RUSSIAN MARITIME REGISTER OF SHIPPING

RULE CHANGE NOTICE	**No. 311-05-2066**	dated 12.12.2025

Entry-into-force date:
01.01.2026

Re: amendments to the Rules for Technical Supervision of Ships in Service,
ND No. 2-020201-031-E, version 28.10.2025

Instructions on application:

1. Bring the content of the Notice to the attention of the RS surveyors.
2. Apply the provisions of the Notice in the RS practical activity from the entry-into-force date of amendments.

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PROPOSED AMENDMENTS
TO THE RULES FOR TECHNICAL SUPERVISION OF SHIPS IN SERVICE (28.10.2025)

REVISION HISTORY

Item	Applied to	Description	Remarks
Part I, Section 2	Assignment of the RS class to the ship in service	Definition has been updated in accordance with the definitions of class transfer and acceptance into class in order to eliminate non-conformity	
Part I, Section 2	Repair of ships and offshore installations	Definitions "Operational condition", "Workable condition", "Modification (alteration)", "Modernization", "Conversion", "Conversion of a ship of substantial nature or major conversion" have been introduced. Definition "Repair" has been replaced	Bringing into compliance with the General Regulations for the Classification and Other Activities
Part II, Chapter 1.1	Assignment of the RS class to the ship in service	The chapter name has been brought into compliance with the term definition	Editorial amendment as of 01.01.2026
Part II, para 1.2.2.4.6	Class status during survey	Amendments have been introduced for reviewing the issue on application of code 16 by the Branch Office carrying out the ship survey	
Part II, Section 3, Table 3.1.1, item 2.5	Towing arrangement including anchor handling devices (including that for anchor handling vessels)	Name of the item to be surveyed has been updated to apply it to anchor handling devices, the content has been supplemented regarding rollers, and additional items and scopes of survey (for loose gear and stoppers) have been introduced	
Part II, Table 3.1.1, item 4.6.9 (new)	Anchor handling winches with associated equipment	Requirements for scope of survey have been introduced	
Part II, Table 3.1.1, item 7.6.4	Anchor handling winches Electric drives	Requirements of the item have been extended to anchor handling winches	

Item	Applied to	Description	Remarks
Part II, para 3.5.3.10.22.6	Auxiliary machinery Defects	Requirements of the para have been extended to anchor handling winches	
Part II, para 3.10.1.1.17	Lifeboats (except for free-fall lifeboats), rigid lifeboats, rigid liferafts and buoyant apparatus	Instructions have been introduced regarding proof load testing depending on the age of life-saving appliance and periodicity of survey	
Part II, para 4.17.4	Anchor handling vessels	Requirements for survey have been completely revised	
Part III, paras 2.1.2.1.4 — 2.1.2.1.7 (new)	Cargo ships Anchor handling winches, lifting appliances	Requirements have been introduced for the survey to be in accordance with current international requirements	IMO resolution MSC.532(107) IMO circulars MSC.1/Circ.1662 and MSC.1/Circ.1663
Part III, paras 2.1.4.1.5 — 2.1.4.1.8 (new)	Passenger ships Anchor handling winches, lifting appliances	Requirements have been introduced for certification in accordance with current international requirements	IMO resolution MSC.532(107) IMO circulars MSC.1/Circ.1662 and MSC.1/Circ.1663
Part III, para 2.1.14.3 (new)	Survey of ships subject to the IGF Code requirements Fire-fighting outfit	Requirements have been introduced for verifying availability of a portable powder extinguisher in the fuel preparation room	IMO resolution MSC.551(108)
Part III, para 2.2.1.2.3 (new)	Oil tankers used as conventional bunker ships and carrying blends of not more than 30 % by volume of biofuel Oil Discharge Monitoring and Control System (ODMCS)	New para has been introduced regarding requirements for discharge of residues and tank washings	IMO circular MEPC.1/Circ.917

Item	Applied to	Description	Remarks
Part III, paras 2.7.1.1 — 2.7.1.1.3	Survey of ships subject to the Polar Code requirements Scope of survey	Requirements have been introduced for surveys of non-convention ships covered by Chapter 9-1 of the Polar Code as revised by 2023 amendments to Chapter XIV of SOLAS-74. Existing para 2.7.1.1.2 is renumbered 2.7.1.1.3	IMO resolutions MSC.532(107) and MSC.538(107)
Part III, para 2.7.1.3	Survey of ships subject to the Polar Code requirements Survey procedure	Requirements have been supplemented with a reference to provisions on submission of documentation before the initial survey of non-convention ships	IMO resolutions MSC.532(107) and MSC.538(107)
Para III, paras 2.7.2 — 2.7.2.1	Survey of ships subject to the Polar Code requirements Issued documents	Requirements have been updated due to introduction of requirements for issuance of a document confirming the compliance of non-convention ships	IMO resolutions MSC.532(107) and MSC.538(107)
Part III, para 2.7.2.2 (new)	Survey of ships subject to the Polar Code requirements Issued documents	Requirements have been introduced for issuance of a document confirming the compliance of non-convention ships	IMO resolutions MSC.532(107) and MSC.538(107)
Part IV, para 12.1.1 (new)	Ships survey after their detention by port state control	Requirement has been introduced regarding shipowner's obligations to inform RS in case of a ship detention. Existing paras 12.1.1 — 12.1.8.1 and references thereto are renumbered 12.1.2 — 12.1.9.1	
Part IV, para 12.1.1 (renumbered to 12.1.2)	Ships survey after their detention by port state control	Conjunction "and" has been deleted between words "control" and "Administration"	Editorial amendment of 01.01.2026
Part IV, para 12.1.2 (renumbered to 12.1.3)	Ships survey after their detention by port state control	Clarification has been introduced regarding possibility to survey ships after detention by RS surveyors/auditors who carried out the former survey of a ship preceding its detention	

Item	Applied to	Description	Remarks
Part IV, para 12.1.3 (renumbered to 12.1.4)	Occasional survey after ship detention	Clarifications have been introduced for requirements for occasional ship survey	
Annex 1, Chapter 9.8	Ship piping, welded branches of bottom-and-side valves	Requirements have been introduced for technical condition assessment	

PART I. GENERAL

2 DEFINITIONS, EXPLANATIONS, ABBREVIATIONS

Definition "Assignment of RS class to a ship in service" is amended as follows:

"**Assignment of RS class to a ship in service** is the~~ class changing or reclassing of the ship in service and accepting it into RS class~~ classing of a compliant ship (under the change of class procedure) and of a non-compliant ship (under the acceptance into class procedure).".

Definition "Operational condition" is introduced reading as follows:

"**Operational condition** means a condition of a ship or the ship's items of the Register technical supervision at which the quality and quantity assessment criteria of its technical condition comply with all the requirements established by RS and/or in design documentation.".

Definition "Modernization" is introduced reading as follows:

"**Modernization** is a repair involving a set of process operations to optimize technical and operational characteristics of a ship and (or) the ship's elements including installation of additional equipment, while keeping (maintaining) the ship's purpose in accordance with the RS requirements.".

