



# RUSSIAN MARITIME REGISTER OF SHIPPING

**CIRCULAR LETTER**

**No. 314-14-1601c**

dated 12.07.2021

Re:

amendments to the Rules for the Cargo Handling Gear of Sea-Going Ships, 2021, ND No. 2- 020101-145-E

Item(s) of supervision:

cargo-handling gear installed on board ships and floating facilities

Entry-into-force date:

**09.08.2021**

~~Valid till:~~

~~Validity period extended till:~~

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

~~dated –~~

Number of pages:

1+4

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to the Rules for the Cargo Handling Gear of Sea-Going Ships

Acting Director General

Sergey A. Kulikov

Text of CL:

We hereby inform that the Rules for the Cargo Handling Gear 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 and interested persons in the area of the RS Branch Offices' activity.
2. Apply the provisions of the Circular Letter when performing technical supervision during manufacture of cargo-handling gear, technical documentation for which is submitted for review on or after 09.08.2021.
3. Apply the provisions of the Circular Letter when performing technical supervision for cargo-handling gear, their ropes as well as interchangeable components and loose gear, as well as when performing technical supervision for cargo-handling gear of ships in service, technical documentation for which is submitted for review on or after 09.08.2021.

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

paras 1.2.1, 1.6.1, 2.3.3, 3.1.6, 6.2.1.4, 9.3.8 and 12.2.1

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**Information on amendments to Part III 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 1.2.1	The definition "Competent person" has been amended	314-14-1601c of 12.07.2021	09.08.2021
2	Para 1.6.1	Requirements for intrinsic safety have been introduced	314-14-1601c of 12.07.2021	09.08.2021
3	Para 2.3.3	Amendments have been introduced considering use of steels yield stress whereof is over 355 MPa, in the cargo handling gear of metal structures	314-14-1601c of 12.07.2021	09.08.2021
4	Para 3.1.6	The para has been amended regarding hand-operated chain hoists	314-14-1601c of 12.07.2021	09.08.2021
5	Para 6.2.1.4	The para has been amended regarding calculation loads due to heel and trim of the ship in structural members of the upper structures intended for operation in still water	314-14-1601c of 12.07.2021	09.08.2021
6	Para 6.2.1.5	Requirements for calculation loads due to the forces have been introduced. Existing paras 6.2.1.5 - 6.2.1.8 have been renumbered accordingly	314-14-1601c of 12.07.2021	09.08.2021
7	Para 9.3.8	The para has been amended regarding hand-operated chain hoists	314-14-1601c of 12.07.2021	09.08.2021
8	Para 12.2.1	Requirements for intrinsic safety have been introduced	314-14-1601c of 12.07.2021	09.08.2021

**RULES FOR THE CARGO HANDLING GEAR OF SEA-GOING SHIPS, 2021,  
ND No. 2-020101-145-E**

**1 GENERAL**

- 1 **Para 1.2.1.** The definition "Competent person" is replaced by the following:

"Competent person means a Surveyor to the Register or a responsible person authorized or recognized by the Register.

A responsible person authorized or recognized by the Register may be a responsible representative of the manufacturer recognized by the Register as a competent person regarding testing of loose gear and interchangeable components with a proof load, testing of wire and natural fibre ropes and chains as well as heat treatment of components in case where is no Surveyor to the Register or where the manufacturer has a permit for carrying out such tests and works without survey by the Register."

- 2 **Para 1.6.1** is replaced by the following text:

"**1.6.1** In order to prevent spark formation during cargo handling operations on board oil tankers, oil recovery vessels, gas carriers, chemical tankers and other similar ships, such gear as cargo hooks, shackles, swivels, chains, etc. shall be of an intrinsically safe type. To ensure intrinsic safety it is allowed to use protective (copper, polymeric, etc.) coatings."

**2 CALCULATIONS**

- 3 **Para 2.3.3** is replaced by the following text:

"**2.3.3** In calculation of the allowable stresses in metal structures, the yield stress guaranteed by the standard or specifications shall be taken as the basis for calculations; however, for steels yield stress whereof is not over 355 MPa, it shall not exceed 0,70 of the minimum tensile strength guaranteed by the standard or specifications."

