

DNV GL AS
Offshore fleet in service

Att: To owners of column stabilised units classed by DNV GL

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1322 Høvik

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Date:	Our reference:	Your reference:
2017-11-01	MOI/HCA/72600000-J-2381	

Extension of period which column stabilised units classed with DNV GL can operate with provisional acceptance of airgap

Reference is made to DNV GL letter MOI/HCA/72600000-J-2330 issued on 2016-09-21 regarding documentation requirements of column stabilised units classed by DNV GL regarding airgap.

With basis in updated documentation provided by rig owners, DNV GL has given approval for column stabilised units operating in harsh environments related to the following alternatives:

- i) documentation of positive airgap
- ii) robustness of unit to operate with negative airgap

For alternative ii), some rigs are given a provisional acceptance to operate on the basis that the maximum exceedance of airgap is documented to be less than four meters and the topside structure is proven to have no weak points, i.e. windows and openings in affected areas of the topside structure are removed/blinded.

Permanent approval is given for units which meet point i) above or if sufficient resilience to wave loads are documented in accordance with OTG-14 or through model testing.

By this letter, owners of column stabilized units classed by DNV GL are notified that the acceptable period of provisional approval will be extended to include also the 2018/2019 winter season.

The extension is granted in liaison with PSA and NMA due to the ongoing Joint Industry Project called WaDeck which is scheduled to be completed in Q4 2018. The objective of the WaDeck JIP is to further develop the systematics for calculation of airgap and establishing slamming pressures for topside structures.

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As this work is expected to evolve new knowledge and methodology which also could affect the content of OTG-13 and OTG-14, DNV GL allows the outcome of the WaDeck JIP to become available so that rules and guidelines can be updated and taken into use when final documentation for permanent acceptance is to be produced for the part of the fleet which now work with a provisional acceptance.

The decision to extend the provisional period is based on the fact that the measures taken by the rig owners to close windows etc. in the topside structure represent a substantial improvement in the units' capability to resist unforeseen wave impacts to the topside structure.

Sincerely
for DNV GL AS



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Head of Department

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