



# RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 314-26- *988c*

dated *02.03.2017*

Re:

amendments to the Rules for the Classification and Construction of High-Speed Craft, 2013, ND No. 2-020101-075-E

Item of technical supervision:

sea-going ships under construction

Implementation: from the date of publication

Valid: till -

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Appendices: amendments to the Rules for the Classification and Construction of High-Speed Craft, 2013, ND No. 2-020101-075-E

Director General

K.G. Palnikov

Amends Rules for the Classification and Construction of High-Speed Craft, 2013, ND No. 2-020101-075-E

We hereby inform of the amendments to the Rules for the Classification and Construction of High-Speed Craft, 2013, ND No. 2-020101-075-E regarding design documentation and hull structures of high-speed craft.

The amendments are specified in the Appendix to the Circular Letter.

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 above requirements in the RS practical activity.

Person in charge: S.A. Sotskov

Department 314

+7 (821) 312-85-72

"Thesis" System: 17-43202

**RULES FOR THE CLASSIFICATION AND CONSTRUCTION  
OF HIGH-SPEED CRAFT, 2013  
ND No. 2-020101-075-E**

**PART I. CLASSIFICATION**

**5 TECHNICAL DOCUMENTATION**

**Para 5.1.1.1.7** shall be deleted.

**Para 5.1.1.1.8** shall be renumbered 5.1.1.1.7.

**PART II. HULL STRUCTURE AND STRENGTH**

**1 GENERAL**

New para **1.1.9** shall be introduced reading as follows:

“**1.1.9** Hull structures scantlings for the ship's hull, which main dimensions and structures are not covered by the Rules, shall be determined in accordance with the RS approved procedures as well as ISO standards requirements, e.g. ISO 12215.”.

**2 HULL DESIGN PRINCIPLES**

**Para 2.1.20.** The first sentence shall be amended to read:

“Openings shall be avoided in strength deck, skirt bag, carlings, centreline girder, stringers and floors.”.

**Para 2.5.2.5** shall be amended to read:

«**2.5.2.5** Double intermittent fillet welds with beads overlapping at least than 20 mm on the opposite side and beads of 150 — 200 mm in length (refer to Fig. 2.5.2.5) are permitted in tee joints outside of intensive vibration areas with thickness not more than 3,0 mm; in case of non-destructive testing of the joint (ultrasonic or X-ray methods) – not more than 5,0 mm. In any case, the stiffeners shall be welded to shell plating and plating in way of supports and stiffeners ends by double continuous welding. The weld bead length to each side from the support (stiffener end) shall be at least than 1,5 times of height of bracket or higher stiffener from stiffeners being connected, whichever is greater.”.