**3 MATERIALS AND WELDING**

- 4 **Para 3.1.6** is replaced by the following text:

"**3.1.6** Steel used for forgings and castings of cargo handling gear welded elements shall comply with the requirements to impact test results of rolled steel performed at the temperature complying with that specified in Tables 3.1.5-1 and 3.1.5-2.

Steel used for forgings and castings of not welded elements, as well as for not welded elements made of rolled steel, including bolts, hooks, shackles, swivels etc. shall comply with the international and national standards recognized by the Register or other contract requirements to impact test results but not less than 27 J at the design temperature  $T_A$ .

Forgings and castings intended for components operating at temperatures below zero shall comply with the requirements of 3.5.4 and 3.5.5, Part XIII "Materials" of the Rules for the Classification and Construction of Sea-Going Ships, respectively.

Steel used for manufacture of chains for cargo handling gear except for manually-driven hoists, intended for operation at temperatures below -20 °C shall meet the requirements for chain steel of grade 2 or 3 according to 3.6, Part XIII "Materials" of the Rules for the Classification and Construction of Sea-Going Ships.

Chains for which no heat treatment is required for improvement of quality or strength shall be normalized after manufacture."

## **6 UPPER STRUCTURES OF FLOATING CRANES AND CRANE SHIPS. CRANES ON FLOATING DOCKS**

5 **Para 6.2.1.4** is replaced by the following text:

**".4** loads due to heel and trim of the ship.

*Note.* Stress calculation for structural members of the upper structures intended for operation in still water shall be made on the basis of static list 5°, with the slewing upper structure jib positioned transversely and on the basis of static trim, equal to 2°, with the jib alongside the ship. Lower values of static heel and trim shall be confirmed by analysis based on calculations or test results. If the heel and trim are greater in service than those stated above, the actual values shall be taken for calculation;".

6 New **Para 6.2.1.5** is introduced reading as follows:

**".5** forces acting on the upper structures as a result of rolling;".

Paras **6.2.1.5 – 6.2.1.8** are renumbered **6.2.1.6 – 6.2.1.9** accordingly."

## **9 GEAR AND ROPES**

7 **Para 9.3.8** is replaced by the following text:

**"9.3.8** Chains used in cargo handling gear, except for hand operated hoists, where not covered by the special requirements of these Rules, shall comply with the appropriate general requirements of 3.6, Part XIII "Materials" of the Rules for the Classification and Construction of Sea-Going Ships.

Resistance welded chains or forged welded chains shall be used in cargo handling gear.

Short link chains with terminal links for attachment (pitched chains when used on sprocket wheels) shall be used as cargo chains.

Span chains and chains used with preventer guys in union purchase rig shall be long-link chains.

Related to chemical composition chains used in hand operated hoists shall comply with 3.6 of Part XIII "Materials" of the Rules for the Classification and Construction of Sea-Going Ships, international or national standards recognized by the Register. This shall be confirmed and submitted in the document drawn up by the manufacturer according to the standards of the firm."

## **12 TECHNICAL SUPERVISION OF CARGO HANDLING GEAR IN USE**

8 **Para 12.2.1** is replaced by the following text:

**"12.2.1** All interchangeable components and loose gear, and ropes shall be carefully examined at least once every three months by a responsible person assigned by the master. If defects are found out during such an examination. The results shall be entered in Part III of the Register of Ship's Lifting Appliances and Cargo Handling Gear.

Besides, interchangeable components and loose gear, and ropes shall be carefully examined by a responsible person every time before use of the cargo handling gear. In this case, an entry in Part III of the Register of Ship's Lifting Appliances and Cargo Handling Gear is made only if defects are found.

If broken wires are found in a rope, the rope shall be examined at least once a month

During examinations of cargo hooks, shackles, swivels, chains, etc., related to the cargo handling gear on board oil tankers, oil recovery vessels, gas carriers, chemical tankers and other

similar ships, the requirements of 1.6 shall be met. In case the protective coatings were used for intrinsic safety, their integrity should be verified.

If a protective coating has been applied to ensure intrinsic safety, its integrity shall be confirmed."