RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER **No.** 312-11-931c dated 05.09.2016

Re:

Introduction of new distinguishing marks and descriptive notations in class notation of a ship

Item of supervision:

Ships under construction and in service

Implementation	from the date of publication
Valid: till	until re-publication of the Rules for the Classification and Construction of Sea-Going Ships, 2017
Validity period extended till	-
~~Cancels / amends / adds circular letter №~~	- dated -
Number of pages:	4
Appendices:	Text of additions to the RS Rules
Director General	Konstantin Palnikov

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

We hereby inform that new distinguishing marks and descriptive notations shall be introduced to the Rules for the Classification and Construction of Sea-Going Ships, 2016, ND No. 2-020101-087-E.

Text of the requirements is given in the Appendix to the Circular Letter.

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. Apply the above requirements in the RS practical activity.

Person in charge: D.A. Grubov Department 312 +7 (812) 312-24-28

"Thesis" System No.: 222648

Appendix to Circular Letter
№ 312-11-931c dated 05.09.2016

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

Part I. CLASSIFICATION

2.2 CLASS NOTATION OF A SHIP

The Chapter shall be supplemented by **new paras 2.2.29 – 2.2.35** reading as follows:

"**2.2.29 Distinguishing mark for ships fitted with a machinery technical condition monitoring system.**

If a ship is fitted with a machinery technical condition monitoring system for machinery installations to comply with Section 11 of Part VII "Machinery Installations", and on board the Planned Maintenance Scheme for Machinery (PMS) has been implemented/applied according to 2.7, Part II "Survey Schedule and Scope" of the Rules for the Classification Surveys of Ships in Service, the distinguishing mark **PMS** (Planned Maintenance Scheme for Machinery) is added to the character of classification.

2.2.30 Distinguishing mark for ships fitted for possible carriage of the international standard containers.

If a ship without a descriptive notation **Container Ship** in the class notation is fitted for carriage of cargo in international standard containers on deck and/or in appropriate holds, the distinguishing mark **CONT** is added to the character of classification and the container transportation area is specified in parenthesis **(deck) (cargo hold(s) No.)**.

2.2.31 Distinguishing mark for ships fit for the carriage of dangerous goods.

If a ship complies with Section 7 of Part VI "Fire Protection" and was duly surveyed according to 2.1.5, Part III "Survey of Ships in Compliance with International Conventions, Codes and Resolutions" of the Guidelines on Technical Supervision of Ships in Service and is recognized fit for carriage of dangerous goods, the distinguishing mark **DG** is added to the character of classification with the following specified in parenthesis depending on the type of the dangerous goods: **(bulk)** – in bulk, **(pack)** – packaged.

2.2.32 Distinguishing mark for implementation of modified survey of a propeller shaft.

The distinguishing mark for implementation of modified survey of a propeller shaft in compliance with 2.10.2.7, Part II "Survey Schedule and Scope" of the Rules for the Classification Surveys of Ships in Service, the distinguishing mark **TMS** is added to the character of classification.

2.2.33 Distinguishing mark for ships prepared for in-water survey.

For a ship built according to Section 12 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" the distinguishing mark **IWS** is added to the character of classification.

2.2.34 Distinguishing mark for alternative method of reducing SO_x emissions.

If on board a ship, as an alternative, the exhaust gas (SO_x) cleaning system of the fuel oil combustion unit approved by RS is fitted, considering IMO resolution MEPC.184(59), the distinguishing mark **SO_x Cleaning** is added to the character of classification.

2.2.35 Distinguishing mark for marine diesel engines fitted with NO_x-reducing devices.

If the marine diesel engines are fitted with NO_x-reducing devices and tested in compliance with IMO resolution MEPC.198(62), as amended by IMO resolution MEPC.260(68), the distinguishing mark **DE+SCR** is added to the character of classification.

Para 2.2.29 shall be renumbered 2.2.36. The list of descriptive notations given in this para shall be supplemented with the following:

Standby vessel
Supply vessel (OS)
Pipe laying vessel
Cable laying vessel
Pipe laying barge
Cable laying barge.

"Other than supply vessel (OS)" shall be added to the existing definition of a descriptive notation **Supply vessel**.

Para 2.2.30 shall be renumbered 2.2.36.

2.3 ADDITIONAL DESCRIPTIVE NOTATIONS

Para 2.3.1. The words "the ship is fit for the carriage of dangerous goods as it is indicated in the Certificate …; the ship is equipped for the carriage of cargo in international standard containers on deck and/or in appropriate holds;" shall be replaced by the following text: "the ship is equipped for episodic roll-on/roll-off;".

PART XVII. DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION SPECIFYING STRUCTURAL AND OPERATIONAL PARTICULARS OF SHIPS

New **Section 12** shall be introduced reading as follows:

"12. REQUIREMENTS TO SHIPS FOR COMPLIANCE WITH DISTINGUISHING MARK IWS IN THE CLASS NOTATION

12.1 General provisions and scope of application.

12.1.1 For the ships built in compliance with this Chapter, the distinguishing mark **IWS (in-water survey)** is added to the character of classification denoting the ship is fit for in-water survey.

12.1.3 The conditions for in-water survey are specified in 2.5 of Part II "Survey Schedule and Scope" of the Rules for the Classification Surveys of Ships in Service.

12.2 Technical documentation.
Drawing of the marking on the side and bottom plating to identify the tanks shall be submitted in the scope of plan approval documentation for a ship under construction.

12.3 Technical requirements.
The distinguishing mark **IWS** may be assigned to the ships complying with the following additional requirements.

12.3.1 A ship shall have the distinguishing mark **TMS** in the class notation or propeller and shafting arrangement shall comply with 2.10.2, Part II "Survey Schedule and Scope" of the Rules for the Classification Surveys of Ships in Service for the minimum interval between surveys of 5 years.

12.3.2 Interval between the complete survey of main AMSS (if installed on board) shall not be less than 5 years in accordance with 2.10.8, Part II "Survey Schedule and Scope" of the Rules for the Classification Surveys of Ships in Service.

12.3.3 Underwater hull is fitted with an effective corrosion protective system consisting of combination of coating systems and cathodic protection.

12.3.4 Possible underwater washing of sea chests shall be provided, where necessary. To achieve this, closures of intake gratings shall have such a structure for their safe opening and closure by a diver.

12.3.4 For the water-lubricated rudder bearings, measures shall be provided to enable the in-water measurement of clearance in the rudder stock and pintles.

12.3.5 Underwater hull shall be marked.
Transverse and longitudinal reference lines of 300 m in length and 25 mm in width shall be indicated as marking. The marks shall be permanent and made by welding or similar way, of contrasting colour to the hull.
As a rule, the marks shall be placed as follows:
at the flat bottom in the regions of tank bulkhead intersection or integrity of floors of the bottom longitudinal girders;
on board in the areas of transverse framing (marking shall not be higher than 1 m above the hopper plating);
at the double bottom intersection with watertight floor in the area of the ship sides
at all suction and exhaust side valves.
Letter and numeric codes shall be placed on the plating for identification of tanks, suction and exhaust sea inlets.".