



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 314-14-1168c

dated 29.10.2018

Re:

amendments to the Rules for the Classification and Construction of Small Sea Fishing Vessels, 2005, ND No. 2-020101-042-E

Item(s) of supervision:

small sea fishing vessels

Implementation:
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Appendix(ces):

amendments to Part IV "Stability and Freeboard"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that the Rules for the Classification and Construction of Small Sea Fishing Vessels, 2005, ND No. 2-020101-042-E, shall be amended as specified in the Appendix to the Circular Letter.

The above amendments shall be introduced into the Rules at their re-publication

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

Part IV

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**RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SMALL SEA FISHING VESSELS,
2006,
ND No 2-010101-042**

PART IV. STABILITY AND FREEBOARD

Part IV "Stability and Freeboard" shall be fully amended to read:

"1 GENERAL PROVISIONS

1.1 APPLICATION

1.1.1 Requirements of the present Part of the Rules apply to metal decked sea fishing vessels with length less than 24 m, as well as decked ships engaged in sea products catching. To ships in service, the requirements of the rules effective for the period of construction of the given ship shall apply. After reconstruction, major repair, alteration or modification, the stability of ships shall comply with the requirements of the present Rules.

1.2 DEFINITIONS AND EXPLANATIONS

Definitions and explanations concerning the general terminology of the Rules are given in Part I "Classification" of the present Rules.

For the purpose of the present Part, the following definitions have been adopted.

Length of ship is length as defined in accordance with the Load Line Rules for Sea-Going Ships.

Stores are fuel, fresh water, provision, oil, expendable supplies, etc.

Booklet is Stability Booklet.

Openings considered to be open are openings in upper deck or hull sides, as well as in decks, sides and bulkheads of superstructures and deckhouses, whose closures do not comply with the requirements of Section 7, Part III "Equipment, Arrangements and Outfit" of the RS Rules as to their strength, weathertightness and efficiency. Small openings, such as discharges of ship's systems and pipes, which actually have no effect on stability in dynamical heeling of a ship, are not considered to be open. If they submerge at an angle of 30° or less, these openings shall be assumed open if they can be considered a source of significant flooding.

Light ship is a fully ready ship less deadweight. Water ballast is included in the deadweight.

Angle of flooding is the angle of heel, at which the ship's interior spaces are flooded by water through openings considered to be open or openings, which may be opened as required by operation conditions of the ship in working position.

1.3 SCOPE OF SUPERVISION

1.3.1 The provisions of Chapter 1.3, Part IV "Stability" of the RS Rules shall apply to the ships subject to the requirements of the present Part.

1.4 GENERAL TECHNICAL REQUIREMENTS

1.4.1 The general technical requirements of 1.4, Part IV "Stability" of the RS Rules shall apply to the ships subject to the requirements of the present Part.

1.4.2 In all cases of loading, which might occur in the ship's service, liquid ballast may be accommodated only in the washing or fresh water bottom tanks only in special cases.

1.4.3 The width of enclosures in a fish hold or fish containers on the deck and in the hold shall not exceed 1 m; in case of greater width, the fish is considered as a liquid cargo.

1.4.4 Ship's inclining test shall be carried out in compliance with the requirements of 1.5, Part IV "Stability" of the RS Rules.

2 REQUIREMENTS FOR STABILITY

2.1 GENERAL

2.1.1 For the purpose of this Section, ships are divided into two groups:

group I - trawlers, namely ships engaged in fishing with seine net, purse seine, trawl, drag, as well as ships engaged in fishing with drift net;

group II - other ships engaged in fishing or sea product catching with traps, long-line, electric light, with the aid of divers and scuba divers servicing fixed nets.

2.1.2 Operation of ships is permitted within the scope of restrictions on the distance from the place of refuge and the sea state.

For small sea fishing vessels, restrictions on the area and conditions of navigation shall be set down and included in the Stability Booklet:

.1 for ships of less than 15 m in length restricted area of navigation R3 may be prescribed;

for ships 15 - 20 m in length, an area of navigation not higher than R2 may be prescribed;

for ships 20 - 24 m in length, an area of navigation not higher than R1 may be prescribed;

.2 ships of less than 15 m in length may proceed to sea and be en route at sea state not more than 4, ships 15 - 20 m in length - not more than 5; ships 20 - 24 m - not more than 6;

.3 having regard to stability and seaworthiness of ships and depending on the reliable provision of the area of navigation concerned with forecasts, as well as on the operating experience for ships of similar type and the same or approximately the same dimensions, available for this area of navigation, the Register may change the restrictions on the area of navigation and permissible sea state specified in 2.1.2.1 - 2.1.2.2;

.4 when determining maximum permissible sea state for small craft carried on depot ships (for example, small fishing boats carried on mother ships), in addition to the provisions of 2.1.2.2 and 2.1.2.3, maximum sea state at which the craft can be safely lifted on board the depot ship shall be taken into account;

.5 additional restrictions may be introduced in zones of special sea conditions.

