

GUIDELINES

ON TECHNICAL SUPERVISION OF SHIPS IN SERVICE WITH ANNEXES

ND No. 2-030101-009-E

RULE CHANGE NOTICE

ENTERS INTO FORCE:

01.07.2024



St. Petersburg
2024

GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS IN SERVICE WITH ANNEXES

The present Rule Change Notice to the Guidelines on Technical Supervision of Ships in Service with Annexes (hereinafter — RCN) has been approved in accordance with the established approval procedure and contains information on amendments and additions, except for editorial amendments. RCN amendments come into force on 1 July 2024 (excluding earlier approved amendments of an urgent matter, published by the Circular Letters after entering into force of the previous version of the Rule Change Notice to the Guidelines on Technical Supervision of Ships in Service with Annexes (hereinafter — RCN), specified in the Revision History and highlighted in yellow).

REVISION HISTORY

GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS IN SERVICE

Item	Applicability	Description	Remarks
Part I, para 4.2.3	Ships in service Process of carrying out requests for survey of ships	Requirements for the deadline for sending the Ship Status Notice have been amended. The period has been reduced from 48 to 36 hours	Entry-into-force date: 04.03.2024 (Urgent rule change notice No. 311-05-2000 dated 01.03.2024)
Part I, para 6.11	Tugs and ships intended for towing operations Survey for determination of the total pull of the ship	Drawing up of the Bollard Pull Certificate (form 6.3.45) has been specified	
Part II, para 2.2.4.2	Ships in Service Annual Survey Fire-Fighting Equipment and Systems	Information has been introduced on the minimum requirements for the maintenance and inspection of shipboard fire-fighting equipment and appliances, fire extinguishing systems, fire detection and fire alarm systems	Entry-into-force date: 16.05.2024 (Urgent rule change notice No. 311-05-2010 dated 16.05.2024)
Part II, Table 2.2.4.2.3.2 (deleted)	Ships in Service Annual Survey Fire-Fighting Equipment and Systems	In connection with introduction of new Appendix 31, Table 2.2.4.2.3.2 has been deleted	Entry-into-force date: 16.05.2024 (Urgent rule change notice No. 311-05-2010 dated 16.05.2024)

Item	Applicability	Description	Remarks
Part II, para 2.4.4.1	Ships in Service Special Survey Fire-Fighting Equipment and Systems	Information has been introduced on the minimum requirements for the maintenance and inspection of shipboard fire-fighting equipment and appliances, fire extinguishing systems, fire detection and fire alarm systems	Entry-into-force date: 04.03.2024 (Urgent rule change notice No. 311-05-2010 dated 16.05.2024)
Part II, Table 2.4.4.4.3.3	Ships in Service Special Survey Fire-Fighting Equipment and Systems	The scope of pipeline testing has been amended	Entry-into-force date: 04.03.2024 (Urgent rule change notice No. 311-05-2010 dated 16.05.2024)
Part II, Chapter 4.11	Ships in service Occasional survey Changing of class notation	Instructions have been introduced regarding actions of the RS surveyor who revealed violations of conditions of distinguishing mark	Requirements have been transferred from 3.2.6, Part II of RCSSS
Part II, para 5.1.6.5	Ships in service Acceptance of ships into the RS class Verification of records	Verification of the records by RHO has been deleted. RHO authorities have been delegated to RS Branch Offices	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.1.6.6	Ships in service Acceptance of ships into the RS class Verification of records	In connection with delegated RHO authorities, explanations have been introduced regarding possibility to contest the list of non-conformities detected in case of doubts in their legitimacy	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)

Item	Applicability	Description	Remarks
Part II, para 5.1.6.7 (deleted)	Ships in service Acceptance of ships into the RS class Verification of records	In connection with amended procedure of RS records verification, para 5.1.6.7 has been deleted	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.2.1.5	Ships in service Acceptance of ships into the RS class Assignment of class notation	Procedure for determination of class notation when accepting ships in the RS class has been amended	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.2.2.5 (deleted)	Ships in service Acceptance of ships into the RS class Assignment of class notation	In connection with amended procedure for determination of class notation when accepting ships in the RS class, para 5.2.2.5 has been deleted. Paras 5.2.2.6 — 5.2.2.11 have been renumbered accordingly.	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.2.2.5 (renumbered)	Ships in service Acceptance of ships into the RS class Records	Form 6.3.50 has been renamed	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)

Item	Applicability	Description	Remarks
Part II, para 5.2.2.6 (renumbered)	Ships in service Acceptance of ships into the RS class Records	Form 6.3.50 has been renamed	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.2.2.7 (renumbered)	Ships in service Acceptance of ships into the RS class Records	Form 6.3.50 has been renamed. RHO authorities have been delegated to RS Branch Offices. Verification and scope of records have been amended	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.2.2.10 (renumbered)	Ships in service Acceptance of a ship into the RS class Records	Form 6.3.50 has been renumbered. rho authorities have been delegated to RS branch offices	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.2.2.12 (renumbered)	Ships in service Acceptance of a ship into the RS class Records	In connection with amended verification and scope of the records, para 5.2.2.12 has been deleted	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)

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Item	Applicability	Description	Remarks
Part II, para 5.2.3.3.3	Oil tankers and chemical tankers Survey of a ship in connection with transfer of class for the ship Hull class entry survey	Additional plans required for oil tankers, allowing survey of cargo tanks of oil tankers aged between 10 and 15 years, from surrounding ballast tank(s) and void spaces and deck structure, are introduced	IACS PR 1A (Rev.9 Aug 2023) Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, para 5.2.3.3.8	Ships in service Acceptance of a ship into the RS class In-water survey	Scope of initial survey has been amended and specified	IACS PR1A Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.2.3.13	Ships in service Acceptance of a ship into the RS class Assignment of ice class	Requirements have been specified regarding assignment of ice classes Ice1 — Ice3, Arc4	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, paras 5.2.5.2.5 and 5.2.5.2.6	Ships in service Transfer of class on the ship delivery date Records	Form 6.3.50 has been renamed. RHO authorities have been delegated to RS Branch Offices. Verification and scope of records have been amended	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)

Item	Applicability	Description	Remarks
Part II, para 5.3.1.5	Ships in service Acceptance of a ship into the RS class Assignment of class notation	Determination of estimated/final class notation has been amended and supplemented	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.3.3.1	Ships in service Acceptance of a ship into the RS class Technical documentation	RHO authorities have been delegated to RS Branch Offices. Technical documentation on brining the ship in compliance with the requirements of the applicable Rules have been amended	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.3.3.2.1	Ships in service Acceptance of a ship into the RS class Technical documentation	Records on verification results of compliance of hull structures with the Rules requirements have been specified	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.3.3.2.2	Ships Initial survey of the ship for class assignment Technical documentation	Documentation on ship's stability has been specified	IACS PR 1D Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)

Item	Applicability	Description	Remarks
Part II, para 5.3.3.10	Ships in service Acceptance of a ship into the RS class Initial survey	Request form has been renumbered	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.3.3.11	Ships Initial survey of the ship for class assignment	Scope of initial survey of the ship has been corrected and specified	IACS PR 1D Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, para 5.3.3.17.2	Ships in service Acceptance of a ship into the RS class Records	RHO authorities have been delegated to RS Branch Offices. Verification and scope of records have been amended	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.3.4.1	Ships Initial survey of the ship for class assignment Technical documentation	Documentation on ship's stability has been specified	IACS PR 1D Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)

Item	Applicability	Description	Remarks
	Ships in service Acceptance of a ship into the RS class Technical documentation	List of main plans submitted by shipowner to the Register has been supplemented	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 5.3.4.2	Ships in service Acceptance of a ship into the RS class Technical documentation	List of main plans submitted by shipowner to the Register has been supplemented	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, Chapter 5.4, Appendix 2	Ships in service Acceptance of a ship into the RS class Records	RHO authorities have been delegated to RS Branch Offices. Verification and scope of records have been amended	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)
Part II, para 8.2.4 (deleted)	Ships in service Passage Passage Plan	The concept of considering passages has been amended with a view of excluding the need for unnecessary authorization/control of RS divisions by RS Head Office (RHO). Existing para 8.2.4 has been deleted. Paras 8.2.5 — 8.2.12 have been renumbered 8.2.4 — 8.2.11 accordingly	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)

Item	Applicability	Description	Remarks
Part II, Table 8.2.4	Ships in service Passage Passage Plan	In view of excluding the need for unnecessary authorization/control of RS divisions by RHO, the Table has been supplemented with the passage type for Laid-up Ships and Ships in Conservation	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, paras 8.2.8 and 8.2.9	Ships in service Passage Passage Plan	RS divisions have been authorized to review passage plans	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, para 8.3.2	Ships in service Passage Ship's survey in connection with the passage	RS divisions have been authorized to arrange ship's survey in connection with the passage	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, paras 8.4.1 – 8.4.8	Ships in service Passage Passage Plan	RS divisions have been authorized to review passage plans	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, para 8.5.1	Ships in service Passage Passage Plan	RS divisions have been authorized to review passage plans	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)

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Item	Applicability	Description	Remarks
Part II, para 8.5.4	Ships in service Passage Passage Plan	RS divisions have been authorized to review passage plans	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, paras 8.6.1 – 8.6.3	Ships in service Passage Ship's survey in connection with the passage	Provisions on authorization/control of RS divisions by RHO has been excluded	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, para 8.6.7	Ships in service Passage Ship's survey in connection with the passage	Provisions on authorization/control of RS divisions by RHO has been excluded	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, para 8.6.24	Ships in service Passage Ship's survey in connection with the passage	Provisions on authorization/control of RS divisions by RHO has been excluded	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, para 8.7.3	Ships in service Passage Ship's survey in connection with the passage	Provisions on authorization/control of RS divisions by RHO has been excluded	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)

Item	Applicability	Description	Remarks
Part II, para 8.7.8	Ships in service Passage Documents' issuance	Provisions on authorization/control of RS divisions by RHO has been excluded	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, para 8.8.2	Ships in service Standard Towing	Provisions on authorization/control of RS divisions by RHO has been excluded	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, Para 8.8.3	Non-self-propelled small craft Survey Initial/periodical survey report Restrictions and conditions for standard towing	Additional requirements for entering the constant restrictions with the conditions for carrying out standard towing in the RS documents have been introduced	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part II, Chapter 8.9	Laid Up Ships and Ships in conservation Passage	In view of excluding the need for unnecessary authorization/control of RS divisions by RHO, Chapter 8.9 has been deleted.	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)

Item	Applicability	Description	Remarks
Part III, para 2.1.2.4 (new)	Ships Survey for the issuance of the Cargo Ship Design Safety Certificate Mooring equipment including lines	New requirements for the procedure for survey of the mooring equipment including lines have been introduced	IMO Resolution MSC.474(102), IMO Circulars MSC.1/Circ.1362/Rev.2 and MSC.1/Circ.1620 Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Part III, para 2.1.2.4.5	Ships Survey for the issuance of the Cargo Ship Design Safety Certificate Mooring equipment including lines	Requirements regarding availability of records and maintenance of mooring equipment have been specified	
Part III, para 2.1.4.5 (new)	Ships Survey for the issuance of the Passenger Ship Safety Certificate Mooring equipment including lines	New requirements for the procedure for survey of the mooring equipment including lines have been introduced	IMO Resolution MSC.474(102), IMO Circulars MSC.1/Circ.1362/Rev.2 and MSC.1/Circ.1620 Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)

Item	Applicability	Description	Remarks
	Ships in service Surveys for the issuance of the Cargo Ship Design Safety Certificate Mooring equipment	Requirements regarding survey procedure of mooring equipment including lines have been specified	IMO resolution MSC.474(102), IMO circulars MSC.1/Circ.1362/Rev.2 and MSC.1/Circ.1620
Part III, para 2.1.6.1.5	Special purpose ships Conditions of application of the 2008 SPS Code	The conditions of application of the 2008 SPS Code have been specified. The provision related to developing standards for the 2008 SPS Code has been deleted as incorrect	Entry-into-force date: 01.03.2024 (Urgent rule change notice No. 311-05-1999 dated 01.03.2024)
Part III, para 2.1.6.2.2.1	Cargo ships less than 500 gross tonnage carrying special personnel and special purpose ships constructed before 13 May 2008 Assumptions on the application of the 2008 SPS Code	The conditions of assumption of application of the 2008 SPS Code to ships carrying special personnel have been clarified upon the decision of the Flag State MA	Entry-into-force date: 01.03.2024 (Urgent rule change notice No. 311-05-1999 dated 01.03.2024)
Part III, para 2.1.6.2.2.4	Special purpose ships carrying industrial personnel Requirements for the safe carriage and transfer of industrial personnel	The requirements for the safe carriage of industrial personnel have been amended in connection with introduction of new para 2.1.15 related to new SOLAS-74 requirements coming into force on 1 July 2024	Entry-into-force date: 01.03.2024 (Urgent rule change notice No. 311-05-1999 dated 01.03.2024)

Item	Applicability	Description	Remarks
Part III, para 2.1.6.3.1	Definition "Special personnel"	The definition of special personnel has been specified and supplemented with a reference to new para 2.1.6.11 related to RF MA requirements for ships carrying special personnel	Entry-into-force date: 01.03.2024 (Urgent rule change notice No. 311-05-1999 dated 01.03.2024)
Part III, para 2.1.6.7.6	Ships flying the RF flag, that carry special personnel	New para has been introduced containing requirements related to the specifics of issuing ship certificates for the carriage of special personnel to ships flying the RF flag	Entry-into-force from 01.03.2024 (Urgent rule change notice No. 311-05-1999 dated 01.03.2024)
Part III, para 2.1.6.8	Ships carrying special personnel which are not covered by SOLAS-74 Assumptions on the application of the 2008 SPS Code	The conditions of assumption of application of the 2008 SPS Code to ships not covered by SOLAS-74 have been amended. Regulatory basis: Federal Law No. 294-Φ3 of 10 July 2023	Entry-into-force date: 01.03.2024 (Urgent rule change notice No. 311-05-1999 dated 01.03.2024)
Part III, para 2.1.6.11	Ships flying the RF flag, that carry special personnel	New para has been introduced containing requirements concerning the issuing of certificates for the carriage of special personnel to ships flying the RF flag in compliance with the Merchant Shipping Code of the Russian Federation. Regulatory basis: Federal Law No. 294-Φ3 of 10 July 2023	(Urgent rule change notice No. 311-05-1999 dated 01.03.2024)

Item	Applicability	Description	Remarks
Part III, para 2.1.15	Ships carrying industrial personnel Requirements for the safe carriage and the certificates to be issued	New para has been introduced containing requirements for the safe carriage of industrial personnel in compliance with the new chapter XV of SOLAS-74 and the International Code of Safety for Ships Carrying Industrial Personnel, coming into force on 1 July 2024. Regulatory basis: IMO resolutions MSC.521(106) and MSC.527(106)	Entry-into-force date: 01.03.2024 (Urgent rule change notice No. 311-05-1999 dated 01.03.2024)
Part III, para 2.2.3.3 (new)	Ships in service Survey for the International Sewage Pollution Prevention Certificate Extension of the Certificate	The conditions and scope of the ship survey have been specified	
Part III, para 2.2.4.2.1	Ships in service Shipboard incinerators Technical documentation	Reference has been specified in connection with adoption of amendments to the IMO Guidelines	IMO resolution MEPC.368(79)
Part III, para 2.2.4.2.3	Ships in service Operational documentation	New para has been introduced regarding ships where the Garbage Record Book is required	IMO resolution MEPC.360(79) Entry-into-force date: 01.05.2024
Part III, para 2.2.6.7	Ships in service Operational documentation	Reference to IMO resolution has been introduced	IMO resolution MEPC.348(78)
Part III, para 3.2.5.6	Ships in service Review of the List of the Inventory of Hazardous Materials (IHM)	Requirements for the registration of the results of the review of IHM have been introduced	

Item	Applicability	Description	Remarks
Part III, para 4.2.2.2.1	Ships in service Change of flag to the RF flag Identification and survey of the ship	Request form has been renumbered	Entry-into-force date: 05.04.2024 (Urgent rule change notice No. 311-05-2005 dated 05.04.2024)

ANNEXES TO THE GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS IN SERVICE, 2024

Item	Applicability	Description	Remarks
Annex 4, heading of Annex	Ships in service Survey of lifebuoys and lifejackets	Annex has been renamed in connection with deletion of definition "specialized location"	
Annex 4, paras 1.2 and 1.3	Ships in service Survey of lifebuoys and lifejackets	Wording of paras has been amended in connection with deletion of definition "specialized location"	
Annex 4, para 1.7	Ships in service Survey of lifebuoys and lifejackets	Wording of para has been amended in connection with deletion of definition "specialized location"	
Annex 4, para 1.9	Ships in service Survey of lifebuoys and lifejackets	Wording of para has been amended in connection with deletion of definition "specialized location"	
Annex 4, para 10.1	Ships in service Survey of lifebuoys and lifejackets Records	Wording of para has been amended in connection with deletion of definition "specialized location". Requirements have been introduced regarding content of the records drawn up upon survey results	

Item	Applicability	Description	Remarks
Annex 11, Para 1.3	Ships Remote surveys	Section 1 " General" has been specified. The authorities of the RHO employees have been delegated to the RS Branch Offices	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Annex 11, Chapter 2.13	Small Craft Remote surveys	New chapter 2.13 "Remote survey of small craft" has been introduced. Chapter 2.13 and references to it have been replaced by 2.14	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Annex 11, Para 3.1	Ships Remote survey	Indication of the need to prepare a checklist for checking readiness to carry out a remote survey has been introduced	Entry-into-force date: 01.01.2024 (Circular Letter No. 311-05-1986c dated 28.12.2023)
Annex 13, paras 2.11 and 2.11.2	Ships in service Shafting condition monitoring (SCM) system The SCM system maintenance	The procedure for the collection, analysis and storage of shafting condition monitoring (SCM) data has been specified	
Annex 27	Ships carrying industrial personnel Goals, functional requirements and additional regulations to facilitate the safe carriage of industrial personnel	New Annex has been introduced containing requirements for the safe carriage of industrial personnel in compliance with the International Code of Safety for Ships carrying Industrial Personnel, coming into force on 1 July 2024	IMO resolution MSC.527(106) Entry-into-force date: 01.03.2024 (Urgent rule change notice No. 311-05-1999 dated 01.03.2024)

Item	Applicability	Description	Remarks
Annex 28, Appendix 1, para 18	Tugs and ships intended for towing operations Bollard pull testing procedure	Existing text of para 17 has been transferred to para 18 with deletion of requirements regarding filling-in of the Bollard Pull Certificate (form 6.3.45)	Requirements for Bollard Pull Certificate are given in 6.11, Part I of the Guidelines on Technical Supervision of Ships in Service
Annex 31 (new)	Ships in Service Periodical Survey Fire-Fighting Equipment and Systems	The requirements of international documents for fire-fighting equipment and systems have been specified	Entry-into-force date: 16.05.2024 (Urgent rule change notice No. 311-05-2010 dated 16.05.2024)
Annex 48, para 1	Mobile Offshore Drilling Units (MODU) Materials containing asbestos Survey of ships in and technical supervision of ship's repair, conversion or modernization	Guidance on the provision of documentation confirming the absence of asbestos has been introduced	IACS UI SC 249 (Rev.2 Jan 2024)
Annex 48, para 2	Mobile Offshore Drilling Units (MODU) Materials containing asbestos Survey of ships in and technical supervision of ship's repair, conversion or modernization	Footnote defining "new installation of asbestos-containing materials" has been introduced	IACS UI SC 249 (Rev.2 Jan 2024)

GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS IN SERVICE

PART I. GENERAL PROVISIONS

4 PROCESS OF CARRYING OUT REQUESTS FOR SURVEY OF SHIPS

4.2 FULFILLING REQUESTS FOR SURVEY OF RS-REGISTERED SHIPS IN SERVICE AND INCLUDING THOSE UNDER REPAIR BY THE REGISTER BRANCH OFFICES

Para 4.2.3 is amended as follows:

"**4.2.3** Operative information on the survey performed shall be sent to the RS Branch Office for in-service supervision by the Ship Status Notice within ~~48~~36 h after the survey of the ship."

