



# RUSSIAN MARITIME REGISTER OF SHIPPING

**CIRCULAR LETTER**

**No. 314-26-1588c**

dated 28.06.2021

Re:

amendments to the Rules for the Classification and Construction of Inland Navigation Ships (for European Inland Waterways), 2017, ND No. 2-020101-102-E

Item(s) of supervision:

inland navigation ships (for European Inland Waterways) under construction and in service

Entry-into-force date:

**01.08.2021**

~~Valid till:~~

~~Validity period extended till:~~

~~Cancels / amends / adds~~ Circular Letter No. 312-16-1463c

dated 17.11.2020

Number of pages:

1 + 3

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part IV "Stability, Subdivision and Freeboard"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that the Rules for the Classification and Construction of Inland Navigation Ships (for European Inland Waterways) 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. 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 01.08.2021, in the absence of a contract — on ships, the keels of which are laid or which are at a similar stage of construction on or after 01.08.2021, as well as during review and approval of the technical documentation on ships, the delivery of which is on or after 01.08.2021.

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

Part IV: Formula (2.3.4.2-2), paras 3.3.9.12, 3.6.2, 3.9.11.7, 3.9.11.8, 3.9.11, 3.9.12, 4.4.1.5 and 4.5.4

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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	Part IV, Formula (2.3.4.2-2)	Formula has been harmonized with UNECE Resolution No. 61, Revision 2	314-26-1588c of 28.06.2021	01.08.2021
2	Part IV, para 3.3.9.12	Para has been amended considering UNECE Resolution No. 61, Revision 2	314-26-1588c of 28.06.2021	01.08.2021
3	Part IV, para 3.6.2	New para has been introduced congaing requirements considering UNECE Resolution No. 61, Revision 2	314-26-1588c of 28.06.2021	01.08.2021
4	Part IV, paras 3.9.11.7 and 3.9.11.8	Paras have been deleted in accordance with UNECE Resolution No. 61, Revision 2	314-26-1588c of 28.06.2021	01.08.2021
5	Part IV, paras 3.9.11 — 3.9.14	New paras 3.9.11 and 3.9.12 have been introduced congaing requirements considering UNECE Resolution No. 61, Revision 2. Paras 3.9.11 and 3.9.12 have been renumbered as 3.9.13 and 3.9.14, accordingly	314-26-1588c of 28.06.2021	01.08.2021
6	Part IV, para 3.9.13	Reference to 3.9.11.7 has been replaced by reference to 3.9.12, reference to Formula (3.9.11.2) has been replaced by reference to Formula (3.9.13.2), reference to Formula (3.9.11.6) has been replaced by reference to Formula (3.9.13.6), reference to 3.9.11.8 has been replaced by reference to 3.9.11	314-26-1588c of 28.06.2021	01.08.2021
7	Part IV, para 3.9.14	Reference to 3.9.1 — 3.9.11 has been replaced by reference to 3.9.1 — 3.9.12	314-26-1588c of 28.06.2021	01.08.2021
8	Part IV, para 4.4.1.5	New para has been introduced congaing requirements considering UNECE Resolution No. 61, Revision 2	314-26-1588c of 28.06.2021	01.08.2021
9	Part IV, para 4.5.4	New para has been introduced congaing requirements considering UNECE Resolution No. 61, Revision 2	314-26-1588c of 28.06.2021	01.08.2021

# **RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF INLAND NAVIGATION SHIPS (FOR EUROPEAN INLAND WATERWAYS), 2017,**

**ND No. 2-020101-102-E**

## **PART VI. STABILITY, SUBDIVISION AND FREEBOARD**

### **2 GENERAL REQUIREMENTS FOR STABILITY**

- 1 **Formula (2.3.4.2-2)** is replaced by the following text:

$$n_1 = \frac{B h_0}{z_g \sqrt[3]{\Delta}} \quad (2.3.4.2-2)$$

where  $B$  — the maximum breadth of the hull, in m, measured to the outer edge of the shell plating (excluding paddle wheels, rub rails and similar);  
 $z_g$  — distance between the centre of gravity and the baseline, in m;  
 $\Delta$  — the ship's displacement, in t."

### **3 ADDITIONAL REQUIREMENTS FOR STABILITY**

- 2 **Para 3.3.9.12** is replaced by the following text:

**"3.3.9.12** If cross-flood openings to reduce asymmetrical flooding are provided, the following requirements shall be met:

- .1 for the calculation of cross-flooding, IMO resolution A.266 (VIII) shall be applied;
- .2 they shall be self-acting;
- .3 they shall not be equipped with shut-off devices;
- .4 the total time allowed for equalisation shall not exceed 15 min."

- 3 **New para 3.6.2** is introduced reading as follows:

**"3.6.2** If a worksite craft is used as a reclamation barge or a hopper barge, the safety clearance outside the hold area shall be at least 300 mm and the freeboard at least 150 mm."

- 4 **Paras 3.9.11.7 and 3.9.11.8** are deleted.

- 5 **New paras 3.9.11 and 3.9.12** are introduced reading as follows:

**"3.9.11** For the purpose of Chapter 3.9, residual safety clearance means the shortest vertical distance between surface of the water and the lowest part of the floating equipment beyond which it is no longer watertight, taking into account trim and heel resulting from the moments referred to in 3.9.4 — 3.9.10.

The residual safety clearance is sufficient according to 3.9.1, for any spray-proof and weathertight aperture if it is at least 300 mm. At an aperture that is not spray-proof and weathertight the residual safety clearance shall be at least 400 mm.

**3.9.12** For the purpose of Chapter 3.9, residual freeboard means the smallest vertical distance between the surface of the water and the upper surface of the deck at its edge taking into account trim and heel resulting from the moments referred to 3.9.4 — 3.9.10.

The residual freeboard is sufficient according to 3.9.1, if it is at least 300 mm. The residual freeboard may be reduced if it is proven that the requirements of 3.9.13.1 — 3.9.13.6 have been met."

6      **Paras 3.9.11 and 3.9.12** are renumbered as **3.9.13** and **3.9.14**, accordingly.

7      **Para 3.9.13.** Reference to 3.9.11.7 is replaced by reference to 3.9.12, reference to Formula (3.9.11.2) is replaced by reference to Formula (3.9.13.2), reference to Formula (3.9.11.6) is replaced by reference to Formula (3.9.13.6), reference to 3.9.11.8 is replaced by reference to 3.9.11.

8      **Para 3.9.14.** Reference to 3.9.1 — 3.9.11 is replaced by reference to 3.9.1 — 3.9.12.

#### **4 SAFETY CLEARANCE, FREEBOARD AND DRAUGHT MARKS**

9      **New para 4.4.1.5** is introduced reading as follows:

"**4.4.1.5** The freeboard of passenger ships shall be at least: 600 mm in zone 1, 400 mm in zone 2 and 300 mm in zone 3."

10     **New para 4.5.4** is introduced reading as follows:

"**4.5.4** For passenger ships without a bulkhead deck, the safety clearance shall be at least: 1900 mm in zone 1, 1000 mm in zone 2 and 500 mm in zone 3."