

RULES

FOR THE CLASSIFICATION AND CONSTRUCTION OF MOBILE OFFSHORE DRILLING UNITS

ND No. 2-020201-026-E

RULE CHANGE NOTICE

ENTERS INTO FORCE:

01.07.2026



St. Petersburg
2026

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF MOBILE OFFSHORE DRILLING UNITS

The present Rule Change Notice to the Rules for the Classification and Construction of Mobile Offshore Drilling Units (MODU Rules) (hereinafter — RCN) has been approved in accordance with the established approval procedure and contains information on amendments and additions, except for editorial amendments. RCN amendments come into force on 1 July 2026.

REVISION HISTORY

PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT

Item	Applicability	Description	Remarks
Para 4.6.2	MODU Anchors	Description of different anchor designs has been introduced	
Paras 4.6.6 and 4.6.7 (new)	MODU Anchors	Requirements for the selection of safety factor have been introduced	

PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT

4 POSITION-KEEPING SYSTEMS AND COMPONENTS THEREOF

4.6 ANCHORS

Para 4.6.2 is replaced by the following text:

"4.6.2 Anchor design shall be selected in accordance with the international or national standards. The application of the standard shall be agreed with the Register.

4.6.2.1 Gravity anchors.

Gravity anchors are non-ship type heavy products made from reinforced concrete and ferrous alloys, with one or more padeyes.

Reinforced concrete anchors can take various forms: plate, prism, pyramid, and "frog" with an indentation at the bottom to increase holding power due to suction in soft soil.

Ferrous anchors are those which are shaped like a segment of a sphere with an indentation at the bottom.

Gravity anchors are used in relatively shallow water depths.

4.6.2.2 Vertically embedded anchors of non-ship type.

Driven piles. Driven pile anchors capable of withstanding lateral and uplift loading at the same time.

Suction caisson piles. Typically, suction pile anchors consist of a stiffened cylindrical shell with a cover plate at the top and an open bottom. They generally have larger diameters and are shorter in length than driven piles. These piles can be designed to have either a permanent or retrievable top depending on the required vertical holding capacity.

Dynamically installed piles. These piles are finned piles designed to be released from height above the seabed and reach velocities of 20 to 35 m/s at the seabed before self-embedment in soft soil due to accumulated kinetic energy. The anchors may be stabilized with multiple fins at the trailing edge.

Suction embedded plate anchors are those which are vertically embedded by means of suction follower retracted after installation of the anchor. Plate anchors possess high ultimate pull-out capacity in the plane perpendicular to both the anchor plane and the seabed. Typically, when plate anchors are used, the angle between the seabed and the mooring line is approximately 35° — 45°.

4.6.2.3 Drag anchors.

4.6.2.3.1 Ship-type anchors: stocked, stockless, high holding power (HHP), super high holding power (SHHP) and others that are subject to the requirements of Section 8 of Part XIII "Materials" of the RS Rules/C.

4.6.2.3.2 Special offshore single fluke anchors of super high holding power (SHHP) such as the Stevpris and Bruce Flat Fluke Twin Shank (FFTS).

4.6.2.3.3 Plate anchors that have drag embedment system."

New paras 4.6.6 and 4.6.7 are introduced reading as follows:

"4.6.6 The safety factors for anchor selection, taking into account the operating mode of the anchor line and the type of anchor, are given in Table 4.6.6.

Table 4.6.6

Line operating mode	Factor of safety ¹
Suction piles, driven pile anchor, and gravity anchors	
All intact lines, lateral load	1,6
All intact lines, axial load	2,0
One broken line, lateral load	1,2
One broken line, axial load	1,5
Dynamically installed piles and suction embedded plate anchors	
All intact lines	2,0
One broken line	1,5
Drag anchors	
All intact lines	1,5
One broken line	1,0
¹ The values are given for the case when complete information on soil properties is available. If the information is missing, the safety factor is assumed to be 1,5 times higher.	

4.6.7 When selecting an anchor, taking into account 4.6.6, a safety factor is also required for the padeye, swivel and other anchor attachment elements, based on the specified annual wear of such elements. Diameter of the worn structural element is determined by the formula

$$D = \frac{D_n}{D_n - 0,8T} \quad (4.6.7)$$

where D_n = diameter of the structural element before the anchor installation, in mm;
 T = anchor service life, in years."

Russian Maritime Register of Shipping

**Rule Change Notice
to the Rules for the Classification and Construction
of Mobile Offshore Drilling Units**

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