6 DOCUMENTS DRAWN UP BY THE REGISTER

Para 6.11 is supplemented as follows:

"**6.11** On tugs and ships intended for towing operations upon a shipowner's request the Bollard Pull Certificate (Form 6.3.45) shall be issued to confirm the total pull of the ship using special towing equipment on different main engine operating conditions. Values of pull (nominal and maximum) shall be obtained during mooring trials, carried out in accordance with the Bollard Pull Testing Procedure (Appendix 1 to the Annex 28 to these Guidelines).

The Report and sketch of mooring trials shall be enclosed to the Bollard Pull Certificate in accordance with this Procedure.

Certification of bollard pull figures recorded when running the engine(s) at overload, reduced RPM or with a reduced number of main engines or propellers operating can be given and noted on the Certificate (Form 6.3.45).

The RS Bollard Pull Certificate (Form 6.3.45) may be issued based on the ACS-issued Certificates under following conditions:

ACS is an IACS member;

mooring trials for determination of pull of the ship and issue of Bollard Pull Test Certificate have been performed under the RS or ACS – IACS member supervision according to the procedure similar to that applied in RS for the time being;

occasional ship survey has been carried out in order to confirm that towing arrangement, main propulsion plant and steerable complex have not been amended. Previously issued RS or ACS Certificates and reports on previously performed trials shall be attached to a new Certificate. The new Certificate shall contain actual date of trials and report number."

PART II. CARRYING OUT CLASSIFICATION SURVEYS OF SHIPS

2 INSTRUCTIONS AND RECOMMENDATIONS ON CARRYING OUT CLASSIFICATION SURVEYS OF SHIPS AND REFRIGERATING PLANTS

2.2 ANNUAL SURVEY

Para 2.2.4.2. The third paragraph is supplemented by the following text:

"Summarized information on the minimum requirements for maintenance and inspection of ship fire-fighting equipment and appliances, fire extinguishing systems, fire detection and fire alarm systems in accordance with current international IMO documents is set out in Annex 31 of the Guidelines."

Para 2.2.4.2.3 The Note is amended as follows:

"Note. If no requirements are available it is necessary to follow the requirements of Table 2.2.2.3.2 Annex 31."

Table 2.2.4.2.3.2 and references thereto have been deleted.

2.4 SPECIAL SURVEY

Para 2.4.4.1 is supplemented by the following text:

"Summarized information on the minimum requirements for maintenance and inspection of ship fire-fighting equipment and supplies, fire extinguishing systems, fire detection and fire alarm systems in accordance with current international IMO documents is set out in Annex 31 of the Guidelines."

Table 2.4.4.3.3. Item 3.1.2 is amended as follows:

"

3.1	High pressure systems:	
	.1 pipes from cylinders to release control valves; transit pipe lines passing through spaces (refer to 3.1.4.1.4 Part VI "Fire Protection" of the RS Rules/C)	1,5p
	.2 pipes from release control valves to nozzles, and pipes from safety devices	5 MPa In action (by air)

"

4 PROCEDURE FOR SUSPENSION, WITHDRAWAL, REINSTATEMENT AND REASSIGNMENT OF RS CLASS

New Chapter 4.11 is introduced reading as follows:

"4.11 SUSPENSION OF DISTINGUISHING MARKS

4.11.1 In case where the information on violation of conditions of distinguishing mark was reported after the prescribed periodical survey, the Register, within the shortest possible time agreed with the shipowner, shall carry out an occasional survey of the ship to verify that the detected violations do not affect the safety of ship, personnel or the environment and the alternative measures are provided, where necessary, to maintain the safety of ship, personnel and the environment, to comply with the requirements of the RS rules and provisions of international conventions.

4.11.2 In case where the violations of conditions of distinguishing mark have been revealed during the prescribed periodical survey, this shall be confirmed by the RS surveyor upon completion of the current survey.

4.11.3 In both cases, the RS Branch Office that revealed the violations of conditions of distinguishing mark, shall perform the following:

.1 the appropriate entries shall be made in the ship ПИД (first informational document) and ship's documents where the class notation is indicated;

.2 the shipowner shall be advised of deletion of the relevant distinguishing mark from the class notation;

.3 in case of inability of the RS surveyor to attend the ship and re-issue and/or update the ship's documents indicating the ship class notation, the relevant entries shall be made by the RS Branch Office for in-service supervision in the classification section "Memoranda for Shipowners and Surveyors" of the List Survey's Status. These entries shall contain the information on the fact that from the date of receipt of the RHO confirmation, the relevant distinguishing mark is invalid and that the Classification Certificate shall be replaced on board during the next ship attendance with indication of the new class notation;

examples of an entry:

- "Distinguishing mark [specify] in the class notation is invalid from [DD.MM.YYYY — specify the date of the RHO confirmation of changing the class notation]";

- "At the nearest ship attendance, the RS surveyor shall re-issue the Classification Certificate with the expiry date remaining unchanged and deletion of the distinguishing mark [specify] from the class notation".

5 PROCEDURE FOR ACCEPTANCE OF SHIPS IN SERVICE INTO THE RS CLASS

5.1 DEFINITIONS AND GENERAL PROVISIONS

Para 5.1.6.5 is amended as follows:

~~"5.1.6.5 The Summary Report on Assessment of Ship's Compliance with the Rules for Construction with the attached List of nonconformities and check lists shall be forwarded to RHO for review and checks.~~

List of non-conformities finally agreed by RHO, if any, shall be forwarded to the shipowner informing that to eliminate the nonconformities specified is a mandatory requirement for acceptance of a ship into the RS class."

Para 5.1.6.6 is amended as follows:

"5.1.6.6 Provided an intention of transferring the ship to the RS class appears, the shipowner shall confirm in writing his willingness to eliminate all the nonconformities detected specified in the List of nonconformities as well as develop actions to eliminate them and submit to RS for review as a part of technical documentation on brining the ship in compliance with the requirements of the applicable RS Rules/C (refer to 5.3.3.2). The shipowner is entitled to address the RS Branch Office that forwarded the List of nonconformities or RHO in case of doubts in legitimacy of nonconformities detected with a technical background."

Para 5.1.6.7 is deleted.

5.2 TRANSFER OF CLASS FOR THE SHIP

Para 5.2.1.5 is amended as follows:

"5.2.1.5 The estimated class notation of the ship shall be determined by RHO ~~when preparing the information to the shipowner on the conditions and procedure for the RS class assignment in compliance with 5.2.2.1~~ the RS Branch Office carrying out the ship survey based on the review results of the available data of the ship (Ship's Survey Status of the losing Society, classification certificate, etc.).

The final class notation shall be confirmed based on the results of performed initial survey. Changing of the confirmed class notation shall be performed in accordance with 3.2, Part II "Survey Schedule and Scope" of the RCSSS."

Para 5.2.2.5 is deleted.

Paras 5.2.2.6 — 5.2.2.11 and references thereto are renumbered **5.2.2.5 — 5.2.2.10** accordingly.

Renumbered para 5.2.2.5. The last paragraph is amended as follows:

"In this case, the following entry shall be made in the Section "Memoranda" of the Summary Report on Ship's Transfer of Class/Adding of Double/Dual Class (Form 6.3.50): "The Shipowner has submitted the incomplete set of the plans". This entry is made in the ship's List of Survey's Status (Form 6.3.51-1)."

Renumbered para 5.2.2 is amended as follows:

"5.2.2.6 All conditions of class listed in the losing Society List of Survey's Status shall be identified as follows:

.1 fulfilment of the losing Society's conditions of class shall be confirmed by the Register individual Reports on Survey of the ship (Form 6.3.10), and also by the Summary Report on Ship's Transfer of ~~Class/Adding of Double/Dual Class~~ (Form 6.3.50) with the mandatory identification of the conditions of class according to the ship's Survey's Status of the losing Society.

If postponing the term of meeting with the conditions of class of the losing Society in connection with the Shipowner's inability or due to a number of other good reasons, the RS Branch Office shall turn to RHO for further actions with the losing Society to be agreed;

.2 all the losing Society's remaining conditions of class, of which the due date has not expired yet, shall be clearly indicated in the Summary Report on Ship's Transfer of ~~Class~~/Adding of Double/Dual Class (Form 6.3.50) and in ship's List of Survey's Status (Form 6.3.51-1) with their due dates retained;

.3 any additional information for the shipowner and/or surveyor (Memoranda) in the losing Society Survey Status, which is applicable to the ship in accordance with the Rules/C, shall be entered in the Summary Report on Ship's Transfer of ~~Class~~/Adding of Double/Dual Class (Form 6.3.50) and later on in the ship's List of Survey's Status (Form 6.3.51-1).

On entering the information in the Summary Report on Ship's Transfer of ~~Class~~/Adding of Double/Dual Class, a first-hand copy from the losing Society's Survey's Status may be used as a mandatory attachment to the Summary Report on Ship's Transfer of ~~Class~~/Adding of Double/Dual Class (Form 6.3.50), and the presence of such attachment shall be referred to in Section "Memoranda" of the Report."

Renumbered para 5.2.2.7 is amended as follows:

"**5.2.2.7** When a Classification Certificate is issued, the RS Branch Office within a working day shall send a copy of the Summary Report on Ship's Transfer of ~~Class~~/Adding of Double/Dual Class (Form 6.3.50) and ship's List of Survey's Status (Form 6.3.51-1);

within 10 working days a copy of the set of documents issued to the ship under the survey results for check to RHO and to the RS Branch Office for in-service supervision a set of verified documents drawn up based on the survey results as well as copies of technical (refer to 5.2.3.10) and operational (refer to 5.2.3.6) documentation shall be submitted to the RS Branch Office for in-service supervision for posting them in the ship's file.

RHO shall inform the losing Society of the date of its issue within a month since issuing the Classification Certificate.

After issuing a Classification Certificate, RHO shall notify the Flag State MA on the date of issue, as appropriate."

Renumbered para 5.2.2.10 is amended as follows:

~~"5.2.2.10 Issuing a Classification Certificate, the RS Branch Office in charge of transfer of class shall send documents to RHO.~~

After issuing a Classification Certificate, RHO shall notify the Flag State MA on the date of issue, as appropriate. The information on carrying out all overdue surveys and all overdue conditions of class according to 5.2.2.8 and 5.2.2.9 shall be indicated in Appendix to the Summary Report on Ship's Transfer of ~~Class~~/Adding of Double/Dual Class (Form 6.3.50) with indication of actions taken for their fulfillment (refer to Appendix 14)."

Renumbered para 5.2.2.11 is deleted.

Para 5.2.3.3.3. The last paragraph is amended as follows:

"for oil tankers and chemical tankers of 10 years of age and above but less than 15 years of age, in lieu of an internal inspection of cargo tanks without internal stiffening and framing,

inspections of surrounding ballast tank(s) and void spaces and deck structure, shall be applied;"

Para 5.2.3.3.8 is amended as follows:

".8 in the context of applying the requirements specified in 5.2.3.3.4 and 5.2.3.3.5, if a docking survey of a ship is not due at the time of transfer of class, consideration may be given to carrying out an in-water survey in lieu of docking survey. ~~The review of an issue on replacement of docking survey with the in-water survey shall be performed in accordance with the provisions of 2.5.3.4.2, Part II "Survey Schedule and Scope" of RCSSS.~~

If the docking survey at the time of transfer of class is overdue, this survey shall be carried out (the in-water survey is not allowed);"

Para 5.2.3.13 is amended as follows:

"5.2.3.13 When assigning the ice class (except for **Arc4** and higher), it is assumed to be adequate equal to the ACS ice class according to the available comparative data in RHO, or higher or lower if the possibility of increasing or decreasing of ice class is justified to the satisfaction of RS. In case of changing the ice class towards increasing, regardless the ice class, one shall be guided by the provisions of 5.2.3.13.1 — 5.2.3.13.3 given below, except for the Note to 5.2.3.13.1 The substantiation of the ice class decreasing shall contain, at least, the reasons for decreasing, as well as substantiation of compliance of the ship with the decreased ice class one shall be guided by the following.

To assign the Baltic ice class (III, II, IC, IB, IA, IA Super) for the first time it is necessary to meet the provisions of Section 10, Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" of the RS Rules/C. In case the ship has a valid ice class (III, II, IC, IB, IA, IA Super) in compliance with the requirements of the Finnish-Swedish Ice Rules for ice class ships, it may be transferred without change to the RS class (refer to Section 10 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" of the Rules for Construction) the relevant Baltic ice class may be added to the RS class without additional verifications. In case previously the ship had an ice class (III, II, IC, IB, IA, IA Super) in compliance with the requirements of the Finnish-Swedish Ice Rules for ice class ships that is documented on board a ship, relevant Baltic ice class may be added to the RS class provided that the hull structures and propulsion plant have not been amended, otherwise provision of Section 10, Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" of the RS Rules/C shall be met.

~~When assigning~~ To assign the ice classes **Ice2, Ice3, Arc4** and higher, the provisions of 5.2.3.13.1 — 5.2.3.13.3 shall be met.

~~If before completion of survey for acceptance of a ship to the RS class, the conditions specified in 5.2.3.13.1 — 5.2.3.13.3 are not carried out, ice class Arc4 and higher cannot be assigned. In this case in accordance with the RHO decision and upon agreement with a shipowner the relevant Baltic ice class may be assigned in accordance with Section 10 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation" of the RS Rules/C. This information shall be introduced to the Ship's Survey Status by the RS surveyor (for example: "Due to outstanding conditions for assignment of RS ice class Arc4 and higher during acceptance of a ship to the RS class, the Baltic ice class [to identify a relevant mark] is assigned. In order to assign ice class Arc4 and higher it is necessary to fulfill conditions of~~

~~5.2.3.13, Part II "Carrying out Classification Surveys of Ships" of the Guidelines [instead of reference to the RS normative document it is recommended to list conditions from the relevant normative document].-~~

If earlier (being in the RS class) a ship has had ice class (Ice1 — Ice3, Arc4 and higher, or L4 — L1, UL, ULA, LL1 — LL3 ~~verified by RHO for which relevant and confirmed information is available~~), the check in compliance with 5.2.3.13.1 is not required provided that relevant calculation agreed by RS is available, and no changes in hull structures, machinery installations, ship's systems and arrangements related to ice class have been confirmed by the RS surveyor since the time the class has been transferred. If necessary, the calculation shall be updated by the RS surveyor or by a representative duly authorized by the shipowner further agreed by the RS surveyor with regard to information on permissible hull scantlings in accordance with actual requirements of the Rules."

Paras 5.2.5.2.5 and 5.2.5.2.6 are amended as follows:

"5.2.5.2.5 The validity of the Classification Certificate issued by the Register is subject to any outstanding conditions of class previously issued against the ship being completed by the due date and as specified by the losing Society.

Any outstanding conditions of class with their due dates shall be clearly stated in the following documents:

First Classification Certificate or the Summary Report on Ship's Transfer of Class/Adding of Double/Dual Class (Form 6.3.50) ~~on board;~~

ship's List of Survey's Status (Form 6.3.51-1) when the Classification Certificate is issued.

5.2.5.2.6 When a Classification Certificate is issued, the RS Branch Office shall, within a working day, send to RHO and RS Branch Office for in-service supervision a copy of the Summary Report on Ship's Transfer of Class/Adding of Double/Dual Class (Form 6.3.50), Ship's List of Survey's Status (Form 6.3.51-1) ~~and, within 10 working days, a copy of the set of documents issued to the ship for check.~~

Within 10 working days a set of verified documents drawn up based on the survey results as well as copies of technical (refer to 5.2.3.10) and operational (refer to 5.2.3.6) documentation shall be submitted to the RS Branch Office for in-service supervision for posting them in the ship's file.

RHO shall, within a month since issuing the Classification Certificate, advise the losing Society of the date of issuing this Certificate.

After issuing a Classification Certificate, RHO shall notify the Flag State MA on the date of issue, as appropriate."

5.3 ASSIGNMENT OF THE REGISTER CLASS

Para 5.3.1.5 is amended as follows:

"5.3.1.5 The estimated class notation shall be determined by ~~RHO~~ the RS Branch Office when preparing ~~authorization to the RS Branch Office for performing~~ to perform assessment of a ship's compliance with the RS Rules/C (refer to 5.1.5).

The RS character of classification, as well as distinguishing marks and descriptive notations shall be stated in compliance with 2.2, Part I "Classification" of the RS Rules/C based on the results of the shipowner's application review (refer to 5.1.3).

