



# RUSSIAN MARITIME REGISTER OF SHIPPING

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**CIRCULAR LETTER**

**No. 312-11-1537c**

dated 29.03.2021

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Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships considering the experience of technical supervision

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Item(s) of supervision:

ships under construction

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Entry-into-force date:

**01.05.2021**

~~Valid till:~~

~~Validity period extended till:~~

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

~~dated~~

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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 I "Classification" and 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 the Rules for the Classification and Construction of Sea-Going Ships shall be amended after re-publication in 2021 as specified in the Appendices 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 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 01.05.2021, in the absence of a contract, the keels of which are laid or which are at a similar stage of construction on or after 01.05.2021, as well as during review and approval of the technical documentation on ships, the delivery of which is on or after 01.05.2021.
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List of the amended and/or introduced paras/chapters/sections:

Part I: para 2.2.49, Table 2.5, paras 3.2.2.24 and 3.4.1.16

Part XVII: Section 22

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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 2.2.49	New para containing requirements for assignment of new distinguishing mark <b>CON-M</b> specifying the necessity for monitoring of critical structural areas has been introduced	312-11-1537c of 29.03.2021	01.05.2021
2	Part I, Table 2.5	New item 2.24.8 containing requirements for assignment of new distinguishing mark <b>CON-M</b> specifying the necessity for monitoring of critical structural areas has been introduced	312-11-1537c of 29.03.2021	01.05.2021
3	Part I, para 3.2.2.24	New para containing requirements for the necessity of submission, where applicable, of Construction Monitoring Plan together with the plan approval documentation has been introduced	312-11-1537c of 29.03.2021	01.05.2021
4	Part I, para 3.4.1.16	New para containing requirements for the necessity of submission, where applicable, of Construction Monitoring Plan together with the detailed design documentation has been introduced	312-11-1537c of 29.03.2021	01.05.2021
5	Part XVII, Section 22	New Section containing requirements for assignment of new distinguishing mark <b>CON-M</b> specifying the necessity for monitoring of critical structural areas has been introduced	312-11-1537c of 29.03.2021	01.05.2021

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

ND No. 2-020101-124-E

### PART I. CLASSIFICATION

#### 2 CLASS OF A SHIP

1 **New para 2.2.49** is introduced reading as follows:

**"2.2.49 Distinguishing mark specifying the necessity for monitoring of critical structural areas.**

The distinguishing mark **CON-M** may be added in the class notation of a ship complying with the requirements of Section 22 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships".

2 **Table 2.5, item 2.24. New item 2.24.8** is introduced reading as follows:

"

<b>2.24.8 Distinguishing mark specifying the necessity for monitoring of critical structural areas</b>		
<b>CON-M</b>	A ship constructed in compliance with the IACS Common Structural Rules (CSR ship) and having the approved critical structural areas monitoring plan (hereinafter referred to as Construction Monitoring Plan). This distinguishing mark may be assigned to a ship or an offshore installation in service (including non-CSR ship) at the shipowner's discretion provided such information is available in the class notation of ACS, and/or upon agreement with RHO	<b>Rules for the Classification and Construction of Sea-Going Ships</b> Part I "Classification", 2.2.49 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 22

"

#### 3 TECHNICAL DOCUMENTATION

3 **New para 3.2.2.24** is introduced reading as follows:

**".24** for ships assigned the distinguishing marks **CSR** and/or **CON-M**, Construction Monitoring Plan (\*\*);

Note. Plan shall be reviewed by the RS Branch Office, which carries out technical supervision during construction of ship."

4 **New para 3.4.1.16** is introduced reading as follows:

**".16** for ships assigned the distinguishing marks **CSR** and/or **CON-M**, Construction Monitoring Plan (\*\*);

Note. Plan shall be reviewed by the RS Branch Office, which carries out technical supervision during construction of ship."

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

5      **New Section 22** is introduced reading as follows:

### "22 ADDITIONAL REQUIREMENTS FOR MONITORING OF CRITICAL STRUCTURAL AREAS

**22.1**      The ships covered by the IACS Common Structural Rules for Bulk Carriers and Oil Tankers may be assigned the distinguishing mark **CON-M** added to the character of classification in accordance with 2.2.49, Part I "Classification". The assignment of the distinguishing mark is not mandatory and may be performed at the shipowner's discretion.

**22.2**      Critical structural areas are locations which have been identified from calculations to require monitoring or from the service history of similar or sister ships to be sensitive to cracking, waviness, buckling or corrosion, which may impair the structural integrity of the ship.

#### **22.3      Technical requirements.**

**22.3.1**      To assign the distinguishing mark **CON-M**, the critical structural areas monitoring plan (hereinafter referred to as Construction Monitoring Plan) refer to 3.2.2.24 or 3.4.1.16, Part I "Classification") shall be submitted to the Register prior to the commencement of ship construction. The plan is subject to review for compliance with 22.3.2 taking into account the shipbuilding quality standards for the hull structure agreed during the kick-off meeting according to the Guidelines on Technical Supervision of Ships under Construction, as well the Ship Structure Access Manual approved by the Register, which contains the full list of critical areas/locations identified by the designer as the result of the strength and fatigue design assessment of the project.

**22.3.2**      The Construction Monitoring Plan shall include at least the following:

.1      description of the method for determination of critical areas (references to the results of calculations within the ship's design or service history of similar or sister ships may be made in the description of the method);

.2      appropriate structural plans with the critical locations marked;

.3      summary table of critical areas with information on each critical location inside the critical area, namely:

    designation of the critical area/location;

    position (space, frame No., starboard/portside);

    type of structural joint, to which the location belongs, e.g., "Upper hopper knuckle";

    assembly stage to be controlled (block construction/pre-erection/erection);

    remarks;

.4      control procedures, including, but not limited to:

    verification of alignment for elements of structure;

    applied non-destructive testing methods;

.5      details of joint type, including installation (assembling) tolerances, as well as methods for improvement of structural fatigue life such as degree of weld toe burr grinding;

.6      remedial measures;

.7      sample forms of shipyard reporting on inspections of critical areas.

**22.3.3**      The Construction Monitoring Plan approved by the Register shall be included in the Ship Construction File (SCF) and used for surveys during construction in accordance with Section 2 of the Guidelines on Technical Supervision of Ships under Construction.

**22.3.4**      Information on critical areas may be used during subsequent surveys of the ship in service for periodic inspection of such areas, if necessary."