



Maritime and Coastguard Agency

Construction Standards for Offshore Support Vessels and Other Special Ship Types

Notice to all Builders, Owners, Operators, Surveyors, Masters and Officers of Ships.

PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary

This notice establishes guidance for the construction and operation of special ship types for which the provisions of the safety and pollution prevention conventions SOLAS 1974/88, MARPOL 73/78 and ICLL 66/88, as implemented in United Kingdom legislation, may be inappropriate and from which they may therefore be partially exempted on the basis of compliance with various resolutions of IMO.

Such special ship types may include offshore supply vessels, offshore support vessels equipped for well intervention duties, derrick and pipelay barges, research vessels and other vessels when undertaking similar work.

Part I

1. Introduction and Background

- 1.1 The provisions of the safety and pollution prevention conventions SOLAS 1974/88, MARPOL 73/78 and ICLL 66/88, as implemented in United Kingdom legislation, may be inappropriate for vessels having special constructional features or with large numbers of non marine, or industrial personnel working aboard. Exemptions from the relevant regulations may be given subject to compliance with various resolutions of the International Maritime Organization, as indicated in this notice and its appendix, which contains a flow diagram to illustrate the relationship between the various resolutions.
- 1.2 Having regard to damage stability or survivability of cargo ships, it should be noted that the footnote to SOLAS II-1 Regulation 4, previously 25-1, which is implemented by the Merchant Shipping (Cargo Ship Construction) 1997 Regulations (SI 1997 No 1509, regulation 14 as amended) provides owners and builders with a number of options relating to special ship types.
- 1.3 Whilst the application of the resolutions of IMO relating to special ship types cannot be precisely specified, the position is further complicated by ships which may undergo

conversion to equip them for different or additional roles, or which may change flag with or without conversion.

- 1.4 This notice is primarily addressed to new UK ships: that is those whose keels are laid, or which are undergoing major conversion to equip them for a new operational role, on or after 1st July 2009. Where explicitly stated the guidance will also apply to existing ships, however such ships will be permitted to continue in the operational roles undertaken as UK ships prior to this notice.
- 1.5 Since this notice contains interpretations of SOLAS, MARPOL, ICLL and STCW conventions and related circulars, non United Kingdom ships visiting UK ports will be expected to be able to demonstrate that safety standards at least equivalent to these conventions are being applied, using satisfactory interpretations which have flag state support.
- 1.6 Nothing in this notice applies to sail training ships, for the safety of which Codes of Practice have been published by the Maritime and Coastguard Agency.

Part II

Application of the Resolutions

1. A.469(XII) and MSC.235(82) Guidelines for the Design and Construction of Offshore Supply Vessels.

- 1.1 These resolutions may be applied only to offshore supply vessels (sometimes also referred to as platform supply vessels) which they define as:
 - vessels 'primarily engaged in the transport of stores, materials and equipment to offshore installations' and
 - 'designed with accommodation and bridge erections in the forward part of the vessel and an exposed cargo deck in the after part for the handling of cargo at sea'.
Vessels carrying more than 12 industrial personnel are excluded from this resolution (see paragraph A1.5 below). In addition to the above ship types are some to which these resolutions apply by virtue of A.673(16) (see paragraph 2 below).
- 1.2 The resolutions are not mandatory for UK ships (except as indicated in paragraph 2 of this part). Offshore supply vessels of 80m subdivision length or over, if not complying with these resolutions must comply with the probabilistic subdivision standards of SOLAS II-1/4, previously 25-1, for cargo ships.
- 1.3 Where these resolutions provide different standards to SOLAS, they may be regarded as equivalent to the corresponding standards of the convention. However in the case of the damage stability element, the deemed equivalence may not always be real, depending on the length of ship and the degree to which there is watertight subdivision of those parts of the ship outside the damage extent specified in the resolution. Therefore these resolutions can be applied only to those vessels as defined above, which are operating in the risk environment envisaged by the Code, ie. where the primary risk is low speed collisions with the supporting structure of rigs, leading to minor penetration of the hull below the main deck level only.
- 1.4 Owners building this class of vessel to comply with resolution MSC. 235(82), if over 80m subdivision length are therefore recommended to additionally commission a damage stability analysis according to SOLAS II-1/4 and record the results. Although compliance with the standard is not mandatory for such ships, the results of the analysis may be included as supplementary information in the ships stability information book: they would not define statutory loading conditions. Such an analysis would provide an indication of the overall damage survivability of the ship on the same basis as other cargo ships.