The final class notation shall be assigned to the ship considering the RS reviewed documentation on taking the ship to the level of the compliance with the applicable requirements of the RS Rules/C and shall be confirmed by RHO upon receipt of the RS Branch Office request for giving the distinctive number in compliance with the RS prescribed procedure based on the results of performed initial survey.

Changing of the confirmed class notation shall be performed according to 3.2, Part II "Survey Schedule and Scope" of RSCCC."

Para 5.3.3.1 is amended as follows:

"**5.3.3.1** According to the results of assessment of ship's compliance with the RS Rules/C in accordance with 5.1.4 and 5.1.5 a shipowner or an authorized representative shall develop technical documentation to bring the ship in compliance with the applicable requirements of the RS Rules/C. The documentation shall be forwarded to RHO or, on its behalf, to the RS Branch Office."

Para 5.3.3.2.1 is amended as follows:

".1 results of hull members calculation in verification for compliance with Part II "Hull" of the RS Rules/C including assessment of permissible thickness of all the hull members regulated in accordance with 5.12.3, Part I "General Provisions" of RSCCC taking into account 4.1.11 of Annex 2 to RCSSS. Calculation shall be carried out in Russian or in English, or both. Title page and summary table with dimension allowances shall be in Russian and English or in English only. The option in Russian may be used for ships flying the Russian Federation flag unless they are engaged on international voyages;"

Para 5.3.3.2.2. The first paragraph is amended as follows:

".2 documentation on ship's stability (operational) in Russian and/or English, including Stability Booklet, Grain Loading Stability Information, Non-Grain Bulk Cargo Loading Stability and Strength Information, Loading Manual, Information on Damage Trim and Stability, as applicable;"

Para 5.3.3.10. The last paragraph is amended as follows:

"The RS Branch Office authorized to carry out the initial survey shall conclude the Agreement on initial survey and classification of ship (Form ~~4308~~10.1.8-3) with the shipowner."

Para 5.3.3.11 is amended as follows:

"**5.3.3.11** The scope of the initial survey shall be determined by RHO in each case depending on the age and type of the ship ~~and taking into account the technical condition of the items on the basis of the scope of the special survey, including bottom survey in dock.~~

The minimum scope of the initial survey includes a special survey of the hull and machinery with the thickness measurement, as well as a survey of the propeller shaft, ship boilers and pressure vessels. Bottom survey of the ship is carried out in dry dock.

~~The scope of~~ When determining the scope and carrying out the initial survey of the ship, shall be in accordance with the requirements provisions of 2.4 and 2.5, Part II "Survey

Schedule and Scope" as well as relevant ~~Sections~~ provisions of Part III "Additional Surveys of Ships Depending on their Purpose and Hull Material" of RSCCC shall be observed.

Assessment of the technical condition of the ship's hull structures shall be carried out in accordance with Section 5, Part I "General Provisions" of RSCCC.

During initial survey the RS surveyor may request further examinations, tests and measurements, including the materials testing, non-destructive testing ~~and~~ hydraulic test and sea trial."

~~In the context of applying the provisions specified in 2.5, Part II "Survey Schedule and Scope" of RSCCC, for non-self-propelled ships of less than 10 years of age upon shipowner's written request and agreement with RHO, an in-water survey may be carried out in lieu of bottom survey in dock."~~

Para 5.3.3.17.2 is amended as follows:

".2 within 10 working days:

forward a copy of the set of verified documents issued to the ship, as well as approved technical documentation for the ship's compliance with the applicable RS Rules/C to the RS Branch Office for in-service supervision;

~~forward a copy of the set of documents issued to the ship for check to RHO."~~

Para 5.3.4.1 is amended as follows:

".1 main plans:

general arrangement drawing;

capacity plan;

hydrostatic curves;

loading manual, as applicable;

damage stability calculation, where required;".

Para 5.3.4.2 is amended as follows:

".2 steel hull plans:

midship section;

scantling plan;

decks, double bottom (if available) plan;

shell expansion plan;

transverse bulkheads;

rudder and rudder stock;

hatch covers;

bow/stern frame;".

5.4 REGISTER DOCUMENTS

APPENDIX 2

Table. Name of the last column is amended as follows:

"Note by RHO".

8 PASSAGES AND TOWING

8.2 GENERAL

Para 8.2.14 is deleted.

Paras 8.2.5 — 8.2.12 are renumbered **8.2.4 — 8.2.11** accordingly.

Table 8.2.5 is amended as follows:

"Table 8.2.54

Passage factor \ Passage type	Passage of a ship outside the prescribed restrictions ^{1, 2, 3, 4}	Passage of a ship with no RS Class or that has lost the RS class, <u>Laid-up Ships and Ships in Conservation</u> (only in tow) ⁵	Passage of a ship within the prescribed restrictions, the technical condition of which does not comply with the Rules ^{2, 3, 4}
Passage to the survey location; if the port is not provided with conditions necessary for the prescribed survey	Class – Yes Plan – Yes	Class – No Plan – Yes	Class ⁶ Plan – Yes
Passage to the ship repairing yard (including ships after an accident if the port is not provided with conditions necessary for the necessary repair	Class ⁶ Plan – Yes	Class – No Plan – Yes	Class ⁶ Plan – Yes
Passage after construction for sailing to the area of operation	Class – Yes Plan – Yes	Class – No Plan – Yes	Not applicable
Passage for sailing to the new area of operation (basin)	Class – Yes Plan – Yes	Class – No Plan – Yes	Not applicable
Passage to scrapping and recycling place	Class – Yes Plan – Yes	Class – No Plan – Yes	Class – refer to Footnote 2 Plan – Yes

¹ Passage of ships flying the RF Flag, outside the prescribed area of navigation/operation and/or outside prescribed seasonal restrictions shall be realized in tow in converted conditions and without people on board.
² Conditions of passage are established in the passage plan (refer to 8.5).
 Passage in tow may be planned in all applicable cases.
³ The issues of passage of laid-up ships and ships in conservation shall be reviewed by RHO in compliance with 8.9 as for the disclassified ships (refer to 4.1.2.1).
⁴ For the passage of a ship during the survey (class status code 16), the appropriate provisions of 4.2.9, Part II "Carrying out classification surveys of ships" shall be additionally applied.
⁵ If a ship has no valid RS class, passage issue is reviewed by Register provided it is planned in tow in converted conditions and without people on board.
⁶ In all applicable cases to retain the RS class for passage period, permanent/temporary repair or additional operational restrictions posing may be required.

Renumbered paras 8.2.9 and 8.2.10 are amended as follows:

"8.2.98 Ship's passage in ice condition shall be reviewed by ~~RHO~~ the Register with due regard to the ice class according to RS Rules/C.

~~8.2.109~~ When ships are towed to scrapping and disposal places, the requirements of this Section shall apply in such an extent as it is feasible and reasonable.

~~The passage issues for the ship in lay-up to scrapping and disposal places are subject to the RHO consideration in compliance with the provisions of 8.9.8 and 8.9.9."~~

8.3 PASSAGE PLANNING AND ORGANIZATION

Para 8.3.2 is amended as follows:

"8.3.2 When preparing activities connected to ship's passage, the Shipowner has the right to apply directly to RHO or any Register Division, which shall forward his application to RHO the RS Branch Office in the region of activity of which it is planned to carry out a survey of the ship for the purpose of carrying out the passage."

8.4 REVIEW OF PASSAGES BY REGISTER

Paras 8.4.1 — 8.4.8 are amended as follows:

"8.4.1 The passage issues review ~~in the Register is carried out by RHO or the RS Branch Office based on the RHO instruction~~ is arranged by the RS Branch Office in the area of activity of which it is planned to carry out the survey of the ship for the purpose of the passage.

~~Review of the passage plans within the area of one port or bay is in the competence of the RS Branch Office responsible for the region where the ship is located. Herewith, the RHO instruction is not required.~~

8.4.2 Upon shipowners' applications ~~RHO the RS Branch Office in the area of activity of which it is planned to carry out the survey of the ship for the purpose of the passage~~ shall review the acquired and available information.

The Register is within the competence of the following passage issues:

.1 passage of ships with the valid RS class outside the prescribed area of navigation or seasonal restrictions if they are planned in tow in converted conditions and with no people on board;

.2 passage of ships with the valid RS class under their own propulsion or in tow within the established area of navigation/operation and/or in the framework of assigned seasonal restrictions of a ship, the technical condition of which does not meet the RS Rules requirements regarding class notation and permanent restrictions specified in the Classification Certificate;

.3 passage of ships with no RS class (war ships, partially constructed ships, ships' members, ships with the ACS class, ships with no class including those with suspended or the withdrawn RS class, laid-up ships and the ships in conservation), if they are planned in tow in converted conditions and with no people on board;

~~.4 — passage issues for the ship in lay-up and in conservation.~~

8.4.3 ~~RHO or t~~The RS Branch Office within 3 working days after the decision on the ship passage, shall inform the Shipowner and the involved RS Branch Offices about the decision taken.

8.4.4 In the case of positive decision on ship's passage, shipowner and the involved RS Branch Offices/RHO Locations are also informed on the passage conditions, ship's survey scope (refer to 8.6) and ship's class condition within passage (refer to 8.2.54).

8.4.5 If conventional certificates available on ship are issued by Register, then, RHO based on the opinion of the RS Branch Office in the region of activity of which it is planned to carry out a survey of the ship for the purpose of carrying out the passage, shall inform the Flag State MA (excluding the RF Flag State MA) on Shipowner's application due to planned passage, informs Register position on this matter pursuant to 8.4.4, as well as asks for Flag State MA viewpoint on ship's passage and additional instructions on issuance of conventional certificates, including withdrawals, if necessary.

8.4.6 Applications to know viewpoint of the RF Ministry of Transport is not needed for ships under the RF Flag in cases indicated in Table 8.2.54.

In passages not indicated in Table 8.2.54 (refer to 8.2.76), Register should submit all relevant information to enable the Ministry of Transport to consider such passage.

8.4.7 Ship's surveillance is ~~assigned to RS division~~ be carried out by the RS Branch Office pursuant to procedures established by Register.

~~Instruction to~~ The survey of the ship under non-Russian Flag is forwarded only upon getting Flag State MA viewpoint and instructions, which are obligatory for execution.

For ships bearing the RF Flag and indicated in Table 8.2.54, ~~instruction to survey ship is sent without application to the RF Ministry of Transport.~~, in the cases of passages not indicated in Table 8.2.54 (refer to 8.2.76), ~~instruction to the survey of the ship is sent~~ carried out only upon getting the instructions by the RF Ministry of Transport, which are obligatory for execution.

8.4.8 The RS Branch Offices/RHO Locations shall not undertake any actions connected to the ships passages (passage plans review, ship's survey, etc.) until a positive decision on passage has been taken and besides, until the RS Branch Offices/RHO Locations have got the relevant Flag State MA instructions."

8.5 PASSAGE PLAN DEVELOPMENT AND APPROVAL

Para 8.5.1 is amended as follows:

"**8.5.1** For all passage cases, the Shipowner should develop passage plan pursuant to 8.5.5 provisions and submit this for review of ~~RHO~~ the Register."

Para 8.5.4. The first paragraph is amended as follows:

"**8.5.4** ~~RHO~~ The RS Branch Office in the region of activity of which it is planned to carry out a survey of the ship for the purpose of carrying out the passage arranges for ship's plan review. If necessary, the specialized RHO divisions are involved in the review."

8.6 EVALUATION OF TECHNICAL CONDITION OF SHIP AND CHECKING OF IMPLEMENTED MEASURES ASSIGNED BEFORE PASSAGE

Paras 8.6.1 — 8.6.3 are amended as follows:

"**8.6.1** Assessment of ships technical conditions and checking of implemented measures are made by the RS Surveyor within ship's survey before passage based on Shipowner's request ~~and only at RHO instruction presence~~."

8.6.2 Scope of ship's surveillance before passage is assigned by ~~RHO~~ the RS Branch Office in the region of activity of which it is planned to carry out a survey of the ship for the purpose of carrying out the passage and is brought to attention of all interested parties (refer to 8.4.4).

Ship's surveillance shall include checking of implementation of conditions and measures assigned by approved passage plan, as well as checking of actual ship's technical condition with due account of provisions of this Chapter.

8.6.3 For passage time, ship shall meet the requirements of the RS rules and the international conventions' provisions in such extent, as is necessary for its safe passage. ~~Conformity level in each case is subject to special consideration by the RHO Ships in Service Department and, if necessary, Flag State MA.~~

Para 8.6.7 is amended as follows;

8.6.7 If passage is planned to be performed between two different marine basins connected with inland waterways, then the ship is subject to surveillance before passage in each marine basin.

Scope of surveillance in each case is defined by ~~the RHO Ships in Service Department~~ the RS Branch Office in the region of activity of which it is planned to carry out a survey of the ship for the purpose of carrying out the passage before its conduction.

If pursuant to 8.5.10 common passage plan is not developed and not approved, then RS Surveyor shall have access on board ship to the Register-approved plan for forthcoming part of the passage.

Para 8.6.24 is amended as follows:

8.6.24 Ships survey on authorization by another classification society is conducted based on instructions of classification society which granted class to the ship.

If such assignment instructions are absent, they should be additionally requested from RHO and transferred to the RS Branch Office ~~which is responsible for ship's survey~~ carries out ship's survey for the purpose of ship's passage."

8.7 DOCUMENTATION

Para 8.7.3. The first paragraph is amended as follows:

8.7.3 Reports on survey shall reflect detailed information on the scope of performed survey ~~with reference to the RHO authorization~~, on implementation of technical measures prescribed by the approved passage plan and on results of the survey carried out, on the scope and methods of conducted repair and installed reinforcement, etc."

Para 8.7.8 is amended as follows:

8.7.8 For ships surveyed on authorization by another classification society (refer to 8.6.24), the documents shall be formalized and issued in full compliance with the authorization. If necessary instructions are absent in the authorization, they shall be additionally required from the classification society by RHO and transferred to the RS Branch

~~Office which is responsible for ship's survey and issue of the documents for~~ carries out ship's survey for the purpose of ship' passage.".

8.8 STANDARD TOWING

Para 8.8.2. The last paragraph is replaced by the following text:

~~"Review of documentation on standard towing is related to the competence of the RHO Classification Division.~~

Review of documentation on standard towing is carried out by the RS Branch Office in the region of activity of which it is planned to carry out a survey of the ship for the purpose of entering relevant information to the Classification certificate (refer to 8.8.3).".

Para 8.8.3 is amended as follows:

8.8.3 Classification certificate for ship which operation envisages standards towing shall contain constant restrictions with conditions of such towing. Permanent restrictions with the conditions of standard towing of non-self-propelled small craft shall be specified in the initial/periodical survey reports.

Instead of listing of all these conditions, one can make references to the sections of ship's Register-approved technical documentation with description of necessary conditions (information on stability, operational instructions, towing instructions, etc.)."

Chapter 8.9 is deleted.

PART III. SURVEY OF SHIPS IN COMPLIANCE WITH INTERNATIONAL CONVENTIONS, CODES, RESOLUTIONS AND RULES FOR THE EQUIPMENT OF SEA-GOING SHIPS

2 SURVEY OF SHIPS IN ACCORDANCE WITH THE INTERNATIONAL CONVENTIONS, CODES AND RESOLUTIONS OF IMO

2.1 SURVEY OF SHIPS IN ACCORDANCE WITH SOLAS-74 AS AMENDED

New Para 2.1.2.4 is introduced reading as follows:

2.1.2.4 Procedure for survey of mooring equipment including lines.

On or after 1 January 2024 in compliance with regulation II-1/3-8.9 SOLAS-74 as amended by IMO resolution MSC.474(102) on all ships, mooring equipment including lines, shall be inspected and maintained in a suitable condition for their intended purposes, in accordance with IMO Circular MSC.1/Circ.1620.

When performing the initial survey of the ship, or during the annual survey to confirm the Cargo Ship Safety Construction Certificate on or after 1 January 2024, the RS surveyor shall confirm that the following documentation developed and maintained up to date by the Company is available on board:

.1 procedures for mooring operations, inspection and maintenance of mooring equipment including mooring lines (refer to 3.1 and 4.2 of IMO Circular MSC.1/Circ.1620);

.2 procedures allowing the identification of mooring lines and associated attachments (refer to 3.3 of IMO Circular MSC.1/Circ.1620);

.3 maintenance plan or equivalent maintenance management system that includes the periodic inspection of mooring lines and associated attachments (refer to 4.1.1 and 4.4.1 of IMO Circular MSC.1/Circ.1620);

as well as the following information:

.4 manufacturers' criteria provided for the assessment of mooring lines condition with the purpose to their removal prior to failure (refer to 4.3.1 of IMO Circular MSC.1/Circ.1620);

.5 the records of inspection and maintenance of mooring equipment or replacement of mooring lines (refer to 4.4.3 of IMO Circular MSC.1/Circ.1620);

.6 Manufacturers' test certificates for mooring lines, joining shackles with opportunity to identify it with the corresponding equipment (refer to 6.2 of IMO Circular MSC.1/Circ.1620).

A system for gathering and filing the information listed above shall be provided on board."

Para 2.1.2.4.5 is amended to read as follows:

".5 records of the original design concept, equipment, arrangements and specifications¹ (refer to 4.4.4 of IMO Circular MSC.1/Circ.1620), as well as the records of inspection and maintenance of mooring equipment or replacement of mooring lines (refer to 4.4.3 and 6.1 of IMO Circular MSC.1/Circ.1620). For ships the keels of which were laid before 1 January 2007 and without appropriate documentation, the ship design minimum breaking load (MBL_{SD}) of mooring equipment may be established based on the safe working load (SWL) of mooring equipment provided on board. If no safe working load (SWL) is specified, then the MBL_{SD} of mooring equipment may be determined based on provisions of IMO Circular MSC.1/Circ.1175/Rev.1.

¹ As a rule, for ships constructed on or after 01.01.2007, such records are given in the mooring arrangement plan."

New Para 2.1.4.5 is introduced reading as follows:

"2.1.4.5 Procedure for survey of mooring equipment including lines.

On or after 1 January 2024 in compliance with regulation II-1/3-8.9 SOLAS-74 as amended by IMO Resolution MSC.474(102) on all ships, mooring equipment including lines, shall be inspected and maintained in a suitable condition for their intended purposes, in accordance with IMO Circular MSC.1/Circ.1620.

