RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER **No. 313-68-1305c** dated 12.12.2019

Re:

amendments to the Rules of Classification and Construction of Sea-Going Ships in connection with entering into force of IACS Unified Interpretations SC288 (Dec 2018) and GF16 (Dec 2018)

Item(s) of supervision:

ventilation system, monitoring, control and automation systems in fuel oil tanks

Entry-into-force date: ~~Valid till:~~ ~~Validity period extended till:~~
01.01.2020

Cancels ~~/ amends / adds~~ Circular Letter No. **313-68-1292c** dated **20.11.2019**

Number of pages: 1+3

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part VIII "Systems and Piping" and 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 the Rules for the Classification and Construction of Sea-Going Ships shall be amended at re-publication in 2020 as specified in the Appendices to the Circular Letter.

It is necessary to do the following:

1. Bring the content of the Circular Letter to the notice of the RS surveyors, interested organizations and persons in the area of the RS Branch Offices' activity.

2. Apply the provisions of the Circular Letter during review and approval of the technical documentation on ships contracted for construction or conversion on or after 01.01.2020.

List of the amended and/or introduced paras/chapters/sections:

Part VIII: para 12.7.6;

Part XVII: para 9.10.3

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Appendix 1 to Circular Letter
No. 313-68-1305c dated 12.12.2019

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	Part VIII, para 12.7.6	Requirement for ventilation systems of cargo spaces for carriage of dangerous goods has been specified considering IACS UI SC288 (Dec 2018)	313-68-1305c of 12.12.2019	01.01.2020
2	Part XVII, para 9.10.3	Requirement for filling limit of gas fuel into tanks has been specified considering IACS UI GF16 (Dec 2018)	313-68-1305c of 12.12.2019	01.01.2020

RULES FOR CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS, 2020

ND No. 2-020101-124-E

PART VIII. SYSTEMS AND PIPING

12 VENTILATION SYSTEM

12.7 VENTILATION OF CARGO SPACES ADAPTED FOR THE CARRIAGE OF DANGEROUS GOODS

1 **Para 12.7.6** is replaced by the following text:

"**12.7.6** Rooms containing bilge pumps servicing cargo spaces for carriage of dangerous goods shall be provided with separate artificial exhaust ventilation sufficient to give at least 6 air changes per hour. Ventilation rate may be reduced with regard to the method of transportation (refer to Note 3 to Table 7.2.4-1, Part VI "Fire Protection") when the bilge pump is located directly inside a container cargo space.

In such case, where several container cargo spaces are served by the same bilge pump, the bilge pump shall be installed in the container cargo space with the highest ventilation rate, compared to the other container cargo spaces.".

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

2 **Para 9.10.3** is replaced by the following text:

"**9.10.3 Overflow preventing of gas fuel tanks.**

9.10.3.1 Storage tanks for liquefied gas shall not be filled to more than a volume equivalent to 98 % full at the reference temperature as defined in 9.1.3. A loading limit curve for actual fuel loading temperatures shall be prepared from the following formula:

$$LL = FL\ \rho_R/\rho_L$$

where LL = loading limit, in %, determined according to 9.1.3;
FL = filling limit, in %, the maximum level of liquid volume in a fuel tank relative to the total tank volume where the liquid fuel has reached the reference temperature, in such case, 98 %;
ρ_R = relative density of fuel at the reference temperature; and
ρ_L = relative density of fuel at the loading temperature.

9.10.3.2 In cases where the tank insulation and tank location make the probability very small for the tank contents to be heated up due to an external fire, special considerations may be made to allow a higher loading limit than calculated using the reference temperature, but never above 95 %. This also applies in cases where a second system for pressure maintenance is installed (refer to 9.4). However, if the pressure can only be maintained/controlled by fuel consumers, the loading limit as calculated in 9.10.3.1 shall be used.

9.10.3.3 The alternative loading limit option specified in 9.10.3.2 is understood to be an alternative to 9.10.3.1 and shall only be applicable when the calculated loading limit using the formulae in 9.10.3.1 gives a lower value than 95 %.

9.10.3.4 Each CNG tank shall be provided with means to prevent exceeding the design pressure when receiving fuel and signaling that 95 % of the design pressure has been reached.".