



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 312-11-1462c

dated 17.11.2020

Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2020, ND No. 2-020101-124-E

Item(s) of supervision:

ships under construction

Entry-into-force date:

15.12.2020

Valid till:

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~~Cancels / amends /~~ adds Circular Letter No. 312-11-1450c

dated 15.10.2020

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Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part I "Classification" and 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 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. 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. Amendments introduced by the Circular Letter shall be applied during review and approval of the technical documentation on ships contracted for construction or conversion on or after 15.12.2020, in the absence of a contract, the keels of which are laid or which are at a similar stage of construction on or after 15.12.2020, as well as during review and approval of the technical documentation on ships, the delivery of which is on or after 15.12.2020.
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List of the amended and/or introduced paras/chapters/sections:

Part I: paras 1.1.1, 2.2.21 and 2.2.41, Table 2.5, paras 3.2.1.10, 3.2.4, 3.3.1.7 and 3.3.4;

Part XVII: 6.4.1.2, 10.4.4 and 12.3.6.

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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	Part I, para 1.1.1	<p>Definitions "A cargo ship", "A hopper barge", "A dredger", "a special tanker", "an oil tanker", "A special purpose ship" have been amended.</p> <p>New definitions "A general dry cargo ship", "A standby vessel", "A cable laying barge", "A cable laying vessel", "A catamaran", "A pilot boat", "A buoy vessel", "an NLS tanker", "An oil recovery ship", "Buoyance vessels", "A crew boat", "An LNG bunkering ship", "An anchor handling vessel", "A ship intended primarily to carry dry cargoes in bulk", "A waste disposal collector vessel", "A technical and auxiliary fleet vessel", "A pontoon for technological services", "A refrigerated cargo ship", "A pipe laying barge", "A pipe laying vessel", "An environmental monitoring vessel", "An escort tug" have been introduced.</p> <p>Amendments have been introduced regarding definition of types of ships according to relevant RS rules for specialized types of ships</p>	312-11-1462c of 17.11.2020	15.12.2020

2	Part I, para 2.2.21	Scope of application of class notation conformity of the ship to the requirements for a ship complying with ballast water management requirements has been specified	312-11-1462c of 17.11.2020	15.12.2020
3	Part I, para 2.2.41	Requirements for distinguishing mark HMS(...) have been specified	312-11-1462c of 17.11.2020	15.12.2020
4	Part I, Table 2.5	Following descriptive notations have been introduced: General dry cargo ship, Multipurpose general dry cargo ship. Requirements for distinguishing mark HMS(...) have been specified	312-11-1462c of 17.11.2020	15.12.2020
5	Part I, para 3.2.1.10	Scope of para application has been extended regarding documentation on evacuation analysis for ro-ro passenger ships considering IMO resolution MSC.404(96)	312-11-1462c of 17.11.2020	15.12.2020
6	Part I, para 3.2.4	Para has been renamed in connection with deletion of requirements for manoeuvrability	312-11-1462c of 17.11.2020	15.12.2020
7	Part I, para 3.3.1.7	Scope of para application has been extended regarding documentation on evacuation analysis for ro-ro passenger ships considering IMO resolution MSC.404(96)	312-11-1462c of 17.11.2020	15.12.2020
8	Part I, para 3.3.4	Para has been renamed in connection with deletion of requirements for manoeuvrability	312-11-1462c of 17.11.2020	15.12.2020
9	Part XVII, para 6.4.1.2	Recommendations for availability of additional reserve of foam concentrate for supply of its calculated value in case of helicopter landing after partial use of foam concentrate in testing, drills or fire extinction have been deleted	312-11-1462c of 17.11.2020	15.12.2020

10	Part XVII, para 10.4.4	Applicability conditions of Formula (10.4.3-2) have been deleted	312-11-1462c of 17.11.2020	15.12.2020
11	Part XVII, para 12.3.6	Minimum width of reference lines for underwater hull marking has been specified	312-11-1462c of 17.11.2020	15.12.2020

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

ND No. 2-020101-124-E

PART I. CLASSIFICATION

1 GENERAL

1.1 DEFINITIONS AND EXPLANATIONS

1.1.1 Definitions.

1 Definition "A cargo ship" is replaced by the following text:

"A cargo ship is any ship which is not a passenger ship (dry cargo ship, tanker, refrigerated cargo ship, icebreaker, tug, pusher, salvage ship, vessel of dredging fleet, cable layer, special purpose ship and another non-passenger ship).".