2. A.673(16) as amended, Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels.

- 2.1 This resolution must be applied to offshore support vessels which carry hazardous or noxious liquid substances in bulk, as defined in the resolution, and which are not constructed or adapted primarily to carry such cargoes (for this definition see A2.2 below).
- 2.2 This resolution is treated as applicable to existing as well as new UK ships, where appropriate (see MSN 1458 for more detailed advice). When new offshore support vessels are required by this resolution to be constructed in accordance with MSC.235(82), it is recommended that owners should commission a damage stability analysis according to SOLAS II-1/4 for cargo ships, for reasons noted (see paragraphs 1.3 and 1.4 of this part).

3. A.534(13) and MSC.266(84), Code of Safety for Special Purpose Ships.

- 3.1 These resolutions may be applied to vessels on which are employed large numbers of special personnel.
- 3.2 When considering who are designated as special personnel the following paragraphs should be noted as guidance.

To be treated as crew for the purpose of this notice, persons must:

- be signed in the crew agreement carried aboard in compliance with the Merchant Shipping (Crew Agreements, Lists of Crew and Discharge of Seamen) Regulations 1991 (SI 1991 No 2144),
- have completed the applicable four elements of basic training defined in MGN 97(M), viz. personal survival techniques, fire prevention and fire fighting, elementary first aid, and personal safety and social responsibility,
- be in possession of a valid certificate of medical fitness including appropriate eyesight standards ENG1 (see MSN 1765),
- be able to communicate in the working language of the ship,
- have received an adequate level of training related to the particular capacity in which employed aboard (guidance related to the training requirements for deck and engine ratings, watchkeepers etc. are contained in various MGNs),
- be entitled to the rest periods and paid leave common to all seafarers (see MSN 1767).

To be treated as special personnel for the purpose of this notice, persons must:

- have received familiarisation training as defined in MGN 120(M),
- if given emergency duties on the muster list, have received training in the relevant component of the basic safety training defined in MGN 97(M),
- be medically fit, which may be demonstrated by possession of a valid certificate of medical fitness including appropriate eyesight standards ENG1 (see MSN 1765), although alternative criteria will be considered¹,
- be able to communicate in the working language of the ship,
- be on board to carry out duties in connection with the special purpose of the ship, but not merely to obtain transport or accommodation.

- 3.3 Any persons who are not crew are defined in UK Merchant Shipping legislation as passengers. This has clear implications for the designation of ships as passenger ships. However A.534(13) suggests 'special personnel' as another group of persons distinct from passenger or crew, and states: 'because special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and have received some training in safety procedures and the handling of the ship's safety equipment, the special purpose ships on which they are carried need not be considered or treated as passenger ships'. The IMO term special personnel therefore aligns with the commonly used descriptions 'non marine personnel' or 'industrial personnel'.
- 3.4 As noted above UK ships may comply with A.534(13) or MSC.266(84), and therefore be treated as cargo ships with relevant exemptions.
- 3.5 The number of special personnel aboard may vary within the limits permitted by the ship's certification and specified maximum number of persons, but safe operation must be ensured under all manning conditions.
- 3.6 Some multi purpose ships which are designed to carry more than 12 special personnel aboard in connection with the special purpose of the ship may find that the

¹ See paragraph A3.7(a)

MODU Code provides a standard more suited to the nature of their operations (see below).

4. A.414(XI) and A.649(16) Codes for the Construction and Equipment of Mobile Offshore Drilling Units.

- 4.1 The 1979 and 1989 MODU Code preambles state that they provide a level of safety for such units and their personnel equivalent to SOLAS 1974 and ICLL 1966.
- 4.2 The MODU Codes may be applied to mobile offshore drilling units which are defined as vessels 'capable of engaging in drilling operations for the exploration for or exploitation of resources beneath the sea-bed such as liquid or gaseous hydrocarbons, sulphur or salt'. Notwithstanding the above definition it is believed the Codes may provide a suitable standard for UK vessels engaged in well intervention and wellhead operations even where there is no drilling capability. Such vessels may operate for significant periods in a fixed location either physically connected to the seabed, to a subsea well or to another installation so connected.

