discharging in port).
- 4) Inter-field voyages between wells can be undertaken.

**103** Crude oil tanks may be arranged in pontoons and columns of column-stabilised units upon special consideration.

## G 200 Technical requirements

**201** The requirements given for **Storage Units** in the following offshore standards shall be complied with as applicable for **TEMPSTORE**:

- DNV-OS-A101
- DNV-OS-D101
- DNV-OS-D301.

## G 300 Documentation requirements

**301** Documentation in accordance with A400 shall be submitted for review.

## H. Crane Installations

### H 100 General

**101** **CRANE** notation may be given to units with permanently installed cranes.

**102** In addition to certification of the crane, the following is covered:

- supporting structure for the crane, (strengthening of deck structure, pedestal etc.)
- devices for locking crane in parked position (unit at sea).

**103** For units intended for lifting as main service reference is also made to the service notation **Crane Unit** described in Sec.5.

### H 200 Technical requirements

**201** The requirements given in the Rules for Classification of Ships, Pt.6 Ch.1 Sec.3, shall be complied with for assignment of class notation **CRANE**.

### H 300 Documentation requirements

**301** Document requirements listed in the Rules for Classification of Ships, Pt.6 Ch.1 Sec.3 shall be submitted for review.

### H 400 Certification of materials and components

**401** Cranes shall be delivered as DNV certified in accordance with the Rules for Certification of Lifting Appliances.

## I. Diving System Installations

### I 100 General

**101** Units arranged for support of diving operations applying rope and/or umbilical connection between the submerged bell and the unit may be given class notations **DSV-SURFACE** or **DSV-BOUNCE** or **DSV-SAT** as applicable depending on:

- physical size of the chambers
- the life support system
- control stand
- communication system
- capacity of the emergency power supply.

**102** The various class notations are related to the maximum operation depth  $d_{max}$  and maximum operation time  $T_{OP}$  as given in Table II.

Table II DSV class notations			
Class	<b>DSV-SURFACE</b>	<b>DSV-BOUNCE</b>	<b>DSV-SAT</b>
	$d_{max} \leq 60$ m	$d_{max} \leq 125$ m	None, except those imposed by the rule requirements
Restrictions	$T_{OP} \leq 8$ hours	$T_{OP} \leq 24$ hours	

**103** The class notation will cover matters of:

- the units position keeping ability during diving operations
- hull structural arrangements related to the diving system, e.g. moonpool
- arrangement and installation of the diving system
- electrical systems
- fire protection, detection and extinction
- complete diving system with respect to safety and functioning
- sanitary systems (where applicable)
- testing
- stability and floatability.

#### **I 200 Technical requirements**

**201** Assignment of **DSV** class notations is based on compliance with the Rules for Classification of Ships, Pt.6 Ch.1 Sec.4.

#### **I 300 Documentation requirements**

**301** Document requirements listed in the Rules for Classification of Ships, Pt.6 Ch.1 Sec.4, shall be submitted for review.

#### **I 400 Certification of materials and components**

**401** The diving equipment shall be certified according to the Rules for Certification of Diving Systems.

**402** Cranes and other appliances for lifting of diving equipment and systems shall be certified according to the Rules for Certification of Lifting Appliances.

### **J. Additional Fire Protection**

#### **J 100 General**

**101** Units with additional fire safety measures in accommodation spaces and machinery spaces may be assigned class notations **F-A**, **F-M**, or **F-AM**.

**102** The various notations are related to areas subjected to additional fire protection as given in Table J1.

<b>Table J1 Class notations for additional fire protection</b>	
<i>Notation</i>	<i>Description</i>
<b>F-A</b>	Accommodation space
<b>F-M</b>	Machinery space
<b>F-AM</b>	Accommodation and machinery space

#### **J 200 Technical requirements**

**201** The requirements as stated in the Rules for Classification of Ships, Pt.6 Ch.4, shall be complied with for assignment of the class notations.

#### **J 300 Documentation requirements**

**301** Document requirements listed in the Rules for Classification of Ships, Pt.6 Ch.4, shall be submitted for review.

### **K. Fire Fighters**

#### **K 100 General**

**101** Units arranged and equipped for fighting fires on offshore and onshore structures in accordance with the requirements of this sub-section, may be assigned the class notation **FIRE FIGHTER I**, **II** or **III**. The numbers indicate the level of

capability as given by Table K1.

<b>Table K1 Fire Fighter class notations</b>	
<i>Notation</i>	<i>Description</i>
<b>FIRE FIGHTER I</b>	Early stage fire fighting and rescue close to structure on fire
<b>FIRE FIGHTER II</b>	Continuous fire fighting and cooling of structures on fire
<b>FIRE FIGHTER III</b>	As <b>FIRE FIGHTER II</b> , plus larger pumping capacity and more comprehensive equipment

#### **K 200 Technical requirements**

**201** The requirements given in the Rules for Classification of Ships, Pt.5 Ch.7 Sec.5, shall be complied with for assignment of the class notations.

#### **K 300 Documentation requirements**

**301** Document requirements listed in the Rules for Classification of Ships, Pt.5 Ch.7 Sec.5, shall be submitted for review.

### **L. Loading computer**

#### **L 100 General**

**101** Units having installed a system integrated systems developed to assist the master as a decision aid when the ship has been subjected to damage and consequent flooding may be given the class notation **LCS-DC**.

The letters are denoting **L**oading **C**omputer **S**ystem-**D**amage **C**ontrol.

#### **L 200 Technical requirements**

**201** The requirements of the Rules for Classification of Ships Pt.6 Ch.9 Sec.4 shall be complied with as applicable.

#### **L 300 Documentation requirements**

**301** Document requirements listed in the Rules for Classification of Ships, Pt.6 Ch.9 Sec.4 shall be submitted.

### **M. Periodically Unattended Machinery Space**

#### **M 100 General**

**101** Units where all machinery in the engine room necessary for performance of main functions have been fitted with instrumentation and automation systems in compliance with this sub-section, may be assigned class notation **E0** or **ECO**.

**102** **E0** is assigned when machinery alarms are relayed to the bridge and engineers' accommodation, and a central control system is fitted.

**103** **ECO** is assigned when machinery alarms are initiated in an attended centralised control station, and a remote control system from at least this station is fitted.

#### **M 200 Technical requirements**

**201** Assignment of class notations **E0** and **ECO** is based on compliance with the Rules for Classification of Ships, Pt.6 Ch.3, with qualifications given in 202.

**202** References to the Rules for Classification of Ships, Pt.4 Ch.10 (fire protection) shall be replaced with DNV-OS-D301 for offshore unit application.

#### **M 300 Documentation requirements**

**301** Documentation in accordance with A400 shall be submitted for review.

## N. Well Intervention System

### N 100 General

**101 WELL** notation covers design and operational aspects of offshore well intervention facilities which have potential to affect safety of personnel or pollution of the environment.

**102 WELL** include specific requirements relating to:

- design principles
- well intervention systems and equipment
- materials and welding
- piping
- electrical and control systems
- instrumentation component design and installation
- user interface (optional)
- manufacture, workmanship, testing and maintenance.

### N 200 Technical requirements

**201** The requirements for Well Intervention Systems are stated in DNV-OS-E101.

### N 300 Documentation requirements

**301** Documentation in accordance with A400 shall be submitted for review.

### N 400 Certification of materials and components

**401** Procedures and requirements for classification including certification of equipment and systems shall be in accordance with DNV-OS-E101, Ch.3.

## O. Hull Monitoring System

### O 100 General

**101** Units equipped with instrumentation system for monitoring hull behaviour in accordance with the requirements of this section may be assigned class notation **HMON (...)** as given in the Rules for Classification of Ships, Pt.6 Ch.11.

**102** The system will give warning when stress levels and the frequency and magnitude of accelerations approach levels which require corrective action.

### O 200 Technical requirements

**201** Assignment of **HMON (...)** class notations is based on compliance with the Rules for Classification of Ships, Pt.6 Ch.11.

### O 300 Documentation requirements

**301** Documentation in accordance with A400 shall be submitted for review.

## P. Fatigue Methodology for Ship-Shaped Units

### P 100 General

**101** Ship shaped floating production and storage units may be assigned class notation **FMS**.

**102** The requirement for **FMS** notation is an addition to the fatigue strength requirements for classification. The **FMS** notation has been introduced for owners or operators who require additional fatigue safety by using a detailed fatigue methodology for the structures, with increased focus of fatigue critical details during new building phase. The increased safety level will reduce the risk of disruption during production due to repair of fatigue damage.

**103 FMS** notation is based on minimum 20 year design fatigue life as default. If the design fatigue life is specified differently, the specified design fatigue life will be included in brackets, e.g. **FMS(30)**. The environmental data for the transit and offshore sites, which form the basis for the design, will be specified in the "Appendix to the Classification Certificate".

**104** The **FMS** notation covers design, fabrication and operation of the unit. The specific methodology for design and fabrication are included in the DNV-RP-C206 "Fatigue Methodology for Offshore Ships". Inspection in the operational phase will be included in the in-service inspection program (IIP). The IIP can be based on a risk based approach.

### P 200 Technical requirements

**201** Assignment of class notation **FMS** is based on compliance with requirements in DNV-RP-C206.

### P 300 Documentation requirements

**301** Documentation in accordance with A400 shall be submitted for review.

## Q. Noise, Vibration and Comfort Rating Notations

### Q 100 General

**101** Units arranged and equipped with the aim to reduce the impact of noise or vibration may be assigned for the following additional class notations as given below.

### Q 200 Vibration class

#### 201 General

Units arranged and equipped with the aim to reduce the risk of failure in machinery, components and structures onboard units, caused by excessive vibration may be given the additional class notation **VIBR**.

#### 202 Technical requirements

The requirements of the Rules for Classification of Ships Pt.6 Ch.15 shall be complied with as applicable.

#### 203 Documentation requirements

Document requirements listed in the Rules for Classification of Ships Pt.6 Ch.15 Sec.1 D, shall be submitted.

### Q 300 Comfort class

#### 301 General

Units arranged and equipped with the aim to reduce the impact of noise and vibration related to comfort on board may be assigned for the following additional class notations:

- **COMF-V(crn)**, where crn is a comfort rating number which quantifies the comfort rating of noise and vibration for the unit
- **COMF-C(crn)**, where crn is a comfort rating number which quantifies the comfort rating of the indoor climate for the unit, or
- **COMF-V(crn)C(crn)**.

#### 302 Technical requirements

The requirements of the Rules for Classification of Ships Pt.5 Ch.12 shall be complied with as applicable.

#### 303 Documentation requirements

Document requirements listed in the Rules for Classification of Ships Pt.5 Ch.12 Sec.1 C, shall be submitted.

## R. Winterization, Cold Climate and Ice Notations

### R 100 General

**101** Units which are prepared for operation in cold climate or ice conditions may be assigned for the following additional class notations as given below.

### R 200 Winterization

**201** The additional class notation **WINTERIZED (design temp. °C)** or **WINTERIZED ARCTIC (design temp. °C)** may be assigned to units intended for service in cold climate environments.

### 202 Technical requirements

The requirements of the Rules for Classification of Ships Pt.5 Ch.1 Sec.6, shall be complied with as applicable.

### 203 Documentation requirements

Document requirements listed in the Rules for Classification of Ships, Pt.5 Ch.1, Sec.6 A200 shall be submitted.

### R 300 Deicing and anti-icing systems

**301** Units with systems for anti-icing and deicing may be assigned class notations **DEICE** or **DEICE-C** as applicable.

**302** The notation **DEICE** is aimed at maintenance of the following functions and properties of the unit and its equipment under icing conditions:

- main functions
- manoeuvrability
- stability
- crew safety.

**303 DEICE-C** also includes facilitating of cargo deck handling under icing conditions.

### 304 Technical requirements

The requirements given in the Rules for Classification of Ships, Pt.6 Ch.1 Sec.5, shall be complied with for assignment of the class notation.

### 305 Documentation requirements

Document requirement listed in the Rules for Classification of Ships, Pt.6 Ch.1 Sec.5 shall be submitted for review.

### R 400 Operation in ice conditions

#### 401 General

Offshore units strengthened for occasional navigation and operation in waters with light to heavy first year ice conditions in accordance with this sub-section may be assigned class notations **ICE-T** or **ICE-L** as described in Table R1.

Table R1 ICE class notations	
Notation	Description
<b>ICE-T</b>	Strengthened for ice condition transit
<b>ICE-L</b>	Strengthened for ice condition operation

Column-stabilised units may be given class notations **ICE-T** and/or **ICE-L**, while self-elevating units may be given the **ICE-T** notation.

Ship-shaped units strengthened for navigation or operation in waters with ice conditions may be assigned class notations in accordance with Rules for Classification of Ships, Pt.5 Ch.1.

### 402 Technical requirements for units other than ship-shape units.

The ice strengthening requirements given in the Rules for Classification of Ships, Pt.5 Ch.1 Sec.3 shall be applied as far as relevant and practicable. Propeller nozzles and associated

shafts and machinery situated more than 5 m below lowest transit waterline (TWL) are not considered affected by ice loads.

### 403 Technical requirements for ship-shaped units

The ice strengthening requirements for ship-shaped units are given in Rules for Classification of Ships, Pt.5 Ch.1.

### 404 Documentation requirements

Document requirements listed in the Rules for Classification of Ships, Pt.5 Ch.1, shall be submitted for review.

## S. Management of Safety and Environmental Protection

### S 100 General

**101** Units which have implemented a management system in compliance with the provisions of Q may receive a “Shipboard SEP Classification” certificate. To receive the “Shipboard SEP Classification” certificate, the Company must hold a valid “Company SEP Classification” certificate and the unit must have been successfully audited by DNV. Units classified in accordance with the provisions of Q will be given the class notation **SBM**.

### 102 SEP classification includes:

- assessment of the management system
- initial audit of the SEP management system ashore and onboard
- periodical audits ashore and onboard for retention of the SEP certificates
- renewal audits ashore and onboard every fifth year.

### S 200 Technical requirements

**201** Assignment of **SBM** class notation is based on compliance with the Rules for Classification of Ships, Pt.7 Ch.3 Sec.1.

## T. Environmental Notations

### T 100 Additional oil pollution prevention measures fuel oil systems

#### 101 General

Units arranged and equipped with additional oil pollution prevention measures for the fuel oil system may be given the class notation **OPP-F**.

#### 102 Technical requirements

The requirements given in the Rules for Classification of Ships, Pt.6 Ch.1 Sec.6, shall be complied with for assignment of the class notations.

#### 103 Documentation

Document requirements as listed in Pt.6 Ch.1 Sec.6 A shall be submitted for review.

### T 200 CLEAN or CLEAN DESIGN

#### 201 General

Units arranged and equipped with the aim to reduce the environmental impact from emissions to air, discharges to sea, and deliveries to shore from units may be given the additional class notations: **CLEAN** or **CLEAN DESIGN**.

#### 202 Technical requirements

The requirements given in the Rules for Classification of Ships, Pt.6 Ch.12 Sec.1, shall be complied with for assignment of the class notations.

## 203 Documentation

Drawings, technical information, certificates and operational procedures as specified in Pt.6 Ch.12 Sec.1 C shall be submitted for review.

### Guidance note:

It should be noted that some of the required documentation is additional to, and different from, documentation normally considered "Class documentation" as delivered from the newbuilding yard. This is in particular the case for operational procedures specified in the Rules for Classification of Ships Pt.6 Ch.12 Sec.1 C, Table C2 in that may require input from the owner.

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## T 300 Vapour Control Systems (VCS)

### 301 General

Units and installations fitted with systems for control of vapour emission from cargo tanks may be given one of the following additional class notations: **VCS-1**, **VCS-2** or **VCS-3**.

Table T1 VCS class notations	
Notation	Description
<b>VCS-1</b>	Basic installation (meeting IMO MSC/Circ.585)
<b>VCS-2</b>	<b>VCS-1</b> + overfill alarm (meeting USCG CFR 46 part 39)
<b>VCS-3</b>	<b>VCS-2</b> + installation for onboard vapour processing

### 302 Technical requirements

The requirements given in the Rules for Classification of Ships, 6 Ch.10 Sec.1, shall be complied with for assignment of the class notations.

### 303 Documentation

Document requirements as listed in the Rules for Classification of Ships Pt.6 Ch.10 Sec.1 C shall be submitted for review.

## U. Special Feature Notations

### U 100 General

**101** Special feature notations provide information regarding special design assumptions, arrangements or equipment which is not covered by other class notations. Requirements related to special feature notations currently in use are described in this sub-section.

### U 200 Special feature notation SUB

**201 SUB** is applicable for column-stabilised units strengthened for operation when resting on the seabed.

**202** Requirements for air gap, safety against overturning stability, local reinforcement of bottom of pontoons, etc. will be especially considered for the "resting on seabed" condition.

### U 300 Special feature notation NON-SELFPROPELLED

**301** Units not fitted with propulsion and steering arrangement for independent transit will be assigned special feature notation **NON-SELFPROPELLED**.

**302** For **NON-SELFPROPELLED** units the survey scopes for steering gear, tailshaft and thrusters for propulsion may be adjusted in accordance with the intended use (e.g. for **DYNPOS-AUTS**, **POS Moor**, as auxiliary installation, or not used at all).

### U 400 Tailshaft monitoring - TMON

**401** When the following design requirements are fulfilled, the class notation **TMON** (tailshaft condition monitoring sur-

vey arrangement) may be obtained:

- the stern tube bearings are oil lubricated
- high temperature alarm is fitted on aft stern tube bearing (2 sensors or one easily interchangeable sensor located in the bearing metal near the surface, in way of the area of highest load, which normally will be the bottom area (5 to 7 o'clock) in the aft third of the bearing)
- where one interchangeable sensor is fitted one spare sensor is to be stored on board
- the setting of the stern tube high temperature alarm is normally not to exceed 65°C. Higher alarm set point may be accepted upon special consideration
- the sealing rings in the stern tube sealing box must be replaceable without shaft withdrawal or removal of propeller
- arrangement for bearing wear down measurement is fitted
- electrical grounding of the shafting is mandatory
- the system must allow representative oil samples to be taken for analysis of oil quality under running conditions. Location where samples are to be taken shall be clearly pointed out on system drawing and test cock to be fitted with signboard. A written procedure for how to take oil samples shall be submitted.

**402** A test kit for monitoring of possible water content in the stern tube lubricating oil is to be provided on board. The water content is normally not to exceed 2% by volume. If water content above 2% is detected appropriate, action shall be taken.

**403** Oil lubricated propeller shafts with roller bearings arranged in the stern tube may be granted **TMON**. Additional requirements for such arrangements are:

- a) The bearing temperature is to be monitored. Two sensors (or one sensor easily interchangeable at sea) are to be fitted. Temperature alarm level should normally not exceed 90°C.
- b) Vibration monitoring is required for roller bearings. Hand-held probes are not accepted; magnetic, glue, screw mountings or equivalent are compulsory.
- c) Vibration signal is to be measured as velocity or acceleration. Integration from acceleration to velocity is allowed.
- d) The vibration analysis equipment must be able to detect fault signatures in the entire frequency range for the monitored bearing. A reference level under clearly defined operational conditions is to be established. The reference level shall be used as basis for establishing an alarm level.
- e) For podded propulsors (where the propeller shaft is a part of the electrical motor rotor) all roller bearings for the propeller shafting are to be monitored with both oil temperature sensors and vibration monitoring.
- f) The water content is normally not to exceed 0.5%.

### U 500 Special Feature Notation BIS

**501** Units prepared for in-water survey during building may be given the notation **BIS**.

**502** The technical requirements in the Rules for Classification of Ships, Pt.3 Ch.1 Sec.1 D, shall be complied with.

## V. Summary of Reference Documents for Additional Class Notations

### V 100 General

**101** Rules and standards which shall be applied for assignment of system and special facility class notations are summa-



rised in Table V1.

Table V1 Summary of reference documents for system and special facility notations	
<i>Notation</i>	<i>Description</i>
<b>CLEAN CLEAN DESIGN</b>	Rules for Classification of Ships, Pt.6 Ch.12 Sec.1
<b>COMF- V(crn)</b> (or) <b>C(crn)</b> (or) <b>V(crn)C(crn))</b>	Rules for Classification of Ships Pt.5 Ch.12
<b>CRANE</b>	Rules for Classification of Ships Pt.6 Ch.1 Sec.3
<b>DEICE DEICE-C</b>	Rules for Classification of Ships Pt.6 Ch.1 Sec.5
<b>DRILL</b>	DNV-OS-E101
<b>DSV-SURFACE DSV-BOUNCE DSV-SAT</b>	Rules for Classification of Ships Pt.6 Ch.1 Sec.4
<b>DYNPOS-AUTS DYNPOS-AUT DYNPOS-AUTR DYNPOS-AUTRO</b>	Rules for Classification of Ships Pt.6 Ch.7
<b>E0 ECO</b>	Rules for Classification of Ships Pt.6 Ch.3
<b>F-A F-M F-AM</b>	Rules for Classification of Ships Pt.6 Ch.4
<b>FIRE FIGHTER I FIRE FIGHTER II FIRE FIGHTER III</b>	Rules for Classification of Ships Pt.5 Ch.7 Sec.5
<b>FMS</b>	DNV-RP-C206 "Fatigue Methodology for Offshore Ships

Table V1 Summary of reference documents for system and special facility notations (Continued)	
<i>Notation</i>	<i>Description</i>
<b>HELDK HELDK S HELDK SK</b>	DNV-OS-E401
<b>HMON (...)</b>	Rules for Classification of Ships Pt.6 Ch.11
<b>ICE-T ICE-L</b>	Rules for Classification of Ships Pt.5 Ch.1 Sec.3
<b>LCS-DC</b>	Rules for Classification of Ships Pt.6 Ch.9 Sec.4
<b>OPP-F</b>	Rules for Classification of Ships, Pt.6 Ch.1 Sec.6
<b>POSMOOR POSMOOR-V POSMOOR-TA POSMOOR-ATA</b>	DNV-OS-E301
<b>SBM</b>	Rules for Classification of Ships Pt.7 Ch.3 Sec.1
<b>TEMPSTORE</b>	DNV-OS-A101, DNV-OS-D101, DNV-OS-D301
<b>VCS-1 VCS-2 VCS-3</b>	Rules for Classification of Ships, Pt.6 Ch.10 Sec.1
<b>VIBR</b>	Rules for Classification of Ships Pt.6 Ch.15 Sec.1
<b>WELL</b>	DNV-OS-E101
<b>WELLTEST</b>	DNV-OS-E101
<b>WINTERIZED WINTERIZED ARCTIC</b>	Rules for Classification of Ships Pt.5 Ch.1 Sec.6





RULES FOR CLASSIFICATION OF OFFSHORE DRILLING  
AND SUPPORT UNITS

CHAPTER 3

**CLASSIFICATION IN OPERATION**

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## SECTION 1

### GENERAL PROVISIONS FOR PERIODICAL SURVEYS

#### A. Introduction

##### A 100 General

**101** This section states the periodical survey principles and requirements for retention of class to units covered by the provisions of DNV-OSS-101. Requirements are applicable to main class, service notations and additional class notations unless otherwise stated.