2 Definition "A hopper barge" is replaced by the following text:

"A hopper barge is a self-propelled or non-self-propelled ship intended for the carriage of spoil and slurry (mixture of liquid and spoil or rock formation).".

3 Definition "A dredger" is replaced by the following text:

"A dredger (suction dredger) is a self-propelled or non-self-propelled ship intended for extraction of spoil using dredging gear (buckets, suction pipes, grabs, etc.) and having no holds for the storage or carriage of spoil. They include trailing suction hopper dredger (non-self-propelled trailing suction dredgers), multi-bucket dredgers, dipper dredgers, grab dredgers, rock dredgers, floating river-training technical units.".

4 Definition "a special tanker" is replaced by the following text:

"a special tanker is a ship intended for the bulk carriage of liquid cargoes other than oil, petroleum products and noxious liquid substances. Such ships include wine tankers, water tankers, fruit juice tankers, etc. The precise purpose of the special tanker is stated by the descriptive notation in the class notation in accordance with 2.5;".

5 Definition "an oil tanker" is replaced by the following text:

"an oil tanker is a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers, any NLS tanker and any gas carrier as defined in regulation 3.20 of Chapter II-1 of SOLAS 74 (as amended), when carrying a cargo or part cargo of oil in bulk.

Note. Oil means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than those petrochemicals which are subject to the provisions of Annex II of MARPOL 73/78) and, without limiting the generality of the foregoing, includes the substances listed in Appendix I to Annex I of MARPOL 73/78;".

6 Definition "A special purpose ship" is replaced by the following text:

"A special purpose ship is a mechanically self-propelled ship which by reason of its function carries on board more than 12 special personnel, including passengers (the later shall

not exceed 12 passengers, otherwise such ship should not be considered a special purpose ship as it is a passenger ship). Such ships include research, expedition, hydrographic, training ships; whale and fish factory ships, factory ships and other ships engaged in processing of living resources of the sea and not engaged in catching; salvage ships, cable-laying ships, seismic survey ships, diving support ships, pipe layers, floating cranes and crane ships."

7 New definition "A general dry cargo ship" is introduced after the definition "A supply ship":

"A general dry cargo ship is a dry cargo ship intended primarily for the carriage of different package cargoes and goods (products) that are carried in packages. Such ships may periodically (i.e. not primarily) carry cargoes in bulk provided the applicable provisions of the RS rules for the carriage of bulk cargoes and, if applicable, IMO resolution MSC.277(85), as amended, are met. The ships in which the cargo loading operations are performed preferably in a horizontal direction, shall also comply with the requirements applied for a roll-on/roll-off ship (ro-ro ships). The ships in which the cargo loading operations are performed preferably in a vertical or combined direction (lo-lo ships (lift on/lift off ships), lo-ro ships) shall comply with the requirements of the RS rules, IACS and IMO normative documents related to bow, side, stern doors, ramps and inner doors and relevant requirements for ro-ro ships (as applicable). Such ships are multipurpose ships."

8 After the definition "Deadweight" the definition "A standby vessel" is introduced reading as follows:

"A standby vessel is a supply vessel intended to carry out rescue and standby services in offshore areas of hydrocarbon production."

9 After the definition "A dredger (suction dredger)" the definitions "A cable laying barge", "A cable laying vessel" and "A catamaran" are introduced reading as follows:

"A cable laying barge is a non-self-propelled barge intended for cable laying on the sea bottom.

A cable laying vessel is a self-propelled vessel intended for cable laying on the sea bottom.

