



# RUSSIAN MARITIME REGISTER OF SHIPPING

HEAD OFFICE

**CIRCULAR LETTER**

**№312-16-793c**

dated **30.12.2014**

Re:

Amendments and additions to the Rules for the Classification and Construction of Inland Navigation Ships (for European Inland Waterways), 2012.

Item of technical supervision:

Ships under construction and in service

Implementation upon receipt of the Circular Letter

Valid: till -

Validity period extended till -

Cancels / Amends/ Supplements Circular Letter No. - of-

Number of pages: 1+8

Appendices: Amendments and additions to the Rules – 8 pages

Technical Director –

Director of Classification Directorate Vladimir I. Evenko

Amends Rules for the Classification and Construction of Inland Navigation Ships (for European Inland Waterways), 2012, ND No. 2-020101-070-E

The Circular Letter amends the Rules for the Classification and Construction of Inland Navigation Ships (for European Inland Waterways), 2012, taking into consideration some recommendations of the Danube Commission (2014) as regards the technical instructions for inland navigation ships.

Text of the amendments and additions is attached.

It is necessary to do the following:

Upon receipt of the Circular Letter, consider the amendments and additions to the Rules for the Classification and Construction of Inland Navigation Ships (for European Inland Waterways), 2012 in practical activity during review and approval (agreement) of technical documentation for ships under construction and in service.

Person in charge:

V.F. Piskorsky

Department 312

+7 (812) 312-24-28

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No.

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**Amendments and additions  
to the Rules for the Classification and Construction of Inland Navigation Ships  
(for the European Inland Waterways), 2012, ND No. 2-020101-070-E**

**PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT**

**1.2 DEFINITIONS AND EXPLANATIONS**

**Para 1.2.1** The definitions “moulded depth”, “length of ship”, “draught” and “moulded breadth” shall be amended to read:

"Moulded depth  $D$ , in m, is the minimum vertical distance between the upper point of the keel and the lowest point of the deck at side.

Length of ship,  $L$ , in m, is the maximum length of the hull, excluding rudder and bowsprit.

Draught  $d$ , in m, is a vertical distance between the lowest point of the hull or keel and the plane of maximum draught.

Moulded breadth  $B$ , in m, is the maximum breadth of the hull measured to the outer edges of the shell plating (excluding paddle wheels, rub rails, etc).".

**Para 1.2.1** shall be supplemented with the definition “Plane of maximum draught” reading as follows:

"Plane of maximum draught is the water plane corresponding to the maximum draught at which the ship is authorized to navigate.".

**2.1 GENERAL**

**Para 2.2.1** shall be supplemented with a new paragraph reading as follows:

"Steering system shall be designed so as to exclude spontaneous displacement of the rudder stock. Structural members of the steering system shall be of adequate strength to constantly withstand the loads they may be subject to under normal operating conditions. No external effects on the rudder blade shall influence the operability of the rudder system.

The rudder system shall include a powered drive unit when the force is required to actuate the rudder blade.".

**2.9 STEERING DRIVE UNITS**

**Para 2.9.8** shall be amended to read:

"**2.9.8** If the steering apparatus has a powered drive unit, it shall be possible to bring a second independent drive unit, or manual drive, into use within 5 s if the steering apparatus drive unit fails or malfunctions.".

**3.2 SUPPLY OF SHIPS WITH ANCHORS, ANCHOR CHAINS AND CABLES**

**Para 3.2.1.1.** The beginning of the last paragraph shall be amended to read:

"Passenger ships and ships not intended for the carriage of goods, including push tugs, shall be fitted with...", the rest remaining as it stands.

**Para 3.2.1.2** shall be supplemented with a new paragraph reading as follows:

"If the ship is equipped with two bow anchors, their mass shall be equal or may differ not more than by 10 per cent."

**Para 3.2.1.3** shall be amended to read:

**3.2.1.3** Ships intended to propel convoys which do not exceed 86 m in length shall be equipped with stern anchors whose total mass is equal to 25 per cent of maximum mass  $M_A$  calculated in accordance with 3.2.1.1 for the maximum permissible formation given in the ship's certificate (considered to be a nautical unit).

Ships intended to propel rigid convoys which exceed 86 m in length downstream shall be equipped with stern anchors whose total mass is equal to 50 per cent of the maximum mass  $M_A$  calculated in accordance with 3.2.1.1 for the maximum permissible formation given in the ship's certificate (considered to be a nautical unit)."