When performing the initial survey of the ship, or during the renewal survey for the issuance of the Passenger Ship Safety Certificate on or after 1 January 2024, the RS surveyor shall confirm that the following documentation developed and maintained up to date by the Company is available on board.

.1 procedures for mooring operations, inspection and maintenance of mooring equipment including mooring lines (refer to 3.1 and 4.2 of IMO Circular MSC.1/Circ.1620);

.2 procedures allowing the identification of mooring lines and associated attachments (refer to 3.3 of IMO Circular MSC.1/Circ.1620);

.3 maintenance plan or equivalent maintenance management system that includes the periodic inspection of mooring lines and associated attachments (refer to 4.1.1 and 4.4.1 of IMO Circular MSC.1/Circ.1620);

as well as the following information:

.4 manufacturers' criteria provided for the assessment of mooring lines condition with the purpose to their removal prior to failure (refer to 4.3.1 of IMO Circular MSC.1/Circ.1620);

.5 the records of inspection and maintenance of mooring equipment, or replacement of mooring lines (refer to 4.4.3 of IMO Circular MSC.1/Circ.1620);

.6 Manufacturers' test certificates for mooring lines, joining shackles with opportunity to identify it with the corresponding equipment (refer to 6.2 of IMO Circular MSC.1/Circ.1620).
A system for gathering and filing the information listed above shall be provided on board."

Para 2.1.6.1.5 is amended as follows:

"2.1.6.1.5 In developing the safety standards application of the requirements of for this the 2008 SPS Code it has been necessary to consider:

- .1 the number of special personnel being carried; and
- .2 the design and size of the ship in question."

Para 2.1.6.2.1 is amended as follows:

"2.1.6.2.1 Except as provided in 8.3 of chapter 8 of the Code (refer also to Annex 12 to these Guidelines) applicable to any sail training tall ship for a ship carrying 60 persons and more, the 2008 SPS Code applies to every special purpose ship of not less than 500 gross tonnage certified on or after 13 May 2008.

In compliance with 1.2.1, Part I chapter 1 of the 2008 SPS Code of IMO resolution MSC.266(84)-RHO as agreed with Flag State MA may allow to apply, as far as reasonable and practicable, the provisions of the 2008 SPS Code to special purpose ships of less than 500 gross tonnage and to special purpose ships constructed before 13 May 2008 and to non-self-propelled ships carrying/having special personnel on board. The requirements of the RS rules for cargo ships of less than 500 gross tonnage, the requirements of the RS rules for berth-connected ships (concerning non-self-propelled ships) and the requirements of the RS rules for passenger ships not engaged on international voyages depending on the number of special personnel shall be taken into account."

Para 2.1.6.2.2.4 is amended as follows:

"2.1.6.2.2.4 Upon the appropriate authorization of the Flag State MA, the industrial personnel may be carried on board the special purpose ships meeting the provisions of the 2008 SPS Code or other equivalent requirements as specified in IMO resolution MSC.418(97). Special purpose ships carrying industrial personnel shall meet the requirements of chapter XV of SOLAS-74 and the International Code of Safety for Ships Carrying Industrial Personnel including the requirements for the surveys and the availability of the appropriate certificate (refer to 2.1.15 of this Section).

Thus, on special purpose ships constructed before 1 July 2024 meeting the requirements of the 2008 SPS Code as amended or the equivalent requirements (e.g. the 1983 SPS Code), subject to appropriate authorization granted by the Flag State MA, the industrial personnel may be carried in compliance with the IMO resolution MSC.418(97) "Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Board Vessels Engaged on International Voyages" till the date of entry into force of chapter XV of SOLAS-74 and the International Code of Safety for Ships Carrying Industrial Personnel (refer to 2.1.15.3.2 and 2.1.15.3.3 of this Section)."

Para 2.1.6.3.1. The last paragraph of the definition "Special personnel" is amended as follows:

"other personnel similar to the above mentioned that, as considered by the Flag State MA, may be referred to this group (for the RF MA refer to 2.1.6.11)."

New paras 2.1.6.7.6 is introduced reading as follows:

"2.1.6.7.6 In 2.1.6.11 additional requirements for issuing ship certificates for the ships flying the RF flag, that carry special personnel, are specified."

Para 2.1.6.8 is amended as follows:

~~"2.1.6.1.8 Noting that the 2008 SPS Code may be readily applied to some ships that carry special personnel on board to which SOLAS-74 as amended does not apply, the Maritime Safety Committee invites In this case, Flag State MA to may apply the standards provisions of the 2008 SPS Code to such ships to the extent deemed reasonable and practicable."~~

New paras 2.1.6.11 — 2.1.6.11.6 are introduced reading as follows:

"2.1.6.11 Carriage of special personnel on ships flying the RF flag.

2.1.6.11.1 General.

These provisions supplement the requirements for the surveys and issuing certificates specified in 2.1.6 and 2.1.15 of this Section, and apply to ships flying the flag of the Russian Federation in compliance with para 2 of article 24, articles 73.1 and 73.2 of the Merchant Shipping Code of the Russian.

2.1.6.11.2 Definitions.

For the purpose of these provisions "the special personnel" means the persons on board the ships not being the passengers or the crew members of the ship. Special personnel shall include:

.1 officials in connection with the performance of their official duties within the limits of their official powers in the field of border, customs, sanitary, port, transport and other state control or supervision;

.2 persons engaged in prospecting, exploration and extraction of minerals, maintenance of artificial islands, installations and structures that do not require permanent presence of personnel, construction, track, hydro-technical, underwater technical and other similar works, rescue operations, measures for protection of water bodies, recovery of sunken property, investigation of transport accidents, scientific research, pilotage and icebreaker pilotage;

.3 persons transported to other ships for the purpose of changing crews of these ships or performing work on these ships, as well as persons transported to autonomous ships to perform work on autonomous ships, including maintenance of autonomous ships, and management of autonomous ships.

2.1.6.11.3 Carriage of special personnel specified in 2.1.6.11.2 is permitted on a ship having one of the following certificates:

.1 Special Purpose Ship Safety Certificate (Forms 2.1.27 and 2.1.27.1) in compliance with 2.1.6.9 of this Section — for ships covered by the provisions of the 2008 SPS Code or the 1983 SPS Code or to which the provisions of the IMO resolution MSC.418(97) may apply

and carrying special personnel including industrial personnel (regardless the number), as well as not more than 12 passengers; or

.2 Certificate for the Carriage of Special Personnel (Form 2.1.53-1), confirming the compliance of the ship with the requirements of the Rules for the Classification and Construction of Sea-Going Ships or the Rules for the Classification and Construction of High-Speed Craft for ships carrying personnel and the Rules for the Classification Surveys of Ships in Service — for ships not covered by the provisions of the 2008 SPS Code or the 1983 SPS Code and carrying special personnel (regardless the number) and not more than 12 passengers; or

.3 Passenger Ship Certificate (Form 1.2.9) confirming the compliance of a ship with the requirements of the Rules for the Classification and Construction of Sea-Going Ships or the Rules for the Classification and Construction of High-Speed Craft, Rules for the Classification Surveys of Ships in Service, applicable to the passenger ships — for passenger ships.

2.1.6.11.4 In addition to the Certificate specified in 2.1.6.11.3.1, starting from 1 July 2024 (refer to 2.1.15 of this Section) the ships covered by the provisions of chapter XV of SOLAS-74 and the IP Code and carrying above 12 industrial personnel shall have an Industrial Personnel Safety Certificate with the List of equipment (Form 2.1.53), stipulated by chapter XV of SOLAS-74 and the IP Code.

2.1.6.11.5 Certificates specified in 2.1.6.11.3.1 — 2.1.6.11.3.3 shall be considered as certificates for the carriage of special personnel as provided by para 2 of article 24 and article 73.2 of the RF.

2.1.6.11.6 The scope of surveys for the issuance, verification and renewal of the Special Personnel Carriage Certificate (Form 2.1.53-1) for ships carrying in total above 12 special personnel and passengers shall be established in the extent of the requirements for survey of the special purpose ships in compliance with Section 10 of Part III "Additional Surveys of Ships Depending on Their Purpose and Hull Material" of the Rules for the Classification Surveys of Ships in Service.

Surveys for the issuance, verification or renewal of the above-mentioned Certificate for ships other than passenger ships carrying in total not more than 12 special personnel or passengers shall be carried out in the extent necessary for verification of the availability of sufficient life-saving appliances for all persons on board, including special personnel and passengers, and that the RS Classification Certificate is in force."

New paras 2.1.15 — 2.1.15.5.8 are introduced reading as follows.

"2.1.15 Survey for issuing the Industrial Personnel Safety Certificate.

2.1.15.1 General.

2.1.15.1.1 These provisions apply during the surveys and issuing certificates in compliance with chapter XV of SOLAS-74, as amended, adopted by IMO resolution MSC.521(106) and the International Code of Safety for Ships Carrying Industrial Personnel (IP Code) adopted by IMO resolution MSC.527(106)¹.

2.1.15.1.2 Definitions.

For the purpose of these Guidelines the definitions mentioned below shall apply. As regards the terms given in the IP Code having no definitions, the definitions specified in the IP Code and SOLAS-74 shall apply.

Carriage means transportation, accommodation or both.

¹ Amendments adopted by the IMO resolution MSC.521(106) and the IP Code come into force on 1 July 2024.

Offshore industrial activities mean the construction, maintenance, decommissioning, operation or servicing of offshore facilities related, but not limited to, exploration and exploitation of resources by the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.

Industrial personnel (IP) means all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.

IP area is every area or space where IP are normally intended to stay during voyage or are allowed to access.

Personnel transfer means the full sequence of the operation of transferring personnel and their equipment at sea to or from a ship to which the IP Code applies and from or to another ship or an offshore facility.

2.1.15.1.3 Explanations.

2.1.15.1.4 Where in the IP Code text a reference is made to the requirements applicable to the passenger ships, it is assumed that the at least the appropriate requirements for cargo ships are met on the ship.

2.1.15.1.5 For the purpose of chapter XV of SOLAS-74 the industrial personnel does not refer to passengers.

2.1.15.1.6 Wherever SOLAS-74 Chapter XV or the IP Code specifies the number of industrial personnel as a parameter, it shall be equal to the total number of industrial personnel, special personnel (refer to 2.1.6) and passengers carried on board, not exceeding 12.

2.1.15.1.7 Despite the provisions of 2.1.15.1.4, for high-speed craft covered by chapter X of SOLAS-74, and despite the provisions of chapters 2 – 12 and 18 of the 2000 HSC Code, a ship complying with chapter XV of SOLAS-74 and the IP Code, on the basis of which the appropriate certificates were issued, is in compliance with chapters 2–12 and 18 of the 2000 HSC Code.

2.1.15.3 Application.

2.1.15.3.1 In compliance with regulation XV/3 of chapter XV SOLAS-74, chapter XV and the IP Code apply to cargo ships and high-speed craft of 500 gross tonnage and above (hereinafter, the ships) engaged on international voyages as defined in regulation I/2(d) of SOLAS-74, for which the certificates are issued in compliance with chapters I, VIII or X of SOLAS-74 (as applicable) and carrying above 12 industrial personnel.

2.1.15.3.2 The requirements of chapter XV of SOLAS-74 and the IP Code shall in full apply to new ships constructed on or after 1 July 2024. In respect of the term "constructed" one shall be guided by the provisions given in the following regulations of SOLAS-74:

II-2/1.1.2.1 as complemented by regulation II-2/1.1.3 for cargo ships; and

X/1.4 as complemented by regulation X/1.5 for high-speed cargo craft.

2.1.15.3.3 The requirements of chapter XV of SOLAS-74 and the IP Code cover the existing ships constructed before 1 July 2024 authorized by the Flag MA to carry industrial personnel in compliance with IMO resolution MSC.418(97), i.e. complying with the requirements of the Code of Safety for Special Purpose Ships (SPS Code) according to 2.1.6.2.2.4, as follows:

cargo ships carrying more than 12 industrial personnel shall comply with the provisions of regulations III/1, III/2 (except for 2.1.7), IV/7 and IV/8 of the IP Code (refer to 2, 3, 4.6 and 4.7 of Annex 27) at the first intermediate or renewal survey whichever is earlier after 1 July 2024;

high-speed cargo ships carrying more than 12 industrial personnel shall comply with the provisions of regulations III/1, III/2 (except for 2.1.7), V/7 and V/8 of the IP Code (refer to 2, 3, 5.4 and 5.5 of Annex 27) at the third periodical or renewal survey whichever is earlier after 1 July 2024.

2.1.15.3.4 Subject to appropriate authorization granted by the Flag State MA for the carriage of industrial personnel in compliance with IMO resolution MSC.418(97) "Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Board Vessels Engaged on International Voyages", the existing ships carrying more than 12 industrial personnel shall meet the provisions of the mentioned IMO resolution and the 2008 SPS Code as amended or the equivalent requirements (e.g. the 1983 SPS Code) — refer to 2.1.6 of this Section prior to the due dates of bringing the ship in compliance with chapter XV of SOLAS-74 and the IP Code taking into consideration 2.1.15.3.3.

2.1.15.3.5 The requirements of chapter XV of SOLAS-74 and the IP Code shall fully apply to ships, regardless the date of construction, never carrying industrial personnel but going to carry more than 12 industrial personnel from 1 July 2024.

2.1.15.3.6 The requirements for cargo ships containing in other chapters of SOLAS-74 apply to ships covered by the provisions of 2.1.15, if not otherwise stated in chapter XV of SOLAS-74.

2.1.15.3.7 Notwithstanding the provisions of 2.1.15.3.6, for high-speed craft covered by the 2000 HSC Code the requirements of the 2000 HSC Code shall apply to cargo ships, if not otherwise stated in chapter XV of SOLAS-74

2.1.15.3.8 Notwithstanding the fact that chapter XV and the IP Code apply to ships of 500 gross tonnage and above, engaged on international voyages, the Flag State MA may consider the applicability of their provisions:

- to ships of less than 500 gross tonnage;
- to ships engaged on voyages only within a particular coastal state;
- to ships engaged on voyages only between the base port and an offshore facility outside the territorial waters;
- to non-self-propelled ships having more than 12 industrial personnel, special personnel and passengers.

2.1.15.3.9 The RHO with the consent from the Flag State MA may permit the application, as far as reasonable and practicable, of the IP Code provisions to cargo ships, including high-speed craft, of 500 gross tonnage and above not engaged on international voyages, to cargo ships, including high-speed craft, of less than 500 gross tonnage and to non-self-propelled ships carrying/having industrial personnel on board. The RS requirements for cargo ships of less than 500 gross tonnage shall be taken into account, for non-self-propelled ships — the RS requirements for berth-connected ships, for passenger ships — the RS requirements for passenger ships not engaged on international voyages, depending on the number of personnel on board.

2.1.15.4 Requirements.

2.1.15.4.1 Ships to which chapter XV of SOLAS-74 applies shall:

- .1 have on board the certificates for a cargo ship or a cargo high-speed craft in compliance with chapter I, VIII or X, as applicable;
- .2 meet the requirements of the IP Code; and
- .3 in addition to the requirements of regulations I/8, I/9 and I/10 or of sections 1.5 — 1.9 of the 2000 HSC Code, as applicable, be surveyed and certified, as provided for in the IP Code.

2.1.15.5 Surveys and issuance of the certificates.

2.1.15.5.1 Every ship carrying industrial personnel shall have a valid Industrial Personnel Safety Certificate with a List of equipment in addition to the certificates specified in 2.1.15.4.1.1.

2.1.15.5.2 For issuing the Industrial Personnel Safety Certificate with a List of equipment, an initial survey and, later, a renewal survey for compliance with the applicable provisions of the IP Code shall be carried out. The Certificate shall be annually verified.

2.1.15.5.3 Survey of ships carrying industrial personnel shall be conducted to the extent necessary for verification of compliance with the IP Code requirements on board the ship (refer also to Annex 27) with due regard to the application provisions of 2.1.1, 2.1.2, 2.1.4 and 2.1.15.3 of this Section.

2.1.15.5.4 In addition to 2.1.15.5.3 the personnel transfer arrangements, where installed, shall be surveyed in compliance with Section 11 of the Rules for the Cargo-Handling Gear of the Sea-Going Ships and 4.1.6 of this Part.

2.1.15.5.5 In case of satisfactory survey results in compliance with 2.1.15.5.2 — 2.1.15.5.4, the Industrial Personnel Safety Certificate with a List of equipment (Form 2.1.53) shall be issued.

2.1.15.5.6 The Industrial Personnel Safety Certificate validity, survey dates and verifications shall be harmonized with the relevant SOLAS-74 certificates in accordance with regulation I/14 or X/3.2 of SOLAS-74, as appropriate.

2.1.15.5.7 When the Industrial Personnel Safety Certificate with a List of equipment (Form 2.1.53) is issued to the ships stated in 2.1.15.3.8, it shall contain indications as to the extent of deviations that may be allowed.

2.1.15.5.8 To ships specified in 2.1.15.3.4, a certificate prescribed by the SPS Code and 2.1.6 shall be issued based on satisfactory survey results, if not otherwise prescribed by the Flag State MA."

2.2 SURVEY OF SHIPS IN COMPLIANCE WITH THE INTERNATIONAL CONVENTION FOR PREVENTION OF POLLUTION FROM SHIPS, 1973/78

New para 2.2.3.3 is introduced reading as follows:

"2.2.3.3 An extension of the International Sewage Pollution Prevention Certificate (Form 2.4.9) before arrival in the port where it shall be surveyed or for a grace period, in the case of application of regulations 8.5 or 8.6 of Annex IV to MARPOL 73/78, is granted upon satisfactory results of the renewal survey.

The survey shall be completed to the maximum extent possible and include, as a minimum, verification of the requirements in 3.2.2.1, 3.2.2.2 and 3.2.2.4 of Annex 3 of the HSSC Guidelines, unless otherwise provided by additional instructions from the Flag State MA."

