



РОССИЙСКИЙ МОРСКОЙ РЕГИСТР СУДОХОДСТВА

HEAD OFFICE

CIRCULAR LETTER

No. 313-07-881c

dated 11.04.2016

Re:

amendments to Part III "Equipment, Arrangements and Outfit" and Part VII "Machinery Installations" of the Rules for the Classification and Construction of Sea-Going Ships, 2016, ND No. 2-020101-087

Item of technical supervision:

ships under construction and in service

from the date of publication from the date of publication

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Appendices: amendments to Part III "Equipment, Arrangements and Outfit" and Part VII "Machinery Installations" of the Rules for the Classification and Construction of Sea-Going Ships, 2016, ND No. 2-020101-087

Technical Director - Head of Classification Directorate Vladimir I. Evénko

Amends Rules for the Classification and Construction of Sea-Going Ships, 2016, ND No. 2-020101-087.

We hereby inform that in connection with coming into force on 1.07.2016 of IACS Unified Interpretations (UI) SC276 (Jan 2016), SC277 (Jan 2016) and SC278 (Jan 2016) Chapter 8.5, Part III "Equipment, Arrangements and Outfit" and Chapter 4.5, Part VII "Machinery Installations" of the Rules for the Classification and Construction of Sea-Going Ships, 2016, ND No. 2-020101-087, shall be amended as specified in the Appendix to the Circular Letter.

Text of IACS UI SC276 (Jan 2016), SC277 (Jan 2016) и SC278 (Jan 2016) in English is posted on the RS internal website in the Section "External Normative Documents", 02 "Documents of IACS", 0209 M. These amendments shall be implemented on ships contracted on or after 1 February 2016. The date of "contract for construction" of a ship is the date on which the contract to build the ship is signed between the prospective owner and the shipbuilder (in compliance with IACS Procedural Requirement (PR) No. 29).

It is necessary to do the following:

1. Familiarize surveyors of the RS Branch Offices and interested organizations in the area of the RS Branch Offices' activity with the content of the Circular Letter.
2. These amendments shall be implemented by the Circular Letter on ships contracted on or after 1 February 2016.
3. The amendments to the documentation for ship construction approved prior to the date of implementation of the Circular Letter shall be approved in case of amending the documentation in compliance with the Circular Letter.
4. Clarify the content of the Circular Letter to all interested parties in the area of the RS Branch Offices' activity.

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RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS, 2016, ND No. 2-020101-087-E

PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT

Annotation shall be supplemented with the following text:

“Chapter 8.5: para 8.5.2.4 has been supplemented with the text in compliance with the requirements of IACS UI SC278 (Jan 2016).

8.5 EXITS, DOORS, CORRIDORS, STAIRWAYS AND VERTICAL LADDERS

Para 8.5.2.4 shall be supplemented with the following text:

“The “open deck” shall be a category (10). “Open deck” (as defined in 2.2.1.5, Part VI "Fire Protection" of the Rules) at the lowest height from baseline in way of accommodation spaces.”.

PART VII. MACHINERY INSTALLATIONS

Annotation shall be supplemented with the following text:

“Chapter 4.5: paras 4.5.5.1 and 4.5.5.3 have been supplemented with Notes on Escape from Machinery Spaces on Passenger Ships in compliance with IACS UI SC276 (Jan 2016).;

paras 4.5.10 and 4.5.12 have been supplemented with Notes on Escape from Machinery Spaces on Cargo Ships in compliance with IACS UI SC277 (Jan 2016).

4.5 MEANS OF ESCAPE FROM MACHINERY SPACES

Para 4.5.5.1 shall be supplemented with the following Notes:

“Notes:

1. A “safe position” can be any space, excluding lockers and storerooms irrespective of their area, cargo spaces and spaces where flammable liquids are stowed, but including special category spaces and ro-ro spaces, from which access is provided and maintained clear of obstacles to the decks according to 4.5.1 (categories of ship’s spaces (refer to 1.5 of Part VI “FIRE PROTECTION”)).

