



RUSSIAN MARITIME REGISTER OF SHIPPING
HEAD OFFICE

CIRCULAR LETTER

No. 313-07- 1009c

dated 17.04.2017

Re:

amendments to Part VII "Machinery Installations" of the Rules for the Classification and Construction of Sea-Going Ships in connection with coming into force of IACS Unified Interpretation (UI) SC242 (Rev.1 Apr 2016)

Item of supervision:

ships under construction

Implementation 01.07.2017

Valid: till -----

Validity period extended till -----

~~Cancels / amends / adds circular letter №~~

Number of pages: 1+2

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

Director General

Konstantin 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 01.07.2017 of IACS UI SC242 (Rev.1 Apr 2016), Part VII "Machinery Installations" of 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 UI SC242 (Rev.1 Apr 2016) in English is posted on the RS website in the Section "RS External Normative Documents", 02 IACS Documents, 0221. SC.

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

It is necessary to do the following:

1. Apply the above amendments given in the Circular Letter during the review and approval of the ship technical documentation.
2. Bring the content of the Circular Letter to the notice of the RS surveyors, interested organizations and persons in the area of the RS Branch Offices' activity.

Person in
charge:

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

PART VII MACHINERY INSTALLATIONS

1.2 DEFINITIONS AND EXPLANATIONS

Para 1.2.1 shall be supplemented with the following definition:

"S t e e r i n g s y s t e m is ship's directional control system, including main steering gear, auxiliary steering gear, steering gear control system and rudder if any (refer to 1.2.9, Part III "Equipment, Arrangements and Outfit").".

7.2 CONSTRUCTION REQUIREMENTS

Para 7.2.3 shall be amended to read:

"**7.2.3** For a ship fitted with alternative propulsion and steering systems, such as but not limited to azimuthing propulsors or water jet propulsion systems, the main steering arrangement and the auxiliary steering arrangement shall be so arranged that the failure of one of them will not render the other one inoperative

For a ship fitted with multiple steering systems, the requirement in 2.9.1, Part III "Equipment, Arrangements and Outfit" and 6.2.1.1, Part IX "Machinery" is considered satisfied if each of the steering systems is equipped with its own dedicated steering gear provided that:

- .1** each of the steering systems is fulfilling the requirements for main steering gear (refer to 7.2.4);
- .2** each of the steering systems is provided with an additional possibility of positioning and locking the failed steering system in a neutral position after a failure of its own power unit (s) and actuator(s).

When two or more main steering systems are fitted the requirements of 5.5.2, Part XI "Electrical Equipment", shall be carried out for each of them."

Para 7.2.5 shall be amended to read:

"**7.2.5** In a ship fitted with multiple steering systems, such as but not limited to azimuthing propulsors or water jet propulsion systems, an auxiliary steering gear need not be fitted, provided that:

- .1** in a passenger ship, each of the steering systems is capable of satisfying the requirements in 7.2.4.2, while any one of the power units is out of operation;
- .2** in a cargo ship, each of the steering systems is capable of satisfying the requirements in 7.2.4.2 while operating with all power units;

.3 each of the steering systems is arranged so that after a single failure in its piping or in one of the power units, ship steering capability (but not individual steering system operation) can be maintained or speedily regained (e.g. by the possibility of positioning the failed steering system in a neutral position in an emergency, if needed).

The above capacity requirements apply regardless whether the steering systems are arranged with common or dedicated power units."

Para 7.2.7 shall be amended to read:

"7.2.7 The steerable propeller designed for reversing the thrust by turning the unit shall provide an acceptable reversing time depending on the purpose of the ship. The time required for turning the unit through 180° shall not then exceed 20 s for the units with a propeller of 2 m and less in diameter and shall not exceed 30 s for the units with a propeller of more than 2 m in diameter. The stopping times, ship headings and distances recorded on trials, together with the results of trials to determine the ability of ships having multiple propulsion/steering arrangements to navigate and manoeuvre with one or more of these devices inoperative, shall be available on board for the use of the master or designated personnel."

Para 7.2.14. The last sentence "Refer also to the note to 7.2.4." shall be deleted."