Para 2.2.4.2.1.3 is amended as follows:

".3 checking, where applicable, whether a copy of the Type Approval Certificate for incinerator is on board in compliance with MEPC.59(33) or MEPC.76(40), or MEPC.244(66) as amended by IMO resolution MEPC.368(79), whichever is appropriate. The shipboard incinerators installed on the ships constructed on or after 1 January 2000 shall comply with the requirements of IMO resolution MEPC.76(40) or MEPC.244(66) as amended by IMO resolution MEPC.368(79) (reg. 16.6.1, Annex VI to MARPOL 73/78);"

Para 2.2.4.2.3. The first paragraph is amended as follows:

"**2.2.4.2.3** Every ship of ~~400~~ 100 tons gross tonnage and above, and every ship which is certified to carry 15 or more persons engaged in international voyages and every fixed or floating platform engaged in exploration or exploitation or associated processing of seabed mineral resources (where the exemption has not been obtained from Administration for such platforms) shall be provided with a Garbage Record Book in the set form (reg.10.3, Annex V to MARPOL 73/78). ~~This requirement applies to the ships engaged in international voyages.~~".

Para 2.2.6.7. The first sentence in the third paragraph is amended as follows:

"The attained annual operational CII duly calculated shall be submitted to the Flag State MA or any recognized organization duly authorized by it together with a fuel oil consumption data, distance travelled over ground and hours under way within three months after the end of each calendar year for verification performed in accordance with the procedures given in IMO resolution MEPC.348(78).".

3 CONVENTIONS, CODES AND OTHER DOCUMENTS OF INTERNATIONAL ORGANIZATIONS OTHER THAN IMO

3.2 SURVEY IN ACCORDANCE WITH THE REGULATION (EC) NO. 1257/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 20 NOVEMBER 2013 ON SHIP RECYCLING

Para 3.2.5.6 is amended as follows:

"**3.2.5.6** Part I of the IHM shall be reviewed on a separate shipowner's request. The Register shall confirm (verify) Part I together with the Report on IHM preparation (the IHM Report). Compliance of Part I of IHM with the requirements of the Regulation shall be confirmed by a letter of approval and a stamp ~~"Approved upon the MA authorization..."~~ conclusion based on the results of the review and a stamp in accordance with Section 8 and Appendix 1 of Part II "Technical Documentation" of the Rules TSDCS.".

The second paragraph is deleted.

The third, fourth and fifth paragraphs remain as they stand.

4 SOME INSTRUCTIONS AND RECOMMENDATIONS ON CARRYING OUT SURVEYS AND ISSUING DOCUMENTS

4.2 DIRECTIONS ON ISSUING DOCUMENTS ON BEHALF OF FLAG STATE MA AND AUTHORIZED BY THEREOF

Para 4.2.2.2.1. The first paragraph is amended as follows:

".**1** The owner of the ship or the bareboat-chatterer of the ship (hereinafter referred to as the shipowner) shall apply to the Register in writing to carry out identification and survey of the ship and shall enclose the Application and the Data on the ship (Form ~~4308~~10.1.14) which shall, inter alia, include the following:".

ANNEXES TO THE GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS IN SERVICE

ANNEX 4

4 INSTRUCTIONS FOR SURVEY OF LIFEBOUYS AND LIFEJACKETS AT SPECIALIZED LOCATIONS INTENDED FOR SURVEY, TEST AND REPAIR OF PERSONAL LIFE-SAVING APPLIANCES

Annex 4 is renamed as follows:

"4. INSTRUCTIONS ON SURVEY OF LIFEBOUYS AND LIFEJACKETS AT SPECIALIZED LOCATIONS INTENDED FOR SURVEY, TEST AND REPAIR OF PERSONAL LIFE-SAVING APPLIANCES".

1 GENERAL

Paras 1.2 and 1.3 are amended to read as follows:

«1.2 The survey of lifebuoys and jackets is conducted at recognized firms (specialized locations) the firm of service supplier is conducted at least once within 5 years and also after repair.

1.3 The survey of lifebuoys and jackets is carried out by the technical staff of specialized locations service supplier certified for these works performance. Certificates for specialized location's service supplier's employees are issued by a commission, whose members are the representatives of the location's owner, service supplier and the Register, following passing relevant tests.".

Para 1.7 is amended to read as follows:

"1.7 Rejection is carried out at a specialized location firm by competent employees service supplier and witnessed by the shipowner's representative.".

Para 1.9 is amended to read as follows:

"1.9 If some defects of lifebuoys and lifejackets are detected prior to strength test performance (break of a grab line or strips for its attachment), their rectification is carried out at a specialized location firm of service supplier prior to a survey strength test performance».

10 EXECUTION OF SURVEY RESULTS AND DOCUMENTS

Para 10.1 is replaced by the following text:

"10.1 The lifebuoys and lifejackets passed the survey and recognized complying for further service are marked with the month and year of the special survey and the stamp of the service supplier. The marking is made in black indelible paint across the painted surface. In the follow-up surveys, the marking made in previous surveys is painted over.

The results of the lifebuoys and life jackets survey are recorded a in the service supplier log and in the survey report according to the form of the service supplier firm and also are verified by the signature of the head of the of the firm and the stamp. The report shall at least contain the information in accordance with 9.2.11, Part I "General Regulations for Technical Supervision" of the Rules TSDCS.

The Report on Survey for lifebuoys and lifejackets is handed over to the ship for further submission to the interested parties."

ANNEX 11

11. REMOTE SURVEYS

1 GENERAL

Para 1.3 is amended as follows:

"1.3 The remote survey shall be carried out by the RS Branch Office under agreement with and with the participation of RHO. The RHO employees shall take part in remote surveys as technical experts. The RHO employees shall be appointed to take part in the remote survey depending on type of survey and the item to be submitted.

~~Where the application for remote survey is received directly from a shipowner or the RS Branch Office, the~~ The RHO Ships in Service Division shall send an authorization for performing the survey to the RS Branch Office provide the RS Branch Office with an authorization for performing the survey. ~~The authorization shall include the following:~~

~~time of survey performance agreed with the shipowner either by RHO or the RS Branch Office;~~

~~data on the RHO employees participating in the survey for supervision of the surveyor activities during the survey and provision of information support.~~

~~Upon receipt the shipowner's authorization, the RS Branch Office shall inform the shipowner on the possibility and the time of the remote survey performance. The RS Branch Office shall inform the shipowner about the details and conditions for performing remote survey."~~

2 SCOPE OF REMOTE SURVEY

New Chapter 2.13 is introduced reading as follows:

"2.13 REMOTE SURVEY OF SMALL CRAFT

2.13.1 Remote survey is carried out in accordance with the provisions of the Rules for the Classification and Survey of Small Craft."

Chapter 2.13 and **para 2.13.1** are renumbered **2.14** and **2.14.1** accordingly.

3 ISSUING THE RESULTES

Para 3.1. The first paragraph is amended as follows:

"**3.1** The remote survey results shall be issued similar to the surveys performed during the RS surveyor presence on board the ship. Preparatory to performing the remote survey of small craft, a checklist for checking the remote survey readiness shall be drawn up (Form 6.1.06).".

ANNEX 13

13. REGULATIONS FOR IMPLEMENTATION AND MAINTENANCE OF SHAFTING CONDITION MONITORING SYSTEM

2 REQUIREMENTS

Para 2.11 is amended as follows:

"**2.11** Requirements for SCM system.

Irrespective of the type and method of the SCM system implementation on board the ship, the information specified in 2.11.1 — 2.11.5 shall be collected, analyzed and stored (depending on the cooling liquid type and the design features of the stern tube).

The information shall be stored on board the ship and shall be available for the RS Surveyor."

Para 2.11.2 is amended as follows:

"**2.11.2** Information on shafting operation (at least for one year):

~~oil temperature at bearing outlet;~~

~~metal temperature of the forward bearing;~~

~~metal temperature of the aft bearing;~~

~~consumption of oil from the bearing lubrication system (amount of additions);~~

~~Oil/water renewal (number).~~

.1 consumption of oil/water from the bearing lubrication system (amount of additions);

.2 oil/water renewal (number);

.3 oil temperature at bearing outlet;

.3.1 temperature of the forward bearing;

.3.2 temperature of the aft bearing.".

New Annex 27 is introduced reading as follows:

"ANNEX 27

27. GOALS, FUNCTIONAL REQUIREMENTS AND REGULATIONS FOR THE SAFE CARRIAGE OF INDUSTRIAL PERSONNEL ON BOARD THE SHIPS

1 GENERAL

1.1 In addition to provisions of 2.1.15 of Part III "Survey of Ships in Compliance with International Conventions, Codes, Resolutions and Rules for the Equipment of Sea-Going Ships" of the Guidelines, this Annex contains the requirements of the International Code of Safety for Ships Carrying Industrial Personnel (IP Code).

1.2 The IP Code and SPS Code applicability scheme is shown in Fig. 1.2.

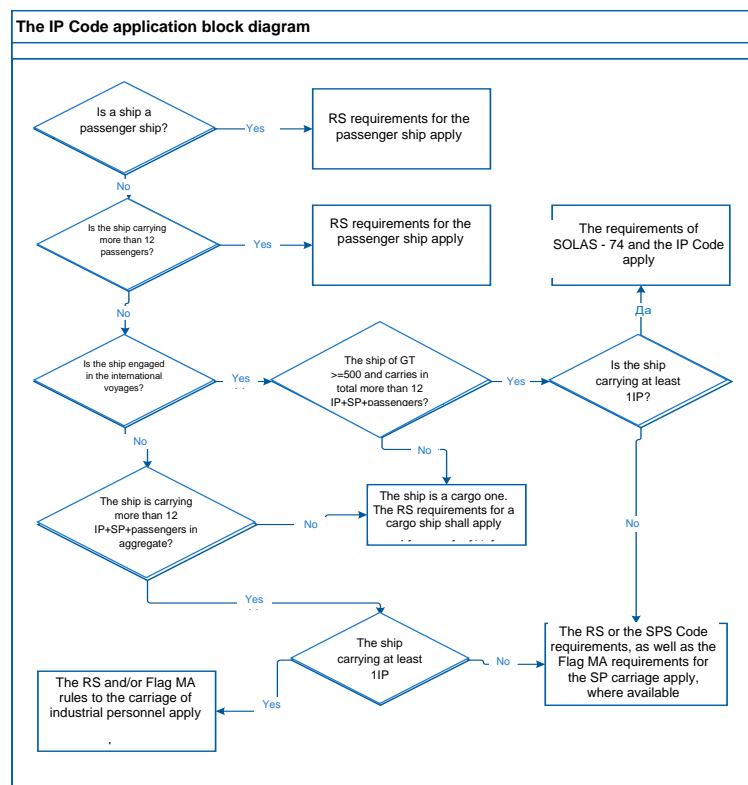


Fig. 1.2 The IP Code and SPS Code applicability scheme

1.3 Differences between the IP Code and the SPS Code are given in Table 1.3.

Table 1.3

Requirements	IP Code	SPS Code
Mandatory application	+	-
Special training requirements (minimum age, qualification, language, fire safety, knowledge)	+	-
Requirements for safe personnel transfer and the appropriate equipment	+	-
Additional requirements for the carriage of dangerous goods	+	-
Additional requirements for high-speed craft	+	-

1.4 Unless expressly provided otherwise in this Annex, a ship carrying industrial personnel covered by chapter XV of SOLAS-74 and the IP Code shall at least meet the requirements of SOLAS-74 applicable to cargo ships or the requirements of the 2000 HSC Code applicable to cargo ships (for the high-speed craft carried not more than 60 persons).

1.5 Ships complying with the provisions listed in 1.4 shall meet the goals and functional requirements of the IP Code given in 1.8 and the provisions of 2 — 5 of this Annex.

1.6 High-speed craft having certificates in compliance with chapter X of SOLAS-74 shall not carry more than 60 persons. The carriage of industrial personnel on high-speed craft is not considered as transit voyage, as specified in 1.9.1.1 of the 2000 HSC Code and a permit to operate is required. Where the term "passenger" is used in the applicable requirements of the 2000 HSC Code, it shall be read to mean "persons on board other than crew".

1.7 The requirements given in Sections 2 — 5 are based on the goals and functional requirements specified in the IP Code. For ships not covered by chapter XV of SOLAS-74 and the IP Code, the requirements given in Sections 2 — 5 may apply, as far as reasonable and practicable, taking into account the RS requirements for cargo ships, including high-speed craft, of less than 500 gross tonnage, non-self-propelled ships, passenger ships not engaged on international voyages, with due regard to the goals and functional requirements of the IP Code given also in 1.8.

1.8 Goals and functional requirements.

1.8.1 Industrial personnel.

1.8.1.1 Goal:

- .1 to provide ensure safe operation during the carriage of industrial personnel;
- .2 to provide that industrial personnel are medically fit and familiar with the hazards associated with the operational environment including the risks associated with personnel transfer operations.

1.8.1.2 Functional requirements.

Means shall be provided to ensure that the industrial personnel:

- .1 are medically fit;
- .2 are able to communicate with the ship's crew;
- .3 have received appropriate safety training;
- .4 have received onboard ship-specific safety familiarization;
- .5 have received onboard familiarization with the ship's transfer arrangements and equipment.

1.8.2 Safe transfer of personnel.

1.8.2.1 Goal — to provide for the safety of all persons involved in personnel transfer, including safe and suitable means of transfer and the capability of safely carrying out the operations connected to personnel transfer.

1.8.2.2 Functional requirements.

1.8.2.2.1 Means shall be provided to avoid injuries during personnel transfer.

1.8.2.2.2 Arrangements for personnel transfer shall be:

- .1 designed, constructed and maintained to withstand the loads they are subjected to;
- .2 designed and engineered to fail to a safe condition in the event of a loss or reduction in their associated functionality;
- .3 capable of safely returning persons in transfer to a safe location after loss of power.

1.8.2.2.3 Means for position keeping shall be provided and arranged in a manner that prevents accidents during transfer of personnel and is suitable for the mode of operation and interactions with other ships or offshore facilities.

1.8.2.2.4 Means shall be provided to ensure that the information on the number of industrial personnel on board and their identity is kept updated to assist in ensuring that the actual number of persons on board is known at all times.

1.8.3 Subdivision and stability.

1.8.3.1 Goal — to provide for adequate stability of the ship, in both the intact and damaged conditions, taking into account the total number of persons on board.

1.8.3.2 Functional requirements: the ship shall be designed with weathertight and watertight boundaries providing for an adequate stability standard, in both the intact and damaged conditions, taking into account the total number of persons on board.

1.8.4 Machinery installations.

1.8.4.1 Goal — to provide for machinery installations capable of delivering the required functionality to ensure safe navigation and safe carriage of persons on board both during normal operation and in any emergency situation, taking into account the total number of persons on board.

1.8.4.2 Functional requirements:

- .1 where the capacity needed to ensure the required functionality of any machinery system is dependent on the number of persons on board (e.g. bilge pumping systems), necessary additional capacity shall be provided;
- .2 steering gear systems shall be capable of maintaining steerage after any incident affecting machinery installations; and
- .3 essential systems shall have the necessary redundancy or isolation, or a combination thereof, in order to ensure the capability of safely accommodating persons on board after any incident affecting machinery installations, taking into account the number of persons on board.

1.8.5 Electrical installations.

1.8.5.1 Goal — to provide for:

- .1 emergency sources of power capable of delivering the required functionality of essential systems in emergency situations, taking into account the total number of persons on board;
- .2 protection of all persons on board from electrical hazards.

1.8.5.2 Functional requirements:

- .1 emergency power supply to essential systems shall have the necessary redundancy or isolation, or a combination thereof, to ensure the capability of safely accommodating persons on board after damage, taking into account the number of persons on board and the time for orderly evacuation;

.2 precautions against shock, fire and other hazards of electrical origin shall be provided.

1.8.6 Periodically unattended machinery spaces.

1.8.6.1 Goal — to ensure that, if and when a machinery space is periodically unattended, this does not impair the safety of the ship or the persons on board.

1.8.6.2 Functional requirements:

.1 periodically unattended machinery spaces shall provide safe operations, taking into account the number of persons on board;

.2 a periodically unattended machinery space shall be equipped with additional controls, monitoring and alarm systems to provide safe operation, taking into account the number of persons on board, in order to achieve a safety equivalent to that of a normally attended machinery space.

1.8.7 Fire safety.

1.8.7.1 Goal — to fulfil the fire safety objectives of SOLAS-74 or the basic fire safety principles of the 2000 HSC Code, taking into account the number of personnel on board.

1.8.7.2 Functional requirements.

1.8.7.2.1 Means to fulfil the fire safety functional requirements of SOLAS-74 or the basic fire safety principles of the 2000 HSC Code, account the number of personnel on board, are embodied in the regulations in Parts IV and V of the IP Code.

1.8.8 Life-saving appliances and arrangements.

1.8.8.1 Goal — to provide for appropriate and sufficient means to ensure safe abandonment of the ship and recovery of persons.

1.8.8.2 Functional requirements:

.1 the capacity of the survival craft shall be sufficient to accommodate all persons on board;

.2 appropriate and sufficient personal life-saving appliances shall be available for all persons on board;

.3 sufficient space for assembling and mustering shall be ensured;

.4 onboard communication and alarm systems shall be provided to ensure emergency communication to all persons on board;

.5 means shall be provided to ensure the safe recovery of persons.

1.8.9 Dangerous cargoes.

1.8.9.1 Goal — to provide for the safe carriage of industrial personnel while transporting and handling dangerous goods on ships certified in accordance with this Code, taking into account the total number of persons on board.

1.8.9.2 Functional requirements.

1.8.9.2.1 Any hazard caused by the transportation and handling of dangerous goods shall be taken into account and the risk to all persons on board shall be minimized, having regard to the nature of the dangerous goods.

2 TRAINING OF INDUSTRIAL PERSONNEL (REGULATION III/1 OF THE IP CODE)

2.1 All industrial personnel shall be at least 16 years of age and documentary evidence shall be made available to the master that they are physically and medically fit to fulfil all the requirements in this regulation, based on a standard acceptable to the MA.

2.2 All industrial personnel shall demonstrate adequate knowledge of the working language on board in order to be able to communicate effectively and understand any instructions given by the ship's crew.

2.3 All industrial personnel shall, prior to boarding the ship, receive training or instruction with respect to:

.1 personal survival that includes:

.1.1 knowledge of emergency situations that may occur on board a ship;

.1.2 the use of personal life-saving equipment;

.1.3 safely entering the water from a height, and survival in the water;

.1.4 boarding a survival craft from the ship and water while wearing a lifejacket;

.2 fire safety;

.3 personal safety and social responsibilities that include:

.3.1 understanding the authority of the master or their representative on board;

.3.2 complying with instructions provided by the shipboard personnel;

.3.3 understanding safety information symbols, signs and alarm signals found on board ships.

