



RUSSIAN MARITIME REGISTER OF SHIPPING

URGENT RULE CHANGE NOTICE No. 311-05-2011 dated 21.05.2024

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 I "Classification" and Part III "Equipment, Arrangements and Outfit").

Requirements considering IACS UI SC 212 (Rev.1 Nov 2023 Complete Revision) have been amended. This Notice supplements Circular Letter No. 311-05-1981c dated 14.12.2023.

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 21.05.2024, 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 21.05.2024, as well as during review and approval of the technical documentation on ships requested for review on or after 21.05.2024.

Director General

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311

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

REVISION HISTORY

PART I. CLASSIFICATION (01.01.2024)

Item	Applied to	Description	Remarks
Para 3.2.3.30 (new)	Ships Towing and mooring arrangements	Requirements for submission of the Towing and Mooring Arrangements Plan within the design documentation on arrangements, equipment and outfit have been introduced	Entry-into-force date: 21.05.2024

PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT (01.01.2024)

Item	Applied to	Description	Remarks
Para 1.4.2	Ships Mooring arrangement and towing arrangement	Requirements for the content of the Towing and Mooring Arrangements Plan have been amended	Entry-into-force date: 21.05.2024
Para 4.1.1	Ships Mooring arrangement	The area of application and the requirements for storage of information have been specified	Entry-into-force date: 21.05.2024 IACS UI SC 212 (Rev.1 Nov 2023 Complete Revision)
Para 4.5.2	Ships Mooring arrangement and towing arrangement	Requirements for the Towing and Mooring Arrangements Plan have been amended	Entry-into-force date: 21.05.2024 IACS UI SC 212 (Rev.1 Nov 2023 Complete Revision)
Para 4.5.3 (new)	Ships of 3000 gross tonnage and above Mooring arrangement	Additional requirements for the Towing and Mooring Arrangements Plan have been introduced. Existing para 4.5.3 has been renumbered 4.5.4	Entry-into-force date: 21.05.2024 IACS UI SC 212 (Rev.1 Nov 2023 Complete Revision)

PART I. CLASSIFICATION

3 TECHNICAL DOCUMENTATION

3.2 DESIGN DOCUMENTATION

New para 3.2.3.30 is introduced reading as follows:

"

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.30	Towing and Mooring Arrangements Plan	A	•		•	

"

PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT

1 GENERAL

1.4 GENERAL

Para 1.4.2 is amended as follows:

~~"1.4.2 Towing and mooring arrangements plan containing the relevant ship-specific information in accordance with 4.5 shall be submitted to the Register for approval and be available on board for the guidance of the master. The information provided on the plan in respect of shipboard equipment shall include:~~

~~type and location on the ship;~~

~~safe working load (SWL);~~

~~purpose (mooring/harbour towing/escort service);~~

~~manner of applying tow line or mooring line load including limiting fleet angles.~~

~~Also the number of mooring lines together with the breaking strength of each mooring line shall be indicated on the plan.~~

~~This information shall be incorporated into the pilot card in order to provide the pilot with the proper information on harbour operations/escort service."~~

4 MOORING ARRANGEMENT

4.1 GENERAL

Para 4.1.1 is amended as follows:

4.1.1 Each ship shall be supplied with mooring arrangement for warping to coastal or floating berths and for reliable fastening of the ship to them. Mooring arrangement including lines, equipment and machinery shall meet the requirements of this Section.

For shipborne barges the mooring arrangement shall comply with the requirements of Section 4 of Part III "Equipment, Arrangements and Outfit" of the Rules for the Classification and Construction of Inland Navigation Ships (for European Inland Waterways).

For shipboard fittings not selected from an industry standard accepted (approved) by the Register, the corrosion addition t_c and the wear allowance t_w , given in 4.3.5, respectively, should be considered.