Definition "Modification" is introduced reading as follows:

"**Modification (alteration)** is a repair involving a set of production operations that do not change the ship principal characteristics and (or) structural parameters, including changes to bring the ship into compliance with mandatory RS requirements, without which further operation is impossible.".

Definition "Conversion" is introduced reading as follows:

"**Conversion** is a repair aimed to modify the ship's structure (element) and to change its purpose.".

Definition "Conversion of a ship of substantial nature or major conversion" is introduced reading as follows:

"**Conversion of a ship of substantial nature or major conversion** is a conversion of a ship or its part which alters its type, purpose, ship principal characteristics and/or structural parameters (such as dimensions, gross tonnage, weight characteristics, freeboard, power output of the main propulsion installation, passenger capacity, cargo carrying capacity, etc.) or which substantially prolongs the ship service life, and such alterations lead to the necessity to apply the RS requirements to the ship or its separate parts that have not been applied to the ship prior to the commencement of such conversion. In analyzing the nature of conversion (major/minor), the definitions given in the applicable international conventions and/or codes shall also be considered.".

Definition "Workable condition" is introduced reading as follows:

"**Workable condition** is a condition of a ship and its items of the Register technical supervision at which values of all the parameters characterizing the ability to perform intended functions comply with the requirements established by RS and/or design (technical) documentation.".

Definition "Repair" is replaced by the following text:

"**Repair** is a set of production operations relating to recovery of the workable condition and operational condition of a ship and its items of the Register technical supervision in compliance with the RS requirements including replacement of ship's equipment and (or) its components, conversion, modernization as well as modification (alteration) of a ship. Submittal to RS of particular items to the survey (as well as in dismounted condition) is not a repair.".

PART II. CLASSIFICATION SURVEYS

1 CLASS STATUS

1.1 ASSIGNMENT OF THE RS CLASS

Chapter 1.1 is renamed reading as follows:

"**1.1 ASSIGNMENT OF THE RS CLASS TO THE SHIP IN SERVICE**".

Para 1.2.2.4.6 is amended as follows:

"**.6** Application of provisions of 1.2.2.4.2 shall be considered by the RS Branch Office ~~for in-service supervision~~ carrying out the ship survey.".

3 SCOPE OF SURVEY (MAIN CLASS)

3.1 GENERAL

Table 3.1.1. Items 2.5, 2.5.3 and 7.6 are amended, and **new items 2.5.6, 2.5.7 and 4.6.9** are introduced reading as follows:

"

Nos.	Item to be surveyed	Survey of a ship											
		Annual	Intermediate	Special	Annual	Intermediate	Special	Annual	Intermediate	Special	Annual	Intermediate	Special
		Age* ≤ 5 years			5 < Age* ≤ 10 years			10 < Age* ≤ 15 years			Age* > 15 years		
2.5	Towing arrangement including anchor handling arrangement (including anchor handling vessels)	For the scope of towing winch survey, refer to 4.6.7, for the scope of anchor handling winch survey, refer to 4.6.9, for the scope of the electric drive of towing winch survey, refer to 7.6.4 of this Table											
…													
2.5.3	Bollards, towing bitts, fairleads, chocks, rollers and tow lines	C	C	O	C	C	O	C	C	O	C	C	O
…													
2.5.6	Loose gear	For the scope of survey and testing, refer to Section 11 of the RS Rules/CHG, for documents and marking, refer to Section 12 of the RS Rules/CHG											
2.5.7	Chain stoppers	For the scope of survey and testing, refer to 4.6.9 of this Table											
…													
4.6.9	Anchor handling winch (including brakes and other machinery) as well as following equipment:	PE	PE	OMPE	PE	PE	OMPE	PE	PE	OMPE	PE	PE	OMPE
	.1 Continuous load monitors	P	P	OP	P	P	OP	P	P	OP	P	P	OP
	.2 audible and visual overload alarm	P	P	OP	P	P	OP	P	P	OP	P	P	OP
	.3 speed control	P	P	OPE	P	P	OPE	P	P	OPE	P	P	OPE
	.4 emergency release system	P	P	OPH	P	P	OPH	P	P	OPH	P	P	OPH
	.5 tension measuring and control means	P	P	OPE	P	P	OPE	P	P	OPE	P	P	OPE
	.6 spooling devices	C	C	O	C	C	O	C	C	O	C	C	O
	.7 fastenings and casing	C	C	O	C	C	O	C	C	O	C	C	O
	.8 chain stoppers including emergency release device	O	O	OPH	O	O	OPH	O	O	OPH	O	O	OPH

…													
7.6	Electric drives of essential arrangements and machinery, as well as their control, protective, starting and monitoring devices:												
	.1 pumps, compressors, anchor arrangements, fans in machinery spaces and boiler blowers, boat gear, sliding doors	P	P	OMP	P	MP	OMP	P	MP	OMP	P	MP	OMP
	.2 steering gear, autopilot	P	P	OMP	P	MP	OMP	P	MP	OMP	P	MP	OMP
	.3 mooring machinery			OMP			OMP			OMP			OMP
	.4 towing winch, anchor handling winch	P	P	OMP	P	P	OMP	P	P	OMP	P	P	OMP
	.5 launching appliances of boats and rafts	P	P	OMP	P	MP	OMP	P	MP	OMP	P	MP	OMP
	.6 compressors, pumps, ventilators of classed refrigerating plants	P	P	OMP	P	MP	OMP	P	MP	OMP	P	MP	OMP

".

3.5 MACHINERY INSTALLATION

Para 3.5.3.10.22.6 is amended as follows:

"**.6** for anchor and mooring machinery, towing winches, lifeboat winches and anchor handling winches (refer also to the respective defects in 3.5.3.10.22.1 — 3.5.3.10.22.5):

chipping and damage of worm pinions, damage of worm shafts of reduction gears, chipping of teeth of wheels, pinions, progressing pitting of wheel and pinion teeth of cylindrical tooth gears;

oil leakage through contacting surfaces of reduction gear casing parts;

galling of belt brakes;

galling of coupling boxes.

Survey of hydraulic anchor, mooring machinery, towing, lifeboat winches and anchor handling winches shall be carried out in accordance with 3.3.3.6.6, 3.5.3.10.22.1, 3.8.3.3.

Besides, where other units and components reveal damages, wear and defects, which prevent auxiliary machinery listed in 3.5.3.10.1, from proper performing its functions, such units and components shall be replaced or repaired.

Manufacturer's recommendations to be found in technical documentation and machinery maintenance manuals shall be considered at assessment of contact (adjoining) of teeth of wheels, pinions, worm shafts and worm pinions and at assessment of clearances.".

3.10 LIFE-SAVING APPLIANCES AND ARRANGEMENTS. SIGNAL MEANS

Para 3.10.1.1.17 is supplemented with the following text:

"Such testing and inspecting are recommended during special surveys of ship for lifeboats (except for free-fall lifeboats), rigid rescue boats, rigid liferafts and buoyant apparatus of 10 years old and over not less than once every 5 years, if upon results of a close-up survey at the first special survey by means of external examination defects requiring proof load and/or tightness tests have not been identified.".

