



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 313-08-1163c

dated 24.09.2018

Re:

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

Item(s) of supervision:

ships under construction

Implementation:

from the date of publication

Valid till:

Validity period extended till: ----

Cancels / amends / adds Circular Letter No. ----

dated -----

Number of pages:

1 + 4

Appendix(ces):

amendments to Parts VI "Fire Protection", VII "Machinery Installations", IX "Machinery", X "Boilers, Heat Exchanges and Pressure Vessels" and 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 Sea-Going Ships

Director General

Konstantin G. Palnikov

We hereby inform that Parts VI "Fire Protection", VII "Machinery Installations", IX "Machinery", X "Boilers, Heat Exchanges and Pressure Vessels" and 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 Sea-Going Ships 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.

Insert text here

It is necessary to do the following:

1. Apply provisions of the Circular Letter during review and approval of technical documentation on ships.
 2. Bring the content of the Circular Letter to the notice of the RS surveyors and interested organizations in the area of the RS Branch Offices' activity.
-

List of ND amended and introduced paras/chapters/sections (to specify in the List of Circular Letters (form 8.3.36)):

Part VI: Table 3.1.2.1, paras 3.2.3.6, 3.12.1;

Part VII: paras 2.1.8, 3.3.1, 4.5.11, 4.5.13.3;

Part IX: paras 9.1.1, 9.5.1;

Part X: Chapter 1.8, para 1.8.2;

Part XVII: paras 3.5.2.2.4, 3.5.3.3.2, 3.5.3.3.3, 3.5.3.3.4, 3.5.3.3.8, 3.6.2.2.1, 3.6.3.3.2, 3.6.3.3.3, 3.6.3.3.8, 3.6.3.6.4

Person in charge: Ekaterina A. Shvedova 313

(812) 312-39-85

"Thesis" System No. 18-251114

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

PART VI. FIRE PROTECTION

Table 3.1.2.1. Footnote 15 shall be supplemented by the following text:

"This requirement does not apply to fishing vessels of less than 500 gross tonnage."

Para 3.2.3.6 shall be amended in the Russian version only.

Para 3.12.1 shall be supplemented by the following text:

"The provisions of this Chapter do not apply to fishing vessels."

PART VII. MACHINERY INSTALLATIONS

Para 2.1.8 shall be supplemented by a new paragraph reading as follows:

"Another speed may be set for the ships intended for navigation in geographically restricted areas while providing sufficient speed to maintain the ship's handling capability in load condition."

Para 3.3.1 shall be amended in the Russian version only.

Para 4.5.11 shall be amended to read:

"**4.5.11** In fishing vessels of more than 1000 gross tonnage one means of escape from machinery spaces of category A may be provided on the condition that it leads directly onto the open deck, the spaces are entered only periodically and the maximum travel distance to the door (hatch) leading directly onto open deck from the control stations of the equipment located in the space is 5 m or less. In cargo ships of less than 1000 gross tonnage, the Register may dispense with one of the means of escape from machinery spaces of category A, due regard being paid to the dimension and disposition of the upper part of the space. In addition, the means of escape in these ships need not comply with the requirements for an enclosure listed in paragraph 4.5.10.1."

Para 4.5.13.3 shall be amended to read:

".3 escape routes that pass only through stairways and/or corridors are considered as providing "direct access to the open deck" if outside the steering gear spaces they have continuous fire shelter equivalent to steering gear spaces or stairways and corridors, whichever is greater."

PART IX. MACHINERY

Para 9.1.1 shall be supplemented by the following text:

"The requirements of 9.2.2, 9.2.3 are applicable to engines operating on gas with a maximum working gas pressure of more than 1,0 MPa."

Para 9.5.1 shall be supplemented by the following text:

"For engines operating on gas with a maximum working gas pressure of not more than 1,0 MPa, the use of other design solutions is allowed provided that proving calculations or experimental data are provided."

PART X. BOILERS, HEAT EXCHANGERS AND PRESSURE VESSELS

Chapter 1.8 shall be renamed reading as follows:

"1.8 BOILER ROOMS".

Para 1.8.2 shall be deleted.