5. Vessels Complying with Mixed Standards.

- 5.1 Vessels built to comply with more than one of the above standards, in whole or in part, or which may comply with such different standards at different times, will be specially considered. As a rule multi role vessels will be expected at least to comply with standards appropriate to each distinct role whenever such role is being undertaken. Owners of such vessels are advised to contact the Maritime and Coastguard Agency at the earliest opportunity.

More Information

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Appendix

Notes on Implementation of the Resolutions.

A1. A.469(XII) and MSC.235(82), Guidelines for the Design and Construction of Offshore Supply Vessels.

Introduction and Background

A1.1 Resolution A.469(XII) was adopted on 19th November 1981, and superseded by resolution MSC.235(82) which was adopted on 1st December 2006. Each resolution relates to ships whose keels were laid six months after the date of its adoption.

A1.2 The stability parts of the resolutions apply to ships of Load Line length 24 metres up to 100 metres. No alternative or additional stability standard for ships exceeding 100 metres in length is specified, this being left to the discretion of administrations. UK at present imposes no such alternative or additional stability standard for such ships, meaning that ships above as well as below 100 metres in length are treated in the same way.

A1.3 The resolutions constitute equivalences to the provisions of SOLAS 1974 where their provisions differ from that convention. It may be inferred that the equivalences relate to the convention as it appeared at the date of adoption of the respective resolutions. Subsequent to adoption of A.469(XII), damage stability requirements for cargo ships were incorporated into SOLAS II-1 as Part B-1, from which certain vessels including A.469(XII) and MSC.235(82) compliant vessels were, however, specifically removed thereby formalising the equivalence in respect of damage stability.

A1.4 As noted above, the resolutions may be applied only to offshore supply vessels which they define as:

- (a) vessels 'primarily engaged in the transport of stores, materials and equipment to offshore installations' and
- (b) 'designed with accommodation and bridge erections in the forward part of the vessel and an exposed cargo deck in the after part for the handling of cargo at sea'.

Reference may be made to resolution A.863(20), Code of Safe Practice for the Carriage of Cargoes and Persons by Offshore Supply Vessels (amended by MSC.237(82)), which in Appendix 1 gives examples of offshore installations.

A1.5 Offshore supply vessels carrying more than 12 industrial personnel are specifically excluded from A.469(XII) and MSC.235(82). Industrial personnel should be interpreted to be special personnel as discussed in paragraphs 3.2 – 3.4 of Part II and, for this purpose, if passengers are also carried their number should be aggregated with the number of industrial personnel.

A1.6 The Code of Safe Practice for the Carriage of Cargoes and Persons by Offshore Supply Vessels, may be relevant to the operation of these vessels.

Additional requirements and modifications to the Guidelines for application to United Kingdom ships

A1.7 The actual standard of subdivision of offshore supply vessels complying with A.469(XII) or MSC.235(82) is partially dependant on number and arrangement of watertight subdivision bulkheads inboard of the 760 mm transverse extent of assumed damage, hence it is not possible to anticipate comparisons of such ships with cargo ships designed to SOLAS II-1 part B-1. Furthermore because the assumed damage extent is limited to below the main cargo deck (forecastle remaining intact), the standard may not reflect all probable damages that may occur. Therefore it is recommended that an analysis in accordance with SOLAS II-1 regulation

4 should be carried out on offshore supply vessels under construction and exceeding 80 m in subdivision length to allow valid comparisons to be made (see paragraph 1.4 of Part II).

A1.8 The UK has not defined near coastal voyages for the purpose of these resolutions, and has not reduced the provisions of A.469(XII) or MSC 235(82) in respect of UK ships on overseas coastal voyages.

A2. A.673(16) as amended, Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels.

Introduction and Background

A2.1 A.673(16) was adopted on the 19th October 1989. It applies to offshore support vessels regardless of size and voyage, and contains provisions for new as well as existing ships. It was amended by MSC.236(82) on 1st December 2006.

A2.2 The resolution defines offshore support vessels as:

- (a) 'vessels which are primarily engaged in the transport of stores, materials and equipment to and from mobile offshore drilling units, fixed and floating platforms and other similar offshore installations', or
- (b) 'vessels, including well stimulation vessels, but excluding mobile offshore drilling units, derrick barges, pipelaying barges and floating accommodation units, which are otherwise primarily engaged in supporting the work of offshore installations'.

