



RUSSIAN MARITIME REGISTER OF SHIPPING

RULE CHANGE NOTICE

No. 311-05-2067

dated 16.12.2025

Entry-into-force date:

01.01.2026

Re: amendments to the Rules for Technical Supervision of Ships in Service,
ND 2-020201-042, version 01.07.2025

It is necessary to do the following:

1. Bring the content of the Rule Change Notice to the notice of the RS surveyors.
2. With regard to ships to which SOLAS convention provisions do not apply:
 - 2.1 Apply the provisions of the Rule Change Notice when performing technical supervision during construction of ships contracted for classification under construction on or after 01.01.2026.
 - 2.2. Apply the provisions of the Rule Change Notice when performing technical supervision during construction of ships contracted for classification under construction before 01.01.2026, as far as reasonable and practicable.
3. With regard to ships to which SOLAS convention applies:
 - 3.1 Apply the provisions of the Rule Change Notice when performing technical supervision during construction of ships and installation of special anchor handling arrangement in accordance with requirements of SOLAS-74 regulation II-1/3-13, as amended by IMO resolution MSC.532(107) on account of definition of the phrase "installed on or after 01.01.2026", prescribed by para 33 of regulation 2 of Chapter II-1 of SOLAS-74 as amended by IMO resolution MSC.532(107).

Director General

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**PROPOSED AMENDMENTS
TO THE GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS UNDER CONSTRUCTION (01.07.2025)**

REVISION HISTORY

Item	Applied to	Description	Remarks
Table 3.1.4.1	Ship's arrangements Special anchor handling devices	List of items of technical supervision has been amended with special arrangements of anchor handling vessels	
Para 3.3.4	Towing arrangements and special arrangements of anchor handling vessels Requirements for survey	Requirements for survey of special arrangements of anchor handling vessels have been introduced	
Para 3.3.4.1	Towing arrangements and special arrangements of anchor handling vessels Requirements for survey	Requirements for survey of special arrangements of anchor handling vessels have been introduced	
Para 3.3.4.4	Towing arrangements and special arrangements of anchor handling vessels Mooring trials	Requirements for mooring trials of special arrangements of anchor handling vessels have been introduced	
Para 3.3.4.5	Ships intended for towing of ships and other floating objects Requirements for survey	Requirements for survey of ships subject to static bollard pull tests have been corrected taking into account introduction of requirements for special anchor handling arrangements	
Section 3, Appendix 1 (new)	Ships intended for towing of ships and other floating objects Tests Static bollard pull tests	New Appendix regulating static bollard pull test has been introduced based on excluded requirements of 13.3.9 and 13.3.10 of Part XVII of RS Rules/C	
Chapter 5.12	Deck machinery Anchor handling winch	Requirements for survey of anchor handling winches have been amended	IMO Resolution MSC.532(107) and IMO Circular MSC.1/Circ.1662

Item	Applied to	Description	Remarks
Chapter 5.16	Deck machinery Anchor handling winch Mooring trials	Requirements for mooring trials of anchor handling winches have been amended	IMO Resolution MSC.532(107) and IMO Circular MSC.1/Circ.1662

GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS UNDER CONSTRUCTION

3 EQUIPMENT, ARRANGEMENTS AND OUTFIT

Para 4 of Table 3.1.4.1 is amended as follows:

Nos.	Item of technical supervision	Installation on board ship						Mooring trials	Sea trials
		Verification of			Control				
		technical documentation	documents on products	marking, branding	of installation and arrangement onboard	of fixing dimensions	in operation		
4	<u>Towing arrangements and special arrangements of anchor handling vessels:</u>	+	—	+	+	—	—	+	—
4.1	bits, bollards, fairleaders, rolls and stoppers		+	—	+	+	—		
4.2	tow hooks and towing rails with fastenings for securing these parts to ship's hull, towing line releasing device		+	+	+	+	—		
4.3	snatch-blocks		+	+	+	+	—		
4.4	towing rails		+	+	+	+	—		
4.5	emergency towing arrangement	+	+	+	+	+	+		
4.6	<u>chain stoppers, bits, stern rollers of anchor handling vessels</u>	±	±	±	±	±	±	±	

Para 3.3.4 is amended as follows:

"3.3.4 Towing arrangements and special arrangements of anchor handling vessels."