A catamaran is a ship with two hulls connected by means of deck or truss centrebody."

10 After the definition "A timber carrier" the definitions "A pilot boat" and "A buoy vessel" are introduced reading as follows:

"A pilot boat is a boat intended for transportation and safe embarkation/disembarkation of pilots from one board to another.

A buoy vessel is a vessel intended for laying of floating aids to navigation (navigation marks) in the port approaches and in the harbour, their maintenance in the harbour and retrieval as well as to perform a range of auxiliary functions."

11 After the definition "a special tanker" the definition "an NLS tanker" is introduced reading as follows:

"an NLS tanker is a ship constructed or adapted to carry a cargo of noxious liquid substances (NLS) in bulk and includes an "oil tanker" as defined in Annex I to MARPOL 73/78 when certified to carry a cargo or part cargo of noxious liquid substances in bulk."

12 After the definition "A bilge water removing ship" the definitions "An oil recovery ship" and "Buoyance vessels" are introduced reading as follows:

"An oil recovery ship is a ship intended for removal of oil from the sea surface and carriage of oil and petroleum products for salvaging.

Buoyance vessels are multi-purpose vessels, sounding vessels, trawlers, buoy tenders, environmental monitoring vessels, boom-laying boats. Buoyance vessels assist in maintenance of fairway conditions in waterways and fairway aids to navigation (navigation marks),

study of channel and hydrological regimes for identification of sources and reasons of drifts, development of proposals on improvement of navigational conditions, provision of real-time technical documentation for all types of engineering channel works (monitoring of fairway condition in inland waterways and in the harbours, monitoring of fairway aids to navigation (navigation marks), control of navigation lights, positioning and retrieval of aids to navigation (navigation marks) as well as their relocation when changing the fairways boundaries; maintenance of fairway marking and repair of light and signal means).".

13 After the definition "A lightship" the definition "A crew boat" is introduced reading as follows:

"A crew boat is a boat intended for travelling and for the carriage of not more than 12 passengers and which is not a passenger ship or a pleasure craft."

14 After the definition "A berth-connected ship" the definitions "An LNG bunkering ship" and "An anchor handling vessel" are introduced reading as follows:

"An LNG bunkering ship is a gas carrier engaged in transportation of liquefied natural gas (LNG) and intended to ensure the transfer of LNG on board the ships using LNG as a fuel.

An anchor handling vessel is a supply vessel equipped for servicing (handling, heaving up and shifting) anchors."

15 After the definition "A general dry cargo ship" the definitions "A ship intended primarily to carry dry cargo in bulk" and "A waste disposal collector vessel" are introduced reading as follows:

"A ship intended primarily to carry dry cargo in bulk is a ship classified as a bulk carrier and her loading conditions are primarily related to bulk cargoes transportation (carriage, loading and discharge).

A waste disposal collector vessel (collector ship, surface debris collector, etc.) is a ship intended for reception from other ships oil residues, oily bilge waters, sewage, dry garbage and other waste for their subsequent discharge into the shore-based reception facilities".

16 After the definition "A special purpose ship" the definitions "A technical and auxiliary fleet vessel", "A pontoon for technical services" and "A refrigerated cargo ship" are introduced reading as follows:

"A technical and auxiliary fleet vessel is a ship designed for maintenance of ships and waterways, port facilities, underwater mining etc. (dredgers, suction dredgers, rock dredgers, snag boats and river-training ships, hopper barges, multicats, buoy vessels, buoyance vessels and crew boats designed for navigation support, ecological monitoring and analysis of water environment, bottom soil and ambient air).

A pontoon for technological services is a non-self-propelled unmanned ship intended for working operations and having no hatches on deck, except for small manholes for access into the hull, which are closed by covers with seal gaskets.

A refrigerated cargo ship is a ship intended for the carriage of perishable commodities which require temperature control in cargo spaces and/or thermally insulated containers. Types of carried goods are fruit (bananas, etc.), meat, fish, vegetables, dairy products and other items."

