

U.S. Department of  
Homeland Security

United States  
Coast Guard



Director  
National Vessel Documentation Center

792 T J Jackson Drive  
Falling Waters, WV 25419  
Staff Symbol: NVDC  
Phone: (304) 271-2506  
Fax: (304) 271-2405  
Christina.G.Washburn@uscg.mil

16713/5/2  
February 17, 2022

Gregory B. Mendenhall, Esq.  
G B Mendenhall PLLC  
3278 Franklin Avenue, Suite 5  
P. O. Box 65  
Millbrook, NY 12545

Dear Mr. Mendenhall:

I am writing in response to your letter of October 8, 2021 with its supporting exhibits, wherein you requested a determination pursuant to 46 C.F.R. § 67.97 that, based upon the proposed procurement and build details for the construction by Keppel AMFELS, LLC ("Keppel") at its Brownsville, Texas shipyard of a Mobile Offshore Self-Elevating Service Unit, identified as NG-16000X-SJ (the "Unit"), Unit will be deemed to have been built in the United States and as such, eligible to be documented with a coastwise endorsement and to engage in the coastwise trades of the United States.

The Unit will be a self-propelled jack-up destined for operations in water depths up to 65 meters. It will provide a platform for work related to offshore wind farm operations as well as certain work related to the oil and gas industry. The Unit will be constructed under an agreement with Blue Ocean Energy Marine, LLC and Keppel will employ the designer, GustoMSC B.V., under a license agreement to complete the basic design of the Unit.

The general characteristics of the Unit have been set forth in detail in your letter and its exhibits. In summary, the Unit will be a self-propelled jack-up platform for offshore wind farm operations. It will be 472 feet length x 183.7 feet breadth x 37.7 feet depth with four 357.5 foot truss legs. It will be propelled by seven azimuthing thrusters (three forward and four aft) for propulsion and station-keeping. It will have accommodations for up to 119 personnel.

As you know, the standards that must be met in order for a vessel to be deemed built in the United States are set forth at 46 C.F.R. § 67.97, as follows:

"To be considered built in the United States a vessel must meet both of the following criteria:

- (a) All major components of its hull and superstructure are fabricated in the United States;  
and
- (b) The vessel is assembled entirely in the United States."

In addition, the following definitions at 46 C.F.R. § 67.3 are pertinent to the application of those criteria:

**“Hull”** means the shell, or outer casing, and internal structure below the main deck which provide both the flotation envelope and structural integrity of the vessel in its normal operations...(portions omitted)”

and

**“Superstructure”** means the main deck and any other structural part above the main deck.”

As an aid to our review of your submission, and consistent with our well-established practice, we requested a review and analysis of the materials you submitted by the Coast Guard’s Naval Architecture Division (“NAD”).

Keppel intends to purchase most of the equipment and materials necessary to build and fully assemble the Unit at its Brownsville, Texas shipyard. The heaviest foreign-fabricated components are the four truss legs. However, these have been found by the NAD in its analysis to be outfitting items and, as such, are not included in the foreign steel weight calculation. Other foreign-fabricated items are the thruster plates and numerous weathertight and watertight closures; specifically, weather-exposed doors and hatches at higher levels of the accommodation house than the 2<sup>nd</sup> Level (Position 2) above the Main Deck (or freeboard deck) that are not subject to load line requirements. This would also include interior openings below the Main Deck.

With regard to the first criterion of the regulatory test set forth above, your submission at Exhibit D proposed, and the NAD in its findings has accepted, the discounted steel weight of (i) the Hull as 10,416.38 Mtons (including thruster mounting plates and various weathertight and watertight closures), (ii) the accommodations deckhouse as 535.0 Mtons, and (iii) the internal structural reinforcement of the Hull to support the truss leg loads as 884.0 Mtons --- for a total discounted steel weight of 11,835.38 Mtons.

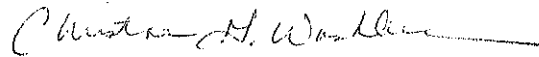
The NAD also found the total weight of the foreign-fabricated components which are part of the Hull or Superstructure to be 44.91 Mtons. This takes into account the total weight of the seven thruster mounting plates (34.59 Mtons) and the total weight of 26 hinged weathertight doors and nine watertight hatch covers (4.58 Mtons and 5.74 Mtons, respectively) --- the latter weights being conservatively overestimated as they include several closures that are internal or above Position 2 and need not have been included. This is well within (at 0.38 percent) the 1.5 percent allowable limit for what would be deemed to constitute, in the aggregate, a “major component”. That allowable weight limit would permit, for the Unit’s discounted steel weight, foreign-fabricated components of the Hull or Superstructure of up to 177.5 Mtons, so 44.91 Mtons is well within that limit.

16713/5/2  
February 17, 2022

With regard to the second criterion of the regulatory test set forth above, there appears to be no question that the “assembled entirely in the United States” requirement will be met in this case.

In light of the foregoing and based upon the information you have provided, I confirm that Keppel’s procurement and build details for the Unit (a “Vessel” in that it is capable of being used as a means of transportation on water), as described in your letter of October 8, 2021, and its supporting exhibits will not adversely affect its status as having been built in the United States and, as such, its eligibility to operate in the coastwise trades of the United States.

Sincerely,



Christina G. Washburn  
Director