4 SCOPE OF SURVEYS OF SHIPS (DEPENDING ON THEIR PURPOSE AND HULL MATERIAL)

4.17 SUPPLY VESSELS, STANDBY VESSELS, ANCHOR HANDLING VESSELS

Para 4.17.4 is replaced by the following text:

"**4.17.4 Anchor handling vessels.**

4.17.4.1 In addition to the applicable requirements of 3.3, provisions of 4.17.4 shall cover anchor handling vessels including ships with additional notation **Anchor-handling** (descriptive notation **Anchor handling vessel**), fulfillment of which allows to keep relevant additional notation or descriptive notation in the ship's class notation.

4.17.4.2 In addition to the terms and definitions provided in Part IX "Machinery" and Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" of the RS Rules/C, the following definitions shall be used:

Competent person means an RS surveyor or other person possessing relevant qualification and knowledge, skills and experience to perform the specific work acceptable as such by the Register.

Inspection means an assessment carried out by a responsible person to ascertain if the anchor handling winches and associated equipment are in good working condition for continued safe use.

Responsible person means a person appointed by the master or company possessing relevant qualification and knowledge, skills and experience required for the performance of duties specified.

Maintenance means any activity carried out by a responsible person to keep the anchor handling winches or associated equipment in good working condition for continued safe use.

Thorough examination means a detailed assessment carried out by a competent person in order to determine whether or not the anchor handling winches and associated equipment are in compliance with the applicable RS requirements (where necessary, may be supplemented by other methods of survey, such as hammering, measuring, flaw detection, functional tests and disassembling of the examined structures, machinery and parts to check their condition and to verify their safe operation).

Operational testing means a test carried out by a responsible person to verify the correct functioning of a component or operation of the anchor handling winches and/or loose gear.

4.17.4.3 Annual survey.

4.17.4.3.1 Documentation.

4.17.4.3.1.1 The following documents shall be kept onboard:

.1 manufacturer's maintenance, repair and operating manuals for anchor handling winch (for ships covered by SOLAS-74, refer to IMO circular MSC.1/Circ.1662. For winches installed on board the ship before 01.01.2026 where the specified manufacturer's documents are unavailable, the documents drawn up by a competent organization are allowed);

.2 maintenance and test records confirming operational function tests of all anchor handling equipment including safety systems;

.3 instructions for the operation of the emergency release system and device (as a rule, they shall be clearly displayed at the navigation bridge, locally at the winch and emergency release control mechanism);

.4 records of periodic drills for emergency release and emergency brake operation;

.5 for loose gear and interchangeable components of anchor handling gear: list of loose gear and interchangeable components, records of thorough examination and test performed by competent person, onboard records on inspection and maintenance, including procedures for following up gear control.

N o t e . Records on thorough examination and testing may be documented in any convenient form, provided each entry is clearly legible and is authenticated by the responsible person.

.6 documents on certification and identification of all anchor handling and towing wires.

4.17.4.3.2 Examination and testing.

4.17.4.3.2.1 Anchor handling winches and associated equipment including casing and fastenings (refer to Table 3.1.1) shall be subject to maintenance, inspection, thorough examination and operational testing in accordance with the manufacturer's instructions. Annual operational tests shall include functional tests of all the equipment.

4.17.4.3.2.2 Loose gear shall be subject to survey and testing in accordance with Section 11 of the RS Rules/CHG. Loose gear shall have marking and documents provided in Section 12 of the RS Rules/CHG.

4.17.4.3.2.3 Provisions given in 3.5.3.10.22 shall apply when determining the technical condition of machinery of the anchor handling gear.

4.17.4.3.2.4 Damages, broken, work or corroded wires, including their terminations connecting loose gear, shall be inspected and replaced by new ones according to manufacturer's instructions, relevant international or national standards. Where manufacturer's instructions and standards are unavailable, technical condition of wires, bitts, bollards, rollers, winch sittings shall be assessed in accordance with 3.3.3.6.6 to determine whether they shall be replaced or not.

4.17.4.3.2.5 If on the completion of an inspection, the responsible person considers the anchor handling winch and/or loose gear to be unsafe for operation or not in compliance with the applicable RS requirements, then that anchor handling winch and/or loose gear shall be taken out of service until any deficiency is rectified to the satisfaction of a competent person. The anchor handling winch and/or loose gear shall be clearly marked "not to be used" and the status shall be recorded in the forms for recording examination and testing performed. While anchor handling winches and/or loose gear are out of service, the master shall follow actions as outlined under Section 5 of IMO circular MSC.1/Circ.1662.

4.17.4.3.2.6 Upon results of thorough examination and functional testing, the RS surveyor shall make relevant entries in the Statement of Survey and/or Test of Anchor Handling Winches and Associated Equipment (Form 4.1.10).

4.17.4.4 Special survey.

4.17.4.4.1 In addition to the scope of annual survey specified in 4.17.4.3, in anchor handling winches the following shall be surveyed: shafts (cargo and intermediate), drums, bearings, pinions and gear wheels (cargo and intermediate), worm gears (shafts and pinions), reduction gears, brakes with spring shock-absorbers, belt and other brakes, tooth type couplings (connection/disengaging), limit switches, tension measuring and control means, spooling devices with driving gears, foundation frames (plates), chain stoppers with release gear, wires, drives (for survey of hydraulic drives, refer to 3.5.3.10.10 and 3.8.3.3), emergency release system, continuous load monitors, audible and visual overload alarm, and speed control, as well as equipment of control station shall be inspected as required by 13.3.8, Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" of the RS Rules/C.

Operational tests given in 4.17.4.3.2.1 shall be performed in the presence of the RS surveyor. At that, functional test to verify all safety functions shall be carried out, functionality of equipment indented to be used without power supply shall be verified, all anchor handling equipment including emergency release system shall undergo load testing.

4.17.4.4.2 Upon results of thorough examination and operational testing, the RS surveyor shall issue the Statement of Survey and/or Test of Anchor Handling Winches and Associated Equipment (Form 4.1.10).

4.17.4.5 Repair, modification or conversion of substantial nature.

4.17.4.5.1 Repairs, modifications or conversions of substantial nature are those which affect:

.1 rated wire pull of the anchor handling winch;

.2 strength, stability or service life of the anchor handling winch;

.3 load bearing structure of the winch;

.4 functionality of the winch or any part thereof which may affect its strength, safety or structural integrity.

4.17.4.5.2 After repair, modification or conversion of substantial nature, anchor handling winches shall be tested as follows:

.1 function tests at light load to verify the correct working of the winch and its controls over the full operating range;

.2 overload test to verify the capacity and integrity of the anchor handling winch, the attachment of the winch to ship and the adequacy of the ship's supporting structure;

.3 function test of the whole winch system including static bollard pull test and brake holding capacity test. Where it is not practicable to verify the brake holding capacity by testing, the same may be demonstrated through calculations.