17 After the definition "A pontoon" the definitions "A pipe laying barge" and "A pipe laying vessel" are introduced reading as follows:

"A pipe laying barge is a non-self-propelled barge intended for laying the pipelines on the seabed .

A pipe laying vessel is a self-propelled vessel intended for laying the pipelines on the seabed."

18 After the definition "A crew of a fishing vessel" the definitions "An environmental monitoring vessel" and "An escort tug" are introduced reading as follows:

"An environmental monitoring vessel is a ship intended for monitoring of coastal zone of water basins.

An escort tug is a tug intended for escort service (steering, braking and otherwise controlling the assisted ship).".

19 **Para 1.1.1.** The last two paragraphs are replaced by the following text:

"Definitions of particular types of ships (nuclear ships and offshore installations, nuclear support vessels, high-speed craft, dynamically supported craft, small WIG craft, gas carriers, chemical tankers, pleasure craft, drilling ships, mobile offshore drilling units and fixed offshore platforms, floating offshore oil-and-gas production units, manned submersibles and diving systems, small craft, sport sailing vessels) are given in the relevant RS rules for such types of ships.

The list of the RS rules is given in 1.3 of the General Regulations for the Classification and Other Activity."

2 CLASS OF A SHIP

20 **Para 2.2.21** is replaced by the following text:

"2.2.21 Distinguishing mark for a ship complying with ballast water management requirements.

If a ship performs ballast water management through ballast water exchange at sea and, as appropriate, carries the Guidelines for Safe Ballast Water Exchange at Sea, which complies with the requirements of 1.4.13, Part IV "Stability" of these Rules and is a part of the approved Ballast Water Management Plan, which complies with the requirements of regulation B-1 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), 2004, and the ship ballast system complies with the requirements of 8.7, Part VIII "Systems and Piping" of these Rules, one of the following distinguishing marks is added to the character of classification: **BWM (E-S)**, **BWM (E-F)**, **BWM (E-D)**, **BWM (E-SF)**, **BWM (E-SD)**, **BWM (E-FD)** or **BWM (E-SFD)**. **BWM** means that the ship performs ballast water management; **E** means that ballast water management is performed through ballast water exchange at sea; **S** means that sequential method is used; **F** means that flow-through method is used; **D** means that dilution method is used; **SF**, **SD**, **FD** and **SFD** mean that combined ballast water exchange method is used being a combination of the above methods.

Note. Above mentioned distinguishing marks shall not be applied to ships the keels of which are laid or which are at a similar stage of construction on or after 8 September 2017 in accordance with the revised regulation B-3 of the BWM Convention, and may be applied to ships the keels of which are laid or which are at a similar stage of construction on or after 8 September 2017, and shall remain in the class notation of these ships until the date when the ship complies with the regulation D-2 of the BWM Convention but not later than 8 September 2024."

21 **Para 2.2.41** is replaced by the following text:

"2.2.41 Distinguishing mark for ships fitted with hull strength and/or stability monitoring system.

If ships are fitted with hull strength and/or stability monitoring system complying with the requirements of Section 17, Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", at the shipowner's discretion, the distinguishing mark **HMS(...)** may be added to the character of classification. The marks added in brackets (**STR**, **STAB** or **STR-STAB**) specify completeness of the system. Where the monitoring system is fitted with additional functions, the distinguishing mark shall be specified as **HMS(⟨system completeness⟩+⟨system function⟩** with system function (**BS**, **C**, **DD**, **DM**, **N**, **RPM**, **SI**, **SW**, **TS**, **ThS**, **TVS** or **W**) indicated after the "+" sign. If several functions

are provided, the system function marks may be combined and shall be specified without separation by commas."

