D6 Surface type drilling units

(1979) (Rev.1 Jan 2012)

D6.1 General

D6.1.1 This section applies to the unit type as defined in D2.2.3.

D6.2 Ship type drilling units

D6.2.1 Scantlings of the hull structure are to meet the Rules. Special consideration is, however, to be given to items which may require some deviation or additions to the Rules, in particular the items indicated in D6.2.2 - D6.2.5.

D6.2.2 The required strength of the unit is to be maintained in way of the drilling well, and particular attention is to be paid to the transition of fore and aft members so as to maintain continuity of the longitudinal material. In addition, the plating of the well is to be suitably stiffened to prevent damage due to foreign objects which may become trapped in the well while the unit is under way.

D6.2.3 The deck area in way of large hatches is to be suitably compensated where necessary to maintain the strength of the unit.

D6.2.4 The structure in way of heavy concentrated loads resulting from the drilling derrick, pipe rack, set back, drilling mud storage, etc., is to be suitably reinforced.

D6.2.5 Local structure in way of fairleads, winches, etc., forming part of the position mooring system, should be designed to the breaking strength of the mooring line.

D6.3 Barge type drilling units

D6.3.1 Scantlings of the hull structure are to meet the Rules. Special consideration, where applicable, is to be given to items listed in D6.2.

D6.4 Damage stability

D6.4.1 Extent of damage

In assessing the damage stability of surface type drilling units as required by D3.7.3, the following extent of damage is to be assumed to occur between effective watertight bulkheads:

(i) Horizontal penetration: 1.5 m (5 ft).
(ii) Vertical extent: bottom shell upwards without limit.

Notes:

1. This UR apply to mobile offshore drilling units contracted for construction on and after 1 January 2013.

2. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

D6
(cont)

The distance between effective watertight bulkheads or their nearest stepped portions which are positioned within the assumed extent of horizontal penetration should be not less than 3 m; where there is a lesser distance, one or more of the adjacent bulkheads should be disregarded.

If damage of a lesser extent results in a more severe final equilibrium condition, such lesser extent shall be assumed.

All piping, ventilating systems, trunks, etc., within this extent are to be assumed damaged. Positive means of closure are to be provided to preclude progressive flooding of other intact spaces. In addition, the compartments bounded by the bottom shell are to be considered flooded individually.

End of Document