



RUSSIAN MARITIME REGISTER OF SHIPPING

HEAD OFFICE

CIRCULAR LETTER

No. 314-14-883_c

dated *12.04.2016*

Re:

introduction of the requirements of IMO Resolution MSC.398(95) "Amendments to Part B of the International Code of Intact Stability, 2008 (2008 IS Code)" to Part IV "Stability" of the Rules for the Classification and Construction of Sea-Going Ships, 2016, ND No. 2-020101-087-E

Item of technical supervision:

ships carrying timber deck cargoes

Implementation upon receipt

Valid: till

Validity period extended till

Cancels / Amends/ Supplements Circular Letter No.

dated

Number of pages: 1+1

Appendices: Amendments to Part IV "Stability" of the Rules for the Classification and Construction of Sea-Going Ships, 2016, ND No. 2-020101-087-E

Technical Director - Head of Classification Directorate Vladimir I. Evenko

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

We hereby inform that in connection with application of the requirements of IMO Resolution MSC.398(95) in the RS activity, Part IV "Stability" of the Rules for the Classification and Construction of Sea-Going Ships, 2016, ND No. 2-020101-087-E shall be amended as specified in the Appendix to the Circular Letter.

The above amendments will be introduced into the Rules for the Classification and Construction of Sea-Going Ships at the re-publication.

It is necessary to do the following:

1. Familiarize surveyors of the RS Branch Offices, as well as interested organizations and persons in the area of the RS Branch Offices' activity with the content of the Circular Letter.
2. Apply provisions of the Circular Letter during review of technical documentation for ships.

Person in charge: V.S. Odegov

Department 314

+7(812)312-85-72

DMS "THESIS"

No.: 16-79519

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

PART IV. STABILITY

Para 3.3.7 shall be titled “Icing Considerations”.

The first paragraph shall be numbered 3.3.7.1.

The second paragraph shall be numbered 3.3.7.2 and amended to read:

“**3.3.7.2** The ice accretion weight per a square meter of horizontal cargo surface area shall be calculated as per the formula, in kg/m²,

$$w = 30 \cdot \frac{2,3(15,2L - 351,8)}{l_{HB}} \cdot 1,2 \cdot \frac{l_H}{0,16L}$$

where l_{FB} = freeboard height, in mm;

l_{bow} = length of bow flare region, to be taken as the distance from the longitudinal position at which the maximum breadth occurs on a water line located 0,5 m below the freeboard deck at side to the foremost point of the bow at that waterline.”.

New para 3.3.7.3 shall be introduced reading as follows:

“**3.3.7.3** The ship's stability with regard to possible icing shall be calculated for the load cases of ice accretion over all timber deck region as given in Fig. 3.3.7.3.

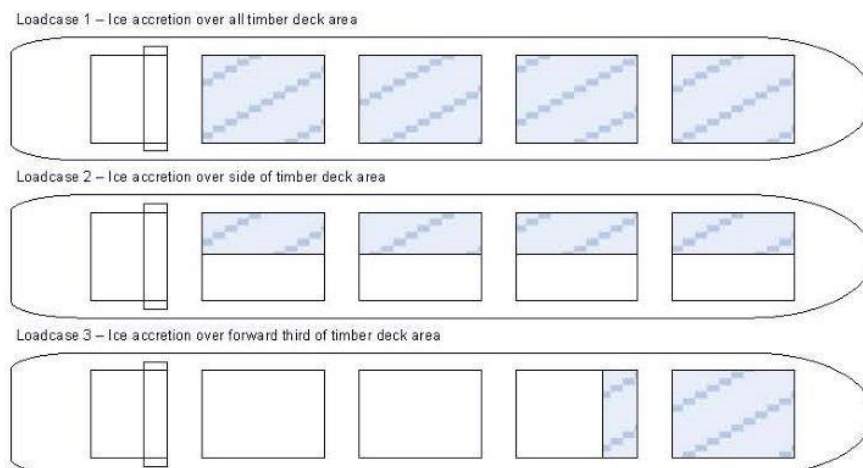


Fig. 3.3.7.3”.

Table of Symbols for the Values Adopted in Part IV “Stability”. After the value “ L_S – Subdivision length as defined in Part V “Subdivision”, a new value shall be introduced reading as follows:

l_{FB}	–	Freeboard height
----------	---	------------------