



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 312-11-1002c

dated 30.03.2017

Re:

amendments to Part XVII "Distinguishing marks and Descriptive notations in the class notation defining structural and operational particulars of ships" of the Rules for the Classification and Construction of Sea-Going Ships", 2017, ND No. 2-020101-095-E

Item of technical supervision:

Sea-Going Ships under construction and in service

Implementation: 01.07.2017

Valid: till -

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Cancels / amends / supplements Circular Letter No. - dated -

Number of pages: 1 + 2

Appendices: amendments to Chapter 1.1, Part XVII "Distinguishing marks and descriptive notations in the class notation defining structural and operational particulars of ships" of the Rules for the Classification and Construction of Sea-Going Ships, 2017, ND No. 2-020101-095-E

Director General

K.G. Palnikov

Amends Rules for the Classification and Construction of Sea-Going Ships, 2017, ND No. 2-020101-095-E

We hereby inform that in connection with coming into force on 1 July 2017 of IACS UR I1 (Rev.2 Apr 2016) "Polar Class Descriptions and Application" the Rules for the Classification and Construction of Sea-Going Ships, 2017, ND No. 2-020101-095-E, shall be amended as specified in the Appendix to the Circular Letter.

Original IACS UR I1 (Rev.2 Apr 2016) in English is posted on the RS website in the Section "RS External Normative Documents", ND No. 1-0232-001-E-A1.

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 requirements specified in the Appendix to the Circular Letter in the RS practical activity.

Person in charge: V.F. Piskorsky

Department 312

+7 (812) 312-24-28

"Thesis" System: 17-77504

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS (2017)

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

1 REQUIREMENTS TO POLAR CLASS SHIPS

1.1 POLAR CLASS DESCRIPTIONS AND APPLICATION

Chapter 1.1 shall be amended to read (the amendments have been highlighted in red):

"1.1 POLAR CLASS DESCRIPTIONS AND APPLICATION

1.1.1 Application.

1.1.1.1 The requirements for Polar Class ships apply to ships constructed of steel and intended for independent navigation in ice-infested polar waters.

These requirements apply on ships contracted for construction on or after 1 July 2017.

Note. The "contracted for construction" date means the date on which the contract to build the ship is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to 1.1.2, Part I "Classification" of the Rules for the Classification and Construction of Sea-Going Ships.

1.1.1.2 Ships that comply with requirements of 1.2 and 1.3 can be considered for a Polar Class notation specified in Table 1.1.1.2. The requirements 1.2 and 1.3 are in addition to the RS requirements for ships having no Polar Class. If the hull and machinery are constructed such as to comply with the requirements of different Polar Classes, then both the hull and machinery shall be assigned the lower of these classes in the Certificate of Classification. Compliance of the hull or machinery with the requirements of a higher Polar Class shall also be indicated in the Certificate of Classification or equivalent.

1.1.1.3 Ships which are assigned a Polar Class notation and complying with the relevant requirements of 1.2 and 1.3 may be given an additional notation "Icebreaker".

"Icebreaker" refers to any ship having an operational profile that includes escort or ice management functions, having powering and dimensions that allow it to undertake aggressive operations in ice-covered waters.

1.1.1.4 For ships which are assigned a Polar Class notation, the hull form and propulsion power shall be such that the ship can operate independently and at continuous speed in a representative ice condition, as defined in Table 1.1.1.2 for the corresponding Polar Class.

For ships and ship-shaped units which are intentionally not designed to operate independently in ice, such operational intent or limitations shall be explicitly stated in the Certificate of Classification.

1.1.1.6 For ships which are assigned a Polar Class notation **PC6** and **PC7**, and are designed with a bow with vertical sides or bulbous bows, operational limitations (restricted from intentional ramming) in design conditions shall be stated in the Certificate of Classification.

1.1.2 Polar Classes.

1.1.2.1 The Polar Class (**PC**) notations and descriptions are given in Table 1.1.1.2. It is the responsibility of the shipowner to select an appropriate Polar Class. The descriptions in Table 1.1.1.2 are intended to guide shipowners, designers and administrations in selecting an appropriate Polar Class to match the requirements for the ship with its intended voyage or service.

1.1.2.2 The Polar Class notation is used throughout the Unified Requirements for Polar Class ships to convey the differences between classes with respect to operational capability and strength.

Table 1.1.1.2

Polar Class descriptions

Polar Class	Ice descriptions (based on WMO Se Ice Nomenclature)
PC1	Year-round operation in all polar waters
PC2	Year-round operation in moderate multi-year ice conditions
PC3	Year-round operation in second-year ice which may include multi-year ice inclusions
PC4	Year-round operation in thick first-year ice which may include old ice inclusions
PC5	Year-round operation in medium first-year ice which may include old ice inclusions
PC6	Summer/autumn operation in medium first-year ice which may include old ice inclusions
PC7	Summer/autumn operation in thin first-year ice which may include old ice inclusions

1.1.3 Upper and Lower Ice Waterlines.

1.1.3.1 The upper and lower ice waterlines upon which the design of the ship has been based shall be indicated in the Certificate of Classification. The upper ice waterline (UIWL) shall be defined by the maximum draughts fore, amidships and aft. The lower ice waterline (LIWL) shall be defined by the minimum draughts fore, amidships and aft.

1.3.2 The lower ice waterline is to be determined with due regard to the ship's ice-going capability in the ballast loading conditions. The propeller shall be fully submerged at the lower ice waterline.
