RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER **No.** 313-08-1083c dated 28.12.2017

Re:

amendments to Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" of the Rules for the Classification and Construction of Ships, 2018, ND No. 2-020101-104-E

Item of technical supervision:

ships under construction

Implementation	01.01.2018
Valid: till	----
Validity period extended till	----
~~Cancels / Amends / Supplements~~ Circular Letter No.	---- dated ----

Number of pages:	1+2
Appendices:	text of amendments to Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" of the Rules for the Classification and Construction of Ships, 2018, ND No. 2-020101-104-E

Director General K.G. Palnikov

Amends Rules for the Classification and Construction of Sea-Going Ships, 2018, ND No. 2-020101-104-E

We hereby inform that due to entering into force on 01.01.2018 of the IACS Unified Interpretation (UI) GF3 (Dec 2017), GF4 (Dec 2017), GF5 (Dec 2017), GF6 (Dec 2017) GF7 (Dec 2017), GF8 (Dec 2017), GF9 (Dec 2017), GF 10 (Dec 2017), GF 11 (Dec 2017) and GF12 (Dec 2017) Section 9, Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" of the Rules for the Classification and Construction of Ships, 2018, ND No. 2-020101-104-E shall be amended as specified in the Appendix to the Circular Letter. The original texts of the above UI in English are published on the RS internal website in the Section "External Normative Documents/02 IACS Documents/ 0234 GF.

It is necessary to do the following:

1. Follow the provisions of the Circular Letter during the review and approval of the ships' 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.

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"Thesis" System: 17-348449

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS, 2018, ND No. 2-020101-104-E

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

Section 9. Requirements for ships equipped for using gases or low-flashpoint fuels

Para 9.1.3 shall be amended to read:

"Tank connection space is a space surrounding all tank connections and tank valves that is required for tanks with such connections in enclosed spaces.".

Para 9.2.4.11 shall be amended to read:

"In this case:

.1 Fuel preparation rooms, regardless of location, shall be arranged to safely contain cryogenic leakages.

.2 The material of the boundaries of the fuel preparation room shall have a design temperature corresponding with the lowest temperature it can be subjected to in a probable maximum leakage scenario unless the boundaries of the space, i.e. bulkheads and decks, are provided with suitable thermal protection.

.3 The fuel preparation room shall be arranged to prevent surrounding hull structure from being exposed to unacceptable cooling, in case of leakage of cryogenic liquids.

.4 The fuel preparation room shall be designed to withstand the maximum pressure build up during such a leakage. Alternatively, pressure relief venting to a safe location (mast) can be provided.".

Para 9.3.1.4 shall be amended to read:

"A tank connection space may be required also for tanks on open deck. This may apply for ships where restriction of hazardous areas is safety critical. A tank connection space may also be necessary in order to provide environmental protection for essential safety equipment related to the gas fuel system like tank valves, safety valves and instrumentation. A tank connection space may also contain equipment such as vaporizers or heat exchangers. Such equipment is considered to only contain potential sources of release, but not sources of ignition. In this case, such tank connection space is not regarded as a fuel preparation room.".

Para 9.3.2.2 shall be amended to read:

"All liquefied gas fuel tanks shall be fitted with safety valves in compliance with the requirements of 3.19.1, Part VI "Systems and Piping" of the Rules for the Classification and Construction of Ships Carrying Liquefied Gases in Bulk. ".

Para 9.4.2 shall be amended to read:

"Liquefied gas fuel tanks' pressure and temperature shall be controlled and maintained within the design range at all times including after activation of the safety system required in 9.10.4 for a period of minimum 15 days. The activation of the safety system alone is not deemed as an emergency situation.".

Para 9.5.2.1 shall be amended to read:

"The special consideration shall as a minimum include, but not be restricted to, the following design features:

.1 segregation towards other areas on the ship;

.2 hazardous area plans for the ship;

.3 requirements for forced ventilation;

.4 requirements for leakage detection (e.g. gas detection and low temperature detection);

.5 safety actions related to leakage detection (e.g. gas detection and low temperature detection);

.6 access to bunkering station from non-hazardous areas through airlocks;

.7 monitoring of bunkering station by direct line of sight or by CCTV.".

Para 9.6.1 shall be supplemented by subparagraph 9.6.1.8 reading as following:

"**9.6.1.8** Premixed engines using fuel gas mixed with air before the turbocharger shall be located in ESD protected machinery spaces.".

Para 9.8.3.1 shall be amended to read:

"Spaces enclosed in the boundaries of machinery spaces (such as purifier's room, engine-room workshops and stores) are considered an integral part of machinery spaces containing gas-fuelled consumers and, therefore, their ventilation system does not need to be independent of the one of machinery spaces.".

Para 9.8.6.2 shall be amended to read:

"Double piping and gas valve unit spaces in gas safe engine-rooms are considered an integral part of the fuel supply systems and, therefore, their ventilation system does not need to be independent of other fuel supply ventilation systems provided such fuel supply systems contain only gaseous fuel."

Para 9.8.6.3 shall be amended to read:

"The ventilation inlet for the double wall piping or duct shall always be located in a non-hazardous area in open air away from ignition sources. The inlet openings shall be fitted with suitable wire mesh guards and protected from ingress of water.".