2.4 Notwithstanding the requirements of 2.3, properly qualified personnel, based on the standards acceptable for Flag State¹ MA, may be considered as complying with the functional requirements of 1.8.1.2.3 of this Annex (III/1.2.3 of the IP Code).

2.5 No industrial personnel shall be carried on board the ship unless the master has been provided with documentation confirming that such personnel have received the training or instructions required by regulation III/1 of the IP Code.

2.6 All industrial personnel shall, prior to leaving port or immediately after boarding, receive onboard ship-specific safety familiarization that includes: the layout of the ship; the location of personal life-saving appliances, muster and embarkation stations, emergency escape routes and first aid stations, etc.

2.7 All industrial personnel shall, prior to being transferred, receive familiarization in the ship's procedures, arrangements and any additional safety measures or equipment for the transfer of personnel to other ships and/or offshore facilities.

3 SAFE PERSONNEL TRANSFER (REGULATION III/2 OF THE IP CODE)

3.1 The appropriate arrangements shall be provided for the transfer of industrial personnel to avoid injury during the transfer of personnel at sea.

3.2 The arrangements for the transfer of industrial personnel shall be designed, manufactured, tested and installed in compliance with the standards acceptable for the Flag State MA, as well as the Rules for the Cargo Handling Gear of Sea-Going Ships (Chapter 5.8 "Cranes Used to Convey Personnel").

Standard EN 13852-1:2013 may be considered acceptable for the Flag State MA.

3.3 The design of the personnel transfer arrangement(s) shall be suitable for the particular ship taking into account structural features.

3.4 Prior to the commencement of personnel transfer operations, an analysis shall be performed in order to evaluate failures in IP transfer arrangements and all its associated systems which might impair the availability of the transfer arrangements and/or endanger the safety of the persons involved.

¹ Refer to the training requirements in paragraph 5.5 of the Recommendations for the training and certification of personnel on mobile offshore units (MOUs) (resolution A.1079(28)) or industry training standards, such as those of the Global Wind Organization (GWO), Offshore Petroleum Industry Training Organization (OPITO) or Basic Offshore Safety Induction and Emergency Training Organization (OPITO-accredited).

Note. An appropriate analysis may be FMEA and the relevant reports on the results of the analysis.

The analysis shall:

.1 consider the effects of failure in all the equipment and systems due to single failure, fire in any space or flooding of any watertight compartment that could affect the availability of the transfer arrangements; and

.2 provide solutions to ensure the availability of the IP transfer arrangements and the safety of all persons involved upon such failures identified in 3.4.1;

.3 where a single failure results in failure of more than one component in a system (common cause failure), all the resulting failures shall be considered together. Where the occurrence of a failure leads directly to further failures, all those failures shall be considered together;

.4 means shall be provided and ensured to maintain the position to prevent incidents during personnel transfers and to be consistent with the mode of operation and interaction with other ships or offshore installations; for this purpose the maneuverability of the ship together with the expected need for the ship to keep position over time shall be evaluated, to ensure the correct use of position-keeping equipment;

.5 procedures shall be in place to ensure correct information on the number and identity of personnel on board at all times.

3.5 Maintenance of the personnel transfer arrangements.

3.5.1 Personnel transfer appliances and arrangements shall be kept clean, properly maintained and regularly inspected to ensure that they are safe to use.

3.5.2 Use of the personnel transfer arrangements shall be supervised by a responsible officer and operated by properly trained personnel.

3.5.3 Means of communication shall be provided between the supervising responsible officer and the navigation bridge.

3.5.4 All personnel transfer arrangements shall be permanently marked to enable identification of each appliance for the purposes of survey, inspection and record-keeping. A record of use and maintenance shall be kept on board the ship.

3.5.6 Prior to commencing personnel transfer operations, the personnel transfer arrangements shall be checked to ensure they are functioning properly.

3.5.7 Means shall be provided to ensure safe and unobstructed passage for industrial personnel between the personnel transfer arrangements and where they are being transported or accommodated on board.

3.5.8 Lighting capable of being supplied by the emergency source of power shall be provided to illuminate the personnel transfer arrangements, the water below the transfer arrangements and the passage specified in 3.5.7.

3.5.9 The deck area for personnel transfer shall be designated and free from obstructions.

3.5.10 A job safety analysis shall be carried out when planning, and before executing, personnel transfer at sea. The analysis shall take into account environmental conditions, as well as operational and equipment limitations.

3.5.11 When planning personnel transfer, the Guidance on safety when transferring persons at sea (MSC-MEPC.7/Circ.10), or other relevant guidance acceptable to Flag State MA shall be taken into account.

The latest version of the IMCA recommendations "M202 Guidance on the transfer of personnel to/from offshore vessels and structures" may refer to the recommendations acceptable for Flag State MA."

4 REQUIREMENTS FOR CARGO SHIPS CERTIFIED IN ACCORDANCE WITH CHAPTER I OF SOLAS-74 (PART IV OF THE IP CODE)

4.1 SUBDIVISION AND STABILITY

4.1.1 Where the ship is certified to carry more than 240 persons on board, it shall meet the requirements of regulation II-1/5 of SOLAS-74 as though the ship is a passenger ship and the industrial personnel are counted as passengers. However, regulation II-1/5.5 of SOLAS-74 is not applicable.

4.1.2 Subdivision and damage stability shall be in accordance with chapter II-1 of SOLAS-74, where the ship is considered a passenger ship and industrial personnel are counted as passengers, with the value R as follows

.1 where the ship is certified to carry more than 240 persons, the value R is assigned as R ;

.2 where the ship is certified to carry not more than 60 persons, the value R is assigned as $0,8R$; or

.3 for more than 60 persons, but not more than 240 persons, the value R shall be determined by linear interpolation between the values given in 4.1.2.1 and 4.1.2.2.

4.1.3 For ships carrying industrial personnel to which the requirements of 4.1.2.1 apply, the requirements of regulations II-1/8 and II-1/8-1 of SOLAS-74 as amended and of chapter II-1 Parts B-2, B-3 and B-4 of SOLAS-74 as amended shall be applied as though the ship is a passenger ship and the industrial personnel are passengers. However, regulations II-1/14 and II-1/18 of SOLAS-74 as amended are not applicable.

4.1.4 For ships carrying industrial personnel to which the requirements of 4.1.2.2 or 4.1.2.3 apply, except as provided in 4.1.5, the requirements of chapter II-1, Parts B-2, B-3 and B-4 of SOLAS-74 as amended shall apply as though the ship is a cargo ship and the industrial personnel are crew. However, the requirements of regulations II-1/8 and II-1/8-1 of SOLAS-74 as amended need not be applied and regulations II-1/14 and II-1/18 of SOLAS-74 as amended are not applicable.

4.1.5 All ships carrying industrial personnel shall comply with regulations II-1/9, II-1/13, II-1/19, II-1/20 and II-1/21 of SOLAS-74 as amended as though the ship is a passenger ship.

4.2 MACHINERY INSTALLATIONS

4.2.1 The ship shall comply with regulation II-1/35-1 of SOLAS-74 as though the ship is a passenger ship.

4.2.2 Where the ship is certified to carry more than 240 persons on board, it shall comply with the requirements of regulation II-1/29 of SOLAS-74 as though the ship is a passenger ship.

4.3 ELECTRICAL INSTALLATIONS

4.3.1 For installations in ships of more than 50 m in length carrying not more than 60 persons on board, the requirements of regulation II-1/42.2.6.1 of SOLAS-74 shall apply in addition to the requirements of regulation II-1/43 of SOLAS-74.

4.3.2 For installations in ships carrying more than 60 persons on board, regulation II-1/42 of SOLAS-74 shall apply.

4.3.3 For installations on ships carrying more than 60 persons on board, regulation II-1/45.12 of SOLAS-74 shall apply.

4.4 PERIODICALLY UNATTENDED MACHINERY SPACES

4.4.1 Ships carrying more than 240 persons on board shall be considered as passenger ships in relation to part E of chapter II-1 of SOLAS-74.

4.5 FIRE SAFETY

4.5.1 Where the ship is certified to carry more than 240 persons, the requirements of chapter II-2 of SOLAS-74 for the passenger ships carrying more than 36 passengers shall apply.

4.5.2 Where the ship is certified to carry more than 60 persons, but not more than 240 persons, the requirements of chapter II-2 of SOLAS-74 for the passenger ships carrying more than 36 passengers shall apply except that regulations II-2/21 and 22 of SOLAS-74 shall not apply

4.6 LIFE-SAVING APPLIANCES

4.6.1 For ships carrying more than 60 persons on board, the requirements of chapter III of SOLAS-74 for passenger ships engaged on international voyages, which are not short international voyages, shall apply.

4.6.2 Regardless of the number of the persons on board, regulations III/2 and III/19.2.3 of SOLAS-74 are not applicable.

4.6.3 Where the term "passenger" is used in chapter III of SOLAS-74, it shall be read to mean "industrial personnel" as prescribed in regulation XV/2.3 of SOLAS-74.

4.6.4 Notwithstanding the provisions of 4.6.3, the required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board.

4.7 DANGEROUS GOODS

4.7.1 General.

4.7.1.1 Industrial personnel may only bring dangerous goods on board for the purpose of their role off the ship and with the prior consent of the master of the ship. These dangerous goods shall be considered as cargo and shall be transported in accordance with Part A of chapter VII of SOLAS-74.

4.7.2 Carriage of dangerous goods in packaged form.

4.7.2.1 For ships certified to carry more than 240 persons on board, regulation II- 2/19.3.6.2 of SOLAS-74 for passenger ships carrying more than 36 passengers shall apply.

4.7.2.2 For the purpose of the IMDG Code, ships certified to carry more than 240 persons on board shall be considered as passenger ships and those certified to carry 240 or fewer persons on board shall be considered as cargo ships.

4.7.3 Carriage of dangerous goods in solid form in bulk.

4.7.3.1 For ships certified to carry more than 240 persons on board, regulation II-2/19.3.6.2 of SOLAS-74 for passenger ships carrying more than 36 passengers shall apply.

4.7.3.2 For the purpose of the requirements of the IMSBC Code, industrial personnel shall be considered as personnel in the context of personnel protection.

4.7.4 Carriage of dangerous liquid chemicals, liquefied gases and oil.

4.7.4.1 When simultaneously carrying dangerous liquid chemicals and/or liquefied gases as cargo in bulk and industrial personnel, the ship shall either be certified in accordance with the requirements of Parts B or C of chapter VII of SOLAS-74 or meet the Code for the Transport and Handling of Hazardous Liquid Substances in Bulk on Offshore Support Vessels (OSV Chemical Code) (resolution A.1122(30)) and be certified in accordance with it.

In addition:

.1 carriage of toxic products, low-flashpoint products or acids shall not be allowed when the total number of persons on board exceeds 60;

.2 for the purpose of carrying industrial personnel, the areas and spaces on ships where industrial personnel are not permitted to enter shall be clearly marked;

.3 the arrangements for personnel transfer shall be located outside the cargo area;

.4 the access to the arrangements for personnel transfer shall, as far as practicable, be located outside the cargo area; and

.5 embarkation or personnel transfer and loading or unloading of cargo shall not take place simultaneously.

4.7.4.2 When simultaneously carrying oil as cargo, as defined in Annex I to MARPOL 73/78, and industrial personnel, the additional requirements in 4.7.4.1 shall apply.

4.7.4.3 For the purpose of this requirement:

.1 "low-flashpoint products" mean:

noxious liquid substances with a flashpoint not exceeding 60°C;

oil with a flashpoint not exceeding 60°C; and

liquefied gases which require flammable vapor detection in accordance with chapter 19 of the IGC Code;

.2 "toxic products" mean:

dangerous chemicals to which special requirement 15.12 of the IBC Code applies; and

liquefied gases which require toxic vapor detection in accordance with chapter 19 of the IGC Code; and

"acids" mean dangerous chemicals to which special requirement 15.11 of the IBC Code applies.

4.7.4.4 When carrying liquefied gases in bulk, for the purpose of the requirements of the IGC Code, industrial personnel shall be considered as personnel in the context of training and personnel protection.

5 ADDITIONAL REQUIREMENTS FOR SHIPS CERTIFIED IN ACCORDANCE WITH CHAPTER X OF SOLAS-74 (PART V OF THE IP CODE)

5.1 SUBDIVISION AND STABILITY

5.1.1 Provisions of chapter 2, part B, except 2.13.2 and 2.14, of the HSC Code shall apply in lieu of chapter 2, Part C of the 2000 HSC Code.

5.1.2 When applying the provisions of chapter 2 of the HSC Code, the expression "passenger" shall be read as "persons on board other than crew". In addition, the mass of each such a person shall be assumed to be 90 kg instead of 75 kg.

5.2 MACHINERY INSTALLATIONS

5.2.1 Provisions in chapter 10, part B of the 2000 HSC Code shall apply as applicable to category A passenger craft in lieu of chapter 10, part C of the 2000 HSC Code.

5.3 ELECTRICAL INSTALLATIONS

5.3.1 The requirements of 12.7.10 of the 2000 HSC Code shall apply.

5.4 LIFE-SAVING ARRANGEMENTS AND APPLIANCES

5.4.1 The requirements of 4.2.3 of the 2000 HSC Code shall apply.

5.4.2 The requirements of 8.4.3 of the 2000 HSC Code shall apply — the expression "passenger spaces" shall be read as "industrial personnel area".

5.4.3 The required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board.

5.5 DANGEROUS GOODS

5.5.1 Industrial personnel may only bring dangerous goods on board for the purpose of their role off the craft and with the prior consent of the master of the craft. These dangerous goods shall be considered as cargo and shall be transported in accordance with chapter 7, Part D of the HSC Code.

5.5.2 During the transportation of dangerous goods the following shall be provided:

.1 for the purpose of carrying industrial personnel, the areas and spaces on craft where industrial personnel are not permitted to enter shall be clearly marked;

.2 the arrangement for personnel transfer shall be located outside the cargo area;

.3 the access to the arrangements for personnel transfer shall, as far as practicable, be located outside the cargo area; and

.4 embarkation or personnel transfer and loading or unloading of cargo shall not take place simultaneously."

28. GUIDELINES FOR SAFE OCEAN TOWING

Appendix 1

Para 1 is amended as follows:

~~"1. A proposed test programme of mooring trials with determination of total actual pull of the ship shall be submitted to the Register for review and approval prior to the testing trials. Conditions specified in 2 — 17 shall be met during the trials."~~

Paras 17 and 18 are amended as follows:

~~"17. Certification of bollard pull figures recorded when running the engine(s) at overload, reduced RPM or with a reduced number of main engines or propellers operating can be given and noted on the certificate. A communication system shall be established between the ship and the person(s) monitoring the load cell and the recording instrument ashore, by means of VHF or telephone connection, for the duration of the test."~~

~~"18. A communication system shall be established between the vessel and the person(s) monitoring the load cell and the recording instrument ashore, by means of VHF or telephone connection, for the duration of the test. Upon test results, the RS surveyor shall issue the Bollard Pull Certificate (Form 6.3.45)."~~

New Annex 31 is introduced reading as follows:

"ANNEX 31

**31. MAINTENANCE AND INSPECTION OF SHIPS' FIRE-FIGHTING EQUIPMENT
AND APPLIANCES, FIRE EXTINGUISHING SYSTEMS, FIRE DETECTION
AND FIRE ALARM SYSTEMS**

Table 1 to this Annex provides summarized information on the minimum requirements for maintenance and inspection of shipboard fire-fighting equipment and appliances, fire extinguishing, fire detection and fire alarm systems in accordance with current international IMO documents (MSC.1/Circ. 1312, MSC.1 /Circ.1318, MSC.1/Circ.1432, MSC.1/Circ.1516, IMO resolution A.951(23)). At the same time, when testing the sprinkler system in accordance with 7.5.17 of IMO circular MSC.1/Circ.1432 as amended by IMO circular MSC.1/Circ.1516.

This document does not include additional or more stringent requirements imposed by individual manufacturers and/or flag State Administrations, which must be met regardless of the provisions of this annex.

The information provided in this Annex does not replace the equipment manufacturer's inspection and maintenance requirements.

The information contained in this Annex can be used in drawing up shipboard Maintenance, Repair and Inspection Plans for fire protection systems and facilities.

Reports of inspections carried out must be kept on board the ship or made available electronically on board the ship. Where inspections and maintenance are carried out by specially trained persons other than the ship's crew, reports of the work performed should be provided upon completion of such work. For certain types of checks required by SOLAS-74, appropriate entries shall be made in ship's logbook.

