



**RUSSIAN MARITIME REGISTER OF SHIPPING**  
HEAD OFFICE

**CIRCULAR LETTER**

**No. 314-26-*98/c***

dated 06.02.2017

Re:

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

Item of supervision:

Sea-Going ships under Construction

Implementation from the date of publication

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Appendices: text of amendments to 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 the requirements to the hull structures, equipment, arrangements and outfit of the Sea-Going Ships including tugs, fishing vessels and ships of ice classes specified in the Rules for the Classification and Construction of Sea-Going Ships, 2017, ND No. 2-020101-095-E, shall be amended as it is stated 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 above requirements to 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 II. HULL**

### **1.7 WELDED STRUCTURES AND JOINTS**

**Para 1.7.2.1** shall be amended to read:

"**1.7.2.1** The stiffeners shall have butt-welded joints; brackets shall be fitted in line with the stiffeners connected. Overlapping joints for stiffeners may be allowed, except for regions with high level of vibration, for primary support members' connections and for structures subjected to significant concentrated loads. Overlapping brackets may be allowed for the framing members connected where the bending moment for the bracket is less than the bending moment for the member, for example, upper end bracket of frames and vertical stiffeners of bulkheads."

### **2.3 SINGLE BOTTOM**

New para 2.3.2.10 shall be introduced reading as follows:

"**2.3.2.10** For pontoon-shaped hull forms an alternative design and arrangement of the longitudinal girders may be allowed, provided the additional longitudinal bulkheads are installed and strength of double bottom structure is verified by direct analysis in accordance with the RS approved procedure."

### **2.8 FORE AND AFTER ENDS**

**Para 2.8.2.1** shall be supplemented with a new paragraph reading as follows:

"...For pontoon-shaped hull forms transverse or longitudinal systems are allowed for all structures.", the rest remaining as it stands.

### **3.7 FISHING VESSELS AND SPECIAL PURPOSE SHIPS USED FOR PROCESSING OF SEA LIVING RESOURCES**

**Para 3.7.4.1.4.** The second sentence shall be amended to read:

"...Ramp thickness may be reduced where doubling plates are installed.", the rest remaining as it stands.

### **3.9 TUGS**

**Para 3.9.2.3** shall be amended to read:

"**3.9.2.3** In the engine room, web frames shall be fitted between the inner bottom (face plates of single bottom transverses) and the upper deck and be spaced not more four times the frame space apart. Web frames shall be fitted at the forward and the aft ends of the engine. The distance



specified may be increased provided strength and stiffness of side grillage structure are verified by direct analysis in accordance with the RS approved procedure."

### **3.10 STRENGTHENING OF ICE CLASS SHIPS AND ICEBREAKERS**

**Para 3.10.1.1.4.** The last sentence shall be amended to read:

"...For non-conventional hull forms other than specified in 3.10.1.2, as well as for non-conventional bow forms (spoon-shaped, multi-plane-shaped, etc.), scantlings of ice-strengthening structures shall be determined in accordance with the RS approved procedures."

**Para 3.10.2.4.8** after the first sentence shall be supplemented with the following text:

"...The distance specified in way of piping may be reduced provided the structures are reinforced properly.", the rest remaining as it stands.

## **PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT**

### **2.9 STEERING GEAR**

**Para 2.9.14** shall be supplemented with a new paragraph reading as follows:

"...For ships of less than 500 gross tonnage and fishing vessels the auxiliary steering gear control may not be provided from the steering gear compartment."

### **3.1 GENERAL**

**Para 3.1.4** shall be supplemented with the paragraphs reading as follows:

"...For non-propelled ships the anchor arrangement may not be provided. In this case, for temporary holding of the non-propelled ships, the towing ship anchor arrangement may be taken into consideration. At that, the Register shall be submitted with the detailed results of calculations and justification for ensuring holding anchorage under stormy conditions including Equipment Numbers of supply vessels, safety factors, environmental effects and loads.  
For non-propelled ships the positioning mooring system may be used as anchor arrangement."

### **3.3 BOWER AND STREAM ANCHORS**

**Para 3.1.1** shall be supplemented with the following paragraph:

"...For the ships on which arrangement of bower anchors may interfere with the normal ship operation as regards its main purpose, the bower anchor may not be installed."

### **3.4 CHAIN CABLES AND ROPES FOR BOWER ANCHORS**

**Para 3.4.11.** The first paragraph shall be amended to read:

"**3.4.11** For ships under 40 m in length the chain cables may be replaced with wire ropes. The actual breaking strength of such ropes shall not be less than the breaking load of the corresponding chain cables in general, and the length shall be at least 1,5 times the length of the chain cables...", the rest remaining as it stands.

## **4.1 GENERAL**

Para **4.1.2** shall be amended to read:

"**4.1.2** For all ships, except fishing vessels, the number, length and actual breaking strength of mooring ropes shall be specified as recommended values according to Table 3.1.3-1, and for fishing vessels — from Table 3.1.3-2 according to Equipment Number determined in compliance 3.2.".

## **5.2 TOW LINE**

Para **5.2.1**. The first sentence shall be amended to read:

"**5.2.1** The length and the actual breaking strength of the tow line shall be specified as recommended values in compliance with Table 3.1.3-1 according to Equipment Number determined in compliance 3.2.", the rest remaining as it stands.

## **7.7 COMPANION HATCHES, SKYLIGHTS AND VENTILATING TRUNKS**

Para **7.7.1.2** after the first para shall be supplemented with the following text:

"...Height of a coaming may be reduced if such height interferes with working on board the ship, provided seaworthiness and deck wetness assessment is submitted by the designer. Such assessment verifies the ship safety with sea condition in respect to the assigned area of navigation.", the rest remaining as it stands.

## **8.5 EXITS, DOORS, CORRIDORS, STAIRWAYS AND VERTICAL LADDERS**

Para **8.5.2.10** shall be supplemented with a new paragraph reading as follows:

"...The doors specified in 8.5.2.10.3 and 8.5.2.10.4 may open in a different direction taking account of the degree of protection of these doors due to impact of sea and providing safe passage.".

Para **8.5.4.3** after the first sentence shall be supplemented with the following text:

"...On cargo ships of less than 500 gross tonnage the width of stairways may be 600 mm.";

after the third sentence shall be supplemented with the following text:

"... On the ships of less than 500 gross tonnage in case of insufficient space at egress from the stairway, the stairways with angle of slope of ladders of 55° shall be installed in the accommodation and service spaces, and with 60° – on the decks.".