Referred to such zones are:

zones of surf (breaking) waves;

zones of local abrupt increase in wave height and steepness (bars in estuaries, tossing, etc.).

Zones of special sea conditions are set on the basis of the data of local hydrometeorological and hydrographic offices.

2.2 REQUIREMENTS FOR STABILITY

2.2.1 The area under the righting lever curve shall not be less than 0,055 m·rad up to the heeling angle of 30° and not less than 0,090 m·rad up to the heeling angle of 40°. Besides, the area under the righting lever curve between the heeling angles of 30° and 40° shall not be less than 0,030m·rad.

2.2.2 For group I ships the maximum righting lever l_{max} shall be not less than 0,23 m at the heeling angle $\theta_{max} > 30^\circ$. The value of righting lever at 60° heel shall not be less than 0,1 m. For the ship in the fishery - $l_{max} > 0,2$ m at $\theta_{max} > 30^\circ$.

For group II ships the maximum righting lever l_{max} shall be not less than 0,22 at the heeling angle $\theta_{max} > 30^\circ$. The value of righting lever at 60° heel shall not be less than 0,05 m. For the ship in the fishery - $l_{max} > 0,2$ m at $\theta_{max} > 30^\circ$.

Where sufficiently technically justified, the angle corresponding to the maximum of righting lever curve may be reduced to 25° .

2.2.3 The angle of flooding shall not be less than 40° .

2.2.4 The stability of fishing vessels hauling in the nets and catch with cargo booms shall be sufficient to ensure that the static heel angle of the ship when handling the nets and operating the cargo boom at its maximum outreach would not exceed 10° or the angle at which the deck is immersed, whichever is less.

2.3 METACENTRIC HEIGHT

2.3.1 Under all loading conditions, except for the light-ship condition and the ship in the fishery, the value of corrected initial metacentric height shall be not less than 0,5 m.

2.3.2 The corrected initial metacentric height of a ship in the fishery shall be not less than 0,35 m.

2.4 ALLOWANCE FOR ICING

2.4.1 Allowance for icing shall be made in accordance with 2.4 of Part IV "Stability" of the RS Rules, however, the mass of ice per square metre of the total area of horizontal projection of exposed weather decks shall be assumed to be 40 kg.

2.5 LOADING CONDITIONS

2.5.1 The stability shall be checked for the following loading conditions:

- .1 departure for fishing grounds with full stores;
- .2 arrival at a port from fishing grounds with full catch in holds and on deck, if provision is made for the deck cargo in the design, and with stores nearly exhausted;
- .3 arrival at a port from fishing grounds with 20% of catch in holds and on deck (if stowage of cargo on deck provision is made in the design), 70 % of ice and salt rating and stores nearly exhausted;
- .4 departure from fishing grounds with full catch and amount of stores ensuring the ship's draught up to the load line.

2.5.2 Stores nearly exhausted mean fuel held only in the service tank for 4 hours of operation. Other stores - 10 %.

2.5.3 For net fishing vessels, allowance shall be made for wet fishing nets on deck loading conditions as in 2.5.1.2 - 2.5.1.4.

2.5.4 The amount of full catch is determined depending on the ship's type, capacity of cargo spaces and stability characteristics. It shall correspond to the load line position and shall be specified in stability calculations, as well as in the Booklet.

The permissible amount of catch allowed to be stowed on deck shall be specified in stability calculations as well as in the Booklet.

For ships with stern trawling, the maximum possible catch retained in the trawl belly end shall be specified in stability calculations as well as in the Booklet.

2.5.5 Stability of a ship, while being on fishing grounds, shall be checked for the following loading conditions:

.1 a ship engaged in fishing, with no catch in holds, catch and wet nets stowed on deck, the hatches of the holds open, stores nearly exhausted, without ice or salt;

.2 a ship engaged in fishing, with no catch in holds, catch is hauled to the deck by means of fishing gear (cargo boom, power block, winch), **the hatches of the holds open**, stores nearly exhausted, without ice or salt.

Cargo hoisted on the boom or power block shall be equal to their safe working load; winch pulling force shall be taken equal to the value stated in the certificate.

3 FREEBOARD

3.1 GENERAL

3.1.1 The minimum freeboard assignment and load line marking shall be done in compliance with the provisions of Section 8 of the Load Line Rules for Sea-Going Ships.

3.1.2 Conditions of assignment of freeboard shall be taken in accordance with 3.2 of the present Part.

3.2 CONDITIONS OF ASSIGNMENT OF FREEBOARD

3.2.1 Watertightness of the hull, superstructures and deckhouses shall comply with the requirements of Section 5, Part II "Hull", and deck railing shall comply with the requirements of Section 9, Part III "Equipment, Arrangements and Outfit" of the present Rules."