Table 1

Summarized information on the minimum requirements for maintenance and inspection of shipboard fire-fighting equipment and appliances, fire extinguishing, fire detection and fire alarm systems in compliance with updated international IMO documents

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
1. Fire-fighting equipment and appliances						
1.1 Air- recharging system for Self-contained breathing apparatuses (SCBAs)	1.1.1 The compressed-air equipment shall be inspected	para 2.2.4 Annex I to the IMO res.A.1186(33); II-2/10.10, II-2/13.4 and II-2/15.2.2 of SOLAS-74; ch.3 of FSS Code; para 3.16.8 of BCH Code; para 14.1.3 of IGC Code	Chemical tanker/ gas carrier)	Monthly	Crew	With an entry in the ship's log
	1.1.2 The equipment shall be inspected and tested			Annually	Recognized by RS or MA flag state service supplier or manufacturer	
	1.1.3 Check breathing apparatus air recharging systems, if fitted, for air quality	para 7.8.1 of MSC.1/Circ.1432 in the current version, reg. II- 2/14.2 of SOLAS-74	All	Annually	Recognized by RS or MA flag state service supplier or manufacturer	Check results records to be presented to the RS surveyor
1.2 Self-contained breathing apparatuses (SCBAs)	1.2.1 Examine cylinder gauges to confirm they are in the correct pressure range	para 4.5 of MSC.1/Circ.1432 in the current version	All	Weekly	Crew	
	1.2.2 The breathing apparatus shall be inspected	para 3.16.8 of BCH Code, par. 14.2.6 of IBC Code, para 14.2.6 of IGC Code	Chemical tanker/gas carrier	Monthly	Crew	With an entry in the ship's log

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	1.2.3 The equipment shall be inspected and tested	para 7.8.2 of MSC.1/Circ.1432 in the current version		Annually	Recognized by RS or MA flag state service supplier or manufacturer	Refer to Manufacturer's instructions
	1.2.4 Check that all breathing apparatus face masks and air demand valves are in serviceable condition	para 7.8.2 of MSC.1/Circ.1432 in the current version	All	Annually	Recognized by RS or MA flag state service supplier or manufacturer	
	1.2.5 Perform hydrostatic testing of all self-contained breathing apparatus cylinders	para 9.4 of MSC.1/Circ.1432 in the current version; reg. II-2/14.2 of SOLAS-74	All	Once every 5 years	Recognized by RS or MA flag state service supplier or manufacturer	In case of presence of any additional instructions of Flag State MA to the tests intervals, such instructions prevail
1.3 Fixed fire-detection and alarm systems	1.3.1 Verify that all fire detection and fire alarm control panel indicators are functional by operating the lamp/indicator test switch	para 4.1 of MSC.1/Circ.1432 in the current version	All	Weekly	Crew	
	1.3.2 Test a sample of detectors and manual call points so that all devices have been tested within five years	para 5.10 of MSC.1/Circ.1432 in the current version	All	Monthly	Crew	
	1.3.3 Test all fire detection systems and fire alarm systems used to automatically release fire-extinguishing systems for proper operation, as appropriate	para 7.2.1 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	
	1.3.4 Visually inspect all accessible detectors for evidence of tampering, obstruction, etc., so that all detectors are inspected within one year	para 7.2.2 of MSC.1/Circ.1432 in the current version				

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	1.3.5 Test emergency power supply switchover	para 7.2.3 of MSC.1/Circ.1432 in the current version				
1.4 Fire dampers	1.4.1 Test all fire dampers for local operation	para 6.3 of MSC.1/Circ.1432 in the current version	All	Quarterly	Crew	
	1.4.2 Test all fire dampers for remote operation	para 7.6 of MSC.1/Circ.1432 in the current version	All	Annually	Recognized by RS or MA flag state service supplier	The Register may allow to carry out the tests by ship's crew at the presence of RS surveyor
1.5 Fire doors	1.5.1 Test all fire doors located in main vertical zone bulkheads for local operation	para 4.3 of MSC.1/Circ.1432 in the current version	All	Weekly	Crew	
	1.5.2 Test all fire doors located in main vertical zone bulkheads for local operation	para 6.4 of MSC.1/Circ.1432 in the current version	Passenger ships	Quarterly	Crew	
	1.5.3 Test all remotely controlled fire doors for proper release	para 7.7 of MSC.1/Circ.1432 in the current version	All	Annually	Crew in the presence of an RS surveyor	
1.6 Portable fire extinguishers	1.6.1 Inspection in accordance with the manufacturer's instructions and based on inspection guide in Res.A.951 (23), table 9.1.3	para 9.1 of Res.A.951 (23)	All	Annually	Recognized by RS or MA flag state service supplier	
	1.6.2 At least one fire extinguisher of each type manufactured in the same year and kept on board a ship shall be test discharged as part of a fire drill	para 9.1.1 of Res.A.951 (23); para 2.2.4.2.4.1, Part II of the Guidelines	All	Once in 5 years	Crew	Refer to 2.2.4.2.4.1, Part II of the Guidelines
	1.6.3 All fire extinguishers together with propellant cartridges shall be hydraulically tested in accordance with the recognized standard or the manufacturer's instructions	para 9.1.2 of Res.A.951 (23); reg. II-2/14.2) of SOLAS-74	All	Once in 10 years	Recognized by RS or MA flag state service supplier	
1.7 Wheeled (mobile) fire Extinguishers	1.7.1 Verify that all are in place, properly arranged, and are in proper condition	para 5.9 of MSC.1/Circ.1432 in the current version	All	Monthly	Crew	

Equipment/requirements	Regulation	Ship type	Interval	By	Remark
1.7.2 Inspection in accordance with manufacturer's instructions	para 7.12.1 of MSC.1/Circ.1432 in the current version	All	Annually	Recognized by RS or MA flag state service supplier	
1.7.3 Wheeled (mobile) fire extinguishers shall be visually inspected to check that all accessible components are in proper condition	para 7.12.2 of MSC.1/Circ.1432 in the current version				
1.7.4 The hydrostatic test date of each cylinder shall be checked	para 7.12.3 of MSC.1/Circ.1432 in the current version				
1.7.5 Dry powder wheeled (mobile) fire extinguishers are to be inverted to ensure that the powder is agitated	para 7.12.4 of MSC.1/Circ.1432 in the current version				
1.7.6 Visual examination of at least one wheeled (mobile) extinguisher of each type manufactured in the same year and kept on board	para 9.6 of MSC.1/Circ.1432 in the current version	All	Once in 5 years	Recognized by RS or MA flag state service supplier	
1.7.7 All fire extinguishers together with propellant cartridges shall be hydraulically tested in accordance with the recognized standard or manufacturer's instructions	para 10.5 II-2/14.2 of MSC.1/Circ.1432 in the current version, reg. II-2/14.2 of SOLAS-74	All	Once in 10 years	Recognized by RS or MA flag state service supplier	
1.8 Firefighter's outfits	1.8.1 Verify that lockers providing storage for fire fighting equipment contain their full inventory and that equipment is in serviceable condition	All	Monthly	Crew	
	1.8.2 Check that at least 2 portable radiotelephone devices of explosion-proof or intrinsically safe design are available for each emergency batch on board and are in serviceable condition				

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
1.9 Fire mains, fire pumps, hydrants, hoses and nozzles	1.9.1 Verify that all fire hydrants, hoses and nozzles are in place, properly arranged, and are in serviceable condition	para 5.1.1 of MSC.1/Circ.1432 in the current version	All	Monthly	Crew	
	1.9.2 Operate all fire pumps to confirm that they continue to supply adequate pressure	para 5.1.2 of MSC.1/Circ.1432 in the current version				
	1.9.3 Verify that emergency fire pump fuel supply is adequate and heating system is in satisfactory condition, if applicable	para 5.1.3 of MSC.1/Circ.1432 in the current version				
	1.9.4 Verify that international shore connection(s) is/are in serviceable condition	para 6.1 of MSC.1/Circ.1432 in the current version	All	Quarterly	Crew	
	1.9.5 Visually inspect all accessible components for proper condition	para 7.1.1 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	When necessary, recognized by RS or MA flag state service supplier may be engaged
	1.9.6 Flow test all fire pumps for proper pressure and capacity. Test emergency fire pump with isolation valves closed	para 7.1.2 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	For tests, if required upon the results of verification, recognized by RS or MA flag state service supplier may be engaged
	1.9.7 Test all hydrant valves for proper operation	para 7.1.3 of MSC.1/Circ.1432 in the current version				
	1.9.8 Pressure test a sample of fire hoses at the maximum fire main pressure, so that all fire hoses are tested within five years	para 7.1.4 of MSC.1/Circ.1432 in the current version				
	1.9.9 Verify that all fire pump relief valves, if provided, are properly set	para 7.1.5 of MSC.1/Circ.1432 in the current version				
	1.9.10 Examine all filters/strainers to verify that they are free of debris and contamination	para 7.1.6 of MSC.1/Circ.1432 in the current version				

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	1.9.11 Verify that the nozzle size/type is correct, maintained and working	para 7.1.7 of MSC.1/Circ.1432 in the current version				
1.10 Galley Exhaust ventilation ducts	1.10.1 Verify that galley exhaust ducts and filters are free of grease build-up	para 7.6.2 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	
1.11 Portable foam applicator units	1.11.1 Verify that all portable foam applicators are in place, properly arranged, and are in proper condition	para 5.8 of MSC.1/Circ.1432 in the current version	All	Monthly	Crew	
	1.11.2 Verify that all portable foam applicators are set to the correct proportioning ratio for the foam concentrate supplied and that the equipment is in proper order	para 7.11.1 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	When necessary, recognized by RS or MA flag state service supplier may be engaged
	1.11.3 Verify that all portable containers or portable tanks containing foam concentrate remain factory sealed, and that the manufacturer's recommended service life interval has not been exceeded	para 7.11.2 of MSC.1/Circ.1432 in the current version				
	1.11.4 Portable containers or portable tanks containing foam concentrate, excluding protein based concentrates, less than 10 years old, that remain factory sealed can normally be accepted without the periodical foam control tests required in MSC.1/Circ.1312 being carried out	para 7.11.3 of MSC.1/Circ.1432 in the current version	All	Annually	Crew. When necessary, the foam control tests shall be conducted by recognized by RS or MA flag state service supplier	

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	1.11.5 Protein-based foam concentrate portable containers and portable tanks shall be thoroughly checked and, if more than five years old, the foam concentrate shall be subjected to the periodical foam control tests required in MSC.1/Circ.1312, or renewed	para 7.11.4 of MSC.1/Circ.1432 in the current version	All	Annually	Crew. The foam control tests shall be conducted by recognized by RS or MA flag state service supplier	
	1.11.6 The foam concentrates of any non-sealed portable containers and portable tanks, and portable containers and portable tanks for which production data is not documented, shall be subjected to the periodical foam control tests required in MSC.1/Circ.1312	para 7.11.5 of MSC.1/Circ.1432 in the current version	All	Annually	Crew. The foam control tests shall be conducted by recognized by RS or MA flag state service supplier	
1.12 Ventilation systems	Test all ventilation controls interconnected with fire protection systems for proper operation	para 7.6.3 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	When necessary, recognized by RS or MA flag state service supplier may be engaged
2 Fixed firefighting systems						
2.1 Aerosol fire-extinguishing Systems	2.1.1 Verify that all electrical connections and/or manual operating stations are properly arranged, and are in proper condition	para 5.7 of MSC.1/Circ.1432 in the current version	All	Monthly	Crew	
	2.1.2 Verify that the actuation system/control panel circuits are within manufacturer's specifications					

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	2.1.3 Verify that condensed or dispersed aerosol generators have not exceeded their mandatory replacement date. Pneumatic or electric actuators shall be demonstrated working, as far as practicable	para 7.10 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	
	2.1.4 Maintenance by a recognized service supplier	Manufacturer's instructions	All	According to manufacturer's instructions	Recognized by RS or MA of the Flag State service supplier	
	2.1.5 Condensed or dispersed aerosol generators are to be renewed in accordance with manufacturer's recommendations	para 10.4 of MSC.1/Circ.1432 in the current version	All	Once in ten years	Recognized by RS or MA of the Flag State service supplier	
2.2 Equivalent gas fire extinguishing systems	2.2.1 Verify that all fixed fire extinguishing system control panel indicators are functional by operating the lamp/indicator test switch	para 4.2.1 of MSC.1/Circ.1432 in the current version	All	Weekly	Crew	
	2.2.2 Verify that all control/section valves are in the correct position	para 4.2.1 of MSC.1/Circ.1432 in the current version				
	2.2.3 Verify that all control/section valves are in the correct position	para 5.2 of MSC.1/Circ.1432 in the current version	All	Monthly	Crew	
	2.2.4 Visually inspect all accessible components for proper condition	para 7.3 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	
	2.2.5 Externally examine all high pressure cylinders for evidence of damage or corrosion					
	2.2.6 Check the hydrostatic test date of all storage containers					
	2.2.7 Functionally test all fixed system of audible and visual alarms					

Equipment/requirements	Regulation	Ship type	Interval	By	Remark
2.2.8 Verify that all control/section valves are in the correct position					
2.2.9 Check the connections of all pilot release piping and tubing for tightness					
2.2.10 Examine all flexible hoses in accordance with manufacturer's recommendations					
2.2.11 Test all fuel shut-off controls connected to fire-protection systems for proper operation					
2.2.12 The boundaries of the protected space shall be visually inspected to confirm that no modifications have been made to the enclosures that have created uncloseable openings that would render the system ineffective					
2.2.13 If cylinders are installed inside the protected space, verify the integrity of the double release lines inside the protected space, and check low pressure or circuit integrity monitors on release cabinet, as applicable					
2.2.14 Maintenance by approved service supplier					
		Cargo ships	Once in 5 years		

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Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	2.2.15 All high pressure extinguishing agent cylinders and pilot cylinders shall be weighed or have their contents verified by other reliable means to confirm that the available charge in each is above 95% of the nominal charge. Cylinders containing less than 95% of the nominal charge shall be refilled	para 8.1.1 of MSC.1/Circ.1432 in the current version	All	Once in 2 years	Recognized by RS or Flag state MA service supplier	
	2.2.16 Blow dry compressed air or nitrogen through the discharge piping or otherwise confirm that the pipework and nozzles are clear of any obstructions. This may require the removal of nozzles, if applicable	para 8.1.2 of MSC.1/Circ.1432 in the current version				
	2.2.17 Perform internal inspection of all control valves	para 9.1 of MSC.1/Circ.1432 in the current version	All	Once in 5 years	Recognized by RS or Flag state MA service supplier	
	2.2.18 Perform a hydrostatic test and internal examination of 10 % of the system's extinguishing agent and pilot cylinders. If one or more cylinders fail, a total of 50 % of the on-board cylinders shall be tested. If further cylinders fail, all cylinders shall be tested	para 10.1 of MSC.1/Circ.1432 in the current version	All	Once in 5 years	Recognized by RS or Flag state MA service supplier	If permitted by the flag administration, visual inspection and nondestructive testing (NDT) of halon cylinders may be performed in lieu of hydrostatic testing.
	2.2.19 Flexible hoses (replacement)	para 6.1.2 of MSC.1/Circ.1318 in the current version	All	To be replaced at the intervals recommended by the manufacturer and not exceeding every 10 years	Crew	Addition – refer to para 2.4.4.3.10 of Part II of the Guidelines. Hose assemblies shall be delivered on board with RS certificate

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
2.3 CO₂ fire extinguishing Systems	2.3.1 General visual inspection of the overall system condition for obvious signs of damage	para 4.1 of MSC.1/Circ.1318 in the current version	All	Monthly	Crew	
	2.3.2 Verify that all stop valves are in the closed position	para 4.1.1 of MSC.1/Circ.1318 in the current version				
	2.3.3 Verify that all releasing controls are in the proper position and readily accessible for immediate use	para 4.1.2 of MSC.1/Circ.1318 in the current version				
	2.3.4 Verify that all discharge piping and pneumatic tubing is intact and has not been damaged	para 4.1.3 of MSC.1/Circ.1318 in the current version				
	2.3.5 Verify that all high pressure cylinders are in place and properly secured	para 4.1.4 of MSC.1/Circ.1318 in the current version				
	2.3.6 Verify that the alarm devices are in place and do not appear damaged	para 4.1.5 of MSC.1/Circ.1318 in the current version				
	2.3.7 Verify that the pressure gauge is reading in the normal range	para 4.2.1 of MSC.1/Circ.1318 in the current version	All	Monthly	Crew	For low pressure systems only
	2.3.8 Verify that the liquid level indicator is reading at the proper level	para 4.2.2 of MSC.1/Circ.1318 in the current version				
	2.3.9 Verify that the manually operated storage tank main service valve is secured in the open position	para 4.2.3 of MSC.1/Circ.1318 in the current version				
	2.3.10 Verify that the vapour supply line valve is secured in the open position	para 4.2.4 of MSC.1/Circ.1318 in the current version				

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	2.3.11 The boundaries of the protected space shall be visually inspected to confirm that no modifications have been made to the enclosures that have created uncloseable openings that would render the system ineffective	All	Annually	Crew		
	2.3.12 All storage containers shall be visually inspected for any signs of damage, rust or loose mounting hardware. Cylinders that are leaking, corroded, dented or bulging shall be hydrostatically retested or replaced					para 5.2 of MSC.1/Circ.1318 in the current version
	2.3.13 System piping shall be visually inspected to check for damage, loose supports and corrosion. Nozzles shall be inspected to ensure they have not been obstructed by the storage of spare parts or a new installation of structures or machinery					para 5.3 of MSC.1/Circ.1318 in the current version
	2.3.14 The manifold shall be inspected to verify that all flexible discharge hoses and fittings are properly tightened					para 5.4 of MSC.1/Circ.1318 in the current version

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	2.3.15 All entrance doors to the protected space shall close properly and shall have warning signs, which indicate that the space is protected by a fixed carbon dioxide system and that personnel shall evacuate immediately if the alarms sound. All remote releasing controls shall be checked for clear operating instructions and indication as to the space served	para 5.5 of MSC.1/Circ.1318 in the current version				
	2.3.16 Maintenance by approved service supplier	MSC.1/Circ.1318 in the current version	All	As per manufacturer's instructions	Recognized by RS or Flag state MA service supplier or manufacturer	Only if requirements from the manufacturer are available
	2.3.17 All high pressure cylinders and pilot cylinders shall be weighed or have their contents verified by other reliable means to confirm that the available charge in each is above 90% of the nominal charge. Cylinders containing less than 90 % of the nominal charge shall be refilled. The liquid level of low pressure storage tanks shall be checked to verify that the required amount of carbon dioxide for protection against the largest hazard is available	para 6.1.1 of MSC.1/Circ.1318 in the current version	Passenger ships	Once in 2 years	Crew	
		Cargo ships	Once in 2,5 years		At each intermediate/periodical and renewal survey	

Equipment/requirements		Regulation	Ship type	Interval	By	Remark
	2.3.18 The hydrostatic test date of all storage containers shall be checked	para 6.1.2 of MSC.1/Circ.1318 in the current version	Passenger ships	Once in 2 years	Crew	At each intermediate/periodical and renewal survey
			Cargo ships	Once in 2,5 years		
	2.3.19 The discharge piping and nozzles shall be tested to verify that they are not blocked. The test shall be performed by isolating the discharge piping from the system and blowing dry air or nitrogen from test cylinders or suitable means through the piping	para 6.1.3 of MSC.1/Circ.1318 in the current version	All	Annually	Crew	

Equipment/requirements	Regulation	Ship type	Interval	By	Remark
<p>2.3.20 Where possible, all activating heads shall be removed from the cylinder valves and tested for correct functioning by applying full working pressure through the pilot lines.</p> <p>In cases where this is not possible, pilot lines shall be disconnected from the cylinder valves and blanked off or connected together and tested with full working pressure from the release station and checked for leakage.</p> <p>In both cases, this shall be carried out from one or more release stations when installed.</p> <p>If manual pull cables operate the remote release controls, they shall be checked to verify that the cables and corner pulleys are in good condition and freely move and do not require an excessive amount of travel to activate the system</p>	<p>para 6.2.1 of MSC.1/Circ.1318 in the current version</p>	Passenger ships	Once in 2 years	<p>Crew. Recognized by RS or Flag state MA service supplier, if necessary.</p>	
		Cargo ships	Once in 5 years		At each renewal survey