22 **Table 2.5. Section 1.17** is supplemented by the following lines after the descriptive notation **Gas carrier type 3G**:

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<p>General dry cargo ship Ships intended for the carriage of dry general cargoes, that may periodically carry bulk cargoes as well as rolling cargoes in specially adapted spaces. In case the bulk cargoes are carried periodically, the ships the keels of which are laid or which are at a similar stage of construction on 1 June 2010 shall comply with the provisions 1.6 and/or 1.7 of IMO resolution MSC.277(85), as amended, if applicable. If these ships carry rolling cargoes in which the cargo loading operations are performed preferably in a horizontal direction, the requirements applied for a roll-on/roll-off ship (ro-ro ship) shall be met. An entry ro-ro ship is added to the class notation of these ships. For ships adopted for rolling-on devices in which the cargo loading operations are performed preferably in a vertical or combined direction (lo-lo, lo-ro ships), the distinguishing mark Multipurpose (Multipurpose dry cargo ship) shall be added to the class notation. The requirements of the RS rules, IACS and IMO normative documents related to bow, side, stern doors, ramps and inner doors and relevant requirements for ro-ro ships (as applicable) shall be applied</p>	<p>Rules for the Classification and Construction of Sea-Going Ships Part I "Classification", 1.1.1 Part II "Hull", 1.1.5.2, 1.2.5.1, 1.3.4.2, 1.4.3, 1.7.3.3, 2.3.2.5, 2.3.3.1, 2.3.4.1, 2.3.5, 2.5.4, 2.5.4.5, 2.5.4.7, 2.6.4.6, 3.3 (as applicable: refer to XII/6.2, 6.3, 6.4, XII/10, XII/11 SOLAS 74, as amended) Part III "Equipment, Arrangements and Outfit", 7.1.13, 7.10, 8.4 Part IV "Stability", 1.4.11.3, 1.4.11.4, 3.2, 3.12 (if applicable) Part V "Subdivision", 1.1.1.10, 1.1.1.11, 1.4.9, 2, 3.4.11 Part VIII "Systems and Piping", 5.3.3, 7.6.11, 7.6.15, 7.9 Part XI "Electrical Equipment", 7.3, 5.12, 7.10, 16.8.4.5, 19.5</p>
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23 **Table 2.5. Item 2.24.7** is replaced by the following text:

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2.24.7 Distinguishing mark for ships equipped with hull strength and stability monitoring system		
<p>HMS(STR) HMS(STAB) HMS(STR-STAB)</p>	<p>For ships equipped with a monitoring system complying with RS requirements, the distinguishing mark shall be added to the class notation specifying the system completeness: HMS(STR) — system is intended for monitoring of strength parameters; HMS(STAB) — system is intended for monitoring of stability parameters; HMS(STR-STAB) — system is intended for monitoring of strength and stability parameters. Where the monitoring system is fitted with additional functions, the distinguishing mark shall be specified as HMS(...)+..., and the following additional function symbols shall be added after brackets: BS — availability of connection to the ballast, heel and trim systems of the ship;</p>	<p>Rules for the Classification and Construction of Sea-Going Ships Part I "Classification", 2.2.41 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 17</p>

	<p>C — availability of connection to the onboard computer software for calculation of ship's strength and stability;</p> <p>DD — availability of directional data link ensuring monitoring data transfer to the shore;</p> <p>DM — availability of mutual data link ensuring monitoring data transfer to the shore and control of monitoring system from the shore;</p> <p>N — availability of connection to GPS/GLONASS receivers, log, echo sounder and indication of received data on the monitoring system display;</p> <p>RPM — availability of connection to the ship system for propeller shaft(s) speed measurement and recording;</p> <p>SI — availability of connection to the ship radar ice display with transfer of current ice condition data, their recording in the database and indication on the monitoring system display;</p> <p>SW — availability of connection to the ship weather station with transfer of current sea state parameters, their recording in the database and indication on the monitoring system display;</p> <p>TS — availability of connection to the ship system for the propeller shaft(s) torque measurement and recording;</p> <p>ThS — availability of connection to the ship system for measurement and recording of thrust along the propeller shaft(s) fore-aft axis;</p> <p>TVS — availability of connection to the ship system for measurement and recording of radial and longitudinal vibration displacements of the propeller shaft(s);</p> <p>W — availability of connection to the ship weather station with transfer of current apparent and true wind speed and direction, and sea state parameters including data indication on the monitoring system display</p>	
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3 TECHNICAL DOCUMENTATION

24 **Para 3.2.1.10** is replaced by the following text:

".10 evacuation analysis for passenger ships carrying more than 36 passengers, special purpose ships carrying more than 240 persons and ro-ro passenger ships confirming compliance with regulation II-2/13.3.2.7 of SOLAS-74, as amended, based on the guidelines in IMO circular MSC.1/Circ. 1533 (**).".