**102** The extent of periodical surveying is presented in Sec.4 for main class, Sec.5 for additional service notations and Sec.6 for additional system and facility notations.

**103** Units of ship-shaped structure are generally treated as ships with respect to survey of hull and equipment. Exceptions are noted in respective survey requirements.

**104** A Memo to Owner (MO) shall be issued stating approved changes to survey procedures and acceptance criteria, if any. Technical basis for approved changes shall be stated.

**105** For *column-stabilised* and *self-elevating units*, DNV will develop and maintain an In-service Inspection Program (IIP) which will contain the structural items to be surveyed to satisfy the requirements of main class, excluding any additional class notations. The IIP constitutes the formal basis for surveying structural items under main class and shall be completed to the satisfaction of attending surveyor before renewal survey can be credited.

**106** It is provided that every unit have implemented a maintenance system including machinery system and equipment subject to class (see Sec.7 Table A1). The maintenance system shall ensure that:

- inspections and maintenance are carried out at defined intervals
- records of these activities are maintained.

**Guidance note:**

The maintenance system may be manual or computerised.

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##### A 200 Survey pre-planning and record keeping (IACS UR Z15)

**201** A specific survey program for renewal surveys and continuous surveys must be worked out in advance of the renewal survey by the owner in cooperation with the classification society. The survey program shall be in written format. The IIP may be part of the program.

**202** Plans and procedures for dry-docking surveys (or underwater inspection in lieu of dry-docking survey per Appendix B) are to be submitted for review in advance of the survey and made available on board. These should include drawings or

forms for identifying the areas to be surveyed, the extent of hull cleaning, non-destructive testing locations (including NDT methods), nomenclature, and for the recording of any damage or deterioration found. Submitted data, after review by the Society, will be subject to revision if found to be necessary in light of experience.

#### B. Periodical Surveys

##### B 100 General

**101** All units shall be subjected to periodical surveys. The surveys shall be carried out at prescribed intervals. The surveys may be commenced and progressed within the given time windows with a view to complete these surveys by the end of the given range dates.

**102** The surveys shall be carried out in accordance with the referred rules in order to confirm that the hull structure, machinery installations and equipment comply with applicable requirements, and will remain in satisfactory condition provided the assumptions stated in Ch.1 Sec.2 A400 are adhered to.

**103** In cases where the administration of the flag state has given dispensation from any requirements in the international conventions as amended, DNV may upon its own discretion accept their decisions as basis for retention of class.

#### C. Periodical Surveys and Intervals

##### C 100 General

**101** Periodical surveys belong to one of the categories as defined in 200 to 500. The extent of surveys is given in Sec.4, 5 and 6.

##### C 200 Annual survey, main and mandatory class notations

**201** Annual survey is a general survey of the hull structure, machinery installations and equipment, to confirm that the unit complies with the relevant rule requirements and is in satisfactorily maintained condition.

##### C 300 Intermediate survey, main and mandatory class notations

**301** Intermediate survey is a survey of the hull structure, machinery installations and equipment. It shall include visual examinations, measurements and test as applicable, in order to confirm that the unit complies with the relevant rule requirements and is in satisfactorily maintained condition.

**Table C1 Survey intervals**

Survey type	Interval (years)	Time window (months) see Fig.1		Remarks
		$W_B$	$W_A$	
Annual survey	1	3	3	
Intermediate survey	5	9	9	First time 2.5 years after delivery.
Complete periodical survey, 2.5 year	2.5	6	6	
Complete periodical survey, 5 year	5	3	3	
Renewal survey, 5 year	5	3	0	

### C 400 Renewal survey, main and mandatory class notations

**401** Renewal survey is a major survey of the hull structure, machinery installations and equipment. Renewal surveys shall include visual examinations, measurements and tests in order to confirm that the unit complies with the relevant rule requirements and is in satisfactorily maintained condition.

**402** Possible repairs shall normally be carried out before the renewal survey is regarded as completed. DNV may accept that minor deficiencies, recorded as condition of class, are rectified within a specified time limit, normally not exceeding 3 months after the survey completion date.

### C 500 Other periodical surveys

**501** In addition to the surveys for main and mandatory class notations, as defined in 200 to 400, the following periodical surveys as applicable shall be carried out in order to retain class:

- bottom survey
- tailshaft survey
- survey of thrusters for positioning and for propulsion
- survey of boilers
- survey of thermal oil heaters
- survey of steam heated steam generator
- survey of [voluntary] additional class notations.

**502** The additional class notation's requirements shall be adhered to by the owner as conditions for the retention of these class notations, as applicable.

**503** The surveys may be performed as annual surveys, intermediate surveys and or complete periodical surveys, as detailed in 600.

**504** A complete periodical survey is a major survey related to an additional class notation, system or component.

**505** Alternative survey arrangements may be accepted as an option to the applicable periodical surveys for main class, see Sec.3.

### C 600 Survey intervals and concurrent surveys

**601** The due date of a periodical survey will be established depending upon the survey interval, measured from one of the following events, whichever is relevant:

- date of class assignment
- date of commissioning
- due date of the previous corresponding survey
- date of completion of the previous corresponding survey
- date of completion of a major conversion.

Survey intervals should in general be as given in Table C1. The detailed intervals are given in Table C2 to Table C3.

Intervals may be reduced at owner's request i.e. the survey may be carried out prior to the defined time window. In such a case the survey's anniversary date will be adjusted accordingly.

**602** For certain units the survey intervals may be reduced by the administration, see D200.

**603** Main class intermediate survey, if applicable, including mandatory class notations, shall have a due date midway in the certificate period with a time window of  $\pm 9$  months. However, the survey shall be completed concurrently with the second or third annual survey main class. The survey may be commenced at second annual survey or between second and third annual survey.

**604** Bottom surveys are surveys of the outside of the unit's hull below the waterline and related items. The bottom survey intervals are in general to satisfy the following conditions:

- two bottom surveys are required during each five-year period of the classification certificate

- the interval between any two successive bottom surveys is in no case to exceed 36 months
- one such survey shall be carried out not more than 15 months prior to the expiry date of the classification certificate, in conjunction with the renewal survey.

**605** Surveys, survey intervals and time windows related to main class, mandatory class notations, additional class notations and survey arrangements are given in Table C2 and Table C3, respectively. Concurrent surveys are identified in the tables.

#### Guidance note:

"Concurrently completed" means that the survey should be completed prior to or at the same date as the "concurrent survey" and within the time window for that survey.

"Concurrently carried out" means that the survey should be completed within the time window for the "concurrent survey".

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**606** Units with additional class notations for which there are no specific survey requirements shall have the equipment and/or constructions related to these additional class notations examined to the surveyor's satisfaction at every renewal survey for main class.

### C 700 Postponement of periodical surveys

**701** Except for annual and intermediate surveys for main and mandatory class notations, DNV may accept to postpone periodical surveys upon consideration in each separate case. If postponement is granted, a condition of class (CC) will be issued giving the time limit for the postponement period.

**702** Normally, postponement of a periodical survey will not affect the survey's next due date.

**703** In exceptional cases and upon the owner's written request a postponement of the renewal survey for main and mandatory class notation with subsequent extension of the validity of the classification certificate by maximum 3 months may be granted.

Such a request shall be received by DNV well in advance of the expiry date of the classification certificate. A sighting survey with the extent equal to an annual survey shall normally be carried out in order to grant such postponement.

#### Guidance note:

A sighting survey is a survey to confirm that the relevant construction or the equipment is in a satisfactory condition and, as far as can be judged, will remain so until the postponed survey has been carried out.

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### C 800 Survey of units out of commission

**801** Units which have been out of commission, i.e. laid up, for a period normally of at least 12 months, shall be surveyed and tested before re-entering service. The extent of the surveys and tests will be considered in each case depending upon:

- the time the unit has been out of commission
- the maintenance and preservative measures taken during lay-up
- the extent of surveys carried out during this time.

As a minimum, a sea trial for function testing of the machinery installation shall be carried out.

**802** During lay-up, units shall be subjected to annual survey. The extent of the annual survey will be reduced compared to main class annual survey, but shall cover watertight integrity, bilge system, fire hazard and equipment in use.

**803** If the lay-up period is more than 12 months, other periodical surveys may be postponed, depending on the maintenance and preservative measures taken during lay-up.

**Table C2 Periodical surveys main class. (For survey extent, see Sec.4)**

Main character of class	Survey extent and type (as applicable)		Survey interval, years	Survey time window, see Fig.1		Remarks
				$W_B$ (months)	$W_A$ (months)	
<b>1A1</b>	Hull, machinery and equipment	Renewal	5	3	0 (See C700)	
		Annual	1	3	3	
		Intermediate	2-3 (see C300)	See C300	See C300	
	Bottom					See Sec.4 J
	Tailshaft with continuous corrosion resistant metallic liner or shaft of corrosion resistant material or shaft with specially approved protection arrangement		5	6	6	
	Tailshaft with approved oil sealing glands		5	6	6	May be extended to 10 years provided that an intermediate survey is carried out after 5 years with satisfactory result. May be extended to 15 years provided a tailshaft condition monitoring survey arrangement (TMON) has been granted.
	Thruster					See Sec.4 G
	Auxiliary boiler		2.5	6	6	
	Steam and steam generator		2.5	6	6	
	Thermal oil heaters		2.5	6	6	

**Table C3 Periodical surveys, additional class. (For survey extent, see Sec.5 and Sec.6)**

Additional class notation	Survey extent and type		Survey interval, years	Survey time window, see Fig.1		Remarks
				$W_B$ (months)	$W_A$ (months)	
<b>Accommodation Unit</b>	Accommodation unit	Annual Complete periodical	1 5	3 3	3 C700	
<b>CLEAN, CLEAN DESIGN</b>	Environmental class, Annual		1	3	3	To be carried out concurrently with the annual survey main class. WA is 0 when completed concurrently with the renewal survey main class.
<b>COMF-V(crn) or C(crn) or V(crn)C(crn))</b>	Comfort class, Annual		1	3	3	To be carried out concurrently with the annual survey main class. WA is 0 when completed concurrently with the renewal survey main class.
<b>CRANE</b>	Crane	Annual Complete periodical	1 5	3 3	3 See C700	
<b>Crane Unit</b>	Crane unit	Annual Complete periodical	1 5	3 3	3 See C700	
<b>DEICE DEICE-C</b>	Deicing or anti-icing system, Annual		1	3	3	
<b>DRILL</b>	Drilling plant	Annual Complete periodical	1 5	3 3	3 See C700	
<b>DSV-SURFACE DSV-BOUNCE DSV-SAT</b>	Diving system	Annual Intermediate Complete periodical	1 2.5 5	3 6 3	3 6 See C700	See C700
<b>Drilling Unit</b>	Drilling unit	Annual Complete periodical	1 5	3 3	3 See C700	
<b>DYNPOS-AUTS, DYNPOS-AUT, DYNPOS-AUTR, DYNPOS-AUTRO</b>	Dynamic positioning, Complete periodical		2.5	6	6	See C700
<b>E0, ECO</b>	Periodically unattended machinery space	Annual Complete periodical	1 5	3 3	3 3	

**Table C3 Periodical surveys, additional class. (For survey extent, see Sec.5 and Sec.6) (Continued)**

Additional class notation	Survey extent and type		Survey interval years	Survey time window see Fig.1		Remarks
				$W_B$ (months)	$W_A$ (months)	
<b>F-A, F-M, F-AMC</b>	Additional fire protection, Complete periodical		2.5	6	6	See C700
<b>FIRE FIGHTER (-I, -II, -III)</b>	Fire fighter, Complete periodical		2.5	6	6	See C700
<b>FMS</b>	Fatigue methodology for ship-shaped units		1	3	3	
<b>HELDK HELDK-S HELDK-SH</b>	Helicopter deck, Complete periodical		5	3	See C700	
<b>HMON (...)</b>	Hull monitoring system, Annual		1	2	See C700	
<b>ICE-T ICE-L</b>	Strengthened for ice conditions		1	3	3	
<b>LCS-DC</b>	Loading computer for damage control		1	3	3	
<b>OPP-F *)</b>	Additional oil pollution prevention measures for fuel oil systems		5	3	0	*) No specific survey items. Complete periodical survey considered covered by renewal survey main class.
<b>POSMOOR (-V, -TA, -ATA)</b>	Position mooring	Annual Intermediate Complete periodical	1 2.5 5	3 6 3	3 6 See C700	See C700
<b>SBM</b>	Safety and Environmental Protection (SEP) management system, Complete periodical		5	3	See C700	
<b>Support Unit</b>	See relevant class notations		See surveys			
<b>TEMPSTORE</b>	Temporary storage of oil	Annual Complete periodical	1 5	3 3	3 See C700	
<b>TMON</b>	Tailshaft monitoring, annual		1	6	6	
<b>VIBR</b>			1	3	3	To be carried out concurrently with the annual survey main class. $W_A$ is 0 when completed concurrently with the renewal survey main class.
<b>Well Intervention Unit</b>	Well intervention facility	Annual Complete periodical	1 5	3 3	3 See C700	
<b>WELL</b>	Well intervention facility	Annual Complete periodical	1 5	3 3	3 See C700	
<b>WELL TEST</b>	Well test facility	Annual Complete periodical	1 5	3 3	3 See C700	
<b>WINTERIZED (design temp. °C)</b>	Operating in cold climate		1	3	3	
<b>WINTERIZED ARCTIC (design temp. °C)</b>	Operating in cold climate, with add. req. for pollution prevention in vulnerable arctic areas		1	3	3	

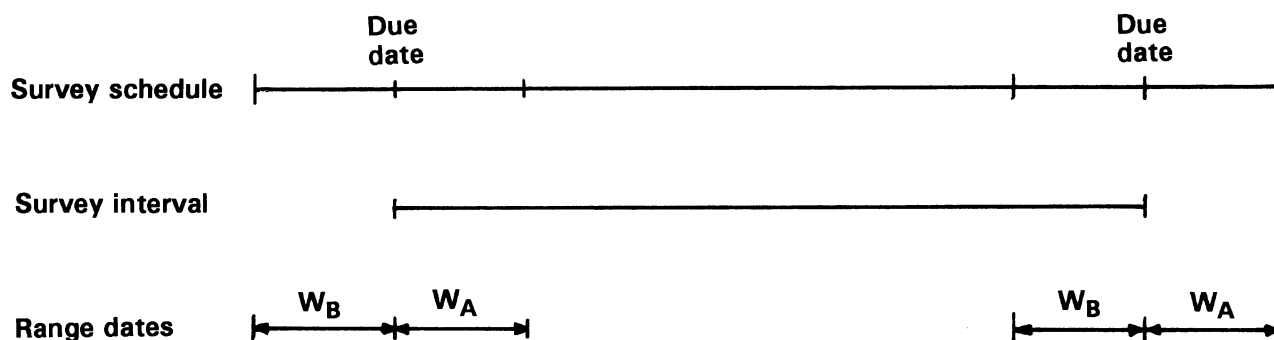


Figure 1  
Survey time windows



## D. Classification Certificate

### D 100 Certificate endorsement

**101** The classification certificate will be endorsed upon satisfactory completion of annual and intermediate surveys for main and mandatory class notations. The validity of the classification certificate may be extended upon satisfactory completion of renewal survey for main and mandatory class notations. Endorsement of the classification certificate or issue of a new certificate means that the unit is accepted for retention of class. The certificate will not be endorsed or extended in case of:

- non-satisfactory completion of the survey(s)
- any overdue periodical class survey including continuous survey if applicable
- overdue conditions of class.

**Guidance note:**

In case an overdue survey related to a notation, that is not mandatory, the classification certificate may be endorsed provided this class notation is suspended.

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**102** In case the main class annual survey is performed prior to the defined time window, the anniversary date on the classification certificate will be advanced. Subsequent surveys shall be carried out at prescribed intervals using the new anniversary date.

**Guidance note:**

Expiry date of the classification certificate may remain unchanged, but additional surveys may be required so that the prescribed survey intervals are not exceeded.

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### D 200 Validity of the classification certificate

**201** When the classification certificate has been extended or an interim certificate has been issued, a new classification cer-

tificate will be issued after the administration has examined the surveyor's report and is satisfied that the applicable requirements have been met.

**202** The validity of the classification certificate given in 201 will be 5 years if the annual and intermediate surveys as given in C are carried out at intervals and within the time windows required.

**203** For certain units the certificate validity and survey intervals may be reduced by the administration, e.g. for units with new or novel design or for systems or items exposed to abnormal rate of wear or failure.

### D 300 Issue of classification certificate and expiry date

**301** For renewal surveys completed within 3 months before the expiry date of the existing certificate, the new certificate will be valid to a date not exceeding 5 years from the expiry date of the existing certificate.

**302** For renewal surveys completed after the expiry date of the existing certificate, the new certificate will be valid to a date not exceeding 5 years from the expiry date of the existing certificate.

**303** In cases where postponement of renewal surveys have been granted as given in C700, the new certificate will be valid to a date not exceeding 5 years from the expiry date of the existing certificate before the extension was granted.

**304** For renewal surveys completed more than 3 months before the expiry date of the existing certificate, the new certificate will be valid to a date not exceeding 5 years from the completion date of the renewal survey.

**305** In cases where the renewal surveys are carried out concurrently with major conversions and or alterations requiring a long conversion time, the validity of the new certificate will normally be 5 years from the date of the completion of conversion and/or alteration.

## SECTION 2

# GENERAL REQUIREMENTS FOR HULL AND MACHINERY SURVEYS

### A. General

#### A 100 Preparation for survey

**101** The owner shall provide the necessary facilities for safe execution of surveys.

**102** Tanks and spaces shall be safe for access, i.e. gas freed, ventilated, cleaned and illuminated.

**103** For overall and close-up examination, means shall be provided to enable the surveyor to examine the structure in a safe and practical way, see B100.

#### Guidance note:

Use of remote inspection technique methods to facilitate the required internal examinations, including close-up examinations and thickness measurements, may be specially considered by DNV. The methods applied are to provide the information normally obtained from a survey carried out by the surveyor. In order to verify the results, confirmatory close-up examinations and thickness measurements at selected locations shall be carried out by the surveyor, not using the remote inspection technique method. Proposals for use of remote inspection technique methods shall be submitted to DNV for acceptance in advance of the survey.

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### B. Requirements for Hull Surveys

#### B 100 Conditions for survey and access to structures

**101** In preparation for survey and to allow for a thorough examination, all spaces shall be cleaned including removal from surfaces of all loose accumulated corrosion scale. In tanks where soft coatings have been applied, representative areas and those areas where it is obvious that further close-up examination is required shall be cleaned free of soft coating.

#### Guidance note:

Spaces should be sufficiently clean and free from water, scale, dirt, oil residues etc. to reveal corrosion, deformation, fractures, damage, or other structural deterioration. However, those areas of structure whose renewal has already been decided by the owner need only be cleaned and descaled to the extent necessary to determine the limits of the renewed areas. For more detailed information with regard to a tank where soft coatings have been applied, see IACS recommendation No. 44.

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**102** For survey, one or more of the following means for access, acceptable to the surveyor, shall be provided:

- permanent staging and passages through structures
- temporary staging and passages through structures
- lifts and moveable platforms
- boats or rafts
- other equivalent means.

**103** For ship-shaped units rafts or boats alone may be allowed for survey of the under deck areas for tanks or spaces, if the depth of the webs is 1.5 m or less. If the depth of the webs is more than 1.5 m, rafts or boats alone may be allowed only:

- when the coating of the under deck structure is in good condition and there is no evidence of wastage, or
- if rafts or boats are to be used with a water level above the face plate of the deck girders, an escape route through the air space is to be provided. This may be arranged with a permanent means of access in each bay to allow safe entry and exit with access direct from deck via a vertical ladder and a small platform fitted approximately 2 m below deck.

If neither of the above conditions are met, then staging or "other equivalent means" of access shall be provided for the survey of the under deck areas.

The use of rafts or boats alone does not preclude the use of boats or rafts to move about within a tank during a survey.

#### Guidance note:

Reference is made to IACS recommendation No. 39 – Guidelines for the use of boats or rafts for close-up surveys.

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#### B 200 Thickness measurements, hull structures

**201** Thickness measurements shall be carried out by a qualified company approved by DNV. thickness measurements shall normally be carried out by means of ultrasonic test equipment. The accuracy of the equipment shall be proven to the surveyor as required.

**202** The thickness measurements shall be witnessed by a surveyor. This requires the surveyor to be on board, while the measurements are taken, to the extent necessary to control the process. Thickness measurements of structures in areas where close-up examinations are required shall be carried out simultaneously with close-up examinations. (IACS PR No.19 Rev.3). A survey meeting shall be held prior to commencing the survey. The thickness measurement operator shall be part of the meeting together with representatives from the owner and DNV.

**203** A thickness measurement report shall be prepared. the report shall give the location of the measurements, the thickness measured and the corresponding original thickness. Furthermore, the report shall give the date when the measurements were carried out, type of measuring equipment, names of personnel and their qualifications. The report shall be signed by the responsible operator. The surveyor shall verify and countersign the report.