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Equipment/requirements	Regulation	Ship type	Interval	By	Remark
2.3.21 All cable components shall be cleaned and adjusted as necessary, and the cable connectors shall be properly tightened. If the remote release controls are operated by pneumatic pressure, the tubing shall be checked for leakage, and the proper charge of the remote releasing station's pilot gas cylinders shall be verified. All controls and warning devices shall function normally, and the time delay, if fitted, shall prevent the discharge of gas for the required time period	para 6.2.2 of MSC.1/Circ.1318 in the current version	Passenger ships	Once in 2 years	Recognized by RS or Flag state MA service supplier	
		Cargo ships	Once in 5 years		At each renewal survey
2.3.22 After completion of the work, the system shall be returned to service. All releasing controls shall be verified as being in the proper position and connected to the correct control valves. All pressure switch interlocks shall be reset and returned to service. All stop valves shall be in the closed position	para 6.2.3 of MSC.1/Circ.1318 in the current version	Passenger ships	Once in 2 years	Recognized by RS or Flag state MA service supplier	
		Cargo ships	Once in 5 years		At each renewal survey
2.3.23 Perform internal inspection of all control valves	para 9.1 of MSC.1/Circ.1432 in the current version; para 7 of MSC.1/Circ.1318 in the current version	All	Once in 5 years	Recognized by RS or MA flag state service supplier	

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	2.3.24 High pressure cylinders shall be subjected to periodical tests at intervals not exceeding 10 years. At the 10-year inspection, at least 10 % of the total number provided shall be subjected to an internal inspection and hydrostatic test. If one or more cylinders fail, a total of 50 % of the on-board cylinders shall be tested. If further cylinders fail, all cylinders shall be tested	para 6.1.2 of MSC.1/Circ.1318 in the current version; reg. II-2/14.2.2 of SOLAS-74	All	Once in 10 years	Recognized by RS or MA flag state service supplier	
	2.3.25 Flexible hoses shall be replaced at the intervals recommended by the manufacturer and not exceeding every 10 years	para 6.1.2 of MSC.1/Circ.1318	All	Once in 10 years	Crew	Hoses shall be supplied on board with RS certificate
	2.3.26 Low pressure CO ₂ bulk storage containers are subject to internal survey if the content has been released and the service life of the container is more than 5 years old	-	All	If the content has been released and the service life of the container is more than 5 years old	Recognized by RS or MA flag state service supplier RS surveyor	Depending on the results of the survey by the RS surveyor, hydrostatic tests may be required
2.4 Deep fat cooking fire extinguishing system	2.4.1 In accordance with manufacturer's instructions	para 7.13 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	
	2.4.2 Overhaul and hydrostatic testing	According to manufacturer's instructions	All	Once in 10 years (from date of manufacture of pressure vessels)	Recognized by RS or MA flag state service supplier RS surveyor	Notwithstanding manufacturer's instructions, selected pressure receptacles shall be subject to maintenance and hydrostatic pressure testing to 1.5 times the highest working pressure.
2.5 Dry chemical powder systems	2.5.1 Verify that all control and section valves are in the proper open or closed position, and that all pressure gauges are in the proper range	para 5.6 of MSC.1/Circ.1432 in the current version	All	Monthly	Crew	

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Equipment/requirements	Regulation	Ship type	Interval	By	Remark
2.5.2 Visually inspect all accessible components for proper condition	para 7.9.1 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	Due to the powder's affinity for moisture, any nitrogen gas introduced for agitation must be moisture-free
2.5.3 Verify that the pressure regulators are in proper order and within calibration	para 7.9.2 of MSC.1/Circ.1432 in the current version				
2.5.4 Agitate the dry chemical powder charge with nitrogen in accordance with system manufacturer's instructions	para 7.9.3 of MSC.1/Circ.1432 in the current version				
2.5.5 Maintenance by approved service supplier	reg. II-2/14.2.2 of SOLAS-74	All	As per manufacturer's instructions	Recognized by RS or Flag state MA service supplier or manufacturer	Only if requirements from the manufacturer are available in addition to those in this table
2.5.6 Blow dry nitrogen through the discharge piping to confirm that the pipework and nozzles are clear of any obstructions	para 8.2.1 of MSC.1/Circ.1432 in the current version	All	Once in 2 years	Recognized by RS or Flag state MA service supplier	
2.5.7 Operationally test local and remote controls and section valves	para 8.2.2 of MSC.1/Circ.1432 in the current version				
2.5.8 Verify the contents of propellant gas cylinders (including remote operating stations)	para 8.2.3 of MSC.1/Circ.1432 in the current version				
2.5.9 Test a sample of dry chemical powder for moisture content	para 8.2.4 of MSC.1/Circ.1432 in the current version				
2.5.10 Subject the powder containment vessel, safety valve and discharge hoses to a full working pressure test	para 8.2.5 of MSC.1/Circ.1432 in the current version				
2.5.11 Subject all powder containment vessels to hydrostatic or non-destructive testing (NDT)	para 10.3 of MSC.1/Circ.1432 in the current version	All	Once in 10 years	Recognized by RS or Flag state MA service supplier	In case of NDT, contact RS prior to the testing

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
2.6 Foam fire extinguishing Systems	2.6.1 Verify that all control and section valves are in the proper open or closed position, and that all pressure gauges are in the proper range	para 5.3 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	
	2.6.2 Verify that the proper quantity of foam concentrate is provided in the foam system storage tank	para 6.2 of MSC.1/Circ.1432 in the current version	All	Quarterly	Crew	
	2.6.3 Visually inspect all accessible components for proper condition	para 7.4.1 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	
	2.6.4 Functionally test all fixed system audible alarms	para 7.4.2 of MSC.1/Circ.1432 in the current version				
	2.6.5 Flow test all water supply and foam pumps for proper pressure and capacity, and confirm flow at the required pressure in each section (ensure all piping is thoroughly flushed with fresh water after service)	para 7.4.3 of MSC.1/Circ.1432 in the current version				
	2.6.6 Test all system cross connections to other sources of water supply for proper operation.	para 7.4.4 of MSC.1/Circ.1432 in the current version				
	2.6.7 Verify that all pump relief valves, if provided, are properly set	para 7.4.5 of MSC.1/Circ.1432 in the current version				
	2.6.8 Examine all filters/strainers to verify that they are free of debris and contamination	para 7.4.6 of MSC.1/Circ.1432 in the current version				
	2.6.9 Verify that all control/section valves are in the correct position	para 7.4.7 of MSC.1/Circ.1432 in the current version				

Equipment/requirements	Regulation	Ship type	Interval	By	Remark
2.6.10 Blow dry compressed air or nitrogen through the discharge piping or otherwise confirm that the pipework and nozzles of high expansion foam systems are clear of any obstructions, debris and contamination	para 7.4.8 of MSC.1/Circ.1432 in the current version				This may require the removal of nozzles, if applicable
2.6.11 MSC.1/Circ.670 – high-expansion foam fire-extinguishing systems. Take samples from all foam concentrates carried on board (including the foam in sealed transport containers more than 10 years old) and subject them to the periodical control tests in MSC.1/Circ.1312, for low expansion foam, or MSC/Circ.670 for high expansion foam	para 7.4.9 of MSC.1/Circ.1432 in the current version			Recognized by RS or Flag state MA service supplier. Under RS surveyor supervision	Except for protein-based alcohol-resistant foam concentrates, the first test should be performed not more than 3 years after being supplied to the ship
2.6.12 Alcohol-resistant fluorine protein-based foam concentrates are subjected to a chemical stability test with acetone before being poured into foam tank, and a new chemical stability test is performed after installation on board (not less than 14 days after installation on board)	MSC.1/Circ.1312 in the current version	Oil tanker, Chemical tanker			
2.6.13 Test all fuel shut-off controls connected to fire-protection systems for proper operation.	para 7.4.10 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	
2.6.14 Perform internal inspection of all control valves	para 9.2.1 of MSC.1/Circ.1432 in the current version	All	Once in 5 years	Crew	

Equipment/requirements	Regulation	Ship type	Interval	By	Remark	
	2.6.15 Flush all high expansion foam system piping with fresh water, drain and purge with air	para 9.2.2 of MSC.1/Circ.1432				
	2.6.16 Check all nozzles to prove they are clear of debris	para 9.2.3 of MSC.1/Circ.1432 in the current version				
	2.6.17 Test all foam proportioners or other foam mixing devices to confirm that the mixing ratio tolerance is within +30 to -10% of the nominal mixing ratio defined by the system approval	para 9.2.4 of MSC.1/Circ.1432 in the current version				
2.7 Water mist, water spray and sprinkler systems	2.7.1 Verify that all control panel indicators and alarms are functional	para 4.7.1 of MSC.1/Circ.1432 in the current version	All	Weekly	Crew	
	2.7.2 Visually inspect pump unit and its fittings	para 4.7.2 of MSC.1/Circ.1432 in the current version				
	2.7.3 Check the pump unit's valve positions if valves are not locked, as applicable	para 4.7.3 of MSC.1/Circ.1432 in the current version				
	2.7.4 Verify that all control, pump unit and section valves are in the proper open or closed position	para 5.4.1 of MSC.1/Circ.1432 in the current version	All	Monthly	Crew	
	2.7.5 Verify that sprinkler pressure tanks or other means have correct levels of water	para 5.4.2 of MSC.1/Circ.1432 in the current version				
	2.7.6 Test automatic starting arrangements on all system pumps so designed	para 5.4.3 of MSC.1/Circ.1432 in the current version				
	2.7.7 Verify that all standby pressure and air/gas pressure gauges are within the proper pressure ranges	para 5.4.3 of MSC.1/Circ.1432 in the current version				

Equipment/requirements	Regulation	Ship type	Interval	By	Remark
2.7.8 Test a selected sample of system section valves for flow and proper initiation of alarms	para 5.4.4 of MSC.1/Circ.1432 in the current version				The valves selected for testing shall be chosen to ensure that all valves are tested within a one-year period
2.7.9 Assess system water quality in the header tank and pump unit against the manufacturer's water quality guidelines	para 6.5 of MSC.1/Circ.1432, (as amended by MSC.1/ Circ.1516) in the current version	All	Quarterly	Crew	
2.7.10 Water mist, water spray and sprinkler systems	para 7.5.1 MSC.1/Circ.1432 in the current version	All	Annually	Crew	
2.7.11 Visually inspect all accessible components for proper condition	para 7.5.2 of MSC.1/Circ.1432 in the current version				
2.7.12 Externally examine all high pressure cylinders for evidence of damage or corrosion	para 7.5.3 of MSC.1/Circ.1432 in the current version				
2.7.13 Check the hydrostatic test date of all high pressure cylinders	para 7.5.4 of MSC.1/Circ.1432 in the current version				
2.7.14 Functionally test all fixed system audible and visual alarms	para 7.5.5 of MSC.1/Circ.1432 in the current version				
2.7.15 Flow test all pumps for proper pressure and capacity	para 7.5.6 of MSC.1/Circ.1432 in the current version				
2.7.16 Test all antifreeze systems for adequate freeze protection	para 7.5.7 of MSC.1/Circ.1432 in the current version				
2.7.17 Test all system cross connections to other sources of water supply for proper operation	para 7.5.8 of MSC.1/Circ.1432 in the current version				

Equipment/requirements	Regulation	Ship type	Interval	By	Remark
	2.7.18 Verify that all pump relief valves, if provided, are properly set				
	2.7.19 Examine all filters/strainers to verify that they are free of debris and contamination				
	2.7.20 Verify that all control/section valves are in the correct position				
	2.7.21 Blow dry compressed air or nitrogen through the discharge piping of dry pipe systems, or otherwise confirm that the pipework and nozzles are clear of any obstructions				This may require the removal of nozzles, if applicable
	2.7.22 Test emergency power supply switchover, where applicable	All	Annually	Crew	
	2.7.23 Visually inspect all sprinklers focusing in areas where sprinklers are subject to aggressive atmosphere (like saunas, spas, kitchen areas) and subject to physical damage (like luggage handling areas, gyms, play rooms, etc.) so that all sprinklers are inspected within one year. Spinklers with obvious external damage, including paint, should be replaced and not included in the number of sprinklers tested in 2.7.26				
	2.7.24 Check for any changes that may affect the system, such as obstructions by ventilation ducts, pipes, etc				

Equipment/requirements	Regulation	Ship type	Interval	By	Remark
2.7.25 Test a minimum of one section in each open head water mist system by flowing water through the nozzles	para 7.5.16 of MSC.1/Circ.1432, as amended with MSC.1/Circ.1516, in the current version	All	Annually	Crew	The sections tested shall be chosen so that all sections are tested within a five-year period. Other test and inspections as per manufacturer's recommendations and type approval certificate. Test or record of the test shall be presented to the attending RS surveyor
2.7.26 For automatic sprinkler systems of less than 5 years, test a minimum of two randomly selected sprinkler heads/nozzles of each type. If five years or more, test a minimum of 20 heads/nozzles (2 × 10 sections) for each type	para 7.5.17 of MSC.1/Circ.1432 (as amended by MSC.1/ Circ.1516) in the current version	All	Annually	Crew	Test in accordance with the basic and extended testing (when applicable) in MSC.1/Circ.1516
2.7.27 During basic testing, and extended testing when applicable, of automatic sprinkler heads/nozzles as outlined in subparagraph 2.7.26, water quality testing should be conducted in each corresponding piping section	para 7.5.18 of MSC.1/Circ.1432 in the current version	All	Annually	Crew	Should a tested sprinkler fail, assessing the corresponding water quality at that time would assist in determining the cause of failure
2.7.28 Test additives in water mist system water sample		All	Annually	Recognized by RS or Flag state MA service supplier	After 3 years and then annually
2.7.29 Fixed local-application fire-extinguishing system for engine rooms. Tests and inspections as per manufacturer's recommendation and the type approval certificate	As per manufacturer's instructions	All	As per manufacturer's instructions and type approval certificate	Crew	Competent crew member (with an advanced firefighting training course) or person trained in the maintenance of such system or as per manufacturer's instructions and type approval certificate

Equipment/requirements	Regulation	Ship type	Interval	By	Remark
2.7.30 Flush all ro-ro deck deluge system piping with water, drain and purge with air	para 9.3.1 of MSC.1/Circ.1432, as amended by MSC.1/Circ.1516, in the current version	All	Once in 5 years	Recognized by RS or Flag state MA service supplier	
2.7.31 Perform internal inspection of all control/section valves. Water quality testing shall be conducted in all corresponding piping sections, if not previously tested as outlined in MSC.1/Circ.1432 par. 7.5.18 (as amended by MSC.1/Circ.1516) within the last five years	para 9.3.2 of MSC.1/Circ.1432 (as amended by MSC.1/ Circ.1516) in the current version				
2.7.32 Check condition of any batteries, or renew in accordance with manufacturer's recommendations	para 9.3.3 of MSC.1/Circ.1432 in the current version				
2.7.33 For each section where the water is refilled after being drained or flushed, water quality should meet manufacturer's guidelines. Testing of the renewed water quality should be conducted and recorded as a new baseline reference to assist future water quality monitoring for each corresponding section	para 9.3.4 of MSC.1/Circ.1432 (as amended by MSC.1/ Circ.1516) in the current version	All	Once in 5 years	Recognized by RS or Flag state MA service supplier	
2.7.34 Perform internal examination of water pressure cylinders	reg. II-2/14.2.2 of SOLAS-74	All	Once in 5 years	Recognized by RS or Flag state MA service supplier	

Equipment/requirements		Regulation	Ship type	Interval	By	Remark
	2.7.35 Fixed local-application fire-extinguishing system for engine rooms full flow test of minimum one section and spot check of fire detection/automatic release system shall be carried out	reg. II-2/14.2.2 of SOLAS-74	Passenger ships	Annually	Recognized by RS or Flag state MA service supplier	Automatic release is not applicable for continuously manned engine rooms
			Cargo ships	Once in 5 years		
	2.7.36 Perform hydrostatic test and internal examination for gas and water pressure cylinders	para 10.2 of MSC.1/Circ.1432 in the current version	All	Once in 10 years	Recognized by RS or Flag state MA service supplier	

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48. INTERPRETATIONS AND SPECIFICATIONS ON PROHIBITION OF USE OF MATERIALS CONTAINING ASBESTOS ON SHIPS AND MODU

Para 1 is amended to read as follows:

"1. Verification that "new installation of materials which contain asbestos" under regulation II-1/3-5 of SOLAS-74 is not made on ships requires the Recognized MA Organization to review asbestos-free declarations and supporting documentation, for the structure, machinery, electrical installations and equipment covered by SOLAS-74 as amended, which shall be provided to the Recognized MA Organization by shipyards, repair yards, and equipment manufacturers considering the provisions of Annex 6 of the IMO resolution MEPC. 379(80) for:

new construction (keel laid, or at a similar stage of construction, on or after 1 July 2012); conversions (contract date for the conversion or, in case of the absence of a contract, the date on which the work identifiable with the specific conversion begins) on or after 1 July 2012."

Para 2 is amended to read as follows:

"2. The phrase "new installation of materials containing asbestos"¹ in IMO Circular MSC.1/Circ.1379: means that material used (i.e., repaired, replaced, maintained or added) as a working part of the ship as per Table 1 which is installed on or after 1 July 2012 is required to be documented with an asbestos-free declaration. The Recognized MA Organization will, in consultation with the Company's nominated person responsible to control asbestos-containing material onboard as per the Safety Management System in compliance with IMO Circular MSC/Circ.1045, audit this documentation during annual safety construction and safety equipment surveys; and does not preclude the stowage of material which contains asbestos onboard (e.g., spare parts existing on board as of 1 July 2012).

1 The phrase "new installation of materials containing asbestos" means that asbestos is present in the materials in quantities exceeding the threshold value specified in line A-1 of Table A of Appendix 1 to IMO resolution MEPC.379(80)."

Russian Maritime Register of Shipping

**Rule Change Notice
to the Guidelines on Technical Supervision of Ships
in Service with Annexes**

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