**Para 3.2.2.1.** The beginning of the first paragraph shall be amended to read:

"Anchor equipment of pushers and shipborne lighters whose length does not exceed 40 m shall be chosen in accordance with Table 3.2.2.1 depending on the Equipment Number  $N_A$ , in  $m^2$ , determined by the following formula", the rest remaining as it stands.

**Para 3.2.3.7** shall be supplemented with a new paragraph reading as follows:

"The anchor chain shall be connected to an anchor by a chain cable section with the length sufficient to secure anchor for sea by means of a chain stopper."

#### **4.3 MOORING CABLES**

**Para 4.3.2** shall be supplemented with the following text:

"On ships where the length  $L$  is less than 20 m, the third cable is not required."

#### **8.2 EQUIPMENT OF SHIPS WITH LIFE-SAVING APPLIANCES**

**Para 8.2.1.1.4** shall be supplemented with the following text:

"... two of which shall be equipped with self-igniting lights to meet the requirements of 6.2.2, Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships, when the ship is engaged in night voyages."

**Para 8.2.1.4** shall be supplemented with the following text:

"In addition to the lifebuoys, the lifejackets shall be provided to be easily accessible for the ship's crew.

For the ship's crew not included in the muster list, non-inflatable or semi-automatic inflatable lifejackets may be used according to 8.4.3.11."

**Para 8.2.2.1** shall be supplemented with a new paragraph reading as follows:

"For lifejackets specified in Tables 8.2.2.1-1 and 8.2.2.1-2, the use of non-inflatable or semi-automatic inflatable lifejackets according to 8.4.3.11 is allowed, except of those specially mentioned in this para."

**Table 8.2.2.1-1.** In column 5 "Lifejackets" the first sentence shall be amended to read:

"For 100 per cent of the total number of persons on board the ship +10 per cent for children weighing up to 30 kg or under six years old. Such lifejackets shall be non-inflatable."

**Table 8.2.2.1-2.** Note 2 shall be supplemented with the following text:

"For ships engaged in night voyages, at least one of the lifebuoys specified in the Table shall be fitted with self-igniting light."

#### **8.4 REQUIREMENTS FOR LIFE-SAVING APPLIANCES AND LAUNCHING APPLIANCES**

**Table 8.4.2.9.** In item 10 the text "Electric torch" shall be replaced by "Searchlight".

In item 11 "Fire-extinguisher", Footnote 4 shall be deleted.

The Table shall be supplemented with items 13 "Engine" and "Stretcher" reading as follows:

Nos	Items of the lifeboat's equipment	Unit	Number
13	Engine	pcs	1
14	Stretcher	pcs	1

Note 4 shall be deleted.

**Para 8.4.3.9** shall be amended to read:

**"8.4.3.9** On board the passenger ships, half of the required lifebuoys shall be fitted with a buoyant lifeline which is not less than 30 m long and 8 to 11 mm in diameter.  
Other half of the required lifebuoys shall be fitted with self-igniting lights."

**New para 8.4.3.11** shall be introduced reading as follows:

**"8.4.3.11** Inflatable lifejackets shall be inflated automatically, manually and also by mouth. Their condition shall be checked in accordance with the manufacturer instructions."

The existing para **8.4.3.11** shall be renumbered as **8.4.3.12**.

**Section 8** shall be supplemented with **Chapter 8.9** reading as follows:

#### **8.9 ADDITIONAL REQUIREMENTS TO PASSENGER SHIPS ARRANGED FOR TRANSPORTATION OF PERSONS WITH REDUCED MOBILITY**

**8.9.1** Lifejackets shall be kept in the relevant accessible places on the way to exits.

Moreover, the lifejackets shall be provided in the cabins for persons with reduced mobility.

**8.9.2** Lifeboats and liferafts shall be located in the vicinity of spaces occupied by persons with reduced mobility. Furthermore, the possibility shall be provided to transfer persons with reduced mobility from wheelchairs to lifeboats and liferafts for launching thereof.

**8.9.3** Lifeboats and liferafts for persons with reduced mobility shall be appropriately marked.

**8.9.4** To ease orienting of persons with impaired vision or hard-of-hearing persons, light and audible signals shall be provided in the vicinity of life-saving appliances."