#### Guidance note:

The single measurements recorded should represent the average of multiple measurements.

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#### Guidance note:

For more information on reporting of thickness measurements, see DNV's guidelines, DNV's recommended reporting principles for ultrasonic thickness measurements of hull structures.

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#### B 300 Repair of structural damage or deterioration

**301** 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 class.

**302** Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the surveyor, will affect the unit's structural, watertight or weathertight integrity, shall be promptly and thoroughly repaired.

**303** For locations where adequate repair facilities are not available, consideration may be given to allow the unit to proceed directly to a repair facility. This may require discharging the cargo and or temporary repairs for the intended voyage.

**304** Additionally, when a survey results in the identification of significant corrosion or structural defects, either of which, in the opinion of the surveyor, will impair the unit's fitness for continued service, remedial measures shall be implemented before the unit continues in service.

## C. Requirements for Machinery Surveys

### C 100 Shaft alignment

**101** For propulsion systems where shaft alignment calculations have been required, the alignment shall be confirmed by suitable measurements when the system has been dismantled and or when external forces (e.g. grounding, welding work) may have influenced the alignment.

The measurements shall be carried out with the unit afloat and be presented to the surveyor on request.

#### Guidance note:

Relevant methods for making measurements are:

- bearing loads checked by jacking
- bending stress measurements (strain gauge readings)
- other approved methods.

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**102** The measured values shall be within the initially approved tolerances.

### C 200 Replacement of machinery components

**201** When machinery components are renewed, such components should in general be delivered in accordance with requirements as per valid rules at the time of newbuilding, see Ch.1 Sec.4 B1000.

#### Guidance note:

For guidance regarding spare parts for units in operation see the Rules for Classification of Ships Pt.4 Ch.1 Sec.5 A100.

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#### Guidance note:

- 1) If the relevant rule requires an NV certificate for the actual part, then the design and the survey, as relevant, should be in accordance with the applicable rule requirement. Applicable for diesel engines: the actual part should be produced by a manufacturer authorised by the engine designer or the designer's licensee.
- 2) If the relevant rule requires a work certificate for the actual part:
  - when design approval is required, the certificate should confirm compliance with the relevant parts (e.g. NDT, material, dimensions, etc.) of the approved drawings and specifications.
  - when no design approval is required (i.e. drawings and specifications submitted for information only), the required certificate should confirm compliance with the applicable rule requirements (e.g. pressure testing, NDT, etc.).

Applicable for diesel engines: if the part is produced by a manufacturer not authorised by the engine designer or the designer's licensee, DNV may carry out inspections according to the Rules for Classification of Ships Pt.4 Ch.3 Sec.1 Table C1 and issue a report confirming this. However, this inspection report will not cover design approval and testing as a part of the engine. It is the operator's responsibility to evaluate and take the necessary precautions to see that the parts are fit for their intended use.

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### C 300 Machinery verification

**301** At the time of drydocking, a dock trial shall be carried out to confirm satisfactory operation of main and auxiliary machinery. If significant repairs are carried out to main or auxiliary machinery, or steering gear, consideration should be given to perform a sea trial to the attending surveyor's satisfaction.

#### Guidance note:

##### 1) Significant repair:

A *significant repair* is one where the engine is completely dismantled and re-assembled, in cases such as renewal of crankshaft, bedplate, engine entablature renewal. significant repairs will, furthermore, be cases of repairs after serious damage to the engine after fire or flooding of the engine room resulting from e.g. collision or grounding of the unit.

The following are not defined as significant repairs.

Routine maintenance of the engine; such as:

- unit overhaul (piston, cylinder head, liner)
- turbocharger overhaul
- bearing inspections
- renewal of cracked liners
- renewal of cylinder heads
- use of new spares parts
- use of reconditioned parts
- open up and overhaul of units and bearings
- welding repair in the thrust bearing ribs.

##### 2) Scope of testing:

*Main engine:*

- a) Sea trial: upon complete reassembly after bedplate or crankshaft renewal, testing as for a new engine is required.  
The service engineer of the manufacturer's prepared test program should be used by the attending surveyor.
- b) Dock trial: generally, the testing should be limited to the following tests, which typically can be carried out alongside:
  - start / stop / reversing
  - local / remote operation
  - random safety alarms and cut-outs, including emergency stop.

*Auxiliary engines:*

Generally, the testing can be done alongside (shipyard or at other wharf), and does not necessarily require a sea trial. Testing as follows is recommended:

- start / stop
- local / remote operation
- random safety alarms and cut-outs, including over speed and emergency stop
- parallel running and load test.

*Steering gears:*

Trial performed alongside is normally sufficient.

In certain case (e.g. modifications, insurance and vetting cases) testing at unit's full speed may be required, for which a sea trial will be necessary. Largely handled case by case, calling for surveyor's experienced assessment. Owners typically will not raise objection related to this issue, and actually are likely to request DNV to attend the sea trial and issue statement thereafter.

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## D. Special Provisions for Ageing Units

### D 100 General

**101** Mobile Offshore Units with nominal age equal to or higher than documented fatigue life shall be subject to evaluation for special provisions.

**102** A fatigue utilisation index (FUI) shall be calculated to characterise units of column-stabilised and self-elevating type. The FUI is defined as the ratio between the effective opera-

tional time and the documented fatigue life.

**103** Calculation of effective operational time shall be based on recorded operations history. For the purpose of calculating the FUI, the following may be assumed:

- contribution from operation in harsh environment, e.g. North Sea, North Atlantic and Canada, equals actual operating time in such environment
- contribution from operation in other environments equals one third of actual operating time in such environments
- periods of lay-up and yard stay may be disregarded
- for self-elevating units; contribution from transit operation.

**104** Owner shall submit FUI or historical data allowing for calculation of FUI as part of the planning process prior to renewal survey when the nominal age exceeds the documented fatigue life.

**105** Operation of the unit may continue when the FUI exceeds 1.0 provided requirements stipulated in D200 and D300 are complied with.

**106** The society will issue an MO stating the FUI and agreed compensating measures (see D200 and D300) following each renewal survey after the nominal age has reached the documented fatigue life.

**107** These special provisions focus on the fatigue and corrosion properties of the hull. Degradation mechanisms due to ageing effects related to other aspects such as marine systems must also be given due consideration by owner through maintenance, and by DNV surveyors through regular surveys.

#### **D 200 Column-stabilised units**

**201** If no fatigue cracks have been found in a unit prior to the FUI reaching 1.0, No special provisions will be required until such cracks are detected.

**202** If fatigue cracks have been found in a unit prior to the FUI reaching 1.0, owner shall assess structural details in special areas at latest prior to the renewal survey for the 5-year period in which the FUI will reach 1.0, with the purpose of improving the fatigue properties of the structure.

**203** Basis for such assessment is documented fatigue lives for the typical structural details in combination with the documented as-is condition. A ranking of details starting with the lowest fatigue lives may conveniently be established.

**204** Structural details may be improved by replacement or grinding. associated plans and procedures shall be approved by the society. The scope of the improvement program will depend on the initial assessment and owner's plans for further use of the unit.

**205** Units which have encountered fatigue cracks prior to the FUI reaching 1.0, and which have undergone an assessment and improvement program as outlined in 202 through 204 to the society's satisfaction, will not be subject to extended survey requirements.

**206** Units which have encountered fatigue cracks prior to the FUI reaching 1.0, and where satisfactory compensating measures in the form of structural improvements have not been implemented, shall be subject to additional NDE at intermedi-

ate surveys corresponding to the extent required for renewal surveys when the FUI exceeds 1.0.

**207** The process outlined in 202 through 206 shall be repeated prior to each successive renewal survey after the FUI has reached 1.0.

**208** Systematic thickness measurements shall be performed at renewal surveys when the FUI exceeds 1.0. Owner shall submit program for such measurements for approval prior to the renewal survey.

**209** Owner shall document that corrosion protection of the unit's hull is adequate and in line with conditions assumed in original design when the FUI exceeds 1.0. The corrosion protection is to be specially surveyed.

**210** Units which have encountered fatigue cracks prior to the FUI reaching 1.0, and where satisfactory compensating measures in the form of structural improvements have not been implemented, shall have an approved leak detection system according to guidelines issued by the society when the FUI exceeds 1.0. This is to be confirmed at the annual survey.

**211** Areas identified for leak detection shall be examined for leaks at least twice monthly when the FUI exceeds 1.0. This is to be confirmed at the annual survey.

#### **D 300 Self-elevating units**

**301** If no fatigue cracks have been found in a unit prior to the FUI reaching 1.0, no special provisions will be required until such cracks are detected.

**302** FUIs may be calculated separately and in detail for various parts of the unit such as leg nodes, spud cans, jacking gear and deck structure. The calculations may reflect the various degrees of bottom restraints and loading pattern resulting from the deck being fixed at various levels during the operations history of the unit.

**303** In addition to the standard scope of survey outlined in B200, 5% of the areas with FUI larger than 1.0 shall be subject to NDE at renewal surveys.

**304** The additional areas for NDE shall be selected with focus on probability of cracking and consequence of possible failures.

**305** When operational time (time in operation regardless of environment excluding periods of lay-up and yard-stay) exceed documented fatigue life, the scope for survey of jacking gears as outlined in Sec.4 D208 shall increase to comprise about 20% of jacking gear units but not less than two units per leg.

**306** When operational time (see 305) exceeds documented fatigue life, systematic thickness measurements shall be performed at renewal surveys. owner shall submit program for such measurements for approval prior to the renewal survey.

#### **D 400 Ship-shaped units**

**401** Extended survey requirements for ageing units of ship-shaped type with service notation **Drilling Unit** are condition-based as per Sec.4 B201.

**402** No special provisions are enforced for other service notations.

## SECTION 3 ALTERNATIVE SURVEY ARRANGEMENTS AND SURVEYS PERFORMED BY APPROVED COMPANIES

### A. Alternative Survey Arrangements

#### A 100 General overview of survey arrangements

**101** Alternative survey arrangements may be accepted as an option to applicable periodical surveys for main class.

**102** The following survey arrangements may be granted upon written request from the owner:

- *Hull continuous*, a survey arrangement that includes all the unit's hull compartments and structure, see A300.
- *Machinery continuous*, a survey arrangement based on surveys of the machinery items as detailed in Sec.7 C.
- *Machinery PMS*, a survey arrangement based on a planned maintenance system. The requirements are detailed in Sec.7 D.
- *Machinery CM*, a survey arrangement that can include selected parts of the machinery, and is not covering the complete machinery installation onboard. The requirements are detailed in Sec.7 E.

#### A 200 Continuous surveys, general

**201** Continuous surveys comprise continuous hull and or machinery surveys.

**202** The items are normally to be surveyed at intervals not exceeding 5 years. Surveys carried out 6 months or less before their due date will be given a correspondingly longer interval during the next cycle.

**203** Further requirements for machinery continuous surveys

are detailed in Sec.7 C.

#### A 300 Hull continuous survey

**301** Hull continuous survey may be accepted for offshore units.

### B. Surveys by Approved Companies or Service Suppliers

#### B 100 General

**101** Parts of the periodical surveys may be carried out by companies approved by DNV. The following survey parts may be performed by such companies:

- thickness measurements
- bottom survey afloat
- general NDT
- mooring line survey.

#### B 200 Thickness measurements

**201** The requirements given in Sec.2 B200 apply.

#### B 300 Bottom survey afloat

**301** An approved company to be used. The results of the survey are to be verified by a DNV surveyor. Detailed requirements are given in the Rules for Classification of Ships Pt.7 Ch.1 Sec.5 A500.

## SECTION 4 PERIODICAL SURVEY EXTENT FOR MAIN CLASS

### A. General

#### A 100 Introduction

**101** This section presents the standard extent of surveys for retention of main class (**1A1**).

**102** The requirements for service notations are given in Sec.5, and additional system and special facility class notations are given in Sec.6.

**103** For units and installations with special feature notation **NON-SELFPROPELLED** the survey scopes for steering gear, tailshaft and thrusters for propulsion may be adjusted to be in accordance with the intended use (e.g. for **DYNPOS-AUTS**, **POS Moor**, as auxiliary installation, or not used).

#### A 200 Hull Survey - General

##### 201 Conditions of protective coating

Where provided, the condition of protective coating of cargo holds, cargo tanks and ballast tanks shall be examined.

The condition will be rated GOOD, FAIR or POOR as defined in Table A1.

Table A1 Conditions of protective coating	
Corrosion protection system	Is normally to consist of full hard coating supplemented by anodes or full hard coating.  <b>Guidance note:</b> Other coating systems may be considered acceptable as alternatives provided that they are approved by DNV and applied and maintained in compliance with the manufacturer's specification.  ---e-n-d---of---G-u-i-d-a-n-c-e---
Coating condition "GOOD"	Condition with only minor spot rusting.
Coating condition "FAIR"	Condition with local breakdown at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for POOR condition.
Coating condition "POOR"	Condition with general breakdown of coating over 20% or more of areas or hard scale at 10% or more of areas under consideration.

**202** For structures where original protective coatings are in GOOD condition, the extent of close-up examination and thickness measurements may be specially considered. This also applies to tanks of stainless steel. If not otherwise specified, the same applies for re-coated structures (by epoxy coating or equivalent, alternatively a type approved coating, e.g. semi-hard), provided that the condition of the protective coating is in GOOD condition and that documentation is available stating that:

- the scantlings were assessed and found satisfactory by a surveyor prior to re-coating
- the coating was applied according to the manufacturer's recommendations.

Special consideration as used in this context is taken to mean, as a minimum, that sufficient close-up examination and thickness measurements are carried out to confirm the actual average condition of the structure under the protective coating.

#### A 300 Extent of hull survey

**301** The In-service Inspection Program (IIP) for units of column-stabilised and self-elevating types (see Sec.1 A105) is developed on the basis of a general, experience-based scope in combination with design and fabrication particulars for the actual unit as well as experience from in-service surveys of units of similar type.

**302** The basic scope for development of IIP for units of column-stabilised type is given in Table A2.

**303** The basic scope for development of IIP for units of self-elevating type is as given in Table A3.

**304** Relevant survey requirements for units of ship-shaped types additional to those stated in the Rules for Classification of Ships are summarised in Table A4.

##### Guidance note:

At the 1st Annual or intermediate survey after construction, column-stabilised and self-elevating units may be subject to examination of major structural components including non-destructive testing, as deemed necessary by the Society. If the Society deems such survey to be necessary, the extent should be agreed to by the Society and the owner or client prior to commencement of the Survey.

Table A2 Basic scope for development of IIP for column-stabilised units												
Column-stabilised units	TYPE OF SURVEY											
	AS				IS				RS			
	INT		EXT		INT		EXT		INT		EXT	
	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT
<b>Special Areas <sup>1)</sup> (SP) – connections:</b>												
Horizontal bracing connections	X				X		C	X <sup>3)</sup> B <sup>4)</sup> <sup>3)</sup>	A	X	A	X
Vertical diagonal bracing connections	B				A		C	X <sup>3)</sup>	A	X	A	X
Columns to pontoon and deck connections	X		X		C		X		A	X	A	C
Upper hull girder/bulkhead connections	X		X		X		X		A	X	A	X
<b>Special Areas (SP) – attachments of:</b>												
Crane/gangway pedestals and top flange	A		A		A	X	A	X	A	X	A	X
Anchor windlasses	X		A		X		A		A		A	X
Anchor chain fairleads	C				B		C		A		A	C
Helideck support	X		X		X		C	X	A	X	A	C
Other attachment/support connections	X		X		X		X	X	A	X	A	X

**Table A2 Basic scope for development of IIP for column-stabilised units (Continued)**

Column-stabilised units	TYPE OF SURVEY											
	AS				IS				RS			
	INT		EXT		INT		EXT		INT		EXT	
	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT
<b>Primary Structure <sup>2)</sup> (PR):</b>												
Horizontal bracings	A				A		B		A		A	
Vertical diagonal bracings	C		X		C		C		A		A	
Column shell	X		X		C		C		A		A	
Upper hull girders/bulkheads	X		X		X		X		A		A	
Drill floor with substructure	X		X						A	X	A	X
Crane/gangway pedestal	X		A		A		A		A		A	
Lifeboat platforms support			A				A				A	X
Helideck support structure	X		X		X		A		A	X	A	X
Other support structures	X		X		X		X		A		A	
<b>A</b> = 100% <sup>5)</sup> <b>B</b> = 50% <sup>5)</sup> <b>C</b> = 25% <sup>5)</sup> <b>X</b> = Spot check 2-5% <sup>5)</sup>  <b>V</b> = Visual Inspection including Close Visual Inspection of Special Areas. <b>NDT</b> = Non-destructive Testing, normally Magnetic Particle Inspection (MPI) and/or Eddy Current (ECI) of selected stress concentrations and fatigue sensitive details.												
1) <b>Special Areas (SP)</b> are those sections of Primary Structure which are in way of critical load transfer point, stress concentrations, etc. See also DNV-OS-C103 Sec.2 B and DNV-OS-C201 Sec.11 B. 2) <b>Primary Structures (PR)</b> are elements which are essential to the overall structural integrity of the unit. See also DNV-OS-C103 Sec.2 B and DNV-OS-C201 Sec.11 B. 3) External NDT may be waived at IS if the unit has an approved leakage detection system according to guidelines issued by the Society. 4) Bracing to Bracing (K-joint). 5) - of the total number of these parts.												

**Table A3 Basic scope for development of IIP for self-elevating units**

Self-elevating units	TYPE OF SURVEY											
	AS				IS				RS			
	INT		EXT		INT		EXT		INT		EXT	
	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT
<b>Special Areas <sup>1)</sup> (SP) – connections:</b>												
Leg to Spudcan							A	X	A	A	A	A
Leg Nodes			X				A				A	X <sup>3)</sup>
Connections of primary members in Jack House			A				A	X			A	A
Main Barge girder/bulkhead connections	X		X		X		X		A		A	
<b>Special Areas (SP) - attachments of:</b>												
Crane/gangway pedestals and top flange	A		A		A	X	A	X	A	A	A	A
Support of Drill Floor			A				A				A	A
Helideck support	X		X		X		C	X	A	X	A	C
Other attachment/support connections	X		X		X		X	X	A	X	A	X
<b>Primary Structure <sup>2)</sup> (PR):</b>												
Spudcans							A		A		A	
Legs			X				A				A	X
Jack Houses			A				A				A	X
Main Barge girders/bulkheads	X				X				A		A	
Drill floor with substructure	X		X						A	X	A	X
Crane/gangway pedestal	X		A		A		A		A		A	

**Table A3 Basic scope for development of IIP for self-elevating units (Continued)**

Self-elevating units	TYPE OF SURVEY											
	AS				IS				RS			
	INT		EXT		INT		EXT		INT		EXT	
	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT
Lifeboat platforms support			A				A				A	X
Helideck support structure	X		X		X		A		A	X	A	X
Other support structures	X		X		X		X		A		A	
<b>A</b> = 100% <sup>4)</sup> <b>B</b> = 50% <sup>4)</sup> <b>C</b> = 25% <sup>4)</sup> <b>X</b> = Spot check 2-5% <sup>4)</sup>  <b>V</b> = Visual Inspection including Close Visual Inspection of Special Areas. <b>NDT</b> = Non-destructive Testing, normally Magnetic Particle Inspection (MPI) and/or Eddy Current (ET) of selected stress concentrations and fatigue sensitive details.  1) <b>Special Areas (SP)</b> are those sections of Primary Structure which are in way of critical load transfer point, stress concentrations, etc. See also DNV-OS-C103 Sec.2 B and DNV-OS-C201 Sec.11 B. 2) <b>Primary Structures (PR)</b> are elements which are essential to the overall structural integrity of the unit. See also DNV-OS-C103 Sec.2 B and DNV-OS-C201 Sec.11 B. 3) At levels which have been in way of lower guided in operation, upper guides in transit and in way of spudcans. 4) - of the total number of these parts.												

**Table A4 Relevant structural survey requirements for ship-shaped offshore units**

Ship-shaped units	TYPE OF SURVEY											
	AS				IS				RS			
	INT		EXT		INT		EXT		INT		EXT	
	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT	V	NDT
<b>Special Areas <sup>1)</sup> (SP) – connections:</b>												
Moonpool openings	C				A		A		A	A	A	A
Turret	A				A		A		A	A	A	A
<b>Special Areas (SP) - attachments of:</b>												
Crane pedestals and top flange	A		A		A	X	A	X	A	A	A	A
Anchor windlasses	X		A		X		A		A		A	X
Anchor chain fairleads	C				B		C		A		A	C
Helideck support	X		X		X		C	X	A	X	A	C
Other attachment/support connections	X		X		X		X	X	A	X	A	X
<b>Primary Structure <sup>2)</sup> (PR):</b>												
Drill floor with substructure	X		X						A	X	A	X
Crane pedestal	X		A		A		A		A		A	
Lifeboat platforms support			A				A				A	X
Helideck support structure	X		X		X		A		A	X	A	X
Other support structures	X		X		X		X		A		A	
<b>A</b> = 100% <sup>3)</sup> <b>B</b> = 50% <sup>3)</sup> <b>C</b> = 25% <sup>3)</sup> <b>X</b> = Spot check 2-5% <sup>3)</sup>  <b>V</b> = Visual Inspection including Close Visual Inspection of Special Areas. <b>NDT</b> = Non-destructive Testing, normally Magnetic Particle Inspection (MPI) and/or Eddy Current (ECI) of selected stress concentrations and fatigue sensitive details.  1) <b>Special Areas (SP)</b> are those sections of Primary Structure which are in way of critical load transfer point, stress concentrations, etc. See also DNV-OS-C103 Sec.2 B and DNV-OS-C201 Sec.11 B. 2) <b>Primary Structures (PR)</b> are elements which are essential to the overall structural integrity of the unit. See also DNV-OS-C103 Sec.2 B and DNV-OS-C201 Sec.11 B. 3) - of the total number of these parts.												

