



**RUSSIAN MARITIME REGISTER OF SHIPPING**  
HEAD OFFICE

**CIRCULAR LETTER**

**No. 314-35- 989c**

dated **02.03.2017**

Re:  
amendments to the Rules for the Classification and Construction of High-Speed Craft.

Item of supervision:  
High-Speed Craft under Construction

Implementation from the date of publication

Valid: till -

Validity period extended till -

Cancels / amends / supplements Circular Letter No. - dated -

Number of pages: 1+2

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

Director General  Konstantin G. Palnikov

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

We hereby inform, that in order to improve the RS normative documents, Part III "Arrangements, Equipment and Outfit" and Part XVI "Life-Saving Appliances" of the Rules for the Classification and Construction of High-Speed Craft, 2013, amendments to the Rules for the Classification and Construction of High-Speed Craft, 2013, ND No. 2-020101-075-E, shall be amended as 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.

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

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

**3 ANCHOR ARRANGEMENT**

**Para 3.2** shall be amended to read:

"3.2 The mass of each bower anchor, in kg, shall be not less than that determined by the following formula:

$$Q=1,75N_e, \quad (3.2)$$

where  $N_e$  - equipment number according to 3.2, Part III "Arrangements, Equipment and Outfit" of the Rules for the Classification and Construction of Sea-Going Ships.

If a high holding power anchor is used as the bower anchor, the mass of the anchor may amount to 75 per cent of the anchor mass determined using Formula (3.2).

Where the super high holding power anchors are used, the mass of each anchor shall amount to at least 50 per cent of the anchor mass calculated using Formula (3.2)."

**6 ARRANGEMENT AND CLOSURE OF OPENINGS IN HULL, SUPERSTRUCTURES AND DECKHOUSES**

**Para 6.5** shall be amended to read:

"6.5 Portable shields (one shield for every two or three windows or side scuttles) shall be provided for each type and size of windows or side scuttles located in spaces referred to in 6.2.

Where closures of windows or side scuttles are not covered by the requirement of 6.3, the strength of portable shields shall be calculated for the loads referred to in 5.4.6.2, Part II "Hull Structure and Strength" of the Rules. The stresses in the shield members shall not exceed the yield point and its construction shall not lose stability.

Portable shields may not be provided if the structure strength of these windows or side scuttles is equal to that of the bulkhead in which they are installed.";

**8 GUARD RAILS, BULWARKS**

**Para 8.1** shall be amended to read:

"8.1 Guard rails or bulwarks shall be fitted on all exposed parts of decks to which crew or passengers have access. Alternative arrangements such as safety harnesses and jack-stays may be accepted if they provide an equivalent level of safety. The height of the bulwarks or guard rails shall be at least 1 m from the deck. Where this height would interfere with the normal operation of the craft, it may be lessened within the context of the crew and passengers' safety review provided.";

## **9 EMERGENCY OUTFIT**

**Para 9.1** shall be amended to read:

"**9.1** The provision of emergency outfit shall be governed by a structural type of HSC and conditions of its operation.".

## **PART XVI. LIFE-SAVING APPLIANCES**

### **10 SURVIVAL CRAFT AND RESCUE BOATS**

**Para 10.1.5** shall be amended to read:

"**5.** craft of less than 30 m in length as well as air-cushion vehicles or hovercraft and hydrofoils, where on open decks people cannot be present, may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements.", the rest remaining as it stands.