Note: Anchor handling winches other than towing winches, shall not be subject to testing provided by 4.17.4.5.2.3. But functional tests except for static bollard pull test, shall be performed.

4.17.4.5.3 After repair, modification or conversion of substantial nature regarding emergency release system, the following test shall be performed:

.1 test of emergency release system and residual holding force in the wire. The test shall be performed with the wire attached to an onshore strong point, or an anchor on the seabed or a similar arrangement;

.2 residual brake holding force after emergency release shall be verified by test.

Upon results of thorough examination and operational testing, the RS surveyor shall issue the Statement of Survey and/or Test of Anchor Handling Winches and Associated Equipment (Form 4.1.10).

4.17.4.5.4 Based on test results provided in 4.17.4.5.2 and 4.17.4.5.3, anchor handling winch and associated equipment shall be subject to thorough examination.

4.17.4.5.5 All loose gear in use with anchor handling winch shall be tested in accordance with 11.2.5 of the RS Rules/CHG after repairs, modification or conversions of substantial nature.

4.17.4.5.6 Upon results of tests and thorough examination, the RS surveyor shall issue the Statement of Survey and/or Test of Anchor Handling Winches and Associated Equipment (Form 4.1.10).".

PART III. STATUTORY SURVEY

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

2.1 INTERNATIONAL CONVENTION SOLAS-74

New paras 2.1.2.1.4 — 2.1.2.1.7 are introduced reading as follows:

"**2.1.2.1.4** In accordance with regulation II-1/3-13.2.2 of SOLAS-74 as amended by IMO resolution MSC.532(107), anchor handling winches installed on board the ship on or after 1 January 2026 shall be designed, constructed, installed and tested in accordance with the RS Rules/C and IMO circular MSC.1/Circ.1662.

2.1.2.1.5 In accordance with regulation II-1/3-13.2.5 of SOLAS-74 as amended by IMO resolution MSC.532(107), anchor handling winches installed on board the ship before 1 January 2026, shall be tested, thoroughly examined and marked not later than the date of the first renewal survey on or after 1 January 2026 in accordance with the present Rules and IMO circular MSC.1/Circ.1662.

2.1.2.1.6 In accordance with regulations II-1/3-13.2.1 and II-1/3-13.2.3 of SOLAS-74 as amended by IMO resolution MSC.532(107), lifting appliances listed in 1.1.1.1 of the RS Rules/CHG (with amendments entering into force 01.01.2026) and installed on board the ship on or after 1 January 2026, shall be designed, constructed, installed, tested and thoroughly examined before being taken into use for the first time and after repairs, modifications and conversions of substantial nature in accordance with the RS Rules/CHG and IMO circular MSC.1/Circ.1663. Such lifting appliances shall be marked and provided with documentary evidence for the safe working load in accordance with the RS Rules/CHG.

2.1.2.1.7 In accordance with regulation II-1/3-13.2.4 of SOLAS-74 as amended by IMO resolution MSC.532(107), lifting appliances listed in 1.1.1.1 of the RS Rules/CHG (with amendments entering into force 01.01.2026) and installed on board the ship before 1 January 2026, shall be tested, thoroughly examined and marked in compliance with the applicable requirements of Sections 11 and 12 of the RS Rules/CHG not later than the date of the first renewal survey on or after 1 January 2026 in accordance with IMO circular MSC.1/Circ.1663.

N o t e t o 2 . 1 . 2 . 1 . 5 — 2 . 1 . 2 . 1 . 7 :

1) The expression "installed on or after 1 January 2026" means:

1.1) for ships the keel of which is laid or which is at a similar stage of construction on or after 1 January 2026, any installation date on the ship;

1.2) for ships other than those specified in .1, contractual delivery date or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance, anchor handling winch to the ship on or after 1 January 2026.

2) Lifting appliances having valid test and survey certificates issued by RS, ACS or organization recognized by the Administration prior to entry into force of regulation II-1/3-13 of SOLAS-74, may be deemed compliant with the requirements of SOLAS regulations II-1/3-13.2.4.

3) Anchor handling winches having valid certificates, statements upon test and survey results issued by RS, ACS or organization recognized by the Administration prior to entry into force of regulation II-1/3-13 of SOLAS-74, may be deemed compliant with the requirements of regulations II-1/3-13.2.5 of SOLAS-74.

4) Upon test results and thorough examinations of anchor handling winches and their components under the RS surveyor supervision, the Statement according to Form 4.1.10 shall be issued.".

New paras 2.1.4.1.5 — 2.1.4.1.8 are introduced reading as follows:

"**2.1.4.1.5** In accordance with SOLAS regulation II-1/3-13.2.2 as amended by IMO resolution MSC.532(107), anchor handling winches installed on a ship on or after 1 January 2026 shall be designed, installed and tested in accordance with the RS Rules/C and IMO circular MSC.1/Circ.1662.

2.1.4.1.6 In accordance with SOLAS regulation II-1/3-13.2.5 as amended by IMO resolution MSC.532(107), anchor handling winches installed on a ship before 1 January 2026 shall be tested and thoroughly examined no later than the date of the first renewal survey on or after 1 January 2026 as provided by these Rules and IMO circular MSC.1/Circ.1662.

2.1.4.1.7 In accordance with SOLAS regulations II-1/3-13.2.1 and II-1/3-13.2.3 as amended by IMO resolution MSC.532(107), lifting appliances specified in 1.1.1.1 of the RS Rules/CHG (with amendments entering into force 01.01.2026), installed on a ship on or after 1 January 2026 shall be designed, manufactured, installed, tested and thoroughly examined before being put into service for the first time and after repairs, modifications and alterations of major character as provided by the RS Rules/CHG and IMO circular MSC.1/Circ.1663. Such lifting appliances shall be permanently marked and provided with documentary evidence for the safe working load.

2.1.4.1.8 In accordance with SOLAS regulation II-1/3-13.2.4 as amended by IMO resolution MSC.532(107), lifting appliances specified in 1.1.1.1 of the RS Rules/CHG (with amendments entering into force 01.01.2026) and installed on a ship before 1 January 2026, shall be tested, thoroughly examined and marked as per the applicable requirements of Sections 11 and 12 of the RS Rules/CHG no later than the date of the first renewal survey on or after 1 January 2026 as provided by IMO circular MSC.1/Circ.1663.

N o t e s t o 2.1.4.1.5 — 2.1.4.1.8 — refer to notes to 2.1.2.1.5 — 2.1.2.1.7.".

New para 2.1.14.3 is introduced reading as follows:

"**2.1.14.3** In ships specified in 2.1.14.1 and constructed before 1 January 2026, the availability of a portable dry powder extinguisher of at least 5 kg capacity for the fuel preparation room (refer to 11.6.2 of the IGF Code as amended by IMO resolution MSC.551(108)) shall be verified at the first survey for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate carried out on or after 1 January 2026.".

