



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 314-18-1576c

dated 03.06.2021

Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2021, ND No. 2-020101-138-E in connection with coming into force of IACS Unified Interpretation (UI) SC156 (Rev.2 Jan 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 + 2

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part III "Equipment, Arrangements and Outfit"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that the Rules for the Classification and Construction of Sea-Going 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 provisions of the Circular Letter during review and approval of the 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 01.01.2022, as well as during review and approval of the technical documentation on ships, the delivery of which is on or after 01.07.2024.

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

Part III: paras 7.12.2.8, 7.12.2.9 and 7.12.5.3

Person in charge: Dmitry V. Kalinkin

314

+7 812 6050529 ext. 2207

"Thesis" System No. 21-135410

**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 7.12.2.8	Para has been revised considering IACS UI SC156 (Rev.2 Jan 2021)	314-18-1576c of 03.06.2021	01.07.2021
2	Para 7.12.2.9	Para has been revised considering IACS UI SC156 (Rev.2 Jan 2021)	314-18-1576c of 03.06.2021	01.07.2021
3	Para 7.12.5.3	Para has been revised considering IACS UI SC156 (Rev.2 Jan 2021)	314-18-1576c of 03.06.2021	01.07.2021

**RULES FOR THE CLASSIFICATION AND CONSTRUCTION
OF SEA-GOING SHIPS, 2021,**

ND No. 2-020101-138-E

PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT

**7 OPENINGS IN HULL, SUPERSTRUCTURES AND DECKHOUSES
AND THEIR CLOSING APPLIANCES**

1. **Para 7.12.2.8** is replaced by the following text:

"**7.12.2.8** For passenger ships, failure of the normal power supply of the required alarms shall be indicated by an audible and visual alarm at the central operating console at the navigation bridge. For cargo ships, failure of the normal power supply of the required alarms shall be indicated by an audible and visual alarm at the navigation bridge."

2. **Para 7.12.2.9** is replaced by the following text:

"**7.12.2.9** All watertight doors, including sliding doors, operated by hydraulic door actuators, either a central hydraulic unit or an independent hydraulic unit for each door shall be provided with a low fluid level alarm or low gas pressure alarm, as applicable or some other means of monitoring loss of stored energy in the hydraulic accumulators. For passenger ships, this alarm shall be both audible and visible and shall be located on the central operating console at the navigation bridge. For cargo ships, this alarm shall be both audible and visible and should be located at the navigation bridge."

3. **Para 7.12.5.3** is replaced by the following text:

"**7.12.5.3** If the door is hand-operated, it shall be possible to manually open and close the door from both sides in the close proximity of the door and, in addition, close the door from an accessible place above the bulkhead deck by means of a hand wheel, handle or any other similar gear ensuring the same degree of safety. The force applied to the hand wheel, handle or similar gear while the door is in motion shall not exceed 157 N.

If the door is not visible from the position above the bulkhead deck where the gear is fitted, indicators shall be provided showing the positions of the hand wheel, handle and similar gear at which the door is open or closed.

When hand-operated, the time necessary for a complete closure of the door shall not exceed 90 s with the ship upright.

The angle of list at which operation by hand shall be possible is 15°."