2. Machinery spaces may include working platforms and passageways, or intermediate decks at more than one deck level. In such case, the lower part of the space shall be regarded as the lowest deck level, platform or passageway within the space. At deck levels, other than the lowest one, where only one means of escape other than the protected enclosure is provided, self-closing fire doors shall be fitted in the protected enclosure at that deck level. Smaller working platforms in-between deck levels, or only for access to equipment or components, need not be provided with two means of escape.
3. A protected enclosure providing escape from machinery spaces to an open deck may be fitted with a hatch as means of egress from the enclosure to the open deck. The hatch shall have minimum internal dimensions of 800 mm x 800 mm.
4. Internal dimensions (refer to Note 3) shall be interpreted as clear width, so that a passage having diameter of 800 mm is available throughout the vertical enclosure, as shown in Fig. 4.5.5, clear of ship's structure, with insulation and equipment, if any. The ladder within the enclosure can be included in the internal dimensions of the enclosure. When protected enclosures include horizontal portions their clear width shall not be, less than 600 mm (refer to Fig.4.5.5).

Para 4.5.5.3 shall be supplemented with the following Note:

“Note. Inclined ladders/stairways in machinery spaces being part of, or providing access to, escape routes but not located within a protected enclosure shall not have an inclination greater than 60° and shall not be less than 600 mm in clear width. Such requirement need not be applied to ladders/stairways not forming part of an escape route, only provided for access to equipment or components, or similar areas, from one of the main platforms or deck levels within the spaces subject to requirements 4.5.5.”.

Para 4.5.5 shall be supplemented with Fig.4.5.5:

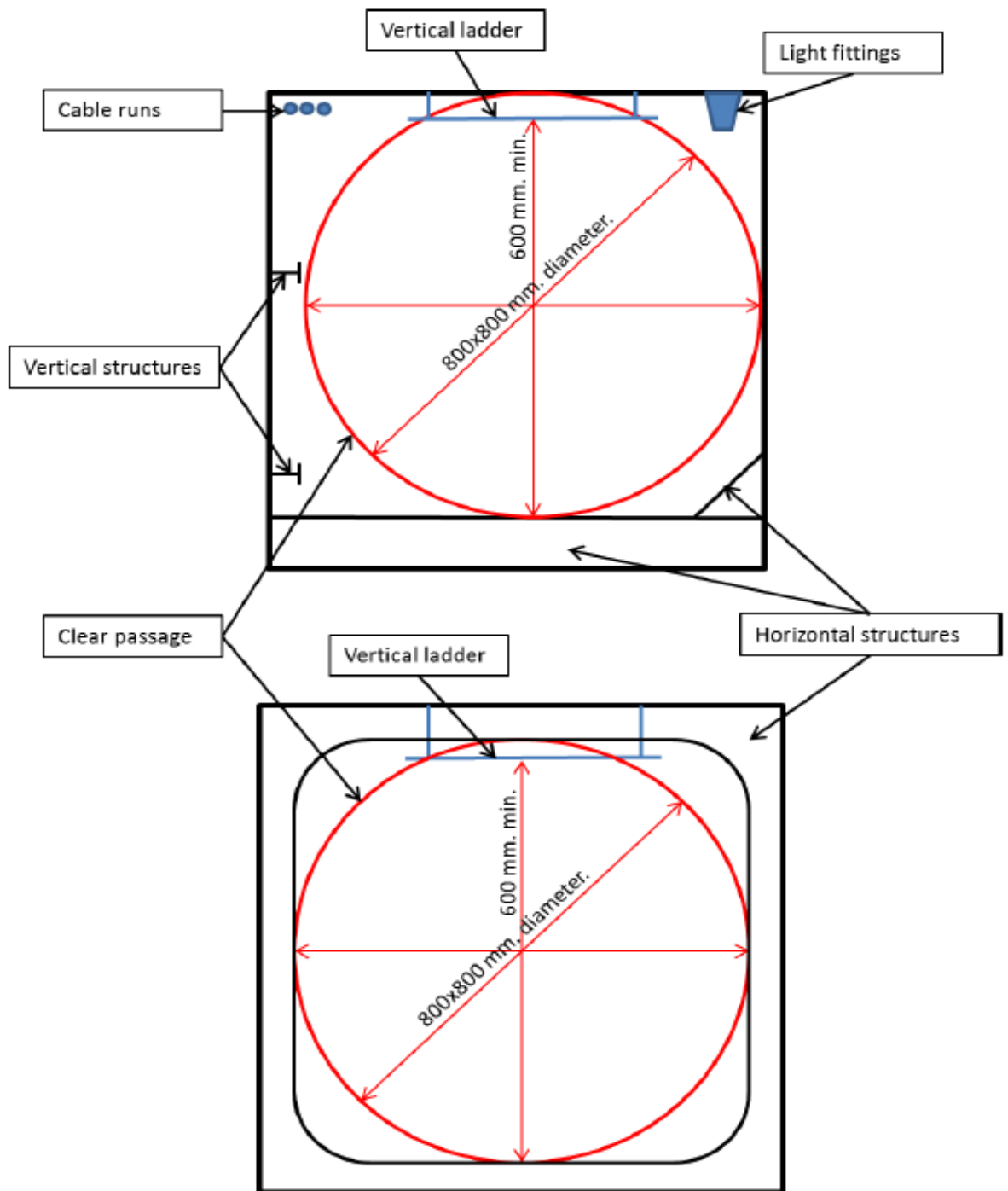


Fig. 4.5.5 Example of possible arrangements of escape fitted with a hatch taking into account minimum internal dimensions of clear width

Para 4.5.10.1 shall be supplemented with the following Notes:

“Notes:

1. A “safe position” can be any space, excluding cargo spaces, lockers and storerooms irrespective of their area, cargo pump-rooms and spaces where flammable liquids are stowed, but including vehicle and ro-ro spaces, from

which access is provided and maintained clear of obstacles to the open deck (categories of ship's spaces (refer to 1.5 of Part VI "FIRE PROTECTION"))).

2. Machinery spaces of category A may include working platforms and passageways, or intermediate decks at more than one deck level. In such case, the lower part of the space shall be regarded as the lowest deck level, platform or passageway within the space.
At deck levels, other than the lowest one, where only one means of escape other than the protected enclosure is provided, self-closing fire doors shall be fitted in the protected enclosure at that deck level. Smaller working platforms in-between deck levels, or only for access to equipment or components, need not be provided with two means of escape
3. A protected enclosure providing escape from machinery spaces to an open deck may be fitted with a hatch as means of egress from the enclosure to the open deck. The hatch shall have minimum internal dimensions of 800 mm x 800 mm.
4. Internal dimensions (refer to Note 3) shall be interpreted as clear width, so that a passage having diameter of 800 mm is available throughout the vertical enclosure, as shown in Fig. 4.5.5, clear of ship's structure, with insulation and equipment, if any. The ladder within the enclosure can be included in the internal dimensions of the enclosure. When protected enclosures include horizontal portions their clear width shall not be less than 600 mm (refer to Fig. 4.5.5).".

Para 4.5.10.3 shall be supplemented with the following Note:

"Note. Inclined ladders/stairways in machinery spaces being part of, or providing access to, escape routes but not located within a protected enclosure shall not have an inclination greater than 60° and shall not be less than 600 mm in clear width. Such requirement need not be applied to ladders/stairways not forming part of an escape route, only provided for access to equipment or components, or similar areas, from one of the main platforms or deck levels within the spaces."

Para 4.5.12 shall be supplemented with the following Note:

"Note. The travel distance shall be measured from any point normally accessible to the crew, taking into account machinery and equipment within the space."