The above definition should be interpreted as meaning that derrick and pipelay barges and accommodation units, as well as mobile offshore drilling units, are excluded.

Additional requirements and modifications to the Guidelines for application to United Kingdom ships

A2.3 Application of these guidelines is made a statutory requirement for certain ships by MSN 1458, which should also be referred to.

A2.4 Since the guidelines invoke the requirements of A.469(XII) or MSC.235(82), for some ships, the stability requirements of SOLAS II-1 regulation 4, previously 25-1, need not be applied to them, but only when the subdivision standard of A.469(XII) or MSC.235(82) is satisfied or exceeded.

A2.5 However, the actual standard of subdivision of offshore support vessels complying with A.469(XII) or MSC.235(82), as these may be modified by A.673(16), is partially dependant on number and arrangement of watertight subdivision bulkheads inboard of the 760 mm transverse extent of assumed damage, hence it is not possible to anticipate comparisons of A.469(XII) ships with cargo ships designed to SOLAS II-1 regulation 4, previously 25-1. Furthermore because the assumed damage extent is limited to below the main cargo deck (forecastle remaining intact), the standard may not reflect all probable damages that may occur. Therefore it is recommended that an analysis in accordance with regulation 4 should be carried out on such vessels under construction and exceeding 80 m in subdivision length to allow valid comparisons to be made (see paragraph 1.4 of Part II).

A3. A.534(13) and MSC 266(84), Codes of Safety for Special Purpose Ships

Introduction and Background

A3.1 The Code of Safety for Special Purpose Ships was adopted by the International Maritime Organization on 17th November 1983 as Assembly Resolution A.534(13).

Amendments to the Code were published on 28th June 1996 as Circular MSC/Circ.739, and on 13th May 2008 as the Code of Safety for Special Purpose Ships, 2008, Resolution MSC.266(84) .

A3.2 The Codes permit persons who are specially needed for the particular operational duties of the ship, but are in addition to those persons required for the normal navigation, engineering and maintenance of the ship or engaged to provide services for the persons carried on board, to be carried on certain ships to be known as Special Purpose Ships. Such ships, whilst not built or surveyed as required for passenger ships on international voyages are designed, constructed, operated, surveyed and certificated to a standard defined by the number of personnel carried.

A3.3 The Codes state that they provide a level of safety for ships and their personnel equivalent to that required by SOLAS. In particular, the damage stability provisions within SOLAS II-1 are stated not to apply to ships complying with A.534(13). It should be noted that the amendments adopted on 13th May 2008 introduce for the first time a probabilistic standard of damage stability, using the methodology of the rules entering into force under SOLAS II-1 Part B-1 in force on 1st January 2009.

UK requirements relating to the vessel

A3.4 The Codes may be applied in respect of mechanically self propelled ships of generally 500 gross tons or more, to types which include:

- (a) ships engaged in scientific research or expeditions,
- (b) ships engaged in hydrographic or underwater survey,
- (c) ships for training of marine personnel,
- (d) ships processing, but not catching, living resources of the sea,
- (e) ships installing, inspecting, testing, repairing, altering, renewing or recovering seabed equipment, or
- (f) ships with similar design features and modes of operation to the above.

They may not be applied to:

- (g) oil tankers - as defined in Merchant Shipping (Cargo Ship Construction) Regulations 1997, as amended,
- (h) bulk carriers - as defined in Merchant Shipping (Additional Safety Measures for Bulk Carriers) Regulations 1999, as amended,
- (i) chemical tankers,
- (j) gas carriers,
- (k) fishing vessels,
- (l) pleasure vessels - as defined in Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 1998, as amended,
- (m) vessels that are not mechanically self-propelled;
- (n) vessels that fall within the scope of IMO's Code for the Construction and Equipment of Mobile Offshore Drilling Units 1979 or 1989, Resolutions A.414(XI) or A.649(16);
- (o) warships, or
- (p) ships to which the Merchant Shipping (High-Speed Craft) Regulations 1996, as amended, apply.

A3.5 It is to be noted that Resolution A.534(13) was adopted prior to the development and adoption of SOLAS IX (management for the safe operation of ships), and its revisions do not implement similar requirements. Vessels that are required to comply with the latter will not be exempted from ISM on the basis of compliance with the Code.

