



OFFSHORE CONTAINERS

DNV is the leading Classification Society for the classification of Ships, Rigs, and Offshore Platforms.



DNV comprises over 5,500 employees in 300 offices in over 100 different countries worldwide. DNV 2.7-1 was first published in 1989, with a second edition in 1995, and the current 2006 version. The current BS EN 12079(1999) is based on DNV 2.7-1 (1989). Since 1989, DNV has certified nearly 40,000 containers worldwide. DNV provides technical support, design review, surveys and the relevant certificates necessary for the certification of offshore containers.



Definition of an "Offshore Container"

"Portable unit with a maximum gross mass of 25,000kgs (55,000lbs) for repeated use in the

transport of goods or equipment, as handled in open seas to/from or between fixed and/or floating installations and ships".

Design Review (Case Approval)

For design review the following documentation should be submitted:

- Drawings
- Dimensions
- Materials
- Weld details
- Weights
- Sling angle
- Calculations

Case Approval is job specific for a known batch and only valid for that batch. If the intention is to manufacture several over a period of time Type Approval should be requested. This would be valid for 4 years, and can be renewed for longer if required.



Materials

The design temperature of the container must be a minimum of -20°C; therefore, the materials chosen should be suitable for this temperature range, have the required ductility, be fully killed, and have nonaging properties.

Fabrication Surveys

DNV has defined inspection points and competent, trained Surveyors with extensive experience in the certification of Offshore Containers.

Welding Procedures, Welder Qualification

Welding Procedures and Welder Qualifications must meet the following recognized standards for DNV approval:

- ASME IX
- AWS D1.1
- BS EN 287 pt 1
- BS EN 288 pt 3

N.B. All procedures are required to have Charpy Impact tests at WCL, FL, FL+2 & FL+5.

As part of Gauthiers' commitment to service, DNV reviews weld procedures prior to commencement of work and provides an approved table. This has been found to improve time management, give fabricators more confidence, and reduce paperwork.

Worldwide DNV 2.7-1 Supplier



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Load Testing

For approval, a prototype from each design batch requires full prototype tests witnessed by DNV as follows:

- Drop Test @ Gross Weight
- 2 Point lift @ 1.5 x Gross Weight
- 4 Point lift @ 2.5 x Gross Weight

Subsequent containers require only the 4 point lift, batch tested as per BS EN12079 (exception being - prototype tests which are only valid for the same Fabricator).

Slings

The Sling is certified as part of the Container and should be kept with the Container at all times. As the design temperature is a minimum of -20°C, the sling components should be Type Approved, however, components supplied with 3.1B certificates may be accepted. The gross weight should include the weight of the sling.

Final Inspection

After the painting and fitting of the markings, a DNV Surveyor will carry out the final inspection and review of 'As Built' documentation.

If successful, the DNV decal will be affixed and a DNV Inspection Release Report and Offshore Container Certificate will be issued.

- BS EN12079 (1999): DNV approval to DNV 2.7-1 automatically includes approval to BS EN 12079.
- IMO: DNV 2.7-1 also complies with IMO Circular MSC / Circ. 860 "Guidelines for the Approval of Offshore Containers handled in Open Seas"
- IMDG: DNV 2.7-1 Recognized & accepted by IMDG for the transportation of Dangerous Goods.
- DNV 2.7-1 Offshore Service Containers:
Standard for electrical, HVAC, PA, Alarms, Passive PFP, Fire & Gas Detection, etc.

- UKOOA Guidelines for the safe packing & Handling of Cargo to and from Offshore locations Issue 1 ISSUE 2 Nov 2002: Recognises use of DNV 2.7-1 & BS EN12079 for new fabrications.
- Quality System Certification: Fabricators of Offshore Containers are required to implement a quality system approved to ISO9002.

Periodic Inspections and Added Value

DNV 2.7-1/BS EN 12079 are based on annual inspection cycles. Using these standards, approximately 66% savings are generated over the lifetime of a container when compared to other methods of inspection certification.

Other advantages of DNV 2.7-1 Certified Containers:

- Stronger
 - Fewer Repairs
 - Longer Lasting
- High Resale Value
- Better Quality
- Safer Unit
- May be used Worldwide

Modifications and Repairs

All modifications & repairs to primary structure should be carried out with DNV involvement to retain the container certification.

(Source: Information compiled from www.dnv.com and DNV 2.7-1)