Para 3.3.4.1 is amended as follows:

"3.3.4.1 When surveying (according to the List) ~~the towing arrangement of a ship assigned the descriptive notation "tug" in the class notation~~ special arrangement on tugs and special arrangement on anchor handling vessels, in addition to the issues specified in Table 3.1.4.1, the following shall be checked:

- .1 installation and securing of the towing winches, anchor handling winches on the ship's seating;
- .2 number, design, location and securing of towing bollards and chocks, bits, rails, availability of cable stoppers;
- .3 type, diameter or circumference, as well as length of the towing line, the wire intended for anchor handling operations, as per drawing or list;
- .4 adjustment of the mechanical lock of the tow hook which shall be so adjusted that under no towing pull condition the force required to relieve the lever is from 30 to 50 N;
- .5 location of the towing winch control position ~~(no operating position shall be located within the zone of tow line run)~~, anchor handling winch control position;
- .6 location and arrangement of guide rollers, blocks preventing the wire from slipping-off and from friction against the hull structures;
- .7 location and arrangement of chain stoppers, towing bits and stern rollers intended for anchor winch handling operations;
- .78 arrangement, installation and enclosure class (casings) of the electrical equipment, installation of cable runs, securing, connection and choice of cross-sections of the cables to supply the electrical driving units, ~~towing special arrangement~~ control system, alarm system in accordance with the requirements of Section 10, and where hydraulic drive is provided, Section 8."

New para 3.3.4.4 is introduced reading as follows:

"3.3.4.4 During mooring trials of a special arrangement for anchor handling vessels, anchor handling winches, chain stoppers and towing bits shall be checked in operation in accordance with 5.16.10.2. For anchor handling vessels intended for towing floating facilities and objects,

additional checks specified in 3.3.4.3 shall be performed, as applicable depending on the composition of the equipment."

Existing para 3.3.4.4 is renumbered **3.3.4.5**. **Renumbered para 3.3.4.5** is amended reading as follows:

"3.3.4.5 When carrying out surveys on the tugs and ships intended for towing operations, to confirm the total pull of the ship using special towing equipment on different main engine operating conditions and to issue the Bollard Pull Certificate (form 6.3.45) the requirements of Appendix 1 to this Section and 5.2.17, Part I "General" of the Rules for Technical Supervision of Ships in Service shall be met.

~~Results of the total pull tests conducted on the prototype ship and/or subsequent ship(s) of a series (refer to 1.1.2, Part I "Classification" of the Rules for the Classification and Construction) may be credited for ship(s) of a series, provided the RS surveyor confirms the following:~~

~~a letter of guarantee justifying the impossibility of conducting tests has been provided by the customer;~~

~~main propulsion plant and screw rudder system are technically identical on all ships of a series, including the prototype ship;~~

~~results of the total pull tests obtained for the first ship of a series and/or subsequent ship(s) of a series are practically identical;~~

~~the RS technical supervision during construction of the prototype ship and ship(s) of a series has been carried out with satisfactory results.~~

~~In this case, the data may be used obtained upon results of the actual total pull tests conducted on the prototype ship and/or subsequent ship(s) of a series and witnessed by the RS surveyor, provided the full (detailed) report on the tests of the main propulsion plant and screw rudder system for the ships of a series considered is submitted to the RS surveyor and the absence of deviations in the data and results compared to the prototype ship/ship(s) of a series is confirmed in the Report on the Survey of the Ship (form 6.3.10)."~~

New Appendix 1 is introduced after **Chapter 3.4** reading as follows:

"APPENDIX 1

STATIC BOLLARD PULL TEST

1 General.

1.1 This Appendix is applied to ships intended for towing of other ships and floating objects.

1.2 The following shall subject to testing for bollard pull measurement:

.1 the first ship out of the series, then every fifth ship of the series (i.e. sixth, eleventh, etc.) provided the propulsion plant is identical;

.2 every ship of non-series construction.