UK requirements relating to the special personnel

A3.6 Special personnel are expected to carry out duties in connection with the special purpose of a particular ship. The MCA will require to be satisfied that this is the case, and that the special personnel are not aboard purely to be transported or accommodated.

A3.7 As noted above, special personnel will be considered as persons who are specially needed for the particular operational duties of the ship and are in addition to those persons required for the normal navigation, engineering and maintenance of the ship or those engaged to provide services for the persons carried on board. Additionally, to be considered as special personnel, the following provisions are to be satisfied:

- (a) noting that there is a general duty on employers to ensure the health and safety of workers, and of workers not to do anything that would put at risk the health and safety of themselves and others, special personnel must hold a certificate of medical fitness, which may be an ENG1, or, subject to risk assessment by the employer, another certificate of medical fitness appropriate to the duties and geographic location of the worker.
- (b) ability to communicate in the working language of the ship;
- (c) prior to the commencement of any voyage or period of duty:
 - (i) each of the special personnel must have received familiarisation training as defined in MGN 120(M); and
 - (ii) each of the special personnel must also have completed approved basic training or instruction in personal survival techniques, as set out in table A-VI/1-1 of the STCW Code, or provided as part of an Offshore Petroleum Industry Training Organisation (OPITO) approved Basic Offshore Safety Induction and Emergency Training (BOSIET) or similar course which MCA accepts for this purpose; and
 - (iii) personnel having duties assigned to them on the Muster List for emergencies must have received the relevant approved basic training or instruction required by paragraph 2.1 of Section A-VI/1 of the STCW Code.

A3.8 The number of special personnel aboard may vary, since it is governed only by certification specifying a maximum number that may be carried. Safe operation must be ensured under all actual manning conditions.

Additional requirements and modifications to the Codes for application to United Kingdom ships

A3.9 Resolution MSC.266(84) was adopted on the 13th May 2008 and applies the amended Code to ships certified on or after that date. Ships constructed or converted prior to Resolution MSC.266(84), to the previous revision of the Code, will be permitted to remain in compliance with that standard. Also since the revised Code had not been published before its adoption, and because it makes reference to subdivision standards which are not in force under SOLAS until 1st January 2009, Resolution MSC.266(84) need not be applied to ships whose keels were laid prior to 1st January 2009. Shipowners should be aware that this concession may not be agreed by other SOLAS signatory states.

A3.10 The first Code was adopted by the IMO Assembly in 1983 and references the SOLAS Convention as it stood following amendment by Resolution MSC.1(XLV). Some later amendments were incorporated by Circular MSC/Circ.739, but these amendments did not amount to a full updating of the Code at that time to take account of all current amendments to SOLAS, which did not occur until the adoption of Resolution MSC.266(84). As a result, any SOLAS amendments that entered into force after MSC.1(XLV) but before the adoption of Resolution MSC.266(84) will be applied where appropriate. Hence a ship whose keel was laid

during this period should comply at least with the cargo ship requirements of SOLAS adopted and entered into force later than MSC.1(XLV) but earlier than its keel laying. For Resolution MSC.266(84) ships a similar policy will be adopted in respect of any SOLAS amendments that may be adopted in the future, if not incorporated in Code amendments.

A3.11 Ships of less than 500 gross tons may comply with standards to be agreed by MCA, which will be based as far as practicable on the principles of the Codes.

A3.12 The Merchant Shipping (Crew Accommodation) Regulations 1997, as amended, will be applied as far as is reasonable and practicable to accommodation provided for the use of special personnel. Where accommodation is provided by provision of temporary modules, consideration will be given to any means of offsetting limitations (such as lack of natural light) resulting from the forced location of such modules. Any deviations from the regulations will be processed as detailed for exemptions in section 1.5 of the MCA's Instructions to Surveyors on Survey of Crew Accommodation.

A3.13 Because Resolution A.534(13) was adopted prior to the development and adoption of Chapter IX of SOLAS and the Codes do not reflect its provisions, vessels that are required to comply with the latter will not be exempted on the basis of compliance with either Code.

A3.14 Policy on the application of new standards to ships undergoing conversion or modification will as far as practicable follow that specified in respect of convention ships in the relevant chapters of SOLAS.

A3.15 The provisions of the Code will not be reduced for ships engaged in near coastal voyages, notwithstanding 1.4.1 of A.534(13).

