



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 313-79-1586c

dated 22.06.2021

Re:

amendments to the Rules for the Classification and Construction of Ships Carrying Liquefied Gases in Bulk, 2021, ND No. 2-020101-140-E, in connection with coming into force of IACS unified interpretations (UI) GC32 (Feb 2021), GC33 (Feb 2020), GC34 (Feb 2021) and GC37 (Feb 2021)

Item(s) of supervision:

ships under construction

Entry-into-force date:

01.07.2021

~~Valid till:~~

~~Validity period extended till:~~

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

~~dated~~

Number of pages:

1 + 3

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part VI "Systems and Piping"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that the Rules for the Classification and Construction of Ships Carrying Liquefied Gases in Bulk 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, as well 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 technical documentation on ships contracted for construction or conversion on or after 01.07.2021, 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 01.07.2021.

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

Part VI: paras 2.2.1.1, 3.8.1, 3.9.1 and 11.15.1.4

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"Thesis" System No. 21-144039

**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 2.2.1.1	Meaning of the term "design pressure of the outer pipe or duct" has been specified considering IACS UI GC32 (Feb 2021)	313-79-1586c of 22.06.2021	01.07.2021
2	Para 3.8.1	Requirements for the application of cargo sampling systems on ships have been specified considering IACS UI GC33 (Feb 2020)	313-79-1586c of 22.06.2021	01.07.2021
3	Para 3.9.1	Requirements for means of cargo filter blockage indication have been specified considering IACS UI GC34 (Feb 2021)	313-79-1586c of 22.06.2021	01.07.2021
4	Para 11.15.1.4	Requirements for pressure relief system for air inlet, scavenge spaces and exhaust system have been introduced considering IACS UI GC37 (Feb 2021)	313-79-1586c of 22.06.2021	01.07.2021

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SHIPS CARRYING LIQUEFIED GASES IN BULK, 2021,

ND No. 2-020101-140-E

PART VI. SYSTEMS AND PIPING

2 PIPING

1 **Para 2.2.1.1** is supplemented with the following text:

"The expression "design pressure of the outer pipe or duct" in 5.4.4 is either of the following:

.1 the maximum pressure that can act on the outer pipe or equipment enclosure after the inner pipe rupture as documented by suitable calculations taking into account the venting arrangements; or

.2 for gas fuel systems with inner pipe working pressure greater than 1 MPa, the "maximum built-up pressure arising in the annular space", after the inner pipe rupture, which shall be calculated in accordance with 9.5.7.2, Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" of the Rules for the Classification."

3 CARGO SYSTEM

2 **Para 3.8.1** is supplemented with the following text:

"Requirements of this Section are only applicable if such a sampling system is fitted on board. Connections used for control of atmosphere in cargo tanks during inerting or gassing up are not considered as cargo sampling connections."

3 **Para 3.9.1** is supplemented with the following text:

"Means to indicate that filters are becoming blocked and filter maintenance is required shall be provided for fixed in-line filter arrangement and portable filter installations where dedicated filter housing piping is provided. Where portable filters for fitting to manifold presentation flanges are used without dedicated filter housing, and these can be visually inspected after each loading and discharging operation, no additional arrangements for indicating blockage or facilitating drainage are required."

11 USE OF CARGO AS FUEL

4 **Para 11.15.1.4** is supplemented by the following text:

"Suitable pressure relief system for air inlet manifolds, scavenge spaces and exhaust system shall be provided unless designed to accommodate the worst-case overpressure due to ignited gas leaks or justified by the safety concept of the engine. A detailed evaluation regarding the hazard potential of overpressure in air inlet manifolds, scavenge spaces and exhaust system shall be carried out and reflected in the safety concept of the engine. In the case of crankcases, the explosion relief valves, as required by regulation 27.4, SOLAS Chapter II-1 as amended by IMO resolutions up to MSC.436(99), shall be considered suitable for the gas operation of the engine."

For engines not covered by said regulation, a detailed evaluation regarding the hazard potential of fuel gas accumulation in the crankcase shall be carried out."