## B. Annual Survey

### B 100 Survey extent

**101** The survey will normally cover systems and parts for:

— structure and equipment

— machinery and safety systems.

### B 200 Structure and equipment for ship-shaped units

**201** Survey requirements for ship-shaped structures and related equipment are given in the Rules for Classification of Ships, Pt.7 Ch.1. Sec.2.



**202** The following items shall, however, be surveyed in accordance with mobile offshore unit requirements:

- stability (recording for lightweight)
- moorings
- tank level measurements
- helicopter fuel
- external corrosion
- bottom surveys
- sea valve inspection
- thruster and tailshaft surveys.

### **B 300 Structure and equipment for column-stabilised and self-elevating units**

**301** The survey may be performed on location provided that the structure, including submerged parts, can be thoroughly inspected as specified in the in-service inspection programme. If required, underwater inspection shall be in accordance with an approved procedure, and using approved personnel and equipment.

**302** Units or installations with submerged primary structural members allowing internal access for inspection may be omitted from external survey, subject to satisfactory results from the internal survey.

**303** Primary structural members which are flooded shall be subject to external survey unless otherwise agreed. The extent of survey is given in the in-service inspection program, and will comprise visual inspection of vital parts and may include non-destructive testing of highly stressed areas.

**304** The means for leakage detection of dry bracings shall be function tested.

**305** Internal surfaces in ballast tanks may be subject to survey, including thickness measurements. The permissible reduction in thickness is as given for the renewal survey, see also D208.

Condition of protective coating according to A201 to be reported.

For areas with general breakdown of the protective coating, close-up examination and thickness measurements shall be carried out to an extent sufficient to determine both general and local corrosion levels.

**306** Accessible and visible parts of the unit's permanent towing arrangement and temporary and emergency mooring system shall be inspected. If the temporary mooring system is part of the mooring system for position keeping on location, then accessible and visible parts of the position mooring system shall also be inspected.

**307** Items which are important for the reserve buoyancy in connection with stability of the unit shall be surveyed. The survey shall include inspection of external and internal closing appliances, ventilators, air pipes, side scuttles etc., as well as an external inspection of scupper valves and sanitary valves.

**308** Remote controls and alarm systems for doors, hatches and watertight dampers shall be surveyed and function tested.

**309** Guard rails shall be examined.

**310** For units or installations subjected to annual load line inspections by DNV, the requirements in 307 and 309 are considered covered by this inspection.

**311** The «Appendix to the classification certificate» and the documents referred to therein, shall be verified as kept available onboard the unit.

### **B 400 Machinery and safety systems for ship-shaped units**

**401** Survey requirements for machinery and safety systems

on ship-shaped units are given in the Rules for Classification of Ships, Pt.7 Ch.1, Sec.2 C.

**402** Tank level measurements and helifuel systems shall, however, be surveyed in accordance with offshore unit requirements, see B503 and B507, respectively.

### **B 500 Machinery and safety systems for column-stabilised and self-elevating units**

**501** The survey shall include examination of spaces for machinery, boilers and incinerators, and equipment located therein, with particular attention to fire and explosion hazards. As the DNV surveyor deems necessary, running tests and/or opening of machinery, and tests of safety devices and equipment may be required.

**502** Boilers shall be externally surveyed. The general condition of the boiler including mountings, piping and insulation shall be ascertained and the surveyor may require opening, removal of insulation etc. if found necessary. Safety valves, instrumentation and automation systems shall be tested in operating condition when found necessary by the surveyor.

**503** The bilge and ballasting system and related subsystems, such as remote valve operation and tank level indications for column-stabilised units shall be visually surveyed and tested.

**504** The brake torques of jacking machinery on self-elevating units shall be checked. Where provided, the fixation rack system shall also be checked.

**505** For steering gears and/or propulsion thrusters applied for steering purposes, steering functions and alarms shall be tested.

Steering gears for azimuth thrusters, providing the main and/or auxiliary steering function, shall be surveyed as given in Sec.7 Table A1.

**506** For units granted a survey arrangement based on an approved planned maintenance system (PMS), an annual survey of the PMS is required to prolong the validity of the arrangement. The purpose of this survey is to review and evaluate the previous period's maintenance activities and experience. The annual survey shall consist of the following main elements:

- a) The maintenance history will be examined in order to verify that the PMS has been operated according to the intentions and that the system is kept up to date.
- b) Evaluation of the maintenance history for main overhaul jobs on the components covered by the continuous machinery survey (CMS) scheme carried out since last annual survey.
- c) Details of corrective actions on components in the CMS scheme shall be made available.
- d) If condition monitoring equipment is in use, function tests of this equipment and verification of the calibration will be carried out as far as practicable and reasonable.

If found necessary by the surveyor, opening or testing of machinery may be required.

**507** In hazardous areas the following equipment and systems shall be surveyed or tested:

- ventilation systems shall be function tested. The tests shall include emergency stop systems and alarms for lost ventilation
- alarms and shutdown functions for pressurised equipment shall be function tested
- gas detection equipment shall be function tested
- electrical equipment shall be visually inspected.

## C. Intermediate Survey

### C 100 General

**101** The survey shall normally be carried out in sheltered waters. Survey on location may be acceptable provided that the underwater inspection is performed in accordance with an approved procedure, and using approved personnel and equipment.

**102** The survey shall, in general, be carried out as the annual survey, but with extended visual inspection and non-destructive testing of the structure as given in relevant rules and in-service inspection programme (where relevant), see A300.

### C 200 Structure and equipment for ship-shaped units

**201** Survey requirements for ship-shaped structures and related equipment are given in the Rules for Classification of Ships, Pt.7 Ch.1. Sec.3.

**202** The following items shall, however, be surveyed in accordance with mobile offshore unit requirements:

- stability (recording for lightweight)
- mooring
- tank level measurements
- helicopter fuel
- external corrosion
- bottom surveys
- thruster and tailshaft surveys
- sea valve inspection.

### C 300 Structures and equipment for column-stabilised and self-elevating units

**301** The survey shall, in general, be carried out as the annual survey, but with extended visual inspection and non-destructive testing of the structure as given in the in-service inspection programme.

**302** The cathodic protection system shall be surveyed by visual inspection of sacrificial anodes and extent of corrosion. Corrosion in welds of vital parts which may be subject to fatigue shall be particularly considered.

**303** For column-stabilised units, the survey shall, at minimum, cover accessible areas at light ballast draught.

**304** For self-elevating units, survey of the full height of the legs is normally required. Potential measurements will also be required if found necessary.

**305** If the temporary mooring system is part of the mooring system for position keeping on location, then the position mooring system shall also be inspected. The mooring system shall be function tested during typical anchor handling operations.

### C 400 Machinery and safety systems for ship-shaped units

**401** Survey requirements for machinery and safety systems on ship-shaped units are given in the Rules for Classification of Ships, Pt.7 Ch.1, Sec.3 C.

### C 500 Machinery and safety systems for column-stabilised and self-elevating units

**501** The survey shall generally be carried out as for the annual survey.

**502** The fire protection arrangement shall be surveyed. For units being inspected by national authorities with respect to fire protection arrangement, the survey for classification may normally be considered as covered by this inspection.

## D. Renewal Survey, Structure and Equipment

### D 100 Ship-shaped units

**101** Survey requirements for ship-shaped structures and related equipment are given in the Rules for Classification of Ships, Pt.7 Ch.1. Sec.4 C.

**102** The following items shall, however, be surveyed in accordance with mobile offshore unit requirements:

- stability (recording for lightweight)
- moorings
- tank level measurements
- helicopter fuel
- external corrosion
- bottom surveys
- thruster and tailshaft surveys
- sea valve inspection.

**103** Alternative survey arrangements given in D300 may be applied also for ship-shaped units.

### D 200 Column-stabilised and self-elevating structures

**201** The renewal survey includes the requirements given in B and C. The extent of the survey is given in the in-service inspection programme, and will additionally include the requirements given in 202 to 216.

**202** Survey of pipes, valves, couplings, anodes, equipment for level indication, etc. inside tanks and spaces.

**203** Tanks shall, as a minimum, be internally surveyed in accordance with Table D1, as far as applicable.

Table D1 Tank survey and pressure testing <sup>1), 2)</sup>				
Tank	Age of unit in years			
	0-5	5-10	10-15	above 15
Sea water <sup>3)</sup>	all	all	all	all
Fresh water	one	one	all	all
Fuel and sludge	one	one	two	half
Lubricating oil	none	none	one	half
Notes:				
1) Tanks of integral type				
<b>Guidance note:</b>				
Integral tanks form a part of the unit's hull and are influenced in the same manner and by the same loads that stress the adjacent hull structure.				
Independent tanks within machinery spaces (non-integral, self-supporting tanks which do not form part of the unit's hull) are normally surveyed as part of the renewal survey for machinery, see E.				
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2) If selection of tanks is accepted to be surveyed, then different tanks shall, as far as practicable, be surveyed at each survey, on a rotational basis.				
3) Tanks used as bilge water holding tanks, shall be examined as required for sea water tanks.				

**204** Remote level indicating systems for ballast tanks shall be surveyed and function tested.

**205** Remote control system for valves in bilge, ballast and cooling water systems shall be surveyed and tested.

**206** Tank bulkheads and tank decks integral with the unit structure shall, as a minimum, be hydraulically tested from at least one side to the maximum pressure they can be subjected to in service. The number of tanks to be tested shall be in accordance with Table D1, as far as applicable.

**207** Thickness measurements shall be carried out as deemed necessary by the surveyor at the first and second renewal surveys after delivery. At the third renewal and subsequent renewals, in addition to the above, mandatory thickness gaug-

ings are to be taken as a minimum in the following areas:

*Column Stabilised Units:*

- column base tanks which are used for trimming the vessel.
- main horizontal braces at the connection to column / pontoon or diagonal braces (K-nodes).
- selected areas of exposed upper hull where 'box' or 'T' beams receive major concentrated loads.
- pump room bilge wells.

*Self Elevating Units:*

- major connections of leg to mat
- lattice leg chord at connections to spudcan
- spudcan bulkheads at connections to leg chord
- leg chords in way of splash zone
- load transfer area in way of jack house (external and in way of pre load tanks).

Average corrosion is defined as the average corrosion rate for a typical structural member.

Local corrosion is defined as the local corrosion limited by an area of 500 × 500 mm within a plate-field defined by two stiffeners and adjacent web-frames.

*Average corrosion*

- 5% reduction is allowed in “special” areas subject to high fatigue loads. These areas are normally identified in the In-Service Inspection Program (IIP)
- 10% reduction is allowed in areas taking part in the global structural strength, or being part of the watertight integrity of the unit
- 15% reduction is allowed in areas not taking part in the global structural strength and not being part of the watertight integrity of the unit.

*Local corrosion*

- 5% reduction is allowed in “special” areas subject to high fatigue loads. These areas are normally identified in the In-Service Inspection Program (IIP)
- 15% reduction is allowed for plates in areas taking part in the global structural strength, or being part of the watertight integrity of the unit
- 20% reduction is allowed in areas not taking part in the global structural strength and not being part of the watertight integrity of the unit.

Detailed locations for thickness gaugings will be included in the vessels In-service Inspection Programme.

**208** The jacking systems, including shock pads, shall be examined. A selected number of jacking gear units (about 10%, but not less than one unit per leg) shall be opened up for inspection. Oil analysis shall be presented for all the jacking gear units.

**209** For self-elevating units, all parts of the legs shall be examined.

**210** The towing and mooring equipment shall be surveyed as follows:

- all chain lockers and anchor stowage arrangements shall be surveyed
- the permanent towing arrangement of the unit shall be surveyed
- the temporary and/or emergency mooring systems shall be surveyed
- if the temporary and/or emergency mooring systems are part of the mooring system for position keeping on location, the complete mooring system for position keeping shall be subject to a comprehensive survey. This will include thorough visual examination and extensive non-destructive testing of mooring chain or wire rope. This

inspection shall include dismantling and non-destructive testing of all joining shackles that have been in service for more than 5 years.

- Function testing of the mooring systems shall be performed.

**211** Sea chests and other sea inlets and discharges (above and below the waterline) with valves, including sanitary valves and scupper valves, shall be opened for survey.

Alternative survey methods may be accepted upon special consideration and approved procedures.

**212** The unit is to undergo a weight or displacement survey and the weight record will be checked in order to verify the current lightweight and centre of gravity. Where the weight survey indicates a difference from the calculated lightweight in excess of 1% of the operating displacement, an inclining test should be conducted. For self-elevating units deviations up to 5% of the operating displacement may be accepted upon special considerations. It is a provision that the weight difference is positioned at the most unfavourable position when calculating the vertical centre of gravity (VCG).

The above mentioned requirements may be considered complied with where the national authorities enforce similar requirements. In such cases a copy of the report on the weight survey, or on the new inclining test, endorsed by the national authorities, shall be submitted.

**213** The presence of required signboards shall be verified.

**214** The cathodic protection system of the submerged zone shall be surveyed. The efficiency of the system for the forthcoming 5-year period shall be confirmed.

**215** The unit shall be dry docked at the third renewal survey and at each renewal survey thereafter, unless acceptable equivalent alternatives are agreed.

See also D300.

**216** Fixation of major appurtenances to the main structure shall be surveyed. These may typically include crane pedestals, helicopter decks, drilling derricks, lifeboat platforms and heavy deck modules or skids.

### **D 300 Alternative survey**

**301** Renewal surveys may be carried out on location without interrupting the function of the unit, provided that they are based on approved procedures outlined in a maintenance system and survey arrangement.

See also Ch.2 Sec.2 G for matters that will be taken into consideration for acceptance of surveys on location.

**302** Provisions regarding fatigue safety factors and corrosion protection shall be in accordance with the following requirements:

- DNV-OS-C103 Appendix A for column-stabilised units
- DNV-OS-C104 Appendix A for self-elevating units
- DNV-OS-C107 for ship-shaped units.

## **E. Renewal Survey, Machinery and Safety Systems**

### **E 100 General**

**101** Machinery systems and equipment are covered by a survey arrangement if not part of a separate survey. The available machinery survey arrangements are based on the inventory list (see Sec.7 Table A1) established for the unit.

The conditions for:

- obtaining and maintaining the survey arrangement, and
- the corresponding survey methods to verify that the

machinery system is in an acceptable condition are different for each of the available machinery survey arrangement. If a survey arrangement is not specified, Machinery renewal is set as default.

The following survey arrangements are available:

- machinery renewal, see Sec.7 B
- machinery continuous, see Sec.7 C
- machinery PMS (Planned Maintenance System), see Sec.7 D.
- machinery CM (Condition monitoring), see Sec.7 E.

**102** Propulsion systems containing components or elements may change characteristics during the lifetime and hence influence the torsional behaviour of the system.

Such components may be:

- vibration dampers
- elastic couplings
- speed governor or quick passing through device.

The mentioned components shall be maintained and inspected as approved by DNV or as recommended by the manufacturer.

As an alternative to opening up for inspection, measurements may be carried out to confirm the correct dynamic conditions.

The torsional vibration measurements shall be carried out and reported to DNV. The results shall be compared with the approved limits (torsional vibration calculations).

If an elastic coupling is replaced by another type, new torsional vibration calculations shall be submitted for approval.

**103** *Auxiliary thrusters* shall be examined and tested as follows:

- oil analysis of gear house oil and oil for the CP mechanism
- examination of gear and bearings through inspection openings or by other means
- examination of external piping systems
- examination of bearings, gear and shafts and other relevant parts if any indications of abnormalities are observed. Satisfactory maintenance according to manufacturer's recommendations to be documented and considered as a base for extent of possible opening. Opening to be carried out normally at least every 10 years. Any opening up of a thruster shall be witnessed by a surveyor of the Society
- function testing of sealing arrangements
- function testing of lubrication and hydraulic oil system
- function testing of CP mechanism
- function testing of thruster unit including alarm system.

**Guidance note:**

It is advised to take oil analysis at regular intervals and always prior to docking in order to ensure that there is no need for opening of the thruster (e.g. water in the oil).

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## E 200 Electrical installations

**201** The survey shall comprise examination of the electrical installations with regard to fire and explosion hazards and injury from accidental touching. The survey is also to include testing of correct functioning of equipment covered by class requirements.

**202** The insulation resistance of the complete installation shall be measured, and the results presented to the DNV surveyor.

**203** As far as practicable, the following equipment shall be examined for satisfactory condition:

- main and emergency switchboards
- generators
- distribution boards

- motor starters
- electrical motors
- converters (e.g. transformers, rectifiers, chargers)
- cable installations
- enclosures for electrical equipment
- lighting equipment
- heating equipment
- battery installations.

**204** The following tests shall be carried out to the extent deemed necessary by the surveyor to ascertain the proper functioning of the equipment:

- generator full load test
- generator parallel operation
- generator protection relays including non-important load trip, if fitted
- generator remote speed control
- generator synchronising equipment
- power plant interlocking systems
- insulation resistance indicating device
- emergency generator including switchboards
- battery chargers
- mechanical ventilation of battery rooms and lockers
- navigation lights, with controllers including alarms
- electrical motors for essential and important use, e.g. for jacking system at full load
- interlocking and/or alarms for pressurised rooms and equipment
- ductor testing
- primary current injection.

## E 300 Instrumentation and automation

**301** Correct functioning of the various parts of the following systems shall, as far as applicable, be verified:

- alarm and safety system
- fire alarm system
- manual control of machinery
- remote control of propulsion machinery
- remote control of position keeping machinery.

**302** It shall be verified that the remote control can be transferred to stand-by manual control in the engine room in case of power supply failure to the remote control system.

**303** When cancelling of automatic load reduction and/or automatic stop of engine are provided, these functions shall be demonstrated to the satisfaction of the surveyor.

**304** Remote shutdown for fuel-oil transfer service pumps and ventilating equipment, together with oil tank outlet valves where required to be capable of being remotely closed are to be proved satisfactory. Emergency switch(s) for all electrical equipment including main and emergency generators, except alarm and communication systems and lighting in vital areas such as escape routes and landing platforms, are to be proved satisfactory (by a combination of testing and review of maintenance records).

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## F. Renewal Survey, Tailshaft Survey

### F 100 Standard requirements

**101** For renewal survey, the tailshaft shall be withdrawn and the following parts examined, where relevant:

- propeller nut and threaded end of tailshaft
- cone, key and keyway, including examination of the fore part of the taper and keyway by magnetic particle inspection method
- tailshaft bearing areas

- stern tube bushes or bearings. Clearance measurements shall be included
- shaftsealing arrangement, including lubricating oil system.

#### F 200 Alternative survey

**201** The following alternative requirements do not apply to tailshafts covered by additional class notations **DYNPOS-AUTS**, **DYNPOS-AUT**, **DYNPOS-AUTR** and **DYNPOS-AUTRO**.

**202** Subject to 201, an alternative tailshaft survey may be accepted for oil lubricated tailshafts with approved sealing arrangement, provided that the number of service hours encountered is relatively low, e.g. less than 5 000 hours since the last tailshaft survey.

**203** At the first renewal survey, the lubricating oil for each of the stern tubes shall be analysed and the results forwarded to DNV. Acceptable analysis results, together with satisfactory survey of accessible parts of the shafts including clearance measurements, will normally be considered sufficient.

**204** From the fourth renewal survey and onwards, a complete tailshaft survey shall be carried out.

#### F 300 Tailshaft condition monitoring survey arrangement

**301** See Sec.6 U200.

### G. Renewal Survey for Thrusters for Positioning and Thrusters for Propulsion

#### G 100 Definitions

**101** Thrusters for dynamic positioning are thrusters incorporated in systems for dynamic positioning of offshore units, where the unit has been granted the additional class notation **DYNPOS-AUTS**, **-AUT**, **-AUTR** or **-AUTRO**.

**102** Thrusters for position mooring are thrusters incorporated in systems for thruster assisted position mooring of offshore units, where the unit has been granted the additional class notation **POS Moor-TA** or **POS Moor-ATA**.

**103** Thrusters for propulsion are defined as thrusters which are intended for propulsion or propulsion and steering of the unit during sea voyage.

##### Guidance note:

Thrusters installed to achieve redundant main propulsion systems should be regarded as thrusters for propulsion.

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#### G 200 Survey extent

**201** Thrusters for propulsion and positioning shall be surveyed as given in 202-209, as applicable.

**202** Drive motors and shafting system external to the thrusters and pumps and external piping systems shall be surveyed as given in Sec.7 Table A1.

**203** Inboard gear transmissions accessible for survey from inboard side shall be surveyed as given in Sec.7 Table A1.

**204** Alarm, safety and control systems shall be tested as required for renewal survey of propulsion machinery.

**205** Requirements for external survey are included in scope for bottom survey. Internal survey of outboard parts, see 206-207, is recommended to be carried out concurrent with bottom survey.

**206** Reduced scope may be applied to the first periodical survey and the periodical survey following a full scope survey, see 207. Reduced scope may also be applied for the periodical survey after a reduced scope survey provided the running

hours is less than 15 000 hours since last full scope survey.

Requirements for survey with reduced scope of outboard parts are:

- Oil analysis covering lubrication oil for gears, bearings, sealing boxes, steering gear and CP propeller. It is advised to take oil analysis at regular intervals and always prior to survey in order to ensure that there is no need for opening of the thruster (e.g. water in the oil).
- Survey of propeller power transmission gears and bearings through inspection openings or in similar extent (e.g. use of fibre optical means or lifting of pinion).
- Visual survey of electric motor and associated equipment inclusive shaft bearings and measurement of insulation resistance.
- Sealing arrangement of propeller blades, propeller shaft and steering column.

**207** Full scope is to be applied to the periodical survey following a reduced scope survey unless the running hours is less than 15 000 hours since last full scope survey, see 206.

Requirements for survey with full scope are:

- the requirements to reduced scope as given in 206
- visual inspection of relevant parts
- NDT of relevant parts
- running test.

**208** Any opening up of thrusters shall be witnessed by a surveyor and should meet the requirements in 207.

**209** Internal survey of outboard parts as well as drive motor and gear transmissions may be replaced by an approved condition monitoring arrangement, see Classification Note 10.2 Appendix H.