Surveys of United Kingdom Special Purpose Ships

A3.16 The surveys prescribed by regulations 5, 6 and 7 of the Merchant Shipping (Survey and Certification) Regulations 1995, as amended, will be carried out as if regulations 5, 6 and 7 were applicable to all cargo ships without lower limit on gross tonnage and regardless of whether or not a ship plies on international voyages.

A3.17 Since A.534(13) does not modify the survey requirements of ICLL or MARPOL, the survey requirements of Merchant Shipping (Load Line) Regulations 1998 as amended, and the Merchant Shipping (Prevention of Oil Pollution) Regulations 1996 as amended, apply without modification. Similarly all other relevant statutory survey requirements not mentioned within the Code will apply.

Certification of United Kingdom Special Purpose Ships

A3.18 To reflect compliance with A.534(13) or MSC.266(84) as interpreted in this Notice either of the following Exemption Certificates will be issued, in addition to the other certification² required to be issued and carried on board the vessel when it is treated as a cargo ship:

- (a) a United Kingdom Exemption Certificate (if the vessel is not engaged on international voyages or is less than 500 gross tons), or
- (b) a SOLAS Exemption Certificate (if the vessel is engaged on international voyages and is 500 gross tons or more).

A3.19 The period of validity of the Exemption Certificate is to be the same as that specified in the Cargo Ship Safety Certificate or the Cargo Ship Safety Construction and Safety Equipment Certificates, or their UK versions where issued.

² Where relevant, the other certification is to indicate that an Exemption Certificate has also been issued

A3.20 Information as to the exemptions from the relevant cargo ship requirements, the maximum number of special personnel, or number of persons that may be carried³, and a reference to the amendment status of A.534(13) or MSC.266(84) applied are to be included in the information provided on the Exemption Certificate. The list on the certificate of cargo ship regulations exempted from may be a summary list, with further details held in MCA records relating to the particular ship.

A3.21 A Special Purpose Ship Safety Certificate in the format prescribed in the resolution may be issued on request from an owner. Evidence of compliance with United Kingdom statutory requirements, by means of the Code of Safety for Special Purpose Ships, will nevertheless be provided by the current Exemption certificate.

A4. A.414(XI) and A.649(16) Codes for the Construction and Equipment of Mobile Offshore Drilling Units.

Introduction and Background

A4.1 Resolution A.414(XI) (the 1979 Code) was adopted by IMO on the 15th November 1979. It was superseded, for 'new' ships, by A.649(16) (the 1989 Code) adopted by IMO on the 19th October 1989. The resolutions have been amended by MSC/Circ.561 and MSC Resolution MSC.38(63). The Code is again under revision at the time of issuing this Notice.

A4.2 The 1979 and 1989 MODU Code preambles state that they provide a level of safety for such units and their personnel equivalent to SOLAS 1974 and ICLL 1966.

A4.3 Survey and certification of mobile offshore drilling units is fully delegated to all UK authorised classification societies, except in respect of the stability information of units which are not column stabilised. The arrangements under which this work is carried out are subject to negotiation between the MCA and authorised classification societies, therefore are not covered within this notice. Owners should liaise with their classification society on matters of interpretation.

