



# РОССИЙСКИЙ МОРСКОЙ РЕГИСТР СУДОХОДСТВА

HEAD OFFICE

**CIRCULAR LETTER**

**№313-39 - 742c**

**от 05.06.2014**

Re:

Amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2014 in connection with the entry into force of IMO resolutions MSC.338(91) "Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended" and MSC.339(91) "Adoption of Amendments to the International Code for Fire Safety Systems (FSS Code)".

Items of supervision:

structural fire protection, fire extinguishing systems, fire-fighting outfit, fire detection and fire alarm systems, escape routes

Implementation 01.07.2014

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Appendices: Amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2014.

Technical Director – Head of Classification Directorate

Vladimir I. Evenko

Amends: Rules for the Classification and Construction of Sea-Going Ships, 2014, ND 2-020101-077-E.

We hereby inform you that on 30.11.2012 IMO Resolution MSC. 338(91) adopted amendments to the International Convention for the Safety of Life at Sea (SOLAS Convention) and IMO Resolution MSC.339(91) adopted amendments to the International Code for Fire Safety Systems (IMO Resolution MSC.98(73)), the content of these amendments relate to the fire protection of ships. The text containing the above amendments can be found in the Appendix to this Circular Letter. Since 01.07.2014 the above amendments shall be introduced to the Rules for the Classification and Construction of Sea-Going Ships, 2014 as references to this Circular Letter. In subsequent editions of the Rules for the Classification and Construction of Sea-Going Ships, the attached amendments shall be included in the main body of the text.

It is necessary to do the following:

1. From 01.07.2014 be guided by the requirements contained in Appendix to this Circular Letter.
2. Bring the content of this Circular Letter to the notice of the RS surveyors, interested organizations and persons in the area of the RS Branch Offices' activity.

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Amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2014.

## **Part III. EQUIPMENT, ARRANGEMENTS AND OUTFIT**

### **8.5 EXITS, DOORS, CORRIDORS, STAIRWAYS AND VERTICAL LADDERS**

**8.5.4.2.4** The second paragraph shall be numbered as 8.5.4.2.5 (for the English version only).

**8.5.4.2.5** (existing) shall be renumbered as 8.5.4.2.6 (for the English version only).

**8.5.4.2.5** (renumbered) shall be amended to read:

“With the exception of intermediate landings, the landings at each deck level shall be not less than 2 m<sup>2</sup> in area and shall increase by 1 m<sup>2</sup> for every 10 persons provided for in excess of 20 persons but need not exceed 16 m<sup>2</sup>, except for those landings servicing public spaces having direct access onto the stairway enclosure;”.

## **Part VI. FIRE PROTECTION**

### **2.2 PASSENGER SHIPS**

**Table 2.2.1.5-1**

In column (11), line (2), the symbol “A-15” shall be replaced by “A-30”.  
In column (11), line (4), the symbol “A-15” shall be replaced by “A-30”.  
In column (11), line (11), the symbol “A-0” shall be replaced by “A-30”.

**Table 2.2.1.5-2**

In column (11), line (1), the symbol “A-30” shall be replaced by “A-60”.  
In column (11), line (2), the symbol “A-0” shall be replaced by “A-30”.  
In column (11), line (4), the symbol “A-0” shall be replaced by “A-30”.  
In column (2), line (11), the symbol “A-15” shall be replaced by “A-30”.  
In column (4), line (11), the symbol “A-15” shall be replaced by “A-30”.  
In column (6), line (11), the symbol “A-30” shall be replaced by “A-60”.  
In column (11), line (11), the symbol “A-0” shall be replaced by “A-30”.

### **2.2 CARGO SHIPS**

**Table 2.3.3-1**

In column (11), line (11), the symbol “\*8” shall be replaced by “A-30”.  
The text under footnote “8” shall be deleted.

**Table 2.3.3-2**

In column (10), line (11), the symbol “\*” shall be replaced by “A-0”.  
In column (11), line (10), the symbol “\*” shall be replaced by “A-0”.  
In column (11), line (11), the symbol “\*3” shall be replaced by “A-30”.  
The text under footnote “3” shall be deleted.

### **3.1 GENERAL PROVISIONS**

**3.1.2.1** The third and fourth sentences shall be deleted.

**3.1.2.1** After the second sentence, the following text shall be added:

“For machinery spaces of category A and pump rooms specified in 1.5.7.1, equivalent fire extinguishing systems complying with the requirements of 3.9 may be used instead of pressure water-spraying systems and carbon dioxide smothering systems.”, the rest remains as it stands.

**3.1.2.2** shall be supplemented with the following text:

“When calculating the necessary quantity of the fire-extinguishing medium and in its application rate for fixed gas fire extinguishing systems, the adjacent spaces with independent ventilation systems not separated by at least A-0 class divisions shall be considered as the same space.”

### **3.4 PRESSURE WATER-SPRAYING SYSTEM**

**3.4.1** The existing text of the third sentence shall be amended to read:

“The pressure water-spraying system for ro-ro cargo spaces, vehicle spaces (refer to 1.5.4.3 and 1.5.4.4) and special category spaces (refer to 1.5.9) shall comply with the provisions of IMO circular MSC.1/Circ.1430 “Revised Guidelines for the Design and Approval of Fixed Water-Based Fire-Fighting Systems for Ro-Ro Spaces and Special Category Spaces”.”

