



# RUSSIAN MARITIME REGISTER OF SHIPPING

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**URGENT RULE CHANGE NOTICE No. 311-05-1996** dated 27.02.2024

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Entry-into-force date:

**From the date of publication**

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Re: Amendments to the Rules for the Classification and Construction of Sea-Going Ships, ND No. 2-020101-174-E (Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships")

Requirements for ships equipped for using gases as fuel has been changed considering IMO resolution MSC.458(101).

Instructions on application:

Apply the provisions of the Notice during review and approval of the technical documentation on ships contracted for construction or conversion on or after 27.02.2024, in the absence of a contract, on ships the keels of which are laid, or which are at a similar stage of construction on or after 27.02.2024, as well as during review and approval of the technical documentation on ships requested for review on or after 27.02.2024.

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Director General

Sergey A. Kulikov

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**AMENDMENTS  
TO THE RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS**

**REVISION HISTORY**

**PART XVII. DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION SPECIFYING STRUCTURAL AND OPERATIONAL PARTICULARS OF SHIPS (01.01.2024)**

Item	Applied to	Description	Remarks
Para 9.5.4.11	Ships equipped for using gases as fuel Fuel pipes passing outside the machinery spaces	Scope of application of the requirements of the para is limited to the pipes intended for gas fuel in a gaseous state	<b>Entry-into-force date: 27.02.2024</b> IMO resolution MSC.458(101)
Para 9.5.4.12 (new)	Ships equipped for using gases as fuel Fuel pipes passing outside the machinery spaces	Requirements for protection of liquefied gas fuel pipes and leakage detection within secondary enclosure of such pipes has been introduced	<b>Entry-into-force date: 27.02.2024</b> IMO resolution MSC.458(101))
Para 9.6.1.1	Ships equipped for using gases as fuel Internal combustion engines Exhaust gas system	Requirements have been introduced for equipping the exhaust gas system of internal combustion engines with explosion relief systems	<b>Entry-into-force date: 27.02.2024</b> IMO resolution MSC.458(101)
Para 9.7.2.2	Ships equipped for using gases as fuel Structural fire protection Fuel storage hold spaces	Conditions have been introduced under which a fuel storage hold space with the type C tank may be considered as a cofferdam in relation to the structural fire protection	<b>Entry-into-force date: 27.02.2024</b> IMO resolution MSC.458(101)

**PART XVII. DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS  
IN THE CLASS NOTATION SPECIFYING STRUCTURAL  
AND OPERATIONAL PARTICULARS OF SHIPS**

**9 REQUIREMENTS FOR SHIPS EQUIPPED FOR USING  
GASES OR LOW-FLASHPOINT FUELS**

**9.5 FUEL SYSTEM**

**Para 9.5.4.11** is amended as follows:

"**9.5.4.11** ~~Fuel~~ Gaseous fuel pipes passing through enclosed spaces outside the machinery spaces shall be protected by a secondary enclosure. This enclosure can be a ventilated duct or a double wall piping system. The duct or double wall piping system shall be mechanically ventilated with 30 air changes per hour, and gas detection as required in 9.10.4 shall be provided. This requirement may be omitted for fully welded fuel gas vent pipes passing through mechanically ventilated spaces."

**New para 9.5.4.12** is introduced reading as follows:

"**9.5.4.12** Liquefied fuel pipes passing outside the machinery spaces shall be protected by a secondary enclosure able to contain leakages. This requirement may be omitted for pipes in a fuel preparation room or a tank connection space.

Detection of leaks in the space between the secondary enclosure and the piping shall be provided by a gas detection system in accordance with 9.10.4 using sensors suitable for monitoring the leak media or by means of temperature and/or pressure monitoring systems.

The secondary enclosure shall be able to withstand the maximum pressure that may build up in the enclosure in case of leakage from the liquefied gas fuel piping. For this purpose, the secondary enclosure may be arranged with a pressure relief system that prevents the enclosure from being subjected to pressures above their design pressures."

**9.6 GAS FUEL CONSUMERS ON BOARD SHIP**

**Para 9.6.1.1** is replaced by the following text:

"**9.6.1.1** The exhaust gas system shall be equipped with explosion relief systems unless designed to accommodate the worst-case overpressure due to ignited gas leaks or justified by the safety concept of the engine. A detailed evaluation of the potential for unburnt gas in the exhaust system is to be undertaken covering the complete system from the cylinders up to the open end. This detailed evaluation shall be reflected in the safety concept of the engine."

**9.7 FIRE PROTECTION**

**Para 9.7.2.2** is amended as follows:

"**9.7.2.2** Fuel storage hold spaces and ventilation ducts serving these spaces shall be separated from accommodation, service, cargo and machinery spaces by class A-60 fire structures. They may be separated from other spaces with low fire risk by class A-0 fire structures. The space containing fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A. The boundary between spaces containing fuel containment systems shall be either a cofferdam of at least 900 mm or A-60 class division.

For type C tanks, the fuel storage hold space may be considered as a cofferdam, provided that the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk specified below, and the minimum distance to the A-60 boundary from the outer shell of the type C tank or the boundary of the tank connection space, if any, is not less than 900 mm.

The following "other rooms with high fire risk" shall as a minimum be considered, but not be restricted to:

**.1** cargo spaces except cargo tanks for liquids with flashpoint above 60 °C and except cargo spaces for general cargo apart from dangerous goods which may not be fitted with fixed fire extinguishing systems (in passenger ships engaged in short voyages, in passenger ships of less than 1000 gross tonnage, as well as in cargo ships of less than 2000 gross tonnage constructed or intended only for the carriage of ore, coal, grain, green timber, non-combustible cargoes and cargoes of minor fire risk – refer to Footnote 10 of Table 3.1.2.1, Part VI "Fire Protection");

**.2** vehicle, ro-ro and special category spaces;

**.3** service spaces (high risk) on passenger ships carrying up to 36 passengers, cargo and oil tankers: galleys, pantries containing cooking appliances, saunas, paint lockers and store-rooms having areas of 4 m<sup>2</sup> or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery space (refer to 2.2.1.5 (9), 2.3.3 (9), 2.4.2 (9) of Part VI "Fire Protection");

**.4** accommodation spaces of greater fire risk on passenger ships carrying more than 36 passengers: saunas, sale shops, barber shops and beauty parlours and public spaces containing furniture and furnishing of other than restricted fire risk and having deck area of 50 m<sup>2</sup> or more (refer to 2.2.1.3 (8) of Part VI "Fire Protection").