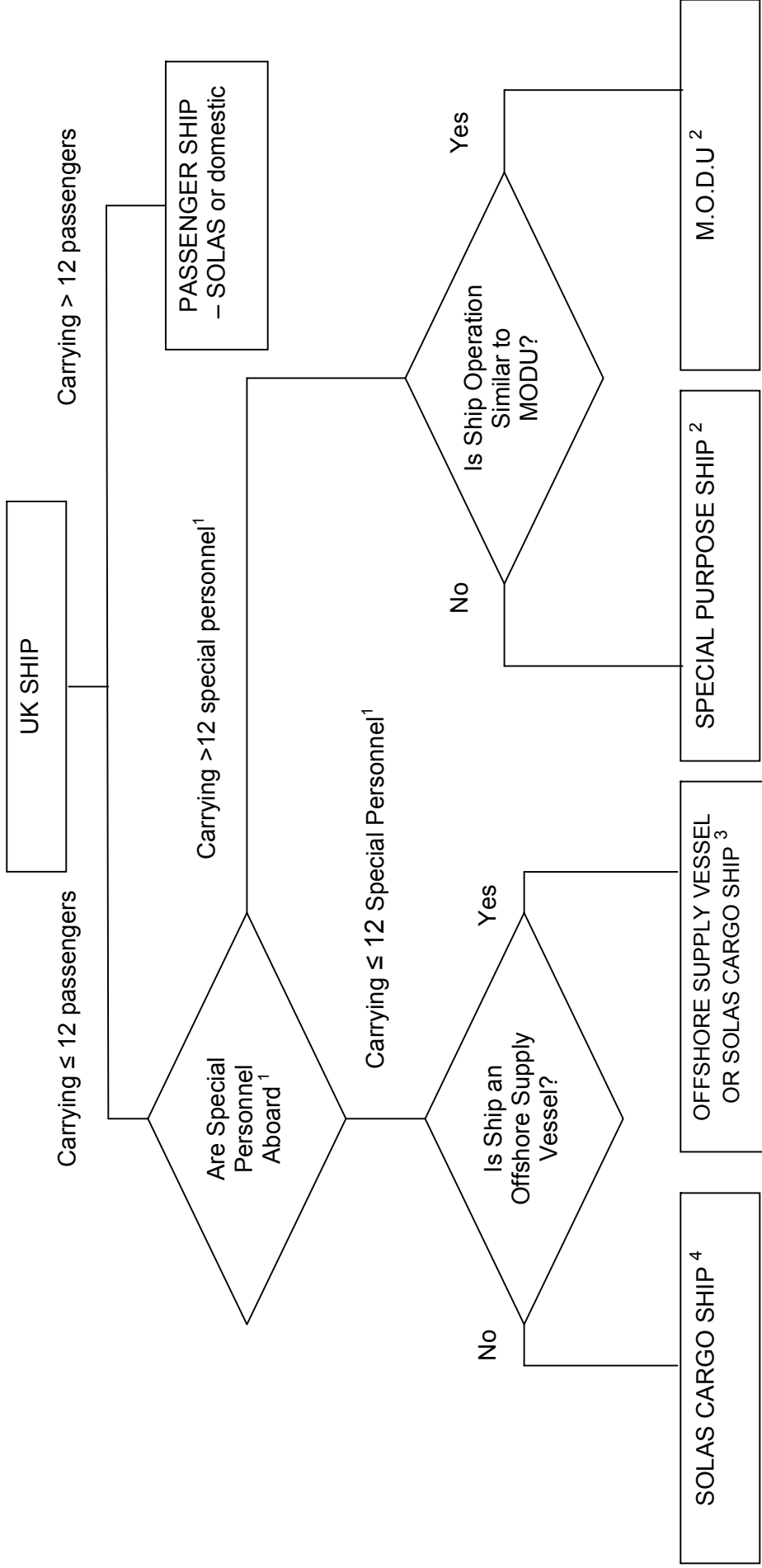
A4.4 However since MODUs as defined in the Code are to have the capability of 'engaging in drilling operations.....', units which lack this capability will be strictly outside the above mentioned delegation agreements. It is intended that classification societies will be given case by case authorisations to survey and certify such units on, so far as possible, the same basis as for drilling units.

Additional requirements and modifications to the Codes for application to United Kingdom ships

A4.5 Since units not engaging in drilling may have topsides which lack fixed derricks, and therefore have low centroid of wind resistance resulting in wind heeling not being the dominant capsize mechanism, the intact stability criteria of 3.3 of the Code may require to be supplemented by those of the Merchant Shipping (Load Line) Regulations 1998 (as contained in MSN 1752 Schedule 2 part 1).

³ It is to be noted that the number of special personnel is to include the number of passengers carried on board, and the latter may not exceed 12.

Flow Chart for Determination of Applicable Standards



¹ Special personnel number includes passengers if any

² If offshore support vessel carrying hazardous or noxious liquid substances in bulk, apply A.673(16), if appropriate as amended by MSC.236(82), as an addition.

³ If carrying hazardous or noxious liquid substances in bulk apply A.673(16), if appropriate as amended by MSC.236(82), as an addition and SOLAS damage stability may be waived

⁴ If offshore support vessel carrying hazardous or noxious liquid substances in bulk, apply A.673(16), if appropriate as amended by MSC.236(82), as an addition and SOLAS damage stability may be waived.