**3.4.1** The eighth and ninth sentences (two last paragraphs) shall be deleted.

**3.4.9** The existing text shall be amended to read:

“**3.4.9** Fixed pressure water-spraying system of an approved type complying with the provisions of IMO circular MSC.1/Circ.1268 “Guidelines for the Approval of Fixed Pressure Water-Spraying and Water-Based Fire-Extinguishing Systems for Cabin Balconies” shall be installed to protect cabin balconies of passenger ships where furniture and furnishings on such balconies are not as defined in 2.1.1.9.”.

**3.4.10** shall be deleted.

### **3.7 FOAM FIRE EXTINGUISHING SYSTEM**

**3.7.1.3** shall be supplemented with the following text:

“Operation of a deck foam system at its required output shall permit the simultaneous use of the minimum required number of jets of water at the required pressure from the fire main, in compliance with the requirements for water fire main system, which shall be possible on deck over the full length of the ship, in the accommodation, service spaces, control stations and machinery spaces.”.

**3.7.1.7** The existing text of the first sentence shall be amended to read:

“Deck foam systems applied by a common line from the firemain may be used onboard provided that the foam applicators can be effectively operated by one person when fire-extinguishing medium is supplied at a pressure required for monitors.”.

### **3.8 CARBON DIOXIDE SMOTHERING SYSTEM**

**3.8.1.1** In Formula (3.8.1.1), the definition of  $V$  shall be amended to read:

“ $V$  = rated volume of protected space (refer to 3.1.2.2, 3.1.2.5), in  $m^3$ .”.

**3.8.1.1** The last definition in the explanation for Formula (3.8.1.1) shall be amended to read:

“0,45 for vehicles paces and ro-ro spaces which are not special category spaces and are capable of being sealed, and for which at least two thirds of the gas required for the relevant space shall be introduced within 10 min.”.

**3.8.1.5** The second sentence shall be amended to read:

“For container and general cargo spaces (primarily intended to carry a variety of cargoes separately secured or packed) as well as for spaces specified in 1.5.4.3.1 and 1.5.4.4.1, at least two thirds of the gas shall be discharged into the space within 10 min. For solid bulk cargo spaces, at least two thirds of the gas shall be discharged into the space within 20 min. The system controls shall be arranged to allow one third, two thirds or the entire quantity of gas to be discharged based on the loading condition of the hold.”.

### **3.9 INERT GASES EXTINCTION SYSTEM**

Existing text of the Chapter shall be amended to read:

#### **“3.9 EQUIVALENT FIRE EXTINGUISHING SYSTEMS FOR MACHINERY SPACES AND CARGO PUMP ROOMS MENTIONED IN 1.5.7.1**

**3.9.1** Fixed gas fire extinguishing system equivalent to carbon dioxide smothering systems shall be of an approved type complying with the provisions of IMO circular MSC/Circ.848 “Revised Guidelines for the Approval of Equivalent Fixed Gas Fire-Extinguishing Systems, as Referred to in SOLAS-74, for Machinery Spaces and Cargo Pump Rooms”, considering the amendments introduced by IMO circular MSC.1/Circ.1267.

**3.9.2** Fixed water-mist fire extinguishing systems shall be of an approved type complying with the provisions of IMO circular MSC/Circ.1165 “Revised Guidelines for the Approval of Equivalent Water-Based Fire-Extinguishing Systems for Machinery Spaces and Cargo Pump-Rooms”, considering the amendments introduced by IMO circulars MSC.1/Circ.1269, MSC.1/Circ.1385 and MSC.1/Circ.1386.”.

#### **3.12 FIXED LOCAL APPLICATION FIRE EXTINGUISHING SYSTEMS FOR USE IN MACHINERY SPACES**

**3.12.3.1** The words “main” and “and diesel generators” shall be deleted.

### **4.1 GENERAL**

**4.1.2** After the fourth sentence, the following text shall be added:

“In ships with a cargo control room, an additional indicating unit shall be located therein.”

### **5.1 FIRE-FIGHTING OUTFIT**

The Chapter shall be supplemented with new para **5.1.6.3** to read:

“.3 prototype tests of the monitors and foam applicators shall be performed to ensure the foam expansion and drainage time of the foam produced does not differ more than  $\pm 10$  per cent of that determined in 3.7.1.2.”.

**5.1.15.2** After the first sentence, the following sentence shall be added:

“Compressed air breathing apparatus shall be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 l.”.  
The rest remains as it stands.”.

**5.1.15.2** After the ninth sentence (6 paragraph), the existing text shall be supplemented with the following sentence:

“An onboard means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used.”.

**5.1.15.3** The existing text shall be amended to read:

“.3 a minimum of two two-way portable radiotelephone apparatus of an explosion-proof type or intrinsically safe for each fire party.”.

**5.1.15.3** The existing text shall become the last paragraph of 5.1.15.

## **PART XI. ELECTRICAL EQUIPMENT**

## **7.5 FIRE DETECTION AND FIRE ALARM SYSTEM**

**7.5.3**The existing text of the second sentence of the second paragraph shall be amended to read:

“Emergency source of power shall be sufficient to maintain the operation of the fire detection and fire alarm system for the period required by 9.3.1.5 or 19.1.2.1.5, as applicable, and at the end of that period, shall be capable of operating all connected visual and audible fire alarm signals for a period of at least 30 min. Where the system is supplied from accumulator batteries, they shall be located in or adjacent to the control panel for the fire detection system, or in another location suitable for use in an emergency. The rating of the battery charge unit shall be sufficient to maintain the normal output power supply to the fire detection system while recharging the batteries from a fully discharged condition”.

**7.5.7.2** The first sentence shall be amended to read:

“.2 the control panel shall be located on the navigation bridge or in the continuously manned main machinery control room as well as in the cargo control room, if any.”.