



# RUSSIAN MARITIME REGISTER OF SHIPPING

**CIRCULAR LETTER**

**No. 313-07-1088c**

**dated 29.12.2017**

**Re:**

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2018,  
ND No. 2-020101-104-E in connection with deletion of IACS Unified Interpretation (UI) SC242 (Rev.1 Apr 2016)

**Item of technical supervision:**

Ships under construction

**Implementation** from 01.01.2018

**Valid: till** ----

**Validity period extended till** ----

~~Cancels / Amends / Supplements Circular Letter~~  
**No.**

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**dated** ----

**Number of pages:** 1+2

**Appendices:** text of amendments to Part VII "Machinery Installations" of the Rules for the  
Classification and Construction of Sea-Going 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 in connection with deletion of IACS UI SC242 (Rev.1 Apr 2016) on 20.12.2017 and reinstatement of IACS UI SC242 (Corr.1 Aug 2011) reinstatement, Part VII "Machinery Installations" of the Rules for the Classification and Construction of Sea-Going Ships, 2018, ND No. 2-020101-104-E shall be amended as specified in the Appendix to the Circular Letter.

The original IACS UI SC242 (Corr.1 Aug 2011 reinstated from 21 Dec 2017) in English is posted on the RS internal website in the Section "RS External Normative Documents/02 IACS Documents/ND No. 1-0221-242-E."

**It is necessary to do the following:**

1. Apply the provisions of the Circular Letter during 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:** 17-345728

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

**PART VII. MACHINERY INSTALLATIONS**

**7.2 CONSTRUCTION REQUIREMENTS**

**Para 7.2.3** shall be amended to read:

"**7.2.3** In a ship fitted with multiple steering systems, such as but not limited to steerable propellers or water jet propulsion systems, each of the steering systems shall be equipped with its own independent steering gear to meet the requirements of 2.9.1, Part III "Equipment, Arrangements and Outfit" and 6.2.1.1, Part IX "Machinery".

**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 steerable propellers 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 fitted with two or more identical power units, capable of satisfying the requirements of 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 fitted with one or more identical power units, capable of satisfying the requirements of 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)."

**Para 7.2.7** shall be amended to read:

"**7.2.7** The ability of the machinery to reverse the direction of thrust in sufficient time, and so to bring the ship to rest within a reasonable distance from maximum ahead service speed, shall be demonstrated and recorded.

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** shall be supplemented with the following sentence:

"Refer also to the Note to 7.2.4."