### H. Renewal Surveys, Boiler and Steam Heated Steam Generator

#### H 100 Renewal survey

**101** The survey shall normally include:

- internal and external examination of the boilers, superheaters, economisers and air preheaters or steam heated steam generator, including drums, stays, pipes, insulation, etc.
- internal examination of all mountings
- setting of safety valves including remote operation of same, except for exhaust gas boilers where the safety valves may be set by the chief engineer or maintenance supervisor and the results reported to DNV
- examination and testing of instrumentation and automation equipment
- examination and testing of attached fuel oil burning equipment.

**102** If found necessary, the surveyor may require hydraulic test, thickness measurements and/or crack detection test of any part of the installation.

### I. Thermal Oil Heater Survey

#### I 100 Renewal survey

**101** The survey shall normally include:

- tightness test of the installation with special attention to flange connections and valve and pump packings
- external examination of coils in the oil fired furnace
- testing of thermal oil-flow and pressure drop across the

heater including comparison with reference data from the heater as new. Significant increase in flow resistance across the furnace coils will require internal cleaning of the coils

- examination and testing of plant instrumentation including regulation and safety systems
- examination and setting of liquid relief valves
- examination of fuel oil equipment including burners with nozzles
- examination of fire extinguishing system with release arrangements for the thermal oil installation including furnace
- analysis of thermal oil samples from the system in order to establish safe operating temperature and state of deterioration
- function test of plant with special attention to stability of automatic regulating systems.

## **J. Survey of the outside of Unit's Bottom and Related Items, including BIS**

### **J 100 Schedule**

**101** The outside of the unit's bottom and related items are to be examined two times in any five (5) year period, with an interval not exceeding three (3) years between examinations. For units operating in salt water for less than six (6) months each year, the survey interval may be increased by the Society.

**102** Consideration may be given at the discretion of the Society, to any special circumstances justifying an extension of the interval.

**103** Proposals for alternative means of examining the unit's bottom and related items while afloat may be considered, provided they are in general agreement with Appendix B.

### **J 200 Parts to be examined**

#### **201 Ship-shaped Units (ship or barge type units)**

External surfaces of the hull, keel, stem, stern frame, rudder, nozzles, and sea strainers are to be selectively cleaned to the satisfaction of the attending surveyor and examined together with appendages, the propeller, exposed parts of stern bearing assembly, rudder pintle and gudgeon securing arrangements, sea chest and strainers, and their fastenings (as applicable).

Propeller shaft bearing, rudder bearing, and steering nozzle clearances (as applicable) are to be ascertained and reported upon.

#### **202 Self-elevating Units**

External surfaces of the upper hull or platform, spudcans, mat, underwater areas of legs, together with their connections as applicable, are to be selectively cleaned to the satisfaction of the attending surveyor and examined.

At each dry-docking survey or equivalent, after renewal survey No. 2, the surveyor is to be satisfied with the condition of the internal structure of the mat or spudcans. Leg connections to mat and spudcans are to be examined at each dry-dock survey or equivalent. Non-destructive testing may be required of areas considered to be critical by the Society or found to be suspect by the surveyor.

#### **203 Column-stabilised Units**

External surfaces of the upper hull or platform, footings, pontoons or lower hulls, underwater areas of columns, bracing and their connections, sea chests, and propulsion units as applicable, shall be selectively cleaned and examined to the satisfaction of the attending surveyor. Non-destructive testing may be required of areas considered to be critical by the Society or found to be suspect by the surveyor.

## **J 300 Survey planning and record keeping**

**301** Plans and procedures for dry-docking surveys (or underwater inspection in lieu of dry-docking survey per Appendix B) shall be submitted for review in advance of the survey and made available on board. These should include drawings or forms for identifying the areas to be surveyed, the extent of hull cleaning, non-destructive testing locations (including NDT methods), nomenclature, and for the recording of any damage or deterioration found. Submitted data, after review by the Society, will be subject to revision if found to be necessary in light of experience.

### **J 400 BIS**

**401** Every alternate bottom survey may in general be permitted while the unit is afloat for units or installations with class notation **BIS**, ref. the Rules for Classification of Ships, Pt.7 Ch.1 Sec.5 A501.

## **K. Survey of Towing, Emergency, Temporary and Position Mooring Equipment**

### **K 100 Types of survey**

**101** *Annual survey* is a visual examination to ascertain the general condition of the relevant items. The survey is normally carried out on location with the unit at operational draft and the mooring system in use. No special inspection aids are required and no disruption to the unit's operation is intended.

**102** *Intermediate survey* is normally carried out on location when the unit is carrying out anchor-handling operations at a rig-move. No special aids are required and minimal disruption to anchor handling operation is intended.

**103** *Renewal survey* will require appropriate cleaning with good access and adequate lighting, i.e. the special inspection aids and facilities usually associated with a sheltered water visit.

Alternatively, the owner may opt for a continuous survey by providing an extra mooring line which is regularly inspected in special facilities onshore and exchanged with lines installed on the unit. This arrangement is normally noted by an MO which gives the last/next survey date of each mooring line.

### **K 200 Annual survey**

**201** Towing, Emergency and Temporary Equipment are to be subject to visual inspection.

**202** Position Mooring Equipment is to be inspected as follows:

There is to be carried out visual inspection of the accessible part of the mooring lines, on or adjacent to the windlass. Particular attention to be paid to:

- the proper support of links in the pockets, i.e. contact is made at only the four shoulder areas of the link to avoid critical bending stresses in the link
- wear on the chain shoulders in way of the chain stopper and windlass pockets
- condition of wire or fibre rope.

Where severe damage or neglect of maintenance is observed, e.g. missing studs, worn cable lifters causing damage to the anchor chain, damage to wire or fibre rope, a more extensive survey should be required, ref. renewal survey.

The surveyor needs to ascertain if any problems have been experienced in the previous 12 months period with the mooring system, e.g. chain breaks, jumping, mechanical damages, loose joining shackles.

### **K 300 Intermediate survey**

**301** Towing, Emergency and Temporary Equipment are to

be subject to visual inspection.

**302** Position Mooring Equipment is to be inspected as follows:

There is to be carried out 100% visual inspection of the working lengths of all mooring lines. The length of lines which normally remains in the chain lockers or on spools during operations can be excluded.

Particular attention to be paid to those lengths of line which, in the period from the last survey, which frequently have been in contact with the windlass and fairleads when the mooring system was in operation.

The looseness and pin securing arrangements of joining shackles shall be checked on anchor chains.

#### **K 400 Renewal survey**

**401** The towing and mooring equipment shall be surveyed as follows:

- all chain lockers and anchor stowage arrangements shall be surveyed
- the permanent towing arrangement of the unit shall be surveyed
- the temporary and or emergency mooring systems shall be surveyed
- if the temporary and/or emergency mooring systems are part of the mooring system for position keeping on location, the complete mooring system for position keeping shall be subject to a comprehensive survey. This will include thorough visual examination and extensive non-destructive testing of mooring chain or wire rope. This inspection shall include dismantling and non-destructive testing of all joining shackles that have been in service for more than 5 years.
- function testing of the mooring systems shall be performed.

**402** For chain which is less than 20 years old with proper documentation and service history, and no previous failures the extent of examination shall be:

- 100% visual examination
- 5% NDT on general chain
- 20% NDT on chain which has been in way of fairleads over last 5 years
- 20% NDT on chain which will be in way of fairleads over next 5 years.

**403** If no documentation or history is available, the examination shall be increased to include mechanical testing of each length of chain and NDT increased to cover 20% of the whole chain.

**404** For chain which is greater than 20 years old the following apply:

- If all documentation is available, and historical information including previous reports showing no failures and only minor repairs, then survey extent given in 402 can remain in place.
- If no documentation is available (i.e. no certificates, unable to identify the chain, unable to ascertain orientation of the chain, which parts have been over the fairleads etc.) then the chain shall be subjected to minimum 20% NDT and mechanical testing of all lengths
- If documentation review reveals history of defects, then NDT shall be increased to 100% in the areas where defects are found.

**405** All joining shackles of Kenter or similar design which have been in service for more than five years, are to be dismantled and magnetic particle (MT) or liquid penetrant testing (PT) is to be carried out on all the machined surfaces.

#### **Guidance note:**

Abrasive blasting prior to MT or PT may damage the machined surfaces and should be avoided. Alternative methods of cleaning should be used, e.g. high pressure water washing.

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**406** The survey of steel wire ropes consists of a 100% visual control, and the following items shall be covered:

- the nature and number of wire breaks
- wire breaks at the termination
- localised grouping of wire breaks
- fracture of strands
- reduction of rope diameter including breaking of core
- external wear and corrosion
- deformation
- termination area.

**407** It is advised that checkpoints are made for every 100 m. If areas of special interest are detected, the distance should be significantly reduced.

**408** The survey of fibre ropes consists of a 100% visual control, and the following items shall be covered:

- external wear
- deformation
- termination area.

**409** For acceptance/rejection criteria the following standards shall be used as guideline:

- for wire rope: ISO Standard 4309-2004 (E), API RP 2I
- for fibre rope: DNV RP-E304
- for chain: As stated in K600

#### **K 500 Anchor chains; renewal survey examination guide**

**501** Magnetic particle testing (MT) shall basically cover the whole link, but concentrate on the following areas:

- shoulders of link where mechanical damage may occur
- flash butt weld for defects in way of weld
- ends of stud for cracks propagating into main part of link
- inner bend region where adjacent links bear on each other
- stud less chain: outer bend region at the crown and inner surfaces where the links start to bend
- any other area where there have been chain breaks or mechanical damage.

**502** The diameter in way of the bend region and any area with excessive wear or gouging is to be measured on approximately 1% of the links distributed through the working length. The links are selected by the attending surveyor based on the findings of the visual inspection. The percentage may be increased or decreased if the visual inspection indicates excessive or minimal deterioration.

**503** The length over five links should be measured approximately once every 100 m. However, measurements can be waived by the attending surveyor provided:

- it is confirmed that there have been no in-service problems with chain twisting/jumping or miss-match between links and windlass/fairlead pockets
- no indications of stretched links observed during the visual inspection.

**504** Supplementary requirements for MT and diameter measurements are to be applied to those lengths of each chain, which have been in contact with the windlass and fairleads when the mooring system was in operation.

MT is to be carried out on approximately 20% of the links and the diameter is to be measured on approximately 3% of the links distributed through the 150 m length.

**505** Appropriate identification marks are to be placed on the surveyed lengths of chains. The identification marks are to:

- uniquely identify each individual length of chain
- identify the common links which are fitted adjacent to joining shackles.

Alternatively, accurate reliable records equivalent to the above markings are to be available onboard.

**506** *Background information to be supplied for the renewal survey:*

The service history of the chain should be supplied beforehand to the attending surveyor. The following information is to be provided:

- DNV chain certificate
- year entering service
- bar chart; length of chain out versus time
- information on chain breakages, e.g. position, year entering service, certificate
- identification marks on chain
- summary of previous repairs
- summary of previous survey findings
- information on the likely future service of the chain, e.g. if plans to head-to-tail chain, expected length to be over fairleads and windlass, likely area of operations.

## **K 600 Anchor chains; acceptance criteria and repair**

### **601 Diameter loss due to abrasion and corrosion**

*Emergency and Temporary Mooring Equipment:* Links or joining shackles with minimum cross-sectional area less than 81% of the original nominal area are to be rejected. The equivalent reduction in diameter is 10%. Two perpendicular measurements are to be taken and the average compared to the allowable 10% reduction.

*Position Mooring Equipment:* Links or joining shackles with minimum cross-sectional area less than 90% of the original nominal area are to be rejected. The equivalent reduction in diameter is 5%. Two perpendicular measurements are to be taken and the average compared to the allowable 5% reduction.

Lengths over five links should be 23.25 D as a maximum.

### **602 Missing studs**

Missing studs on stud link chains are not acceptable. Links are to be removed or studs are to be refitted, using an approved procedure.

### **603 Corroded studs**

As guidance, if the measured stud cross-sectional area is less than 40% of the nominal link (bar) cross-sectional area, links should be removed or studs should be refitted using an approved procedure.

### **604 Studs secured by fillet welds**

Grade 3 chains are sometimes fitted with studs secured by fillet welds. In service the welds may crack. The following applies:

- any axial or lateral movement is unacceptable. Links are to be removed or studs are to be re-welded using an approved procedure
- links with intact fillet welds but with gaps exceeding 3 mm between the stud and the link should be removed or repaired using an approved procedure. This because the stud welds will eventually crack due to vibrations when chain is running over fairlead at speed during anchor handling
- existing links which are found to have the stud fillet welded at both ends are subject to special consideration.

### **605 Studs secured by press fitting and mechanical locking**

With this design of stud there is little prospect of the stud falling out even if it is loose. However, loose studs have caused

fatigue at the edge of imprints. The following applies:

- axial stud movement up to 1 mm is acceptable
- axial stud movement greater than 2 mm is unacceptable. Links are to be removed or studs are to be pressed using an approved procedure
- acceptance of axial stud movement from 1 to 2 mm must be evaluated based on the environmental conditions of the unit's location and expected period of time before the chain is again available for inspection
- lateral movement up to 4 mm is acceptable provided there is no realistic prospect of the stud falling out
- welding of studs is not acceptable.

### **606 Cracks, gouges, and other surface defects**

Defects may be removed by grinding to a depth of 7% of original nominal diameter provided the resulting cross-sectional area is at least 81% (90% for Position Mooring Equipment) of the original nominal area.

The resulting grooves are to have a length along the link of approximately six times the depth and a bottom radius of approximately three times the depth. Grooves are to be blended into the surrounding surface to avoid any sharp contours.

Complete elimination of defects is to be verified by MT or PT.

### **607 Gross-distortion**

Links showing distortion/ miss-shape are to be rejected.

### **608 Joining shackle defects and repair**

Experience has shown a number of anchors and chains lost due to joining shackle failure. Joining shackle is to be rejected if cracks and other defects are found on the machined surfaces. In addition, all joining shackles on that chain which are of the same design and which have an equal or greater service life are also to be considered carefully with a view to rejection. Cracks and other defects on the remaining surface may be removed by grinding.

### **609 Distortion**

Shackles showing distortion/ miss-shape are to be rejected.

### **610 Tapered pins**

Tapered pins holding the parts of joining shackles together must make good contact at both ends and the recess of counter-bore at the large end of the pin holder should be solidly plugged with a peened lead slug to prevent the pin from working out.

### **611 Replacement of links and joining shackles**

Links or shackles beyond repair are to be replaced with joining shackles in compliance with current Rules and guided by the following good marine practice:

- joining shackles should pass through fairleads and windlasses in the horizontal plane
- since joining shackles have much lower fatigue lives than ordinary chain links as few as possible should be used
- if a large number of links meet the discard criteria and these links are distributed in the whole length, the chain should be replaced with new chain.

Any other type of replacement links are subject to special approval.

## **K 700 Winches and fairleads, renewal survey**

**701** The fairleads shall be inspected visually and by ROV as far as possible. All fairleads are to be inspected.

**702** Visual inspection of windlass and fairlead pockets shall be carried out. Particular attention shall be paid to:

- rate of wear on pockets, including relative rate of wear between links and pockets



- mismatch between links and pockets, including improper support of the links in the pockets.

**703** Special attention shall be given to the holding ability of the windlass. The chain stopper and the resultant load path to the unit's structure should be inspected and its soundness verified.

**704** Special attention shall be given to the holding ability of the winch and the satisfactory operation of the pawls, ratchets and braking equipment. The soundness of the resultant load path to the unit's structure shall be verified.

**705** Proper spooling of the wire on the winch drum shall be verified and drums and spooling gear adjustments made if required.

## SECTION 5

### PERIODICAL SURVEY EXTENT FOR ADDITIONAL SERVICE NOTATIONS

#### A. General

##### A 100 Introduction

**101** This section presents the standard extent of surveys for retention of additional service notations applicable to offshore drilling and support units. The requirements shall be applied in addition to those for main class notation presented in Sec.4.

#### B. Drilling Units

##### B 100 Application

**101** The requirements in B apply to units with class notation:  
**Drilling Unit.**

##### B 200 Annual survey

**201** The requirements given shall be regarded as supplementary to those given for the main class.

**202** The drill floor and substructure shall be surveyed with emphasis on structural integrity and supporting structure for equipment applied in drilling operations.

**203** Where cross connections between piping system for drilling or well testing operation and safe piping system exist, the means for avoiding possible contamination of the safe system with the hazardous medium shall be surveyed.

**204** In hazardous area the following equipment and systems shall be surveyed and tested:

- ventilation including overpressure or flow and alarms
- self-closing gastight doors and airlocks including other openings or accesses
- alarms or shutdown of pressurised equipment
- electrical equipment and cables
- devices for monitoring of insulation resistance or earth leak monitoring including alarms
- protection devices for combustion engines
- emergency shutdown facilities.

**205** The following systems shall be surveyed and tested for correct functioning if found necessary by the surveyor:

- fire detection system
- gas detection system, both flammable and toxic
- alarms for abnormal drilling condition
- general alarm system and communication between control stations.

**206** The apparatus for breathing protection and gas measuring devices shall be surveyed.

**207** Owners are required to operate a system for planned inspection and maintenance of highly pressurised equipment related to the drilling plant. The surveyor shall verify the satisfactory implementation of this system.

##### B 300 Complete periodical survey

**301** The requirements given in 200 apply with the additional amendments given in 302 to 305.

**302** Function test of instrumentation and safety devices for equipment and system in 205 shall be carried out.

**303** It shall be verified that required signboards are in order.

**304** The drainage system of hazardous area shall be surveyed.

**305** Industrial equipment included in class according to Ch.2 Sec.2 F200 shall be surveyed. Attention is to be paid to fire and other hazards. Thickness checking of pipe work shall be carried out and records reviewed by the surveyor, as applicable. Hydrostatic testing may be requested by the surveyor.

#### C. Well Intervention Units

##### C 100 Application

**101** The requirements in C apply to units with the class notation:

**Well Intervention Unit.**

##### C 200 Annual survey

**201** The requirements given are to be regarded as supplementary to those given for the main class.

**202** Supporting structures are to be surveyed with emphasis on structural integrity.

**203** Where cross connections between piping system for well intervention operation and safe piping system exist, the means for avoiding possible contamination of the safe system with the hazardous medium are to be surveyed.

**204** In hazardous area the following equipment and systems are to be surveyed and tested, as applicable:

- ventilation including overpressure or flow and alarms
- self-closing gastight doors and airlocks including other openings or access
- alarms or shutdown of pressurised equipment
- electrical equipment and cables
- devices for monitoring of insulation resistance or earth leak monitoring including alarms
- protection devices for combustion engines
- emergency shutdown facilities.

**205** The following systems to be surveyed and tested for correct functioning if found necessary by the surveyor:

- fire detection system
- gas detection system, both flammable and toxic
- alarms for abnormal condition
- general alarm system and communication between control stations.

##### C 300 Complete periodical survey

**301** The requirements stipulated in 200 apply with the additional amendments as given in 302 to 305.

**302** Function test of instrumentation and safety devices for equipment and system in 205 shall be carried out.

**303** It shall be verified that required signboards are in order.

**304** The drainage system of hazardous area shall be surveyed.

**305** System and equipment related to well intervention shall be surveyed. For units being inspected by national authorities with respect to such items, the survey for classification may normally be considered as covered by this inspection. Statement of survey by national authorities shall be available to the surveyor.

## D. Accommodation Unit

### D 100 Application

**101** The requirements in D apply to units with class notation: **Accommodation Unit**.

### D 200 Annual survey

**201** The requirements shall be regarded as supplementary to those given for the main class.

**202** The accommodation shall be surveyed with attention to structural strength. The connections of accommodation modules between the modules and to the main supporting structure shall be surveyed.

**203** Where the emergency source of power is a generator, the temporary source of emergency power shall be surveyed and supply of consumers tested. The automatic operation shall be tested.

**204** Gangways intended for transfer of personnel to/from other installations which are permanently fitted to the unit shall be surveyed with respect to structural integrity and proper functioning.

### D 300 Complete periodical survey

**301** The requirements in 200 apply.

## E. Crane Unit

### E 100 Application

**101** The requirements in E apply to units with class notation: **Crane Unit**.

### E 200 Annual survey

**201** The requirements shall be regarded as supplementary to those given for the main class.

**202** An overall survey shall be carried out with particular emphasis on structural integrity, including examination of:

- wire ropes and end attachments
- blocks and sheaves
- hooks with accessories
- shackles
- bearings of boom heel and eyebolt connections
- securing arrangement for crane during passages
- support structure.

**203** The slewing system (slewing bearing or hook rollers) including tightness of bolts shall be examined as required by the surveyor.

**204** Examination and functional testing of the following

shall be performed as found necessary by the surveyor:

- correct adjustment of brakes
- resistance measurement of electrical systems
- leakages in hydraulic system
- safety devices
- emergency stop function
- fire extinguisher.

**205** The load charts, marking and components certificates shall be verified as available and in order.

### E 300 Complete periodical survey

**301** The requirements given in 200 apply, with the additions in 302 to 305.

**302** Structural parts shall undergo thickness measurements as deemed necessary by the surveyor.

**303** The following components shall be dismantled (opened up) and/or checked by MPI (magnetic particle inspection):

- boom heel bearings
- fixed sheaves
- blocks
- axle pin and housing
- eyebolt connections
- hooks, ring and balls.

The slewing ring shall be opened up, and internal fillets, raceway and bolts shall be subjected to MPI.

Alternatively:

- slewing bearings may be subject to relevant accepted non-destructive examination in order to check for defects in fillets and raceways
- crane with approved securing device (retainer) fitted, opening up is not required
- at least 50% of the holding down bolts shall be drawn and subjected to MPI.

**304** Flatness and condition of bearing mounting flanges shall be checked.

**305** Load testing shall be performed as outlined on Form No. CG 2 in the Rules for Certification of Lifting Appliances.

