
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

RULES

Part P

**Mobile Offshore Drilling Units,
Work-ships and Special Purpose Barges**

2008 AMENDMENT NO.1

Rule No.13 27th February 2008

Resolved by Technical Committee on 30th November 2007

Approved by Board of Directors on 25th December 2007

“Rules for the survey and construction of steel ships” has been partly amended as follows:

Part P MOBILE OFFSHORE DRILLING UNITS, WORK-SHIPS AND SPECIAL PURPOSE BARGES

Chapter 2 MATERIALS AND WELDINGS

2.2 Material

2.2.1 General

Table P2.2 has been amended as follows.

- 2 In case of using rolled steels, material coefficients (*K*) due to kind of those corresponding to tensile strength are given in **Table P2.2**.

Table P2.2 Material coefficient (*K*) corresponding to the tensile strength

Kind of steel	Symbols of materials	Coefficient(<i>K</i>)
Mild Steel	<i>KA,KB,KD,KE</i>	1.0
High Tensile Steel	<i>KA32,KD32,KE32,KF32</i>	0.78
	<i>KA36,KD36,KE36,KF36</i>	0.72
	<i>KA40,KD40,KE40,KF40</i>	0.68
High Strength Quenched and tempered Rolled Steel	<i>KA43,KD43,KE43,KF43</i>	*
	<i>KA47,KD47,KE47,KF47</i>	*
	<i>KA51,KD51,KE51,KF51</i>	*
	<i>KA56,KD56,KE56,KF56</i>	*
	<i>KA63,KD63,KE63,KF63</i>	*
	<i>KA70,KD70,KE70,KF70</i>	*

Note:

* At the discretion of the Society.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 September 2008.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships for which the date of contract for construction* is before the effective date.
*“contract for construction” is defined in IACS Procedural Requirement (PR) No.29 (Rev.4).

IACS PR No.29 (Rev.4)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder.
For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
 - (1) such alterations do not affect matters related to classification, or
 - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Notes:

1. This Procedural Requirement applies to all IACS Members and Associates.
2. This Procedural Requirement is effective for ships “contracted for construction” on or after 1 January 2005.
3. Revision 2 of this Procedural Requirement is effective for ships “contracted for construction” on or after 1 April 2006.
4. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.
5. Revision 4 of this Procedural Requirement was adopted on 21 June 2007 with immediate effect.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part P

**Mobile Offshore Drilling Units,
Work-ships and Special Purpose Barges**

GUIDANCE

2008 AMENDMENT NO.1

Notice No.9 27th February 2008

Resolved by Technical Committee on 30th November 2007

“Guidance for the survey and construction of steel ships” has been partly amended as follows:

Part P MOBILE OFFSHORE DRILLING UNITS, WORK-SHIPS AND SPECIAL PURPOSE BARGES

Appendix P2 FPSO GUIDELINES

Part 1 REQUIREMENTS FOR FPSO PROPER

Chapter 4 HULL CONSTRUCTION AND EQUIPMENT

4.9 Hull Equipment

4.9.1 Mooring Equipment for Temporary Mooring

Sub-paragraph -3 has been added as follows.

- 1 Mooring equipment for temporary mooring specified in **9.2, Part P of the Rules** need not be fitted. In case where the Society deems necessary in consideration of the operation form of FPSO, installation of mooring equipment for temporary mooring specified in **9.2, Part P of the Rules** is required.
- 2 Equipment used in the mooring system to moor at jetty etc. in order to install plant facility or mooring equipment to moor support ship and shuttle tanker is to be as deemed appropriate by the Society.
- 3 For the single-point mooring systems to moor shuttle tanker, the chafing chain used end for mooring lines are to comply with the following:
 - (1) The chafing chain is to be Grade R3 offshore chain or Grade R4 offshore chain specified in 3.2, Part L of the Rules, and the chain standard is short lengths (approximately 8m) of 76mm diameter.
 - (2) The arrangement of the end connections of the chafing chain is to comply with any standards deemed appropriate by the Society.
 - (3) Documented evidence of satisfactory test of similar diameter mooring chain in the prior six month period may be used in lieu of breaking test subject to agreement with the Society.

EFFECTIVE DATE AND APPLICATION

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