



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 313-13-1264c

dated 16.09.2019

Re:

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

Item(s) of supervision:

ships under construction

Entry-into-force date:

01.01.2020

~~Valid till:~~

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

~~dated~~

Number of pages:

1+2

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"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that in connection with entering into force of IACS UI GF17 (Dec 2018), the Rules for the Classification and Construction of Sea-Going Ships shall be amended as specified in the Appendices to the Circular Letter.

It is necessary to do the following:

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

para 9.7.2.2

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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 9.7.2.2	Requirements regarding structural fire protection have been specified considering IACS UI GF17 (Dec 2018).	313-13-1264c of 16.09.2019	01.01.2020

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 DEFINING STRUCTURAL AND OPERATIONAL PARTICULARS OF SHIPS

9.7 FIRE PROTECTION

Para 9.7.2.2 is replaced by the following text:

"9.7.2.2 Fuel storage hold spaces and ventilation ducts serving these spaces shall be separated from accommodation, service, cargo and machinery spaces by class A-60 fire structures. They may be separated from other spaces with low fire risk by class A-0 fire structures. The space containing fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A. The boundary between spaces containing fuel containment systems shall be either a cofferdam of at least 900 mm or A-60 class division. For type C tanks, the fuel storage hold space may be considered as a cofferdam.

The following "other rooms with high fire risk" shall as a minimum be considered, but not be restricted to:

.1 cargo spaces except cargo tanks for liquids with flashpoint above 60 °C and except cargo spaces for general cargo apart from dangerous goods which may not be fitted with fixed fire extinguishing systems (in passenger ships engaged in short voyages, in passenger ships of less than 1000 gross tonnage, as well as in cargo ships of less than 2000 gross tonnage constructed or intended only for the carriage of ore, coal, grain, green timber, non-combustible cargoes and cargoes of minor fire risk – refer to Footnote 10 of Table 3.1.2.1, Part VI "Fire Protection");

.2 vehicle, ro-ro and special category spaces;

.3 service spaces (high risk) on passenger ships carrying up to 36 passengers, cargo and oil tankers: galleys, pantries containing cooking appliances, saunas, paint lockers and store-rooms having areas of 4 m² or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery space (refer to 2.2.1.5 (9), 2.3.3 (9), 2.4.2 (9) of Part VI "Fire Protection");

.4 accommodation spaces of greater fire risk on passenger ships carrying more than 36 passengers: saunas, sale shops, barber shops and beauty parlours and public spaces containing furniture and furnishing of other than restricted fire risk and having deck area of 50 m² or more (refer to 2.2.1.3 (8) of Part VI "Fire Protection")."