## F. Offshore Support Unit

### F 100 Survey arrangement

**101** Main class requirements as given in Sec.4 shall be complied with.

**102** Requirements to surveys for applicable additional notations are given in Sec.6.

## SECTION 6

### PERIODICAL SURVEY EXTENT FOR ADDITIONAL CLASS; SPECIAL EQUIPMENT AND SYSTEM NOTATIONS

#### A. Introduction

##### A 100 General

**101** This section presents the standard extent of surveys for retention of additional system and special facility class notations applicable to drilling and offshore support units.

#### B. Position Mooring Equipment

##### B 100 Application

**101** The requirements in B apply to units with class notations:

**POSMOOR**

**POSMOOR-V**

**POSMOOR-TA**

**POSMOOR-ATA.**

##### B 200 Annual survey

**201** Accessible and visible parts of the unit's mooring system for position keeping on location shall be inspected. In addition, Sec.4 K200 applies.

**202** The unit or installation log shall be reviewed in order to verify that the unit or installation has been operating within the environmental conditions specified for **POSMOOR** in the "Appendix to the classification certificate". The anchor chain records shall also be reviewed.

**203** Thruster operation shall be function tested for units with system notation letters: **POSMOOR-TA** or **POSMOOR-ATA.**

##### B 300 Intermediate survey

**301** The requirements given in 200 apply with the additions given in 302 to 303.

**302** The mooring system for position keeping on location shall be inspected.

The mooring system, including static and dynamic brakes, during typical anchor handling operations shall be function tested.

In addition, Sec.4 K300 applies.

**303** Units with system notation letters **POSMOOR-ATA** are to be surveyed as given in C as far as is applicable.

##### B 400 Complete periodical survey

**401** The requirements given in 200 and 300 apply with the additions given in 402 and 403.

**402** The complete mooring system for position keeping on location shall be subject to comprehensive survey, including opening up and NDT of selected parts of windlasses and winches and fairleads. Critical parts of all mooring chains or wires and accessories shall be thoroughly visually examined and subjected to extensive NDT.

In addition, Sec.4 K400, 500 and 600 apply.

**403** Windlasses and winches and fairleads, including brake torques, shall be function tested. In addition, Sec.4 K700 applies.

#### C. Dynamic Positioning System

##### C 100 Application

**101** The requirements in C apply to units with class notations **DYNPOS-AUTS**, **DYNPOS-AUT**, **DYNPOS-AUTR** and **DYNPOS-AUTRO.**

##### C 200 Complete periodical survey

**201** All sensors, peripheral equipment and reference systems shall be tested to verify correct operation and adequate accuracy as compared to previous calibration or specifications.

**202** Failures of sensors shall be simulated to check the alarm system and the switching logic.

Acoustic reference systems shall be tested with thrusters in operation.

Switch-over between reference systems acting as input to controller shall be performed to assure that warnings, alarms and information to operator are satisfactory. Off-location alarm shall be demonstrated.

**203** Each thruster shall be tested with a range of pitches or speed, and the indicating instruments for speed, pitch and azimuth are to be observed and verified to be of adequate accuracy.

The different modes of thruster control shall be tested for:

- manual control of pitch or speed and azimuth
- remote thrust control
- controller (automatic) control
- transfer of control.

The remote thrust control system shall be tested with the reference system in operation.

The system shall be capable of keeping the unit in position (not exceeding position boundaries, off-location alarm).

**204** Survey of the thruster unit shall be carried out as for thrusters for propulsion.

**205** The electrical installation serving the dynamic positioning system shall be examined.

**206** The automatic reconnection system for generators and consumers connected to the bus bar system(s) shall be tested (simulated test may be accepted).

Power failure to the different sub-systems shall be simulated to verify the intended functioning.

**207** The complete dynamic positioning system shall normally be tested in all operational modes, with simulation of different failure conditions to enable test of switching of modes, back-up systems, and the alarm system.

Manual override shall be demonstrated during both normal operation and failure conditions.

#### D. Drilling Plant

##### D 100 Application

**101** The requirements in D apply to units with class notation: **DRILL.**

**102** Well test systems covered by **DRILL** shall be surveyed according to the requirements given in F.

## D 200 Annual survey

**201** Drilling related equipment, structures and systems shall be surveyed, with particular attention to the structural integrity, fire or explosion hazards and personnel protection. Running tests, NDT and/or opening of equipment shall be performed as considered necessary by the surveyor.

**202** Overhead drilling equipment and lifting appliances for drilling and associated operations shall be surveyed, with particular emphasis on structural integrity. Examination and functional testing shall be carried out as found necessary by the surveyor, for example safety devices and emergency stop function. The marking (SWL) shall be verified as acceptable.

**203** Wire ropes (including end attachments) and sheaves of the tensioning drilling and associated systems shall be surveyed. If deemed necessary by the surveyor, checking by NDT shall be carried out.

**204** Pressure vessels shall be externally surveyed. The general condition of the pressure vessel including mountings, piping and possible insulation shall be ascertained. The surveyor may require opening or internal survey or thickness measurements and/or crack detection test, if found necessary.

Safety valves, instrumentation and automation systems shall be surveyed and tested in operating condition as required by the surveyor. Liquid level controls on tanks or separators shall also be tested.

**205** Piping systems including flexible pipes shall be surveyed. Thickness measurements shall be carried out as deemed necessary by the surveyor. Safety valves shall be surveyed and tested as deemed necessary by the surveyor.

**206** The mud and cement system shall be surveyed. Pumps shall be externally surveyed and function tested.

**207** Marine riser joints (as far as accessible) and diverter system shall be visually surveyed and inspected for corrosion, cracks and wear. Thickness measurements may be required by the surveyor.

**208** The blowout preventers shall be surveyed and pressure tested according to a recognised code or, if not accessible, a review of records or test log shall be performed.

**209** The well testing system shall be surveyed.

## D 300 Complete periodical survey

**301** The requirements given in 200 apply, with the additions given in 302 to 308.

**302** Derrick and flare boom installations shall be examined, with emphasis on the structural condition of bracings and with respect to deformation and slack or loose bolts (if of bolted design). Thickness measurements and/or NDT of main structural components and checking of bolts after dismantling may be required as deemed necessary by the surveyor.

**303** Main loading parts of overhead drilling equipment shall be checked by MPI (magnetic particle inspection). Structural parts shall undergo thickness measurements deemed necessary by the surveyor.

API RP 8B may be used as guidance.

Thickness measurements and NDT for main structural parts of the lifting appliances shall be carried out as deemed necessary by the surveyor. Lifting appliances (except overhead drilling equipment and BOP handling equipment) shall be load tested, as stated in the Rules for Certification of Lifting Appliances.

**304** Pressure vessels shall be surveyed internally. If internal survey is not practical, thickness measurements shall be taken. Pressure vessel related equipment, such as valves, pipes, etc., shall be examined. The correct setting and any remote operation of safety valves shall be examined. Pressure testing to the maximum allowable working pressure shall be performed.

**305** Mud and cement pump fluid ends shall be surveyed and

checked for cracks in critical areas.

**306** The marine riser system, including diverter system and choke and kill lines, shall be surveyed. Liquid penetrants or MPI methods shall be used to investigate critical areas for cracks. Thickness measurements may be required if found necessary by the surveyor. Choke and kill lines shall be pressure tested to the maximum allowable working pressure.

**307** The blow-out preventer system shall be subject to complete performance test, including pressure testing to the maximum allowable working pressure. Records of overhaul shall be reviewed.

For class notation **DRILL(N)** there shall be complete overhaul and test of the BOP at intervals of 5 years.

**308** Piping systems including flexible pipes shall be pressure tested to the working pressure.

## E. Helicopter Deck

### E 100 Application

**101** The requirements in E apply to units with class notation:

**HELDK**

**HELDK-S**

**HELDK-SH.**

### E 200 Complete periodical survey

**201** All surveys of the helicopter deck arrangement shall be concurrent with the complete periodical survey of the hull.

**202** An overall survey shall be carried out with particular emphasis on the structural integrity of the deck with supporting structure, and is normally to include examination of the following components and arrangements:

- drainage arrangements
- surface protection on wooden decks
- safety net
- lashing arrangements for the helicopter
- arrangements for the prevention of sliding
- helicopter deck including support
- fire safety installation (**S, SH**)
- communication equipment (**S, SH**)
- obstacles and marking (**SH**).

## F. Well Test

### F 100 Application

**101** The requirements in F apply to units with class notation:

**WELLTEST.**

### F 200 Surveys

**201** Survey requirements given for class notation **PROD** in DNV-OSS-102 shall be applied, as applicable.

## G. Temporary Oil Storage

### G 100 Application

**101** The requirements in G apply to units with class notation:

**TEMPSTORE.**

### G 200 Annual survey

**201** The surveys required in 202 and 203 shall be carried out concurrently with the annual survey for main class.

**202** The survey shall include a general examination of:

- tanks
- pumping and piping systems
- ventilation system
- bulkheads with respect to tightness
- electrical equipment in gas dangerous zones
- inert gas arrangement, if installed.

**203** The following components and systems shall be surveyed and tested for correct functioning:

- pressure/vacuum relief valves
- emergency stop of pumps
- quick release of transfer hose
- tank high level alarms.

**204** Insulation resistance of electrical cables shall be measured. The measurement may be omitted provided a record of testing is available showing that measurements have been taken during the last 12 months with satisfactory results.

### **G 300 Complete periodical survey**

**301** The requirements in 200 apply with the additions given in 302 to 305.

**302** All storage tanks shall be internally examined. The tanks shall be hydrostatically, hydropneumatically or otherwise pressure tested to their MARVS (Maximum allowable relief valve setting).

**303** If fitted, heating coils, anodes, tank cleaning apparatus and other equipment in cargo tanks and cofferdams shall be surveyed. Heating coils shall normally be pressure tested.

**304** Cargo pumps, pipes, valves, inert gas arrangement, etc. together with the pump's prime movers shall be surveyed as specified in Sec.4.

**305** Electrical equipment in gas-dangerous zones shall be surveyed and insulation resistance checked.

## **H. Crane**

### **H 100 Application**

**101** The requirements in H apply to units with class notation: **CRANE**.

### **H 200 Annual survey**

**201** The following survey requirements shall be carried out concurrently with the annual survey for main class.

**202** An overall survey shall be carried out with particular emphasis on structural integrity, including examination of:

- wire ropes and end attachments
- blocks and sheaves
- hooks with accessories
- shackles
- bearings of boom heel and eyebolt connections
- securing arrangement for crane during passages
- support structure.

**203** The slewing system (slewing bearing or hook rollers) including tightness of bolts shall be examined as required by the surveyor.

**204** Examination and functional testing of the following shall be performed as found necessary by the surveyor:

- correct adjustment of brakes
- resistance measurement of electrical systems
- leakages in hydraulic system
- safety devices

- emergency stop function
- fire extinguisher.

**205** The load charts, marking and components certificates shall be verified as available and in order.

### **H 300 Complete periodical survey**

**301** Structural parts shall undergo thickness measurements as deemed necessary by the surveyor.

**302** The following components are to be dismantled (opened up) and/or checked by MPI (magnetic particle inspection):

- boom heel bearings
- fixed sheaves
- blocks
- axle pin and housing
- eyebolt connections
- hooks, ring and balls.

The slewing ring shall be opened up, and internal fillets, raceway and bolts shall be subjected to MPI.

Alternatively:

- slewing bearings may be subject to relevant accepted NDT in order to check for defects in fillets and raceways
- crane with approved securing device (retainer) fitted, opening up is not required
- at least 50% of the holding down bolts shall be drawn and subjected to MPI.

**303** Flatness and condition of bearing mounting flanges shall be checked.

**304** Load testing shall be performed as outlined in Form No. CG 2 in the Rules for Certification of Lifting Appliances.

## **I. Diving Systems**

### **I 100 Application**

**101** The requirements in I apply to units with class notations:

**DSV-SURFACE**

**DSV-BOUNCE**

**DSV-SAT.**

### **I 200 Annual survey**

**201** The survey shall normally include:

- calibration of essential instrumentation (depth gauges, gas analysers etc.)
- switching from main to emergency electrical power supply
- emergency systems including bell emergencies (buoyancy if applicable)
- function test of the handling system
- partly dismantling of heat protection and penetrators on the bell may be required.

Detailed specification of test requirements are given in the relevant sections of DNV-OSS-305 and DNV-OS-E402.

### **I 300 Intermediate survey**

**301** The requirements given in 200 apply subject to the following addition:

The following tests are to be carried out:

- gas leak tests
- testing of safety valves
- functional test of fire detection-, alarm- and extinction systems

- functional tests of life support systems
- functional tests of alarm systems
- functional tests of mechanical and electrical systems.

#### I 400 Complete periodical survey

**401** The requirements given in 200 and 300 apply with the additions given in 402 to 407.

**402** Bell buoyancy materials, heat protection, penetrators, windows and attached members shall be dismantled for inspection for possible corrosion and deterioration.

**403** Pressure tests and inspections shall be carried out according to Table H1. The test pressure shall be as stamped on the pressure vessels.

Table H1 Pressure tests	
Component	Maximum interval between each inspection and pressure testing (years)
Gas containers	5 or 10 <sup>1)</sup>
Bell, chambers	5 or 10 <sup>2)</sup>
1) Interval for hydraulic pressure testing of gas containers may be extended to 10 years if the internal inspection reveals no corrosion.	
2) Interval for hydraulic pressure testing of bell and chambers may be extended to 10 years if a pneumatic leakage test to 1.1 times the maximum working pressure is carried out at the complete periodical survey.	

The pressure tests and inspections of gas containers shall be carried out according to an approved test program.

##### Guidance note:

Hydro-test covers thorough visual inspection, internally and externally.

For decompression chambers and diving bells, provided a satisfactory internal inspection is carried out, the first interval may be extended to 10 years following a 1.1 x maximum working pressure pneumatic pressure test adopting the safety precautions in PD 5500, 5.8.4.1. Note that there may be a fire risk with air at high pressure.

For gas storage cylinders, provided the internal inspection reveals no corrosion, the interval may be prolonged to 10 years. See BS 5430, Part 1.

Acoustic emission testing in lieu of hydrostatic testing of gas storage tubes may normally not be accepted.

Procedures for testing along with qualifications etc. should be submitted well in advance for review.

---e-n-d---of---G-u-i-d-a-n-c-e---n-o-t-e---

**404** The working mass of the bell shall be checked.

**405** Diving bell handling systems shall be subject to static load testing.

**406** If applicable, the bell's releasable ballast system with attachments shall be structurally tested with a static load of 1.5 times the mass of the ballast in air.

**407** Viewports, 10 years old or more, shall be replaced.

### J. Not In Use

### K. Periodically Unattended Machinery Space and Machinery Centrally Operated

#### K 100 Application

**101** The requirements in K apply to units with class notations:

**E0**

**ECO.**

#### K 200 Annual survey

**201** The surveyor shall verify that systematic maintenance and functional testing of instrumentation has been performed and documented.

The general condition of the following shall be to the satisfaction of the surveyor:

- installation of instrumentation equipment with regard to electrical and mechanical condition, labels, signboards, etc.
- control panels
- local indicating instruments.

**202** Correct functioning of the following systems shall be verified:

- alarm systems
- safety systems
- remote control systems
- automatic control systems
- emergency lighting systems in engine room
- communication systems
- fire alarm and fire protection systems.

#### K 300 Complete periodical survey

**301** The requirements given in 200 apply, subject to the additions given in 302 to 305.

**302** Correct functioning of the various parts of the following systems shall be verified to the satisfaction of the surveyor:

- each alarm system
- each safety system
- each fire detector
- automatic control loops
- manual control of machinery.

**303** The following manoeuvres shall be undertaken for survey of remote control of propulsion machinery:

- from stop to ahead
- from ahead to astern
- stop
- from stop to astern
- stop by operating the emergency device.

**304** The surveyor shall verify effective transfer from remote control to stand-by manual control in the engine room in case of power supply failure to the remote control system.

**305** Where provided, cancelling of automatic load reduction and/or automatic stop of engine functions shall be demonstrated to the satisfaction of the surveyor.

### L. Loading Computers for Damage Control

#### L 100 Application

**101** The requirement in L applies to units with class notation: **LCS-DC.**

#### L 200 Annual survey

**201** The survey required in the following shall be carried out concurrently with the annual survey for main class.

**202** It shall be checked that the approved in-service test programme for all sensors has been followed.

## **M. Fire Fighters**

### **M 100 Application**

**101** The requirements in M apply to units with class notations:

**FIRE FIGHTER I**

**FIRE FIGHTER II**

**FIRE FIGHTER III.**

### **M 200 Complete periodical survey FIRE FIGHTER I**

**201** Water spray plant for self protection, including pumps, pipes and nozzles, shall be surveyed and tested.

**202** Pumps for water monitors including their prime movers shall be surveyed and tested at maximum capacity. Remote control of monitors including valve operation shall be tested.

**203** Hoses with their equipment shall be surveyed and tested.

**204** Fire-fighter's outfit and compressors for charging the air bottles shall be surveyed.

**205** Floodlights shall be tested.

**206** It shall be verified that the required operation manual is in order.

### **M 300 Complete periodical survey FIRE FIGHTER II**

**301** In addition to the requirements in 200, the mobile generator for foam production with its equipment shall be surveyed.

### **M 400 Complete periodical survey FIRE FIGHTER III**

**401** In addition to the requirements given in 300, the fixed foam monitors with foam production equipment and remote control shall be surveyed.

## **N. Well Intervention System**

### **N 100 Application**

**101** The requirements in D apply to units with class notation:

**WELL.**

### **N 200 Annual survey**

**201** Well intervention related equipment, structures and systems shall be surveyed, with particular attention to the structural integrity, fire or explosion hazards and personnel protection. Running tests, NDT and/or opening of equipment shall be performed as considered necessary by the surveyor.

**202** Lifting equipment for running in equipment and associated operations shall be surveyed, with particular emphasis on structural integrity. Examination and functional testing shall be carried out as found necessary by the surveyor, for example safety devices and emergency stop function. The marking (SWL) shall be verified as acceptable.

**203** Wire ropes (including end attachments) and sheaves and associated systems shall be surveyed. If deemed necessary by the surveyor, checking by NDT shall be carried out.

**204** Pressure vessels shall be externally surveyed. The general condition of the pressure vessel including mountings, piping and possible insulation shall be ascertained. The surveyor may require opening or internal survey or thickness measurements and/or crack detection test, if found necessary.

Safety valves, instrumentation and automation systems shall be surveyed and tested in operating condition as required by the surveyor. Liquid level controls on tanks or separators shall also be tested.

**205** Piping systems including flexible pipes shall be surveyed. Thickness measurements shall be carried out as deemed

necessary by the surveyor. Safety valves shall be surveyed and tested as deemed necessary by the surveyor.

**206** The high pressure fluid systems shall be surveyed. Pumps shall be externally surveyed and function tested.

**207** Riser joints (as far as accessible) and diverter system shall be visually surveyed and inspected for corrosion, cracks and wear. Thickness measurements may be required by the surveyor.

**208** The blowout preventers (coiled tubing, wire line, EDP,LRP) shall be surveyed and pressure tested according to a recognised code or, if not accessible, a review of records or test log shall be performed.

### **N 300 Complete periodical survey**

**301** The requirements given in 200 apply, with the additions given in 302 to 308.

**302** Derrick or lifting towers shall be examined, with emphasis on the structural condition of bracings and with respect to deformation and slack or loose bolts (if of bolted design). Thickness measurements and/or NDT of main structural components and checking of bolts after dismantling may be required as deemed necessary by the surveyor.

**303** Main loading parts of lifting equipment shall be checked by MPI (magnetic particle inspection). Structural parts shall undergo thickness measurements deemed necessary by the surveyor.

API RP 8B may be used as guidance.

Thickness measurements and NDT for main structural parts of the lifting appliances shall be carried out as deemed necessary by the surveyor. Lifting appliance shall be load tested, as stated in the Rules for Certification of Lifting Appliances.

**304** Pressure vessels shall be surveyed internally. If internal survey is not practical, thickness measurements shall be taken. Pressure vessel related equipment, such as valves, pipes, etc., shall be examined. The correct setting and any remote operation of safety valves shall be examined. Pressure testing to the maximum allowable working pressure shall be performed.

**305** The high pressure pump fluid ends shall be surveyed and checked for cracks in critical areas.

**306** The riser system, including choke and kill lines (if applicable), shall be surveyed. Liquid penetrants or MPI methods shall be used to investigate critical areas for cracks. Thickness measurements may be required if found necessary by the surveyor. Choke and kill lines shall be pressure tested to the maximum allowable working pressure.

**307** The blowout preventer system shall be subject to complete performance test, including pressure testing to the maximum allowable working pressure. Records of overhaul shall be reviewed.

**308** Piping systems including flexible pipes shall be pressure tested to the working pressure.

## **O. Hull Monitoring System**

### **O 100 Application**

**101** The requirements in O apply to units with class notation:

**HMON (...)**

### **O 200 General**

**201** The purpose of the survey is to ensure the maintenance of the hull monitoring system as specified for the class notation.

**202** The operation manual shall be available to the attending surveyor during periodical surveys. In addition to the manual the following documents shall be available:



- arrangement and layout
- test program for software
- in-service test program
- maintenance procedures.

### **O 300 Annual survey**

**301** The operation of the hull monitoring system shall be verified by a DNV surveyor:

- to ensure that the value of the stress as defined is compatible with the output of the loading instrument for the current condition
- by examination of the recorded data for compliance with the requirements.

**302** The monitoring system shall be calibrated annually. The calibration shall be verified by a DNV surveyor.

**303** It shall be verified that the following items are available and in order:

- calibration certificates and recommendations for all relevant components of the monitoring system
- operations manual.

## **P. Fatigue Methodology for Ship-Shaped Mobile Offshore Units**

### **P 100 Application**

**101** The requirement in P apply to ship-shaped units with class notation:

**FMS.**

### **P 200 General**

**201** The purpose for the survey is to ensure that the fatigue critical details have no indications of fatigue damage.

**202** The fatigue critical areas given in the drawings of fatigue critical areas or in accordance with the inspection program shall be surveyed.

