



# RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 312-11- *949c*

dated *31.10.* 2016

Re:

Introduction of new distinguishing marks and descriptive notations to the ship's class notation

Item of supervision:

Ships under construction and in service

Implementation 01.01.2017

Valid: till -

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Appendices: Text of the amendments to Rules for the Classification and Construction of Sea-Going Ships, 2017, ND No. 2-020101-095-E

Director General

  
Konstantin Palnikov

Amends Rules for the Classification and Construction of Sea-Going Ships, 2017, ND No. 2-020101-095-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, 2017, ND No. 2-020101-095-E. Text of amendments to the Rules is given in the Appendix to the Circular Letter.

It is necessary to do the following:

1. Familiarize the RS surveyors and interested organizations in the area of the RS Branch Offices' activity with the content of the Circular Letter.

2. Apply the requirements given in the Appendix to the Circular Letter in the RS practical activity.

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**RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS,  
2017, ND No. 2-020101-095-E**

**Part I. CLASSIFICATION**

**2.2 CLASS NOTATION OF A SHIP**

**New paras 2.2.31 – 2.2.36** shall be introduced reading as follows:

**"2.2.31 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.)**.

**2.2.32 Distinguishing mark for ships fit for 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, Resolutions and Rules for the Equipment of Sea-Going Ships" 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 dangerous goods: **(bulk)** – in bulk, **(pack)** – packaged.

**2.2.33 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.

**2.2.34 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.

**2.2.35 Distinguishing mark for alternative method of reducing (SOx) emissions.**

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



### 2.2.36 Distinguishing mark for marine diesel engine to comply with Tier III Limit according to Regulation 13 of Annex VI to MARPOL.

If nitrogen oxides emissions from marine diesel engines complies with Tier III Limit and Regulation 13 of Annex VI to MARPOL, which is endorsed by Engine International Air Pollution Prevention (EIAPP) Certificate, the distinguishing mark **DE-Tier III** is added to the character of classification."

Existing paras **2.2.31** and **2.2.32** shall be renumbered **2.2.37** and **2.2.37** appropriately.

**New para 2.2.37.** The list of descriptive notations shall include in addition as follows:

**"Cable laying barge**

**Cable laying vessel**

**Pipe laying barge**

**Pipe laying vessel**

**Self-unloading bulk carrier**

**Standby vessel**

**Supply vessel (OS)".**

The last but one paragraph shall be amended to read:

"When adding descriptive notations to the character of classification of self-propelled ships such as **Chemical tanker**, **Oil tanker**, **Bulk carrier**, **Self-unloading bulk carrier**, **Ore carrier** or the word combinations: **Oil/bulk carrier**, **Oil/ore carrier** etc., after the descriptive notation it shall be added **(ESP)**. This means the necessity to survey these ships based on the Enhanced Survey Programme.

For example: **Oil/ore carrier (> 60 °C)(ESP)".**

Para shall be supplemented with the following text:

"For gas carriers engaged in transportation of liquefied natural gas (LNG) and intended to ensure the transfer of LNG on board the ships using LNG as a fuel in compliance with Section 11 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", the additional descriptive notation **LNG bunkering ship** is added to the descriptive notation **Gas carrier** in the character of classification.

When additional functions related to servicing of ships using LNG as a fuel are available on board and when the ship meets the requirements stated in 11.13 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", the distinguishing marks **RE**, **IG-Supply**, **BOG** are added to the character of classification."

## 2.3 ADDITIONAL DESCRIPTIVE NOTATIONS

**Para 2.3.1.** The text "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 deleted.

## PART II. HULL

### 3.3 BULK CARRIERS AND OIL OR BULK DRY CARGO CARRIERS

**New para 3.3.1.6** shall be introduced reading as follows:

**"3.3.1.6.3** The ship type descriptive notation **Self-unloading bulk carrier** and the distinguishing mark (ESP) shall be assigned to sea-going self-propelled ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended to carry and self-unload dry cargoes in bulk. Typical midship sections are given in Fig. 3.3.1.6.3.

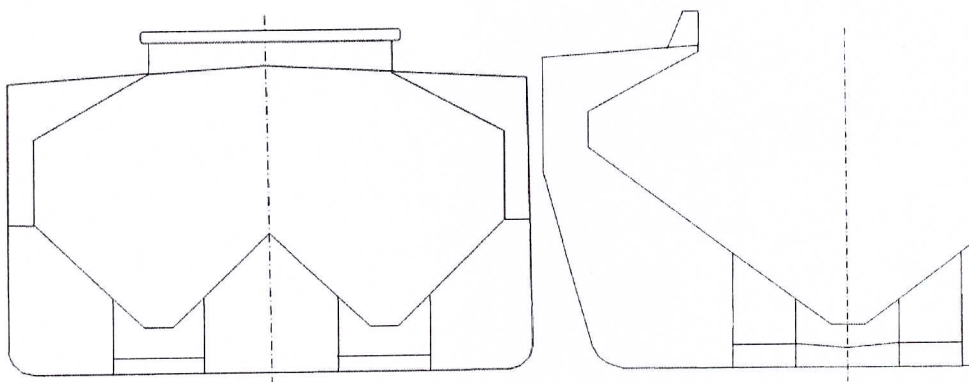


Fig. 3.3.1.6.3".

## PART XVII. DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION DEFINING 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 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, 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 tank, suction and exhaust sea inlets."