2.2 INTERNATIONAL CONVENTION MARPOL 73/78

New para 2.2.1.2.3 is introduced reading as follows:

"**2.2.1.2.3** In accordance with IMO circular MEPC.1/Circ.917 (with consideration of MA instructions, if any), the International Oil Pollution Prevention Certificate shall not be modified for the oil tankers used as conventional bunker ships carrying blends of not more than 30 % by volume of biofuel provided that all residues or tank washings are discharged ashore unless the oil discharge monitoring equipment is approved for the biofuel blends being shipped.".

2.7 THE POLAR CODE

Paras 2.7.1.1 — 2.7.1.1.2 are amended as follows:

"**2.7.1.1** The scope of survey of the ship on compliance with requirements of the Polar Code is set:

.1 with respect to the requirements of Part I-A of the Polar Code (surveys~~ for Polar Ship Certificate~~ of ships for which the certificates are issued in accordance with Chapter I of SOLAS-74) — in compliance with Section 3 of Annex 5 to HSSC Guidelines, in addition to the scope mentioned in HSSC Guidelines for the certificates prescribed by Chapter I of SOLAS-74 as amended;

.2 with respect to the requirements of Chapter 9-1 of Part I-A of the Polar Code (survey of fishing vessels of 24 m in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade, cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage, engaged in any voyages in the Antarctic area and/or voyages in Arctic waters beyond the outer limit of the territorial sea of the State whose flag the ship is entitled to fly) — according to 1.3 and 9.2 of Part II "Technical Requirements" of the Guidelines on Application of the International Code for Ships Operating in Polar Waters (the Polar Code);

.~~2~~3 with respect to the requirements of Part II-A of the Polar Code (surveys for the certificates, prescribed by Annexes I, II and VI to MARPOL 73/78) — at the scope of the requirements applicable to the ship in accordance with regulation 47 of Annex I, regulation 22 of Annex II and regulation 18 of Annex IV to MARPOL 73/78, as it mentioned in sections 1 — 3 of Annex 3 to HSSC Guidelines.".

Para 2.7.1.3 is amended as follows:

"**2.7.1.3** Prior to the initial survey~~ for issuance of the Polar Ship Certificate~~ of ships specified in 2.7.1.1.1 and 2.7.1.1.2, the provisions of 1.1 and 1.3.4 of Part II "Technical Requirements", the Guidelines on Application of the International Code for Ships Operating in Polar Waters shall be met appropriately with respect to documentation submittal to the RS Branch Office in charge for performing the survey.".

Paras **2.7.2 and 2.7.2.1** are amended as follows:

"**2.7.2** **~~Certificate issued~~ Documents issued.**

2.7.2.1 In case of satisfactory results of the survey~~ on compliance with requirements of Part I-A, the Polar Code, upon completion thereof~~ of ships specified in 2.7.1.1.1, the Polar Ship Certificate with the Record of Equipment (Form 2.1.29) shall be issued/renewed/confirmed.".

New para 2.7.2.2 is introduced reading as follows:

"**2.7.2.2** In case of satisfactory results of the survey of ships specified in 2.7.1.1.2, the Statement of Compliance of the Ship (Form 2.1.29.1) shall be issued/renewed/confirmed.".

PART IV. OCCASIONAL AND OTHER SURVEYS

12 SURVEYS AND DETENTIONS OF SHIPS BY PORT AUTHORITIES

12.1 GENERAL

New para 12.1.1 is introduced reading as follows:

"**12.1.1** The shipowner shall promptly inform RS in case of ship detention by port authorities.".

Existing paras 12.1.1 — 12.1.8.1 and references thereto are renumbered **12.1.2 — 12.1.9.1** accordingly.

Renumbered para 12.1.2 is amended as follows:

"**12.1.2** RS surveys of the ships after their detention by port state control ~~and/~~or the Administration".

Renumbered para 12.1.3 is amended as follows:

"**12.1.3** To ensure independence, impartiality and integrity, such surveys by the same Surveyors/Auditors who carried out the former initial/periodical/additional/occasional (in the scope of periodical) surveys of a ship preceding its detention shall ~~not be permitted~~ <u>be permitted only in exceptional cases, as agreed by RHO</u>.".

Renumbered para 12.1.4 is amended as follows:

"**12.1.4** Occasional survey ~~is~~ may not <u>be</u> required <u>following the decision made by RHO</u> when the following conditions are met:

significant non-conformities in respect of the RS technical supervision items are not detected by the port authorities <u>or by the Administration</u>;

there are no instructions from the Administration on ship survey".

INSTRUCTIONS FOR DETERMINATION OF THE TECHNICAL CONDITION AND REPAIR OF HULL STRUCTURES, PIPELINES, ARRANGEMENTS AND OTHER SHIP COMPONENTS

9.8 SHIP PIPING, WELDED BRANCHES OF BOTTOM AND SIDE VALVES

Chapter 9.8 is replaced by the following text:

"**9.8.1** Para 3.8.3 of Part II "Classification Surveys" contains the requirements for assessing technical condition of metal and alloyed piping of ship's and machinery installation systems subject to technical supervision of the Register, including welded branches of bottom and side valves, the sea chest pipelines and their filters.

The assessment of a technical condition of piping shall be carried out by visual examination and tapping with a special hammer of an outer surface, measuring external damages and residual pipe wall thicknesses, testing a system in operation, if needed, and by leak tests.

In-service defects of piping appear as corrosion-erosion wear, mechanical damages, technological defects and in-service deposits (corrosion buildup, salt sediments, dirt, microbiological fouling).

9.8.2 The corrosion-erosion wear is the dominant type of damages to the inside and outside of a pipeline being defined by a corrosion area and depth of penetration into metal:

total wear (thinning) means the even reduction of a pipeline wall thickness at a relatively small rate of penetration;

local wear (pitting) is a damage to certain limited areas of pipe surfaces in the form of cavities (pits), of which a diameter is approximately equal to the depth, at a penetration rate noticeably exceeding a rate of total corrosion;

blow hole is a local through destruction of pipe walls of which a diameter is less than a pipe wall thickness.

The local wear is generally limited to pipeline parts (tee-pipes, branches, zones at valves, machinery, apparatuses) and pipe joints.

The total wear is mostly associated with straight sections of pipelines.

9.8.3 Mechanical damages are ruptures, cracks, indents:

rupture is a break of pipe wall integrity due to the short-term exposure to a hydraulic shock, to working medium overpressure, freezing, a technological defect;

crack is a break of pipe wall integrity on boundaries of metal grains due to deformations or fatigue effects;

indent is a recess on a pipe surface due to the short-term dynamic exposure (impact) or concentrated static load on the pipe outside.

9.8.4 Technological defects are:

leakage of pipe joints means leaks or air inflow;

defects of piping anchoring mean the lack of suspensions, pipe straps, gaskets or the slack of their securing;

lack of protectors in specified locations;

break of insulation.

9.8.5 At visual examination, all mechanical damages and technological defects, listed in 9.8.3 and 9.8.4, shall be identified. A need and an extent of control of a residual thickness of pipeline component walls shall be evaluated on the basis of the visual examination results.