#### **9.3 MANHOLE COVERS, OUTER DOORS, COMPANION HATCHES, SKYLIGHTS AND VENTILATING TRUNKS**

**Para 9.3.6.** The second paragraph shall be amended to read:

"The thickness of the metal cover plate shall be equal to 0,01 times the spacing of stiffeners, but not less than 3 mm."

#### **9.4 HATCH COVERS OF CARGO HOLDS ARRANGED FOR THE CARRIAGE OF LIQUID CARGOES IN BULK**

**9.4.10** The second paragraph shall be amended to read:

"When the hatch cover is capable to withstand the aggregate weight of less than 12 persons, and the average weight of each person is assumed as 75 kg, the inscription shall be provided in conspicuous position indicating the number of persons the hatch cover is capable to withstand."

## **9.6 OPENINGS IN WATERTIGHT SUBDIVISION BULKHEADS AND THEIR CLOSING APPLIANCES**

**Para 9.6.2.** In the second paragraph the sentence "below the watertight bulkhead deck" shall be deleted.

## **10.3 EXITS, PASSAGEWAYS AND STAIRWAYS**

**Para 10.3.1** shall be supplemented with the following text:

"The emergency exit shall be clearly marked."

**Para 10.3.12.** The second paragraph shall be amended to read:

"Spiral ladders are not allowed".

**Para 10.3.15** The first paragraph shall be amended to read:

"When the difference in the levels of inlets to accommodation, working and public spaces and exits thereof, as well as passages exceeds 500 mm, the stairways, stairs or steps shall be provided."

**Para 10.3.17.** In the second paragraph the inclination angle of the stairways "38°" shall be replaced by "32°".

## **10.4 DOORS**

**Para 10.4.1.** The second paragraph shall be amended to read:

"The possibility of accidental opening or closing of the doors shall be excluded."

**Para 10.4.2.5** shall be supplemented with the following text:

"In the open position the opening outwards doors of passenger spaces intended to use by persons with reduced mobility shall bump into the bulkhead and be fixed in this position. Where the sliding doors are installed, the lower guide groove shall be located below the deck level."

**Para 10.4.6** Before the word "wall" the word "vertical" shall be introduced.

The para shall be supplemented with the following text:

"The door openings shall be at least 900 mm for free running of the wheelchairs."

# **PART IV. STABILITY, SUBDIVISION AND FREEBOARD**

## **3.1 PASSENGER SHIPS**

**Table 3.1.14.4.** The line "Dimension of the side damage" shall be amended to read:

	One-compartment status	Two-compartment status
longitudinal $l$ , in m	$0,1L_{WL}$ but not less than 4 m	$1,2 + 0,07L_{WL}$

## **PART V. FIRE PROTECTION**

### **2.2 STRUCTURAL FIRE PROTECTION**

**Para 2.2.1** shall be amended to read:

"2.2.1 The hull, superstructures, structural bulkheads, decks and wheelhouses shall be made of steel. On agreement with the Register, other materials providing the equivalent fire safety may be used for the above structures."

**Para 2.2.6.** In the first sentence the comma and the word "furniture" shall be deleted.

The para shall be supplemented with the following text:

"The furniture in the accommodation spaces shall be manufactured of low-flammable materials, which do not generate toxic and explosive gases in dangerous concentrations."

### **2.3 BULKHEADS, PASSAGES, DORS, STAIRWAYS. DRAUGHT STOPS**

**Para 2.3.1** shall be amended to read:

"Structural bulkheads and decks separating control stations, engine and boiler rooms and their casings from adjacent spaces shall be manufactured of steel or another equivalent material.

Bulkheads of galleys, lamp lockers and boatswain's stores, where they are adjacent to accommodation spaces shall be made of steel or another equivalent material.

On board the ships of 85 m in length and over, the corridor bulkheads in accommodation spaces shall be made of steel or, on agreement with the Register, from other materials providing equivalent fire safety."

### **2.4 STOREROOMS CONTAINING FLAMMABLE MATERIALS**

**Para 2.4.4.4** shall be amended to read:

".4 a locker shall be made of incombustible materials;"

### **3.2 HEATING**

**Para 3.2.3.** In the first sentence after the words "serving oil tankers" the text ",on high-speed craft" shall be introduced, the rest remaining as it stands.

