

MSC Guidelines for the Review of Mobile Offshore Drilling Unit (MODU) General Arrangement Plans

Procedure Number: C2-36

Revision Date: 10/18/2016

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Purpose: The purpose of this document is to provide guidance and information regarding the submission of MODU general arrangement plans under Subchapters N and I-A.

References:

- a. 46 CFR Subchapter I-A, Part 108
- b. 33 CFR Subchapter N, Part 143
- c. G-MSE-3 (now COMDT G-5223) letter Serial 16703/46-108.235, dated December 11, 1998

Contact Information: If you have any questions or comments concerning this document, please contact the Marine Safety Center (MSC) by email or phone, and refer to Plan Review Guide Number C2-36.

Email: MSC@uscg.mil

Phone: 202-795-6731

Website: <http://homeport.uscg.mil/msc>

Responsibilities: Using applicable portions of references (a) through (c), the submitter shall provide sufficient documentation and plans to indicate compliance with the requirements. The submission shall be made electronically to the above email address or, if paper, in triplicate to the MSC's address found on the above website. To facilitate plan review and project management, all plans and information specified in these guidelines should be submitted as one complete package through a single point of contact for the project.

General Guidance:

- If the vessel is new and not a sister vessel, has the Application for Inspection been submitted? In general, plan review may not occur until a copy of the Application is received.

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- ❑ Does the submission include all necessary information to demonstrate compliance with the applicable requirements? At a minimum, submissions should include the following:
 - General Arrangement Plan(s) – should describe the entire vessel showing the watertight boundaries of the vessel, and the layout of each deck.
 - Inboard Profile – shows the location of all watertight transverse bulkheads, decks, and openings in these decks and bulkheads.
 - Outboard Profile – shows the profile of the vessel with the design waterline and draftmarks indicated.
 - Plan of each deck or space – for each deck all spaces should be shown. Openings that would be considered points of downflooding for the applicable intact and damage stability criteria should be indicated.
 - A reference system (usually based on frame numbers) should be used so that the locations of all tanks, holds, and watertight bulkheads can be determined for use in stability calculations and the locations of openings in watertight decks can be determined for downflooding.
 - ❑ Does the submission clearly state what is desired from MSC?
 - ❑ Are all plans requiring Coast Guard review and/or approval submitted in triplicate (if submittal is in hard copy)?
 - ❑ Are there any special/unusual requests or a time critical element involved?
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Specific Topics:

- ❑ Means of Escape (46 CFR 108.151-108.167):
 - Two means of escape must be provided from each accommodation space with a deck area > 300 ft².
 - Two means of escape must be provided from each space, other than an accommodation space, that is continuously manned or used on a regular working basis.
 - Two means of escape must be provided from weather deck areas where personnel may be normally employed.
 - The two means of escape must be as remote as practicable.
 - No dead-end corridors can be > 43'.
 - When two means of escape are required from a space below the main deck, one of the means of escape must provide for a rapid escape through openings that are not required to be watertight by damage stability considerations.

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- Stairways and exterior inclined ladders (46 CFR 108.159):
 - Stairway width must be > 28", with inclination < 50 degrees.

- Restrictions on Accommodations Spaces (46 CFR 108.193):
 - No direct communication is permitted between accommodation spaces and chain lockers, stowage or machinery spaces.
 - No sounding tubes, vents, or access openings from fuel or oil tanks may open into any accommodation spaces.

- Location of Accommodations Spaces (46 CFR 108.195):
 - No accommodation spaces may be located forward of 5% LBP.
 - The deckhead of each crew accommodation space must be located above the deepest load line.

- Arrangement of Sleeping Spaces (46 CFR 108.199):
 - To the extent practicable, each occupation group must be berthed together in sleeping spaces arranged to minimize disturbance created by personnel leaving for or arriving from a working period.

- Size of Sleeping Spaces (46 CFR 108.201):
 - Each sleeping space must have for each occupant:
 - 30 ft² of deck area;
 - 210 ft³ of volume;
 - 6' – 3" of headroom.
 - No sleeping space may berth more than 4 persons, except that a sleeping space for personnel not regularly employed on a unit may berth up to 6 persons.

- Berths and Lockers (46 CFR 108.203):
 - Each locker must be at least 300 in² and 60" high.
 - Each berth must be at least 30" wide by 76" long.
 - Each occupant of a sleeping space must have a readily accessible locker.

- Wash spaces; toilet spaces; and shower spaces (46 CFR 108.205):
 - Each unit must have at least 1 toilet, 1 washbasin, and 1 shower or bathtub for every 8 persons who occupy sleeping spaces that do not have private or semi-private facilities attached.

- Messrooms (46 CFR 108.207):
 - Each messroom that is not adjacent to the galley that serves it must be equipped with a steam table.

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- Size of Linen and Cleaning Gear Locker (46 CFR 108.137):
 - 46 CFR 108.137 requires a bulkhead separating an accommodation space from a storage locker to be A-class.
 - A linen or cleaning gear locker less than 5 m² may have B-15 rated bulkheads.
 - A linen or cleaning gear locker less than 4 m² may have B-0 rated bulkheads.

- Guardrails and Bulwarks (46 CFR 108.217):
 - Guardrails or bulwarks are required along the edge of the bridge, of each deck and of each deck opening.
 - The overall height must be > 39.4”.

- Guardrails (46 CFR 108.219):
 - Except for exposed peripheries of a freeboard or superstructure deck, each guardrail must have at least two (2) courses.
 - At exposed peripheries of a freeboard or superstructure deck, each guardrail must have at least three (3) courses not more than 15” apart with the lowest course not more than 9” above the deck.

- Storm Rails (46 CFR 108.221):
 - Each unit must have a storm rail on each deckhouse side that is normally accessible, on each side of a passageway that is wider than 6’, and on at least one side of each passageway that is less than 6’ wide.

- Hospital Spaces (46 CFR 108.209 – 108.210):
 - Each unit carrying twelve or more persons on a voyage of more than 3 days requires a hospital space or a designated treatment or isolation room.
 - If they chose to have a hospital space:
 - Each hospital space berth must be hinged and arranged so that it can be secured clear of the lower berth;
 - Each hospital space must have at least one berth that is accessible from both sides;
 - Each hospital space must have one berth for every 12 persons or portion thereof on board, who are berthed in single occupancy rooms, but the number of berths need not exceed 6;
 - Each hospital space must have a toilet, washbasin, and bathtub or shower accessible from the hospital space; and,
 - Each hospital space must have a clothes locker, a table, and seats.

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- If they chose to have an isolation space:
 - Each isolation space must be a single or double occupancy sleeping space;
 - Each isolation space must be available for immediate medical use;
 - Each isolation space must have a single berth or examination table that is accessible from both sides; and,
 - Each isolation space must have a washbasin in or immediately adjacent to it.
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Disclaimer:

This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is not intended to, nor does it impose, legally-binding requirements on any party. It represents the Coast Guard's current guidance on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other federal and state regulators, in applying statutory and regulatory requirements. You can use an alternative approach for complying with these requirements, if the approach satisfies the requirements of the applicable statutes and regulations. If you want to discuss an alternative, you may contact the MSC, the unit responsible for implementing this guidance.