The measurements of residual thicknesses of piping components, if required, shall be carried out by recognized firms or by the Register upon written request of the shipowner in accordance with the procedure provided in Section 3 of Annex 1.

The condition and tightness of flanges anchoring air and sounding pipes to the inner bottom plating shall be checked.

The presence (renovation) of corrosion protection used on ship at construction shall be checked.

9.8.6 The maximum permissible values of controllable parameters, mechanical, technological and operational damages and defects of piping are given in Table 9.8.6.

Table 9.8.6

Maximum permissible values of controllable parameters, defects and damages of ship's piping

Type of defect (damage)	Method of determining	Maximum permissible value by condition categories: complying with the RS requirements	Maximum permissible value by condition categories: not complying with the RS requirements
1. Total wear	Examination, residual thickness measurements of ship's piping, including Kingstone pipeline and their filters	$S^{\mathrm{O}}_{\mathrm{OCT}} > 0{,}5S_{\mathrm{O}}$, but at least 2 mm	$S^{\mathrm{O}}_{\mathrm{OCT}} \leq 0{,}5S_{\mathrm{O}}$ or 2 mm, whichever is greater
2. Local wear:			
pits, spots	Examination, inspection for defects, residual thickness measurements of ship's piping including Kingstone pipeline and their filters	$S^{\mathrm{M}}_{\mathrm{OCT}} > 0{,}3S_{\mathrm{O}}$, but at least 1 mm	$S^{\mathrm{M}}_{\mathrm{OCT}} \leq 0{,}3S_{\mathrm{O}}$ or 1 mm, whichever is greater
blowholes	Examination, operation test of a system	None	Yes
3. Damages:			
ruptures, cracks	Examination, operation test of a system	No break of tightness	
indents, bulges	Examination, measurements of defect depth (height)	≤ $0{,}1d_{\mathrm{H}}$	> $0{,}1d_{\mathrm{H}}$
nicks, external corrosion and other defects of outer surface	Examination, measurements of defect depth	≤ $0{,}25S_{\mathrm{o}}$	> $0{,}25S_{\mathrm{o}}$
4. Deposits	Operation test of a system	Parameters of system functioning are normal (flow rate, liquid pressure)	Inadmissible deviation of parameters of system functioning (reduced flow rate, increased discharge pressure of liquid)
5. Weld wastage	Examination, measurements of defect depth	≤ 20 %	> 20 % (wastage of pipe flange butt welds below the surface of the pipe is not allowed)

$S^{\mathrm{O}}_{\mathrm{OCT}}$ — arithmetical mean residual thickness for straight sections of pipes at total wear, mm;
$S^{\mathrm{M}}_{\mathrm{OCT}}$ — minimum residual thickness for "critical" sections of pipes at local wear, mm;
S_{O} — as-built (initial) thickness of pipe, mm.
If according to the results of the technical condition assessment, the residual thickness of pipe walls and the Kingstone pipeline and its filters are within the allowable limits established by RS, their technical condition is assessed as complying with the RS requirements.

9.8.7 Locations and zones for pipeline components control are to be specified in accordance with the recommendations in Appendices 9.8-1 and 9.8-2.

The residual thicknesses of a pipe wall within its straight section as to total wear (refer to Appendix 9.8-1) shall be measured at three sections which are equidistant along the pipe outside a zone of "critical" sections. The measurements shall be carried out at four equidistant points over a diameter in each section.

The value $S^{\mathrm{O}}_{\mathrm{OCT}}$.shall be determined by measurements.

Measurements $S^{\mathrm{M}}_{\text{ост}}$ for pipeline sections as to local wear (refer to Appendix 9.8-2) shall be carried out in lines of control:

branches — along a pipe axis (in a generatrix);

tee-pipes, at valves, machinery and pipe joints — in transverse cross sections of a pipe. In control of welded tee-pipes, measurements shall be taken in a control line along the weld down the flow.

Measurements are to be made by moving a transducer in the control line, or at points in the control line, but at three points as a minimum. Where wastage exceeds 30 % of S_o, measurements shall be made at six points as a minimum.

9.8.8 When assessing the technical condition of inlet and outlet branches, apply the Register standards for wear of the hull shell plating. Permissible residual thickness of inlet and outlet branch pipes shall be not less than 0,5 S_o or 6 mm, whatever is greater, for general and groove wear, 0,3 S_o or 4 mm, whatever is greater, for pitting, where S_o — as-built branch pipe thickness.

Welded-on branch pipes of bottom and side valves are to be subject to surveying with residual thickness measurements at six radially opposite points after dismounting the bottom and side valves: immediately at the flange, at a distance of a diameter from the latter and at the maximum distance from the flange. The survey is to be held at each dry-docking starting with the second special survey of a ship.

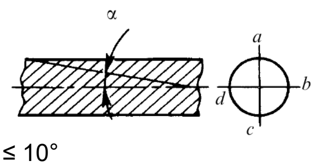
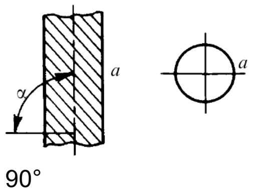
9.8.9 In assessing technical condition of air pipes and ventilator pipes, the standards for structures with wear according to 4.2.2 (refer to item 9.1, Table 4.2.2.1-1) shall apply, and when suspect areas are found — according to 4.5.

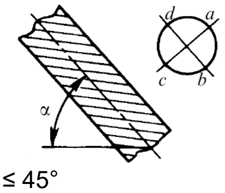
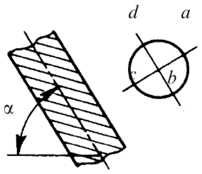
9.8.10 The results of evaluating the technical condition of the ship's pipelines shall be drawn up in compliance with the requirements of Section 6 and attached to the Thickness Measurement Report.

9.8.11 Components of ship's pipelines, the technical condition of which does not meet the RS requirements, are subject to repair according to the RS approved technology and under the RS technical supervision. A need for repairs of valves is ascertained using records in a log book, the results of system operation tests and hydraulic tests, and the results of an inspection for defects. The tightness tests of piping are generally to be carried out in combination with machinery, apparatuses, valves and other equipment of the system considering the requirements of Section 20, Part VIII "Systems and Piping" of the RS Rules/C.