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

Para 3.5.2.2.4 shall be amended to read:

3.5.2.2.4 Where NO_x-reducing device is used, it shall be considered as the engine component. When for NO_x reduction a selective catalytic reduction (SCR) system is used, the requirements of IMO resolution MEPC.291(71) shall be complied with."

Para 3.5.3.3.2 shall be amended to read:

3.5.3.3.2 To keep cargo spills within the cargo area, provision shall be made for a permanent continuous coaming on the cargo deck extending from side to side and from a point 0,2L forward of amidships to the aft end of the cargo deck with height dimensions given in Table 3.5.3.3.2."

Table 3.5.3.3.2. The column heading "Minimum heights of continuous coaming" shall be replaced by:

"Height dimensions of continuous coamings";

in the last column the values of aft ends of cargo deck for ships of 100000 t deadweight and above shall be replaced by "0,30 m".

Para 3.5.3.3.3 shall be amended to read:

"3.5.3.3.3 To collect possible oil spills during cargo operations the main deck in the cargo area shall be fitted with a system for collection of the spilled cargo with its accumulation in a holding tank or a slop tank.

Collection of the spilled cargo may be performed using particular pump and pipes located in the cargo area or by gravity drainage through specially provided pipes. The system shall be provided with means for removal of cargo residues from the pipes, when the collection of the spilled cargo is over.

Automatic gravity drainage shall be used during cargo operations where cargo spills may occur, and shall not be used under normal conditions when at sea. For gravity drainage, each pipe of deck system shall be arranged with a manually operated valve opened only during cargo operations and an automatic scupper."

Para 3.5.3.3.4 shall be amended to read:

"3.5.3.3.4 On oil tankers, chemical tankers and NLS tankers, the points where cargo hoses are connected to cargo manifolds shall be fitted with pipes for drainage of leaks to a holding tank or a slop tank.

The trays shall have the following minimum dimension:

tray length shall be so that the cargo manifold doesn't extend beyond forward and aft ends of the tray;

width — at least 1,8 m, at that the spill tray extends at least 1,2 m outboard of the end of the manifold flange;

minimum depth — 0,3 m".

Para 3.5.3.3.8. In the first paragraph the word "pipes" shall be replaced by the word "manifolds";

the second paragraph shall be introduced reading as follows:

"These requirements shall not be applied to locations of receiving fuel and lubricating oil manifolds provided on general location area together with cargo manifolds, the locations of which shall be fitted with trays according to 3.5.3.3.4."

Para 3.6.2.2.1 shall be amended to read:

"Compliance with the requirements shall be confirmed in accordance with 3.5.2.2.1 — 3.5.2.2.5 and 3.5.2.2.9 — 3.5.2.2.10."

Paras 3.6.2.2.1 — 3.6.2.2.4 shall be deleted.

Para 3.6.3.3.2. The words "deck scupper" shall be deleted.

Para 3.6.3.3.3 shall be amended to read:

"3.6.3.3.3 On oil tankers, chemical tankers and NLS tankers where cargo hoses are connected to cargo manifolds, the provision shall be made for spill trays with dimensions and pipes according to 3.5.3.3.4."

Para 3.6.3.3.8 shall be amended to read:

"In addition to the requirements specified in 3.5.3.3.8, locations on the open deck in the areas of receiving fuel and lubricating oil manifolds shall be fitted with a system for collection of the spilled cargo with its accumulation in a holding tank or a slop tank.

Collection of the spilled cargo may be performed using particular pump and pipes located in the areas of receiving fuel and lubricating oil manifolds or by gravity drainage through specially provided pipes. Automatic gravity drainage shall be used during bunkering operation where fuel and oil spills may occur. For gravity drainage, each pipe of deck system shall be arranged with a manually operated valve opened only during bunkering operation and an automatic scupper."

Para 3.6.3.6.4. The second sentence shall be amended to read:

"When the ship is operated in special areas defined in compliance with the amendments to Annex IV to MARPOL 73/78 in IMO resolution MEPC.200(62), the above plant shall have a Certificate of type approval for sewage treatment plants in compliance with IMO resolution MEPC.227(64), including provisions specified in 4.2 of the resolution."