### **3.3 LIQUEFIED GAS INSTALLATIONS FOR HOUSEHOLD PURPOSES**

**Para 3.3.1.5.** In the first sentence after the words "for the carriage of passengers" the comma shall be replaced with the semicolon, and a new paragraph "high-speed craft" shall be introduced, the rest remaining as it stands.

## **PART VII. SYSTEMS AND PIPING**

### **11.4 VENTILATION OF MACHINERY SPACES AND TUNNELS**

**Para 11.4.4.** After the first sentence the following text shall be introduced:

"Shutdown of the forced ventilation of machinery space from the accessible place outside the machinery space shall be provided."

## **PART IX. ELECTRICAL EQUIPMENT**

### **5.5 ELECTRIC DRIVE UNITS AND CONTROL OF STEERING SYSTEMS**

**Para 5.5.2** shall be supplemented with the following text:

"When an emergency steering drive unit without power source is provided on board the ship, such drive unit shall be powered from the ship's emergency power source."**19.1 PASSENGER SHIPS**

**Para 19.1.3.2.3** shall be amended to read:

".3 an emergency transient source of electrical power which switches on immediately at de-energizing shall be provided."

**New para 19.1.3.2.4** shall be introduced reading as follows:

".4 the capacity of the accumulator battery being a transient source of electric power shall be sufficient to ensure the supply of the consumers specified in 19.1.3.4 within 30 min."

**Para 19.1.3.4.8** shall be introduced reading as follows:

".8 rudder angle indicator;"

## **PART X. AUTOMATION**

### **2.8 EQUIPMENT ARRANGEMENT IN THE WHEELHOUSE**

The Chapter shall be supplemented by **para 2.8.8** reading as follows:

**"2.8.8** For ships specified in 3.1.24, Part XII "Navigational Equipment", means for remote anchor dropping shall be provided for the emergency stop of the ship."

## **PART XII. NAVIGATIONAL EQUIPMENT**

### **2.2 SOURCES OF POWER**

**Para 2.2.1.** The text ",if the emergency diesel-generator is available," shall be deleted.

### **3.1 GENERAL**

**Para 3.1.5.** The first sentence shall be amended to read:

", i.e.in the direction straight to bow not less 30 ° abaft the beam on either side."

**Para 3.1.9** shall be amended to read:

**"3.1.9** To provide clear view from the steering position in all weathers, two windscreens shall be provided with the effective cleaning, anti-icing and antifouling means."

**Para 3.1.15** shall be supplemented with the following text:

"Devices and arrangements intended for dimming the steering position shall not prevent its ventilating."

**Para 3.1.22.** Reference to para 3.1.20 shall be replaced by the reference to para 3.1.21.

The para shall be supplemented with the following text:

"This requirement covers the steering systems of ships not providing the power for propelling the convoy."

**Para 3.1.24** shall be amended to read:

**"3.1.24** On board ships whose wheelhouse has been designed for radar navigation by one person, it is to be possible for the helmsman to drop the stern anchors from his position."

### **5.7 RADAR**

**Para 3.5.7.** In the first sentence the words "In pushers, push tugs, cargo push-ships" shall be deleted. The first paragraph shall be supplemented with the following text:

"The distance between the operator workstation and the radar display unit shall not exceed 800 mm.". The second paragraph shall be deleted.

#### **4.1 GENERAL**

The Chapter shall be supplemented with **paras 4.1.38 – 4.1.43** reading as follows:

**4.1.38** Radar displays (multifunction displays) intended for presentation of navigational information shall be multicolour and shall ensure at least 64 colours.

**4.1.39** Multifunction displays shall ensure the minimum screen resolution equal to 1280 x 1024.

**4.1.40** Data and control functions shall be logically grouped. Priority of information shall be identified for each application, permanently displayed and presented to the user in a prominent manner by, for example, use of position, size and colour.

**4.1.41** The presentation of navigational information shall be consistent with respect to values, units, meaning and sources.

**4.1.42** The presentation of information shall be clearly separated into an operational display area, e.g. radar, chart, and one or more user dialogue areas, e.g. menus, data, control functions.

**4.1.43** The presentation of alphabetic data, text, symbols and other graphical information, e.g. radar information, shall support readability from typical user positions. The possibility shall be provided of reading the information by at least a helmsman and a second crew member simultaneously in the standing and sitting positions. The colours and brightness shall take into account the wheelhouse light conditions of daylight, dusk and night."

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