Appendix 9.8-1

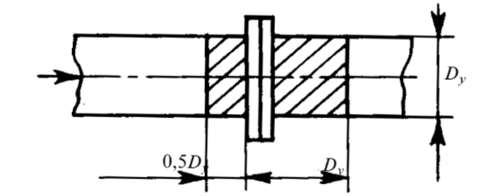
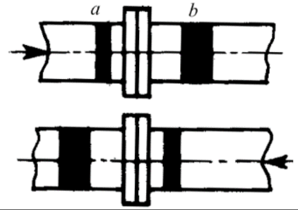
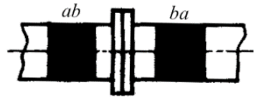
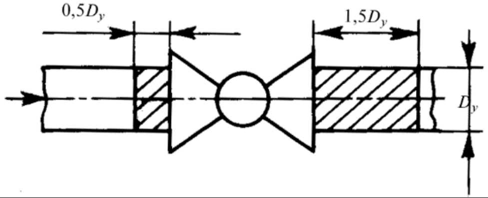
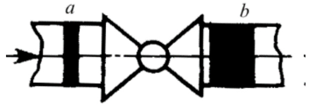
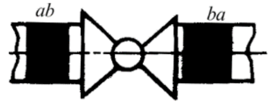
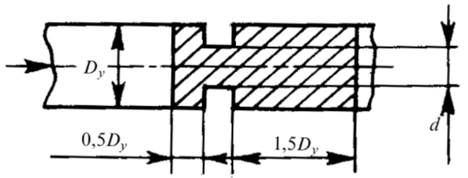
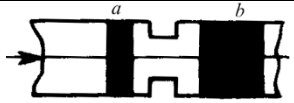
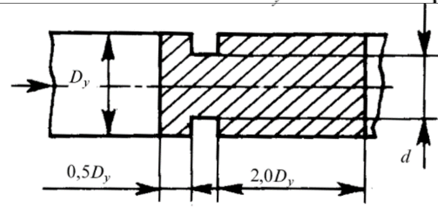
Pipeline control by total wear of straight (axial-symmetric) sections

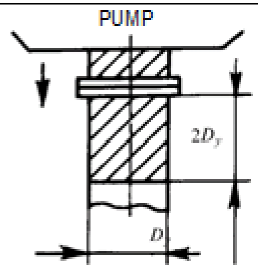
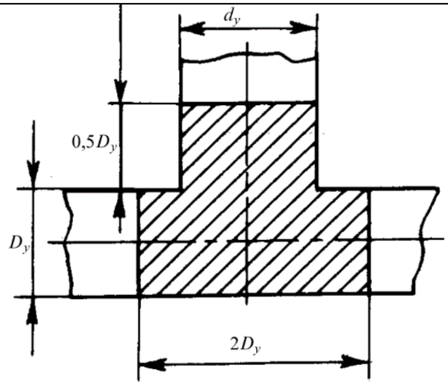
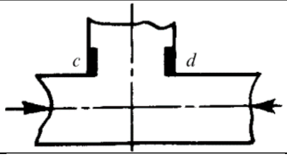
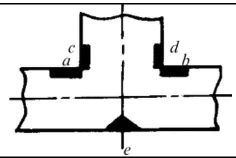
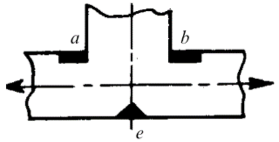
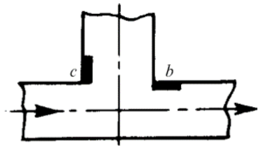
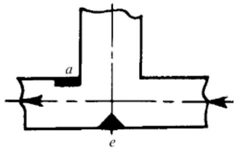
Nos.	Type of pipeline (pipe section)	Record of control points
I	Horizontal:  0° ≤ α ≤ 10°	I — *a*; I — *b*; I — *c*; I — *d*
II	Vertical:  80° ≤ α ≤ 90°	II — *a*

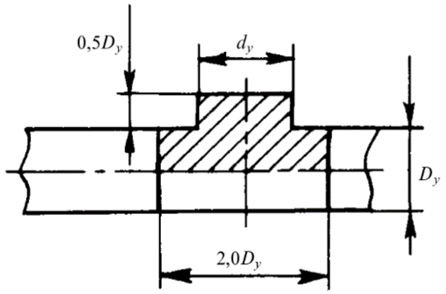
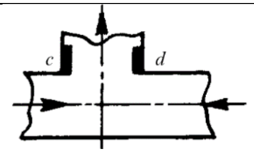
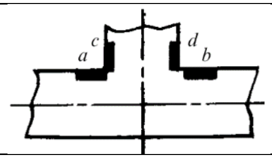
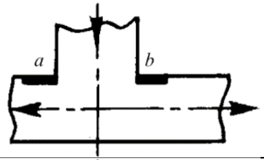
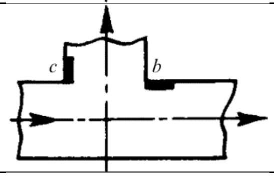
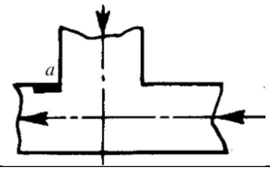
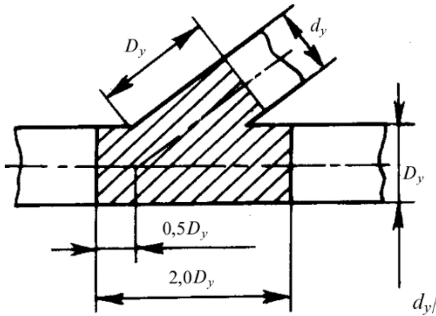
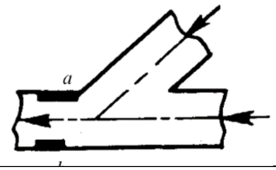
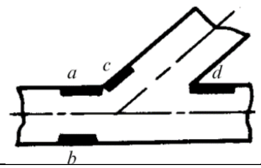
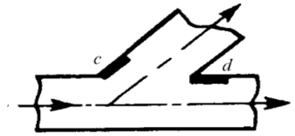
Nos.	Type of pipeline (pipe section)	Record of control points
III	Inclined:  10° ≤ α ≤ 45°	III — *a*; III — *b*; III — *c*; III — *d*
IV	Inclined:  45° ≤ α ≤ 80°	IV — *a*; IV — *b*; IV — *c*; IV — *d*

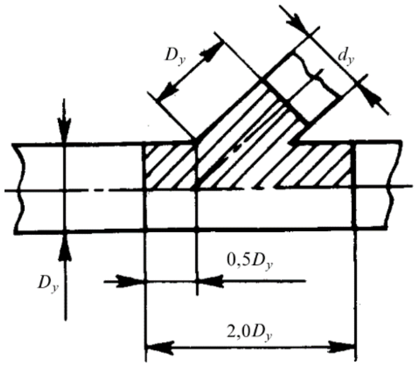
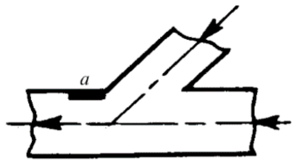
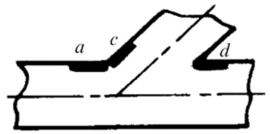
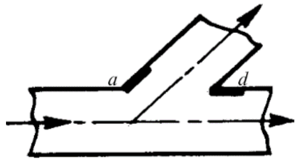
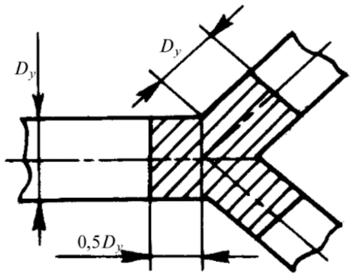
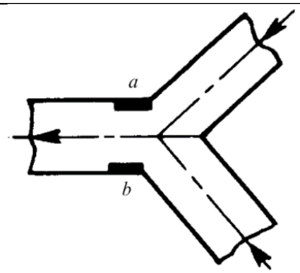
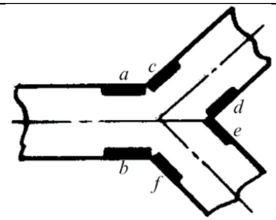
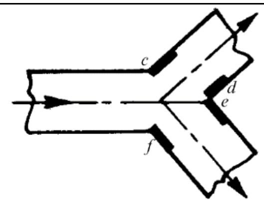
Appendix 9.8-2

