



# RUSSIAN MARITIME REGISTER OF SHIPPING

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**CIRCULAR LETTER**

**No. 315-06-1218c**

dated 17.04.2019

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Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2019, ND No. 2-020101-114-E

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Item(s) of supervision:

electrical equipment

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Entry-into-force date:

**01.07.2019**

Valid till: -

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Cancels / amends / adds Circular Letter No. -

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Number of pages: 1+3

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Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships"

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Director General

Konstantin G. Palnikov

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Text of CL:

We hereby inform that in connection with entering into force of IACS UI GF14 and GF15, the Rules for the Classification and Construction of Sea-Going Ships shall be amended as specified in Appendix 2 to the Circular Letter.

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It is necessary to do the following:

1. Bring the content of the Circular Letter to the notice of RS surveyors, interested organizations and persons in the area of RS Branch Offices' activity.
  2. Apply the provisions of the Circular Letter.
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List of the amended and/or introduced paras/chapters/sections

Part XVII: paras 9.10.5, 9.11.2.3, 9.11.2.4

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**Information on amendments introduced by the Circular Letter  
(for inclusion in the Revision History to the RS Publication)**

Nos.	Amended paras/chapters/sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
1	Para 9.10.5	Requirements for ventilation systems have been introduced considering IACS UI GF15 (July 2018)	315-06-1218c of 17.04.2019	01.07.2019
2	Para 9.11.2.3	Classification of hazardous zone 1 has been specified considering IACS UI GF14 (July 2018)	315-06-1218c of 17.04.2019	01.07.2019
3	Para 9.11.2.4	Classification of hazardous zone 2 has been specified considering the requirements of 12.5.3, IGF Code	315-06-1218c of 17.04.2019	01.07.2019

**RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS, 2019,  
ND No. 2-020101-114-E**

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

**9 REQUIREMENTS FOR SHIPS EQUIPPED FOR USING GASES OR LOW-FLASHPOINT  
FUELS**

**9.10 MONITORING, CONTROL AND AUTOMATION SYSTEMS**

1 New **para 9.10.5** is introduced reading as follows:

**"9.10.5 Ventilation capacity monitoring.**

**9.10.5.1** Any loss of the required ventilating capacity shall give an audible and visual alarm on the navigation bridge or in a continuously manned central control station or safety centre.

**9.10.5.2** As acceptable means to monitor the ventilation system capacity the means specified in 9.8.1.11 may be adopted."

**9.11 ELECTRICAL EQUIPMENT**

2 **Para 9.11.2.3** is replaced by the following text:

**"9.11.2.3 Zone 1:**

tank connection spaces, fuel storage hold spaces and interbarrier spaces;

fuel preparation rooms arranged with ventilation according to 9.8.4;

areas on open deck, or semi-enclosed spaces on deck, within 3 m of any fuel tank outlet, gas or vapour outlet, bunker manifold valve, other fuel valve, fuel pipe flange, fuel preparation room ventilation outlets and fuel tank openings for pressure release provided to permit the flow of small volumes of gas or vapour mixtures caused by thermal variation;

areas on open deck or semi-enclosed spaces on deck, within 1,5 m of fuel preparation room entrances, fuel preparation room ventilation inlets and other openings into zone 1 spaces;

areas on the open deck within spillage coamings surrounding gas bunker manifold valves and 3 m beyond these, up to a height of 2,4 m above the deck;

enclosed or semi-enclosed spaces in which pipes containing fuel are located, e.g. ducts around fuel pipes, semi-enclosed bunkering stations;

the ESD-protected machinery space is considered a non-hazardous area during normal operation, but will require equipment required to operate following detection of gas leakage to be certified as suitable for zone 1;

a space protected by an airlock is considered as non-hazardous area during normal operation, but will require equipment required to operate following loss of differential pressure between the protected space and the hazardous area to be certified as suitable for zone 1;

except for type C tanks, an area within 2,4 m of the outer surface of a fuel containment system where such surface is exposed to the weather.

Notes: 1. Fuel storage hold spaces containing type C tanks with all potential leakage sources in a tank connection space and having no access to any hazardous area, shall be considered non-hazardous.

2. Where the fuel storage hold spaces include potential leak sources, e.g. tank connections with pipelines and valves, they shall be considered hazardous zone 1.

3. Where the fuel storage hold spaces include bolted access to the tank connection space, they shall be considered hazardous zone 2."

3 **Para 9.11.2.4** is replaced by the following text:

**"9.11.2.4 Zone 2:**

area within 1,5 m surrounding open or semi-enclosed spaces of zone 1;  
space containing bolted hatch to tank connection space."