25 **Para 3.2.4.** The heading is replaced by the following text:

"3.2.4 Documentation on stability:".

26 **Para 3.3.1.7** is replaced by the following text:

".7 evacuation analysis for passenger ships carrying more than 36 passengers, special purpose ships carrying more than 240 persons and ro-ro passenger ships confirming compliance with regulation II-2/13.3.2.7 of SOLAS-74, as amended, based on the guidelines in IMO circular MSC.1/Circ. 1533 (**).".

27 **Para 3.3.4.** The heading is replaced by the following text:

"3.3.4 Documentation on stability:".

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

6 REQUIREMENTS FOR HELICOPTER FACILITIES

28 **Para 6.4.1.2** is replaced by the following text:

"6.4.1.2 Helideck shall be protected by a fixed foam fire extinguishing system according to item 20 of Table 3.1.2.1 of Part VI "Fire Protection".

For helidecks the foam system shall contain at least two fixed foam monitors or deck integrated foam nozzles. In addition, at least two hose reels fitted with a foam-making branch pipe and non-collapsible hose sufficient to reach any part of the helideck shall be provided.

The minimum foam system discharge rate shall be determined by multiplying the *D*-value area by 6 l/min/m².

The minimum foam system discharge rate for deck integrated foam nozzle systems shall be determined by multiplying the overall helideck area by 6 l/min/m².

Each monitor shall be capable of supplying at least 50 % of the minimum foam system discharge rate, but not less than 500 l/min.

Where foam monitors are installed, the distance from the monitor to the farthest extremity of the protected area shall be not more than 75 % of the monitor throw in still air conditions.

The minimum discharge rate of each hose reel shall be at least 400 l/min. The quantity of foam concentrate shall be adequate to allow operation of all connected discharge devices for at least 5 min.

The location and characteristics of the equipment of the foam fire extinguishing system shall provide extinguishing of fire on helicopter high-level units."

10 REQUIREMENTS FOR BALTIC ICE CLASS SHIPS

29 **Para 10.4.4** is replaced by the following text:

"10.4.4 The use of K_e or R_{CH} values based on more exact calculations or values based on model tests may be approved. Such an approval will be given on the understanding that it can be revoked if experience of the ship's performance in practice motivates this. The design requirement for ice classes is a minimum speed of 5 knots in the following brash ice channels:

$H_M = 0,6$ m for ice class **IC**;

$H_M = 0,8$ m for ice class **IB**;

$H_M = 1,0$ m for ice class **IA**;

$H_M = 1,0$ m and a 0,1 m consolidated layer of ice for ice class **IA Super**."

12 REQUIREMENTS FOR SHIPS FOR COMPLIANCE WITH THE DISTINGUISHING MARK IWS IN THE CLASS NOTATION

30 **Para 12.3.6** is replaced by the following text:

"12.3.6 Underwater hull shall be marked.

Transverse and longitudinal reference lines of about 300 mm in length and not less than 25 mm in width shall be indicated as marking. The marks shall be permanent and made by welding or similar way, of contrasting colour to the hull.

As a rule, the marks shall be placed as follows:

at the flat bottom in the regions of tank bulkhead intersection or integrity of floors of the bottom longitudinal girders;

on board in the areas of transverse framing (marking shall not be higher than 1 m above the hopper plating);

at the double bottom intersection with watertight floor in the area of the ship sides;

at all suction and exhaust sea inlets.

Letter and numeric codes shall be placed on the plating for identification of tank, suction and exhaust sea inlets."