### **P 300 Annual survey**

**301** The extent of inspections for annual survey shall be in accordance with the in service inspection program.

### **P 400 Intermediate survey**

**401** The extent of inspections for intermediate survey shall be in accordance with the in service inspection program.

### **P 500 Complete periodical survey**

**501** The extent of inspections for complete survey shall be in accordance with the in service inspection program.

## **Q. Noise, Vibration and Comfort Rating**

### **Q 100 General**

#### **101 Application**

The requirements in Q apply to units with the class notations: **VIBR** and/or **COMF**.

#### **102 General**

If major modifications to the vessel, which may influence the vibration conditions onboard, are carried out, new measurements may have to be taken in order to maintain the notation. This will be decided by the Society. Otherwise requirements for survey of these additional class notations are considered covered by the renewal survey main class.

## **R. Winterization, Cold climate and Ice**

### **R 100 Winterization**

#### **101 Application**

These requirements apply to units with the following class notations: **WINTERIZED** or **WINTERIZED ARTIC**.

#### **102 Annual survey**

Anti-icing and de-icing switchboards shall be surveyed. It shall be verified that the heating load on each circuit is according to relevant marking on the switchboards.

**103** The equipment for de-icing and anti-icing shall be examined, including the following items:

- heaters
- covers
- equipment for manual de-icing
- radar equipment
- heating coils
- steam tracing lines.

**104** Thermal protection suits including face masks, gloves and boots in sufficient number for all crew members to be verified on board.

**105** The ice search light on wheelhouse top shall be tested.

**106** For units with class notation **WINTERIZED ARCTIC** (design temp.) the annual survey requirements for class notation **CLEAN** shall be carried out, see T200.

### **R 200 Deicing and anti-icing systems**

#### **201 Application**

These requirements apply to units with the following class notations:

**DEICE** or **DEICE-C**.

#### **202 Annual survey**

Visual inspection of anti-icing and de-icing switchboards and confirm heating load on each circuit according to marking on the switchboards.

**203** Examination of equipment for de-icing and anti-icing including:

- heaters
- covers
- equipment for manual de-icing
- radar equipment
- heating coils
- steam tracing lines.

## **S. Safety and Environmental Protection Management System**

### **S 100 Application**

**101** The requirements in S apply to units with class notation: **SBM**.

### **S 200 Survey requirements**

**201** Surveys shall be in compliance with the Rules for Classification of Ships, Pt.7 Ch.3.

## **T. Environmental notations**

### **T 100 Additional oil pollution prevention measures - fuel oil systems**

**101** No specific survey requirements. Complete periodical

survey is considered covered by renewal survey of main class.

## **T 200 CLEAN or CLEAN DESIGN**

### **201 Application**

The requirements in T200 apply to units with class notations: **CLEAN** or **CLEAN DESIGN**.

### **202 Annual surveys**

The basic requirement is that the unit holds a valid international pollution prevention certificate.

For the oil pollution prevention certificate, the following shall be checked onboard during survey:

- certificates for type approved oily water separating or filtering equipment, process unit and oil content meters
- oil record book entries
- approved SOPEP manual
- means of control of sludge
- standard discharge connection.

Additionally, the following shall be examined and tested, as applicable:

- oil filtering equipment (15 ppm) and process unit with alarm
- automatic stopping device (15 ppm)
- separation of oil fuel and water ballast system
- sludge tank and discharge arrangement externally.

**203** In addition the following shall be checked or verified as applicable:

- all refrigerant consumption figures
- consumption figures for fire fighting substances with global warming potential (GWP) > 0
- garbage record book
- oil record books and cargo record book
- fuel oil log
- NOx emission control equipment log, where applicable
- ballast water management log
- documentation of antifouling used during dry-dockings since last review.

## **T 300 Vapour Control Systems (VCS)**

### **301 Application**

The requirements in 302 and 304 apply to units with notation **VCS-3**.

The requirement in 303 applies to units with the class notations:

### **VCS-1 or VCS-2**

### **302 Annual survey VCS-3**

The following shall be covered:

- the VOC module shall be surveyed with respect to general condition
- gas tight bulkheads, piping systems, pressure vessels with mountings and equipment, regulating valves, deck tank safety relief valve sealing, electrical cables and equipment as applicable shall be visually examined
- pressure testing and piping thickness measurements shall be performed if deemed necessary by the surveyor
- the hydrocarbon gas detection system shall be tested
- the ventilation system shall be tested
- air locks, if fitted, shall be examined and tested
- the calibration of fixed or portable instruments for ensuring oxygen content in the VOC plant shall be checked
- an operation manual for the VOC plant shall be verified on board, and checked updated if new software has been installed
- alarm and safety systems shall be examined and tested.

### **303 Complete periodical survey**

Requirements for survey of the additional class notations **VCS-1** and **VCS-2** are considered covered by the renewal survey main class.

**304** For **VCS-3** the details of periodical survey requirements details will be specified in the unit's "Appendix to the classification certificate".

## **U. Special Feature Notations**

### **U 100 Non self-propelled units**

**101** The requirements in U100 apply to units with special feature notation **NON-SELF PROPELLED**.

**102** Extent of surveys of the following items will be restricted to the main safety facets:

- tailshafts
- thrusters
- motors and other equipment for propulsion
- steering gear.

**103** For these items the scope of classification is to ensure that the equipment does not pose a threat to the unit by its presence onboard when in use. This means the watertightness should be considered and the safety of the equipment for people working in the vicinity must be taken care of. The operation of the equipment is of secondary importance.

### **U 200 Tailshaft monitoring**

#### **201 Application**

The requirements in U200 apply to units with class notation: **Tailshaft monitoring (TMON)**.

#### **202 General**

For oil lubricated tailshafts that are monitored to ascertain the condition of the tailshaft system during operation, and that fulfils the design requirements in Ch.2 Sec.6 U400 the Society will not require any specific time interval between complete tailshaft surveys.

In such cases a tailshaft condition monitoring survey arrangement (class notation **TMON**) will be granted.

The class notation is applicable to conventional, podded and thruster propulsion systems. Other arrangements will be subject to special consideration.

Units with more than 3 years since the last tailshaft withdrawal are normally to carry out a complete tailshaft survey in connection with the initial **TMON** implementation survey.

#### **Guidance note:**

The requirement for a complete survey at **TMON** implementation may be waived provided the following:

- 1) Complete records are presented to the Society containing relevant measurements concerning **TMON** for a period covering the last 3 years, showing satisfactory results.
- 2) Such records shall at least include monthly measurements of stern tube bearing temperatures with corresponding sea water temperatures, oil consumption, water content in oil, and in case of roller bearing, recordings of vibration or shock pulse measurements or trend analysis.
- 3) Where fluid film bearings are applied, bearing clearances from last dry docking and wear down measurements taken since last shaft withdrawal shall be presented.

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### **203 Annual Survey**

The following conditions for **TMON** operation must be verified during annual survey:

- 1) On board oil analysis for checking of water content in the stern tube oil shall be performed monthly and recorded in the **TMON** record file by the chief engineer/ maintenance supervisor.
- 2) At least two oil samples per year shall be submitted to a recognized laboratory for analysis testing of water content, iron, chromium, copper, tin, silicon, sodium and magnesium.
- 3) The documentation of the laboratory analysis shall be kept on board, and shall contain a conclusion regarding the condition of the oil and its suitability for further use.
- 4) The report from the oil analysis presented to the surveyor at annual surveys shall be less than three months old.

#### **204** *Dismantling of propellers*

Dismantling of keyed propellers will be required at intervals of maximum 5 years, and keyless propellers every 15 years. The following parts shall be surveyed as applicable:

- propeller nut
- tailshaft threaded end
- key and cone including examination of the keyway and the fore part of the taper by an approved crack detection method.

## SECTION 7 MACHINERY ALTERNATIVE SURVEY ARRANGEMENTS

### A. General

#### A 100 General

**101** Machinery systems and equipment listed in Table A1 shall be surveyed according to one of the four machinery survey arrangements if not part of a separate survey.

Table A1 Machinery surveys				
Item		Machinery Renewal and Machinery Continuous	Machinery PMS	Machinery CM
		Survey method <sup>1)</sup>		
Main propulsion				
Prime movers	Diesel engine	1	3	3 and 4
	Steam turbines <sup>2)</sup>	1	1	4*16)
	Gas turbines	See F	See F	See F
	Electrical main motors, including frequency converters	2	3	3 or 4*
Shafting	Thrust-and intermediate shaft including bearings, clutch, couplings and torsional and axial vibration damper	2	3	3 and 4
	Tailshaft	Separate survey Sec.4 F	Separate survey Sec.4 F	Separate survey Sec.4 F
Gears <sup>3)</sup>	Shafts, pinions, gear wheels, couplings and bearings, clutch	1	3	3 and 4*
	Power Take Off /In (PTO/PTI)	1	3	4*
Power consumption	Propeller	Separate survey Sec.4 G	Separate survey Sec.4 G	Separate survey Sec.4 G
	Thruster, Pods	Separate survey Sec.4 G	Separate survey Sec.4 G	Separate survey Sec.4 G
Steering				
Power actuating system	Actuator	2	3	3 or 4
	Hydraulic pumps	2	3	3 or 4
	Electric motors	2	3	3 or 4
	Pipes, valves and filters	2	3	3
Auxiliary machinery				
Prime movers	Diesel engine	1	3	3 and 4
	Turbines <sup>2)</sup>	1	3	4*
	Electrical motors, including frequency converters	2	3	3 or 4*
	Hydraulic motors	2	3	3
Thruster	Shafts, pinions, gear wheels, couplings and bearings <sup>12) 13) 14) 15)</sup>	2	3	3 or 4
Generators		2	3	3 or 4*
Shafting	Shaft, couplings, clutch and torsional and axial vibration damper	2	3	3
Gears <sup>3)</sup>	Shafts, pinions, gear wheels, couplings and bearings	2	3	4*
	Power Take Off (PTO)	2	3	4*
Sea water cooling system	Pumps, Electrical motor and starter	1 2	3	4
	Heat exchangers	1	3	3 or 4
	Pipes, valves and filters <sup>5) 10)</sup>	2	3	3
Fresh water cooling system	Pumps, electrical motor and starter	2	3	4
	Heat exchangers	1	3	3 or 4
	Pipes, valves and filters <sup>10)</sup>	2	3	3
Lubricating oil system	Pumps, electrical motor and starter	2	3	4
	Heat exchangers	1	3	3 or 4
	Pipes, valves and filters <sup>4) 9) 10)</sup>	2	3	3
Fuel oil system	Pumps, electrical motor and starter	2	3	4
	Heat exchangers	1	3	3 or 4
	Pipes, valves and filters <sup>9) 13)</sup>	2	3	3

**Table A1 Machinery surveys (Continued)**

<i>Item</i>		<i>Machinery Renewal and Machinery Continuous</i>	<i>Machinery PMS</i>	<i>Machinery CM</i>
		<i>Survey method <sup>1)</sup></i>		
Bilge and ballast system	Pumps, Electrical motor and starter	1 or 2	3	4
	Ejectors/ Eductors	1	3	3
	Pipes, valves and filters inside machinery space <sup>5) 8) 10)</sup>	2	3	3
Steam system	Boiler, main and auxiliary	Separate survey Sec.4 H	Separate survey Sec.4 H	Separate survey Sec.4 H
	Thermal oil	Separate survey Sec.4 I	Separate survey Sec.4 I	Separate survey Sec.4 I
	Heat exchangers	1	3	3 or 4
	Pipes, valves and filters inside machinery space <sup>6) 10)</sup>	2	3	3
Feed water and condensate system	Pumps, electrical motors and starters	2	3	4
	Turbines <sup>2)</sup>	1	1	4*
	Evaporators and condensers with ejectors	1	3	3
	Heat exchangers	1	3	3 or 4
	Pipes, valves and filters <sup>10)</sup>	2	3	3
Compressed air system	Air compressors, piston	2	3	3 or 4*
	Air compressors, screw	2	3	3 or 4
	Emergency compressors	2	3	3 or 4
	Compressed air receivers <sup>7)</sup>	1	3	3
	Pipes, valves and filters inside machinery space <sup>10)</sup>	2	3	3
Hydraulic system	Pumps, electrical motor and starter	2	3	4
	Pipes, valves and filters inside machinery space <sup>10)</sup>	2	3	3
	Controllable pitch propeller oil distribution box	2	3	3
	Controllable pitch propeller inboard actuators	2	3	3
	Hydraulic motors	2	3	3 or 4
<b>Cargo handling systems</b>				
	Piston pumps	2	3	4*
	Centrifugal pumps	2	3	4
	Screw pumps	2	3	4
	Electrical motors and starters	2	3	3 and 4
	Turbines <sup>2)</sup>	1	1	4*
	Heat exchangers	1	3	3 or 4
	Pipes, valves and filters <sup>10)</sup>	2	3	3
	Gas compressors	1	3	3 or 4*
	Diesel engine	1	3	3 and 4
<b>Control, alarms, safety systems and indications</b>				
Control systems	Propulsion	2	3	3
	Steering	2	3	3
	Auxiliary machinery	2	3	3
	Cargo handling systems	2	3	3
Alarms	Propulsion	2	3	3
	Steering	2	3	3
	Auxiliary machinery	2	3	3
	Cargo handling systems	2	3	3
Safety systems	Propulsion	2	3	3
	Steering	2	3	3
	Auxiliary machinery	2	3	3
	Cargo handling systems	2	3	3
Indicating systems	Propulsion	2	3	3
	Steering	2	3	3
	Auxiliary machinery	2	3	3
	Cargo handling systems	2	3	3

**Table A1 Machinery surveys (Continued)**

Item		Machinery Renewal and Machinery Continuous	Machinery PMS	Machinery CM
		Survey method <sup>1)</sup>		
Electrical installations				
	Switchboards	2	3	3
	Distribution board	2	3	3
	Electrical equipment	2	3	3
	Cable installations	2	3	3
	Navigation light controllers	2	3	3
	Mechanical ventilation of battery lockers or rooms	2	3	3
Miscellaneous				
	Forced draught fan	2	3	4
	Other turbines <sup>2)</sup>	1	1	4*
	Sea and sanitary valves	1	1	1
	Incinerator arrangement	1	3	3
	Inert arrangement for vessels without notation <b>INERT</b>	1	3	3
	Instrumentation and automation for vessels without notation <b>E0</b> or <b>ECO</b>	2	3	3

- 1) The survey methods are defined as follows:  
**Survey method No. 1:** Visual inspection by opening up fully or partly. Function testing and or pressure testing to be carried out when relevant and found necessary by the surveyor.  
**Survey method No. 2:** Visual inspection without dismantling and performance test to be carried out. Opening up if found necessary. Last overhaul to be verified.  
**Survey method No. 3:** Audit of maintenance history in the planned maintenance system and selected spot checks.  
**Survey method No. 4:** Audit of condition monitoring results.  
**Survey method No. 4\*:** Audit of condition monitoring results. FFT analysis mandatory.
- 2) As an alternative to Survey method No.1, a performance test and a condition analysis may be carried out.
- 3) Selected bearings shall be examined. Gears and roller bearings may as far as practicable be inspected without dismantling complicated assemblies.
- 4) Strainers to be opened. Selected pipes and main engine(s) system tanks to be surveyed for sludge.
- 5) Valves, cocks and strainers to be opened.
- 6) For steam pipes with temperature 450°C and above: Crack detection and/or thickness examination may be required. Selected pipes to be pressure tested to 1.5 times working pressure. Steam pipes of copper to be pressure tested to 2 times working pressure
- 7) To be pressure tested to 1.2 times working pressure if internal survey not possible.
- 8) For piping systems outside machinery spaces, see Rules for Classification of Ships Pt.7 Ch.1 Sec.4 B114.
- 9) Settling tank and daily service tanks for both heavy fuel oil and diesel oil as well as lubrication oil circulation tanks shall be internally surveyed for assessment of tank condition and presence of sludge. If inspection and cleaning of above mentioned tanks have been carried out by the crew during the last 12 months and relevant log extracts are provided and confirmed, this may be credited as surveyed at the surveyor's discretion.
- 10) Valves where the function in the piping system is not evident are to be adequately and readably marked.
- 11) Filters to be opened and system oil tanks internally surveyed for presence of sludge, dirt and particles.
- 12) It is advised to take oil analysis at regular intervals and always prior to docking in order to ensure that there is no need for opening of the thruster (e.g. water in the oil).
- 13) Survey of gear and bearings through inspection openings or by other means (may be carried out concurrent with bottom survey).
- 14) Opening up and Survey of bearings, gear and shafts and other relevant parts if any indications of abnormalities are observed. Satisfactory maintenance according to manufacturer's recommendations to be documented and considered as a base for extent of possible opening. Any opening up of a thruster to be witnessed by a DNV surveyor.
- 15) Hydraulic oil, lubrication oil, alarm and safety systems are to be surveyed as applicable for respective systems.
- 16) In addition to the renewal survey for Machinery CM, a limited internal inspection shall be carried out on main steam turbines.(ref. CN 10.2 Ch. 3.1)

## A 200 Machinery survey arrangements

**201** The different machinery survey arrangements are based on the same inventory list established for the vessel. The difference is the conditions for obtaining and maintaining the survey arrangement. If a survey arrangement is not specified, Machinery Renewal is set as default.

The following survey arrangements are available:

- Machinery Renewal, see B
- Machinery Continuous, see C
- Machinery PMS (Planned Maintenance System), see D
- Machinery CM (Condition Monitoring), see E.

## B. Machinery Renewal

### B 100 General

**101** Machinery renewal is the default survey arrangement for machinery.

**102** Machinery systems and equipment with corresponding survey method for this arrangement see Table A1.

### B 200 Annual survey

**201** Annual survey of the machinery and safety systems shall be carried out according to Sec.4 B400 and B500.

## B 300 Renewal survey

**301** The survey shall include the machinery systems and equipment given in the vessels Inventory List at least to the extent specified in Table A1.

## C. Machinery Continuous

### C 100 General

**101** Machinery continuous is a survey arrangement based on surveys during the class period.

**102** Machinery systems and equipment with corresponding survey method for this arrangement see Table A1.

**103** Machinery continuous is operated under the following conditions:

- 1) The machinery systems are to be surveyed according to Table A1.
- 2) General requirements for intervals for continuous surveys are given in the Rules for Classification of Ships Pt.7, Ch.1 Sec.8 C.
- 3) The following items shall always be carried out in the presence of a surveyor:
  - generator parallel operation
  - generator load test
  - testing of protection devices for generators and switchboards
  - survey of the sea and sanitary valves.

**104** Machinery continuous allows that some machinery systems and equipment are credited based on documented maintenance history presented by the chief engineer under the following conditions:

- 1) The following information shall be available:
  - name of the chief engineer
  - licence number, date of issue and validity
  - name of the Administration that issued the licence.

The manager shall confirm, through a statement signed by a designated person in the company, the chief engineers that can carry out surveys based on sub-items 2 to 5. This statement shall be found onboard.

#### Guidance note:

A template for such a statement is available from DNV. For the definition of a designated person, see the Rules for Classification of Ships Pt.7 Ch.3 Sec.2 A500.

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- 2) Half of all items covered by the vessels inventory list, of which there is more than one, can be surveyed by the chief engineer.
- 3) Documented maintenance history shall include extract of engine logbook, maintenance history, wear measurements forms etc.
- 4) The surveyor can, if found necessary, require a re-survey of items surveyed by the chief engineer.
- 5) All surveys taking place at ports where the Society is represented shall be carried out by surveyors of the Society.

### C 200 Annual survey

**201** Annual survey of the machinery and safety systems are carried out according to Sec.4 B400 and B500.

### C 300 Renewal survey

**301** Renewal survey is not a part of this survey arrangement.

## D. Machinery PMS (Planned Maintenance System)

### D 100 General

**101** Machinery PMS is a survey arrangement based on audits of the approved and implemented planned maintenance system onboard and spot checks if deemed necessary. Machinery PMS allows the chief engineer to carry out survey on behalf of the Society.

**102** The following conditions applies for the Manager:

- If the system is not type approved, the manager to send in documentation according to 106
- If the system is type approved, the manager need to send in documentation according to 107
- The manager shall have established a planned maintenance system that includes at least the machinery and equipment listed in Table A1
- In case of change of manager, the survey arrangement is automatically cancelled and substituted by either Machinery Renewal or Machinery Continuous.

**103** The following conditions applies for the planned maintenance system:

- 1) The planned maintenance system shall be approved (see 105).
- 2) The planned maintenance system is to be computer based.

#### Guidance note:

If the system is centrally operated with the computer ashore, this can be accepted provided that implementation survey and annual survey are carried out both at the location from where the system is operated, and onboard.

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- 3) The system shall be able to produce a maintenance history report of all main overhauls carried out for a specific time period.
- 4) All corrective actions are to be especially identified in the system.
- 5) The job descriptions and maintenance history shall be in English.

**104** The following conditions applies for the vessel:

- 1) The vessel shall be manned by chief engineers who are familiar with the planned maintenance system.
- 2) All machinery and equipment subject to class (see Table A1) shall be clearly identified with the DNV code in the system.
- 3) The job descriptions for the main overhaul for all the machinery and equipment subject to class shall cover the requirements for class survey (see Table A1) and will be credited as a class survey each time these jobs are carried out. If some main overhaul intervals are based on running hours and these intervals normally will exceed 5 years, the items will still be credited after 5 years based on satisfactory documentation of regular maintenance records and tests.
- 4) Maintenance job descriptions and intervals shall be based on manufacturer's recommendations. If experience shows that maintenance intervals need to be adjusted, documentation is required if such intervals shall be extended.
- 5) A system for tracing components that are being re-used in different positions (circulating components, e.g. piston, cylinder cover) shall be established for all machinery and equipment covered by class.

**Guidance note:**

It is not required that this system shall necessarily be an integrated part of the planned maintenance system.