Mooring arrangement shall be designed and selected, including lines, based on IMO circular MSC.1/Circ.1619 taking into account occupational safety and safe mooring of the ship¹. Ship-specific information in accordance with 4.5 shall be provided in the Towing and Mooring Arrangements Plan and kept onboard during the ship's service life.

¹ Ships of less than 3000 gross tonnage shall comply with the requirement as far as reasonably practicable."

4.5 TOWING AND MOORING ARRANGEMENTS PLAN

Para 4.5.2 is amended as follows:

4.5.2 ~~Information provided on the plan~~ The Towing and Mooring Arrangements Plan (hereinafter referred to as "the Plan") shall include provide the following information in respect of each shipboard fitting intended for mooring and towing purposes:

location on the ship;

fitting type;

SWL/TOW;

the maximum brake holding load (for ships of less than 3000 gross tonnage);

purpose (mooring/harbour towing/other towing);

manner of applying towing or mooring line load including limiting fleet angles i.e. angle of change in direction of a line at the fitting.

Furthermore, information provided on the pPlan shall include:

the arrangement of mooring lines showing number of lines (N);

the ship design minimum breaking load (MBL_{SD}); technical specification document of the mooring lines;

minimum diameter D of each fitting in contact with the mooring lines;

line design break force ($LDBF$) of the mooring lines (which shall be within the range 100 — 105 % of MBL_{SD});

properties of mooring lines related to $LDBF$ (refer to 4.1.2);

the acceptable diameter of the fitting in contact with the mooring lines D in relation to the mooring line diameter d (D/d ratio) for all fittings of the mooring arrangement, as well as a warning that the wear rate of lines may be higher for lower diameter D ;

Note . Where the acceptable minimum bend radius requirements for a particular mooring line are not achievable, the service life of the line may be less than that stated by the manufacturer and therefore the line may need to be replaced before the end of the service life recommended by the manufacturer.

the acceptable environmental conditions as given in the current version of IACS recommendation No. 10 (~~Rev.4 Sep 2020~~) (the document is available at the IACS website: www.iacs.org.uk), for the recommended ship design minimum breaking load for ships with Equipment Number $EN > 2000$:

30 s mean wind speed from any direction (v_W or v_W^* according to the current version of IACS recommendation No. 10 (~~Rev.4 Sep 2020~~) (the document is available at the IACS website: www.iacs.org.uk));

maximum current speed acting on bow or stern ($\pm 10^\circ$);

for ships of 3000 gross tonnage and above, the additional information listed in 4.5.3 shall be submitted by the designer."

New para 4.5.3 is introduced reading as follows:

"4.5.3 For ships of 3000 gross tonnage and above, the following shall be provided by the designer in addition to the information specified under 4.5.2:

the confirmation of compliance of the mooring arrangement with the requirements of this Section. If deviations are not found, then this shall be stated explicitly in the document;

the confirmation that the mooring maximum brake holding load of the winches is less than 100 % of (MBL_{SD}). The winches shall be fitted with brakes that allow for the reliable setting of the brake rendering load; and

Note . The selection of mooring lines should take into account the compatibility of the MBL_{SD} of mooring lines and the brake capacity of the mooring winches installed on board. To avoid overload on mooring winches, fittings and mooring lines, consideration should be given to select mooring winches with brake capacity of less than the ship design minimum breaking load of the mooring line or with adjustable brake capacity.

The document shall provide the information on the deviations, if any, in relation to the following:

straight line lead from the mooring winch to the chocks, fairleads, rollers;

unobstructed aerial view of the mooring operations and berth arrangements planned to be used;

protection of winch operators from hazards associated with mooring operations;

unobstructed access to the equipment and fittings;

exposure of the shipboard personnel to lines under tension through snap-back or sudden movements of mooring lines;

minimizing the need for manual handling of towing and mooring lines.

The document with the description of deviations shall include justification for such deviations and suitable safety measures for the shipboard personnel to avoid the risks and hazards associated with mooring operations."

Existing para 4.5.3 is renumbered **4.5.4**.