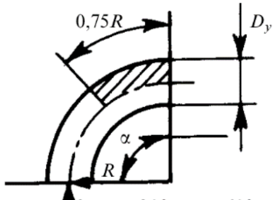
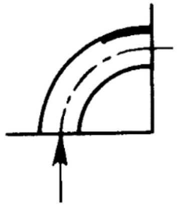
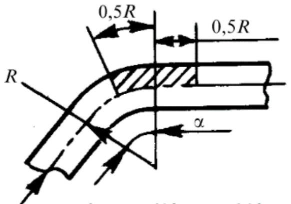
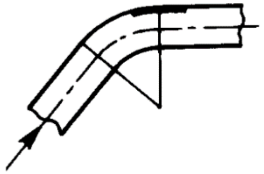
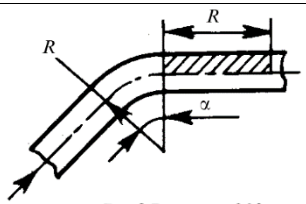
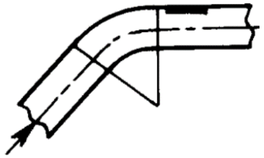
Pipeline control by local wear

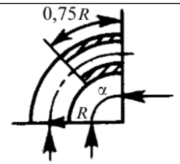
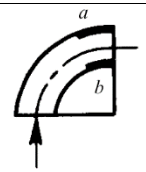
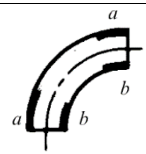
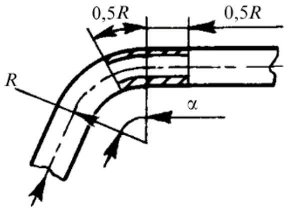
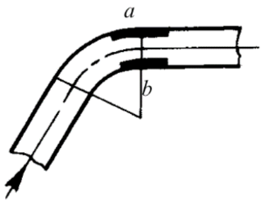
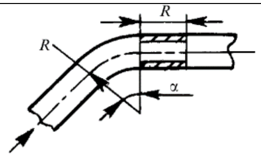
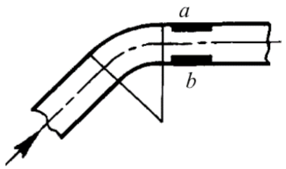
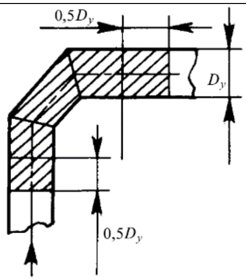
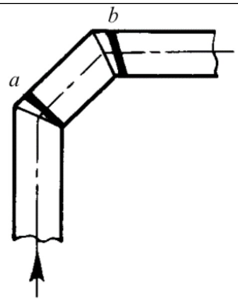
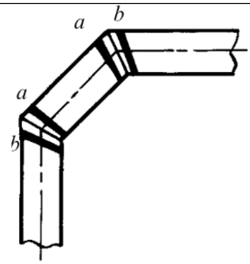
Nos.	Extent of control zones	Version	Control points: Version of flow direction	Control points: Unknown flow direction	Record of control points	Note
	Axial-symmetric components (flows)					
V					V — *a*; V — *b*	The location of the maximum wear *"b"* behind a flange and sleeve joint is closer to the joint than with a nipple joint
VI					VI — *a*; VI — *b*;	The location of the maximum wear *"b"* behind a slide valve is closer to the latter than behind a valve
VII	 $d \geqslant 0{,}85D_y$				VII — *a*; VII — *b*	Orifice plates, diaphragms, as well as transitions for flow constriction or opening with an aperture angle ≤ 10°
	 $d < 0{,}85D_y$					Ditto, transitions with an aperture angle>10°

Nos.	Extent of control zones	Version	Control points		Record of control points	Note
			Version of flow direction	Unknown flow direction		
VIII					VIII	
	Axial-asymmetric components (flows)					
IX	 $d_y/D_y > 0{,}3$	A			IX — A — *c*; IX — A — *d*	
		B			IX — B — *a*; IX — B — *b*; IX — B — *e*	
		C			IX — C — *c*; IX — C — *b*	
		D			IX — D — *a*; IX — D — *e*	

Nos.	Extent of control zones	Version	Control points		Record of control points	Note
			Version of flow direction	Unknown flow direction		
X	 $d_y/D_y \leqslant 0{,}3$	A			X — A — *c*; X — A — *d*	
		B			X — B — *a*; X — B — *b*	
		C			X — C — *c*; X — C — *b*	
		D			X — D — *a*	
XI	 $d_y/D_y > 0{,}3$	A			XI — A — *a*; XI — A — *b*	
		B			XI — B — *c*; XI — B — *d*	

Nos.	Extent of control zones	Version	Control points		Record of control points	Note
			Version of flow direction	Unknown flow direction		
XII	 $d_y/D_y \leqslant 0,3$	A			XII — A — *a*	
		B			XII — B — *c*; XII — B — *d*	
XIII		C			XIII — A — *a*; XIII — A — *b*	
		B			XIII — B — *c*; XIII — B — *d*; XIII — B — *e*; XIII — B — *f*;	

Nos.	Extent of control zones	Version	Control points		Record of control points	Note
			Version of flow direction	Unknown flow direction		
XIV	 $R \geqslant 2D_y$; $90° \geqslant \alpha > 60°$	A			XIV — A	
	 $R \geqslant 2D_y$; $60° \geqslant \alpha > 30°$	B			XIV — B	
	 $R \geqslant 2D_y$; $\alpha \leqslant 30°$	C			XIV — C	

Nos.	Extent of control zones	Version	Control points		Record of control points	Note
			Version of flow direction	Unknown flow direction		
XV	 $R < 2D_y$; $90^\circ \geqslant \alpha > 60^\circ$	A			XV — A — *a*; XV — A — *b*	
	 $R \geqslant 2D_y$; $60^\circ \geqslant \alpha > 30^\circ$	B			XV — B — *a*; XV — B — *b*	
	 $R < 2D_y$; $\alpha \leqslant 30^\circ$	C			XV — C — *a*; XV — C — *b*	
XVI					XVI — *a*; XVI — *b*	

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