



RUSSIAN MARITIME REGISTER OF SHIPPING

URGENT RULE CHANGE NOTICE No. 311-05-2003 dated 18.03.2024

Entry-into-force date:

From the date of publication

Re: amendments to the Rules for the Classification and Construction of Sea-Going Ships, ND No. 2-020101-174-E (Part V "Subdivision").

Requirements for cargo ships of $L_1 \geq 80$ m in length and passenger ships have been amended based on IMO resolutions MSC.421(98) and MSC.474(102).

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 18.03.2024, 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 18.03.2024, as well as during review and approval of the technical documentation on ships requested for review on or after 18.03.2024.

Director General

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

REVISION HISTORY

PART V. SUBDIVISION (01.01.2024)

Item	Applied to	Description	Remarks
Para 1.1.4 (deleted)	Cargo ships of $L_1 \geq 80$ m in length Passenger ships Probability estimation of subdivision	Excessive information on the applicability of the requirements has been deleted	Entry-into-force date: 18.03.2024
Para 1.1.5	Cargo ships of $L_1 \geq 80$ m in length Probability estimation of subdivision	Excessive information on the applicability of the requirements has been deleted	Entry-into-force date: 18.03.2024
Para 2.5.4.1.1	Passenger ships Probability estimation of subdivision	Alternative requirements for calculation of the maximum allowable heeling moment due to passengers crowding have been introduced	Entry-into-force date: 18.03.2024 IMO resolution MSC.421(98)
Para 2.5.5.3.4 (new)	Passenger ships Probability estimation of subdivision	New para containing requirements for calculation of factor s_i at any intermediate stage of flooding for passenger ships has been introduced	Entry-into-force date: 18.03.2024 IMO resolution MSC.474(102)
Para 2.5.5.5	Cargo ships of $L_1 \geq 80$ m in length Passenger ships Probability estimation of subdivision	Reference to the requirements for openings in watertight subdivision bulkheads and their closing appliances has been introduced	Entry-into-force date: 18.03.2024 IMO resolution MSC.474(102)

PART V. SUBDIVISION

1 GENERAL

1.1 APPLICATION

Para 1.1.4 is deleted.

Para 1.1.5 is amended as follows:

~~"1.1.4 Where For an existing cargo ships covered after conversion by the provisions of SOLAS 74/78 requirements of 2.1 is subject to any conversion, and where such conversion which affects the level of subdivision of that ship, it shall be demonstrated that the A/R ratio calculated for the ship after such conversion is not less than the A/R ratio calculated for the ship before the conversion. However, in those cases where the ship's A/R ratio before conversion is equal to or greater than unity, it is only necessary to demonstrate that the ship after such conversion has an A value, which is not less than R , calculated for the ship after conversion. A definition of the term "existing cargo ship" in the context of the above interpretation means a cargo ship constructed before 1 February 1992, regardless of the length and a ship constructed before 1 July 1998 of 100 m in length or less."~~

2 PROBABILITY ESTIMATION OF SUBDIVISION

2.5 CALCULATION OF THE FACTOR s_i

Para 2.5.4.1.1 is supplemented by the following new paragraph:

"Alternatively, the heeling moment may be calculated assuming the passengers are distributed with 4 persons per square metre on available deck areas towards one side of the ship on the decks where muster stations are located and in such a way that they produce the most adverse heeling moment. In doing so, a weight of 75 kg per passenger shall be assumed."

New para 2.5.5.3.4 is introduced reading as follows:

".4 at any intermediate stage of flooding, for passenger ships, the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor s_i . Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers."

Para 2.5.5.5 is amended as follows:

"2.5.5.5 Except as provided in 2.5.5.3.1, openings closed by means of watertight manhole covers and flush scuttles, small watertight hatch covers, remotely operated sliding watertight doors, side scuttles of the non-opening type as well as watertight access doors and watertight hatch covers required to be kept closed at sea in accordance with 7.12 and 7.15 of Part III "Equipment, Arrangement and Outfit" need not be considered."