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- 6) The sea and sanitary valves and main steam turbines cannot be credited by the chief engineer, and shall always be surveyed by a surveyor. This is to be stated in the instructions in the planned maintenance system.
- 7) The parallel operation, testing of the generators and testing of setting for main and emergency generators protection devices and circuit breaker cannot be credited by the chief engineer, and shall always be carried out in presence of a surveyor. This is to be stated in the instructions in the planned maintenance system.
- 8) Backup routines shall be established.
- 9) Damage to machinery systems or equipment covered by classification shall always be reported to the Society and into the planned maintenance system as a corrective action. The corresponding repair shall always be verified by a surveyor.
- 10) If a vessel has the **E0** or **ECO** class notation, the Machinery PMS survey arrangement shall also include all jobs related to these class notations (survey arrangement **E0** PMS). These jobs shall be especially identified in the system and include test routines and set-points.
- 11) A vessel which operates with the survey arrangement **E0** PMS will be followed up by an annual audit only. This implies that the scope of the annual survey and complete periodical survey listed in Sec.6 K shall be included in the planned maintenance system. These jobs shall be especially identified in the planned maintenance system with maximum interval is 12 months for the jobs listed in Sec.6 K200 and maximum 60 months for the jobs listed in Sec.6 K300.

If these conditions are not complied with, the survey arrangement will be cancelled and substituted by either Machinery Renewal or Machinery Continuous, and all machinery and equipment will be given a due date 5 years from the last survey date.

**105** The planned maintenance system can either be type approved or approved on case-by-case basis (system approval). Requirements for type approval are described in the type approval programme 10-706.70-1.

**Guidance note:**

The supplier of the planned maintenance system can obtain type approval and the manager can obtain system approval.

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**106** The system approval of the planned maintenance system is based on a description of the system and the following documentation:

- 1) Examples of how machinery and equipment in Table A1 are included in the planned maintenance system with its corresponding DNV code (see 102 item 3 and 104 item 2).
- 2) Description of how the **E0/ECO** jobs are identified in the planned maintenance system, including examples of job descriptions (see 104 item 10).
- 3) Examples of maintenance descriptions with corresponding time intervals and identification of class related machinery and equipment (DNV code) (see 103 item 5 and 104 item 2, 3, 4).
- 4) Print out of all job descriptions that will cover the requirement in Sec.6 K with special identification and interval (see 104, item 11).
- 5) Job descriptions for MM SEA, MM SAN and XX OVE (see 104, item 6, 7).

- 6) Example of maintenance history report (class report) for crediting of class machinery and equipment. The report shall at least contain component name, DNV code, interval, carried out date (running hours if applicable) and maintenance history (see 103 item 3).
- 7) Procedures for reporting of maintenance activity (access control in the system, which are reporting history into the system etc.).
- 8) Description of how postponed and overdue jobs are handled.
- 9) Description of how components that are being re-used in different positions (circulating components, e.g. piston, exhaust valve) are being traced (see 104, item 5).
- 10) A description of the manager's maintenance strategy including a chart of responsibility for the vessel and the management.
- 11) Description of routines for continuous improvement of the maintenance strategy and intervals on critical machinery systems and equipment. Identification and follow-up of unplanned maintenance, recording of condition before maintenance is carried out, and recording of all changes in the planned maintenance system are important elements in this context.

When the manager is granted a system approval of their system, a system approval certificate will be issued to the manager stating the system type. A copy of this certificate shall be onboard every vessel that applies for the Machinery PMS survey arrangement.

**107** A system approval or a type approval is an approval of the system and its functionality as such, and not an approval of how the system is implemented on board each vessel. The company may use the approved system on board all the vessels in their fleet, but an implementation survey shall be carried out on each vessel before the Machinery PMS survey arrangement is granted.

For type approved systems, documentation according to item 1, 2, 7, 8 and 9 in 106 shall be submitted for approval before the implementation survey can be carried out.

**108** An implementation survey on board the vessel is required in order to verify that all the conditions listed in 102, 103 and 104 are complied with. Provided that the implementation survey is carried out with a satisfactory result, a certificate for the survey arrangement will be issued for the vessel stating system type and conditions for the survey arrangement.

## **D 200 Annual survey**

**201** To prolong the validity of the survey arrangement an annual survey of the implemented PMS system onboard is required. The purpose of this survey is to review and evaluate the previous period's maintenance activities and experience. If found necessary by the surveyor, opening or testing of machinery may be required.

**202** Annual survey of the machinery and safety systems are carried out according to Sec.4 B400 and B500.

## **D 300 Renewal survey**

**301** Renewal survey is not a part of this survey arrangement.

## **E. Machinery CM (Condition Monitoring)**

### **E 100 General**

**101** Machinery CM is a survey arrangement based on audits of the implemented and approved condition monitoring programme. It is required to be operating according to a condition based maintenance strategy when applying for the DNV sur-



vey arrangement Machinery CM. Machinery CM allows the manager to adjust maintenance intervals based on condition monitoring of applicable components onboard his vessels. See also Classification Note 10.2.

**102** The following conditions must be fulfilled before the survey arrangement is valid:

- Approved CM programme (see 200)
- Successful implementation survey (see 300).

**103** Machinery systems and equipment with corresponding survey method for this arrangement see Table A1.

**104** In case of change of manager, the survey arrangement is automatically cancelled.

**Guidance note:**

It is required that the applicant is operating according to a condition based maintenance strategy. It is therefore recommended that an assessment of the condition based maintenance system is performed prior to submission of application.

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## E 200 Approval of CM programme

**201** Following conditions must be fulfilled before applying:

- valid survey arrangement Machinery PMS
- condition monitoring strategy successfully implemented onboard
- condition monitoring shall be an implemented part of a planned maintenance system
- programme for fuel oil bunker analysis to be followed and documented onboard, if applicable
- programme for lubricating oil analysis to be followed and documented onboard.

**202** Following to be provided and in use onboard:

- computer based diesel engine performance analyser
- vibration measuring equipment and software.
- when operating on regular ports with intervals no longer than 36 hours, measuring equipment can be shore based with the operator or the condition monitoring company performing the measurements for shearing between ships.

**203** Approval of the CM programme is based on a description of the following:

- maintenance strategy
- monitoring methods for components, including baseline\*
- condition monitoring equipment\*
- Implementation of condition monitoring in the planned maintenance system\*
- training programme/plan
- programme for fuel oil bunker analysis, if applicable\*
- programme for lubricating oil analysis\*.

**Guidance note:**

When documentation as required in E203 is approved and the vessel is ready for implementation survey, a company approval letter stating the company's overall condition based maintenance strategy will be issued. For subsequent vessels within the same company, only documentation marked with \* in E203 is subject to approval.

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## E 300 Implementation survey

**301** An implementation survey onboard the vessel is required in order to verify that the CM programme is properly implemented onboard. It is recommended that the CM pro-

gramme have been implemented and operated for at least 6 months before the implementation survey is carried out. In order to verify baseline readings and the crew's general knowledge, the implementation survey is to be carried out during normal operation (voyage survey). Provided a successful implementation survey, a certificate for the Machinery CM will be issued stating conditions for the survey arrangement.

## E 400 Annual survey

**401** To maintain the validity of the survey arrangement Machinery CM, an annual survey of the implemented condition monitoring programme is required. This survey replaces the annual and renewal surveys of machinery for components included in the condition monitoring scheme. The purpose of this survey is to review and evaluate the previous period's maintenance activities and experience.

The annual survey shall consist of examination of:

- condition monitoring records
- maintenance records
- assessment of CM handling onboard.

If found necessary by the surveyor, opening or testing of machinery may be required.

## E 500 Renewal survey

**501** To prolong the validity of the survey arrangement a renewal survey of the implemented CM programme during normal operation (voyage survey) is required. The purpose of this survey is to verify that:

- procedures for taking condition monitoring readings are followed
- the vessel's crew are familiar with recording and handling of results
- re-evaluation of baseline data.

# F. Gas Turbines

## F 100 General

**101** The society accepts that complete gas turbine units, or modules, are taken ashore for complete overhaul by a qualified company.

**102** Complete replacement turbines shall be certified. The company performing the work shall be either the original equipment manufacturer (OEM), or OEM-approved, equipped with the recommended common shop tools and special tools and facilities. Attendance of surveyor during overhaul as considered necessary.

**103** Documented history regarding maintenance, running hours and preservation during storage for the unit installed shall be available for examination.

**104** Maintenance of gas turbine rotating components, or components in the gas path, shall be carried out using only original spare parts, or spare parts accepted by the OEM.

**105** Maintenance carried out in the form of module replacement (e.g. hot section change-out), shall utilise replacement modules that are of identical design and construction, and either possess the appropriate DNV certification (i.e. originate in another DNV certified engine used for a similar application), or are new and produced in accordance with type approved design and under a valid manufacturing survey arrangement (MSA). Modules with other origins will normally not be accepted.

**106** A written agreement shall be established between the maintenance company and the local DNV station regarding the practical details surrounding the class surveys and reviews.

## F 200 Annual survey

**201** All ships equipped with gas turbines shall have the maintenance of the gas turbines properly implemented in the ship's maintenance system. The maintenance system shall reflect the maintenance activities and intervals, as agreed upon, between the operator and the turbine manufacturer, or as necessary.

**202** Annual survey consists of external and internal inspection and documentation review of operational and maintenance records.

**203** At each annual survey the extent and criteria specified in Table F1 apply.

**204** The survey items may be covered through inspection or overhaul at a service or maintenance centre provided the requirements defined in F100 are adhered to.

**205** Further inspections (i.e. through opening up) and tests can be required at annual survey if indications of abnormalities are observed.

**Table F1 Gas turbine annual survey**

Survey item	Extent	Acceptance criteria	Remarks
Survey of records	Maintenance records check	Maintenance activities shall have been carried out in accordance with manufacturer recommendations	Review of maintenance reports
Survey of gas turbine	Visual inspection and boroscope inspections	No indications of wear or degradation, beyond manufacturers acceptance criteria	Boroscope inspection either performed in surveyor presence, or records <sup>1)</sup> of boroscope inspection performed within last month to be available
Monitoring, control and emergency shut-down system	System functionality testing	Software version(s) to be in accordance with certificate. No deviations in functionality	Spot-checks of functionality. May be performed in combination with machinery and safety systems survey, or <b>E0</b> survey
1) The report shall describe boroscope extent, findings (if any), and conclusions or evaluation. If inspection is performed in surveyor's presence, such a report shall be prepared subsequently, and submitted to the Society			

## F 300 Renewal survey

**301** Renewal survey involves internal inspection requiring dismantling. The survey intervals should be specified in each individual case, and conform to the refurbishment or overhaul intervals and extent defined by the manufacturer. Generally, a DNV surveyor shall witness the inspection or overhaul work, verifying that it is carried out in accordance with the manufacturer's own recommendations and criteria. In special cases an agreement can be made with the Society allowing witnessing to be substituted by a review of maintenance or overhaul documentation, showing that the unit has been inspected or overhauled in an appropriate manner complying with the manufacturer's maintenance recommendations.

**302** Renewal survey activities are in general of such a nature that they should be performed at a maintenance depot. Upon special request to the Society the survey activities may be carried out onboard, provided the requirements defined in F100 are adhered to.

**303** Upon completion of onboard overhaul, or installation of overhauled unit or module, the gas turbine shall be tested. The testing shall cover alarms and shutdown functionality, as well as engine control (i.e. single engine control, backup control) and general performance. Test procedure shall be agreed with the Society. System behaviour and measured parameters are all to satisfy manufacturer acceptance criteria.

### Guidance note:

Original operations documentation retained on board will reflect the original manufacturer alarm or acceptance limits and set points as established through the type approval.

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**304** Further inspections can be required at renewal survey if any indications of abnormalities are observed.

## APPENDIX A

# INTRODUCTION TO OFFSHORE CLASSIFICATION

### A. Introduction

#### A 100 Purpose

**101** This appendix is informative and should not be understood as rule requirements. The appendix explains the system of classification, how it works, conditions of validity, and its interaction with statutory control. This information is to a large extent implied by the rules, but a brief clarification of the essential points in one place is considered useful.

### B. The Classification System

#### B 100 The classification process and its limitations

**101** Classification is a system for safeguarding life and property at sea, and the environment due to operational consequences. It implies a process of verifying offshore objects against a set of requirements. The requirements are laid down in the rules and standards established by DNV. Classification has gained worldwide recognition as an adequate level of safety and quality.

**102** Classification implies an activity, in which an offshore unit is surveyed during construction based on design approval, tested before being taken into service, and surveyed regularly during its whole operational life until it is scrapped. The aim is to verify that the required rule standard is built in, observed and maintained.

**103** Classification is not performed as a substitute for the client's own quality and safety control and related duties, or the client's obligations to third parties, nor to relieve the client of any consequences of default. Classification implies that rule requirements are verified at regular intervals. It is the owner's responsibility to maintain the unit so as to comply with the rules at all times.

**104** DNV keeps complete files on all classed ships and offshore units covering the documentation required by the rules. Reports will not be disclosed to any party, apart from the national authorities involved, without the owner's consent. DNV also undertakes all reporting to national authorities required in connection with the safety certificates.

#### B 200 Who needs classification?

**201** Classification serves as verification system for a number of parties who have special interest in the safety and quality of offshore units, such as:

- National authorities, who accept units for registry, or let units into their territorial waters, need assurance that they are safe and represent a minimum hazard to their surroundings.
- Insurance underwriters require offshore units to be classed in order to give insurance.
- Owners, who need the technical standard of the rules as basis for building contracts and to document the unit's standard when seeking insurance or financing, or when hiring out or selling the unit.
- Building yards and sub-contractors use the rules as a tool for design and construction, as required by their client.
- Finance institutions use classification as a documented indicator of the unit's value.
- Charterers require confirmation of the unit's standard before hire.

#### B 300 Recognition of DNV

**301** DNV is recognised as an international classification society by virtue of its position in the marine industry, founded on the following criteria:

##### *Independence*

- By classing a substantial share of the world fleet and through high equity and financial independence, the economic basis for independent decisions in classification matters is ensured.

##### *High technical competence*

- Extensive research and development in class related fields sustain a process where the rules and standards are continuously extended and improved in pace with new technology and experience gained. Research and development also contributes to a high level of staff competence.
- Continuous monitoring of a large classed fleet ensures valuable feedback from casualties, damage incidents and operational experience in general. Analyses of these data are one important source of improvements of the rules.
- DNV runs a scheme for training and qualification of its technical personnel to ensure correct, uniform quality of approval and survey work throughout the organisation.

##### *Worldwide survey station network*

- DNV operates survey stations all over the world. Efficient reporting and information systems support the operations, and provide service to clients and national authorities.

#### B 400 Responsibility for safety at sea

**401** National law institutes national authorities' responsibility for the total safety control of offshore units flying the national flag. Classification cannot in any way relieve the national authorities of that responsibility.

**402** National authorities may use the classification system and DNV's worldwide survey station network as their executive branch for safety control. The convenience of this arrangement is proved by the fact that DNV has been delegated extensive authorisation to work and certify on behalf of the majority of the maritime nations of the world.

**403** The classification system applied to delegated, statutory work offers the national authorities regular monitoring of survey and certificate status of offshore units flying their flag. Verification of DNV's work process and quality systems may also be carried out. In this way, national control is retained at the discretion of the authority involved.

#### B 500 Classification of newbuildings

**501** The builder initiates the process by submitting a request for classification to DNV. In response to a list of documentation issued by DNV for the specific class notations requested, the builder and sub-suppliers submit drawings, specifications, related technical descriptions and data, including specification of materials as required by class, for approval.

After examining the above documents, DNV informs the builder and sub-supplier whether the design and arrangement of structure, machinery and equipment is acceptable. If not, DNV may propose modifications needed to meet the classification requirements.

**502** During the building period DNV carries out surveys at the building yard and its suppliers. The method and extent of survey will be decided by DNV based on the acceptance of

their quality system.

The purpose of the surveys is to verify that the construction, components and equipment satisfy the rule requirements and are in accordance with the approved plans, that required materials are used, and that functional tests are carried out as prescribed by the rules.

**503** When DNV is satisfied that the requirements specified for the offshore unit in question have been met, the appropriate class notation will be assigned and confirmed by the issuance of a classification certificate. Provided the requirements for retention of class are complied with, the certificate will normally have a validity of five years.

#### **B 600 Classification in the operational phase**

**601** Compliance with the rule requirements in the operational phase is verified by DNV through a system of periodical surveys. The most comprehensive survey is the one carried out in connection with the renewal of the five-yearly classification certificate. During the five year period the unit undergoes annual and intermediate surveys covering various parts, equipment and systems, depending on the class assigned.

**602** In order to confirm retained validity of class, DNV evaluates the extent of possible sustained damage and verifies ensuing repairs. Deferred repairs may be accepted by DNV, but always associated with a maximum time limit.

**603** The rules allow periodical surveys to contain an element of sampling. This sampling must be sufficient to enable the surveyor to obtain a proper assessment of the condition of the unit. This assessment is based amongst other things on type, age and technical history of the unit.

**604** Results of the surveys are reported to the owners and to DNV's central office for updating records. Special findings are also recorded and used as basis for updating and development of the rules.

**605** "The register of vessels classed with DNV" is available for supplying information on ship's and offshore unit's main particulars and details of their classification.

#### **B 700 Owner's duties**

**701** In order to maintain valid class the classification system specifies the following to be observed by the owner:

- The unit has to be competently handled in accordance with the rules.
- The unit has to be maintained to rule standard at all times. Any conditions of class have to be carried out as specified.
- The unit has to undergo prescribed periodical and renewal surveys, as well as surveys of damage, repairs, conversions and alterations.
- DNV must be furnished with all information that may influence its decisions in connection with classification.

Failure to meet any of these requirements may lead to termination of valid class and withdrawal of all class and statutory certificates.

**702** To assist the owner in this regard DNV supplies regular status reports on certificates, surveys carried out and becoming due, and possible conditions of class.

## **C. Remuneration**

### **C 100 Fee system**

**101** Remuneration is normally based on a fee system, in which DNV invoices each type of survey according to a basic scale of fees. The basic scale of fees is developed by taking into consideration the amount of work needed to execute, process and follow up the survey in question, as well as the items surveyed. The fees also cover investment and development costs of the rules as well as maintenance of a worldwide survey network, central service support system, etc. Price level and costs vary from country to country and are therefore reflected in the fees charged.

## **D. Classification Support**

### **D 100 General**

**101** The staff of DNV represents a significant accumulation of knowledge and practical experience in offshore-related technical fields. This is an asset often drawn on by the industry in matters related to classification.

**102** The expertise of DNV is available to the owner at any time when needed in connection with operating problems, damage and casualties.

### **D 200 Pre-contract support**

**201** Co-operation with DNV early in the design stage, before classification is requested and any contract is signed, is usually very beneficial to both yard and owner. Different technical solutions may be evaluated, thus contributing to a more efficient unit, and ensuring that all safety aspects as specified by the rules are taken care of. In this way, expensive changes late in a project may be avoided.

### **D 300 In-service support**

**301** Similar services are given in connection with units in operation. Alternative ways of repairs may be indicated, acceptable distributions of crude cargo and ballast to alleviate oversteering may be computed in case of damage, stability may be investigated, etc. These are typical examples.

### **D 400 Limitations**

**401** Two main restrictions prevail on DNV when undertaking classification support work:

- DNV does not carry out complete, conceptual design of offshore units. In cases where DNV has been involved in design support, the plans and calculations must still be independently evaluated by DNV before being accepted for classification purposes.
- Information received from clients in connection with assignment of class is not disclosed and used in classification support work.

## **APPENDIX B**

### **UNDERWATER INSPECTION IN LIEU OF DRY-DOCKING SURVEY**

#### **A. Introduction**

##### **A 100 General**

**101** Following are the procedures and conditions under which a properly conducted underwater inspection may be credited as equivalent to a dry-docking survey.

#### **B. Conditions**

##### **B 100 Limitations**

**101** Underwater testing inspection in lieu of dry-docking survey may not be acceptable where there is record of abnormal deterioration or damage to the underwater structure; or where damage affecting the fitness of the unit is found during the course of the survey.

##### **B 200 Thickness gauging and non-destructive testing**

**201** Underwater testing of internal thickness gaugings of suspect areas may be required in conjunction with the underwater inspection. Means for underwater non-destructive testing may also be required for fracture detection.

##### **B 300 Plans and data**

**301** Plans and procedures for the dry-docking survey (underwater inspection) are to be submitted for review in advance of the survey and made available on board. These should include drawings or forms for identifying the areas to be surveyed, the extent of underwater cleaning, non-destructive testing locations (including NDT methods), nomenclature, and for the recording of any damage or deterioration found.

##### **B 400 Underwater conditions**

**401** The areas to be surveyed are to be sufficiently clean and the sea water clear enough to permit meaningful examination and photograph (if necessary) by diver. Overall or spot cleaning may be required.

#### **C. Physical Features**

##### **C 100 General**

**101** The following physical features are to be incorporated into the unit's design in order to facilitate the underwater inspection. When verified they will be noted in the unit's classification for reference at subsequent surveys.

##### **C 200 Stern bearing**

**201** For self-propelled units, means are to be provided for ascertaining that the seal assembly on oil lubricated bearings is intact and for verifying that the clearance or wear-down of the stern bearing is not excessive. For use of the wear-down gauges, up-to-date records of the base depths are to be maintained on board. Whenever the stainless-steel seal sleeve is renewed or machined, the base readings for the wear-down gauge are to be re-established and noted in the vessel's records and in the survey report.

##### **C 300 Rudder bearings**

**301** For self-propelled units with rudders, means and access are to be provided for determining the condition and clearance of the rudder bearings, and for verifying that all parts of the pintle and gudgeon assemblies are intact secure. This may require bolted access plates and a measuring arrangement.

##### **C 400 Sea suctions**

**401** Means are to be provided to enable the diver to confirm that the sea suction openings are clear. Hinged sea suction grids would facilitate this operation.

##### **C 500 Sea valves**

**501** For the dry-docking survey (underwater inspection) associated with the renewal survey, means must be provided to examine any sea valve.