1.3 Results of the total pull tests conducted on the prototype ship and/or subsequent ship(s) of a series (refer to 1.1.2, Part I "Classification" of the RS Rules/C) may be credited for ship(s) of a series, provided the RS surveyor confirms the following:

a letter of guarantee justifying the impossibility of conducting tests has been provided by the customer;

main propulsion plant and screw-rudder system are technically identical on all ships of a series, including the prototype ship;

results of the total pull tests obtained for the first ship of a series and/or subsequent ship(s) of a series are practically identical;

the RS technical supervision during construction of the prototype ship and ship(s) of a series has been carried out with satisfactory results.

In this case, the data may be used obtained upon results of the actual total pull tests conducted on the prototype ship and/or subsequent ship(s) of a series and witnessed by the RS surveyor, provided the full (detailed) report on the tests of the main propulsion plant and screw-rudder system for the ships of a series considered is submitted to the RS surveyor and the absence

of deviations in the data and results compared to the prototype ship/ship(s) of a series is confirmed in the Report on the Survey of the Ship (form 6.3.10).

2 Documentation.

2.1 Prior to bollard pull tests, the test program, approved Stability Booklet, as well as the results of design assessment of bollard pull shall be submitted to the Register.

3 Test procedure.

3.1 The test shall be carried out on completion of the construction of the ship, but before the ship is put into service.

3.2 During the stationary pull tests the main engine(s) shall be operated at maximum torque corresponding to the maximum free running condition. Actual output shall be checked during the testing.

3.3 During the normal operation of the ship, all auxiliary equipment, such as pumps, generators and other equipment driven by the main engine(s) or propeller shaft(s) shall be connected while testing.

3.4 Towing line measured between the ship's stern and the mooring bollard shall be at least 300 m in length. When the above towing line length may not be provided in the test place, the towing line length equal to at least two ship's length may be accepted.

3.5 At least 20 m depth shall be provided at the test place within a radius of 100 m around the ship. When 20 m depth may not be provided at the test place, the maximum depth equal to twice maximum ship's draught may be accepted.

3.6 The test shall be carried out with the ship's displacement corresponding to full ballast condition and half fuel capacity.

3.7 During the tests the ship shall be trimmed on an even keel or shall have a trim by stern not exceeding 2 % of the ship's length.

3.8 The tests shall be conducted at wind velocity not exceeding 5 m/s. Current speed at the test place shall not exceed 0,5 m/s in any direction.

3.9 The ship shall demonstrate the ability to keep to the heading set for at least 10 min developing power at the conditions specified in 3.1. The verified continuous bollard pull is the mean value of readings for 10-minute period.

3.10 Load cell that used during the tests shall be calibrated in the presence of the RS representative. The load cell error shall be at least +2 % at the temperature and range of loads applicable to the testing conditions.

3.11 An instrument for the continuous readout and a recording device for registration of bollard pull in graph form as function on time shall be both connected to the load cell.

Where practicable, both devices shall be located and continuously monitored from the shore.

3.12 The load cell shall be placed between the eye splice of the towing line and the bollard.

3.13 The towing line position during the tests shall have the minimum affect on the measuring results due to its friction with the towing arrangement components.

3.14 For the testing period, the communication system shall be installed between the ship and ashore personnel performing the continuous monitoring of the loading cell and the recording device ashore using VHF-communication or telephone.

4 Presentation of test results.

4.1 Bollard test results shall be presented as a report and submitted to the RS for review. Based on the positive results of the review, the Register representative signs and stamps the front page of the report with the surveyor's seal."

5 MACHINERY

5.12 DECK MACHINERY

Table 5.12.1 is amended reading as follows:

"Table 5.12.1

Nos.	Item of technical supervision	Types of verification				
		Review of documents and visual examination	Installation on seating	Alignment	Trials	
					mooring	sea
1	Steering gears	+	+	+	+	+
2	Windlasses and anchor capstans	+	+	+	+	+
3	Mooring capstans and winches	+	+	-	+	-
4	Winches:					
	towing	+	+	+	+	+
	anchor handling	+	+	+	+	-
	boat	+	+	-	+	-

Para 5.12.4 is amended reading as follows:

"5.12.4 Upon completion of the mounting work on board a ship, the deck machinery shall be examined in order to scrutinize quality of the mounting and to verify its compliance with the RS-approved working drawings for installation."

5.16 MOORING TRIALS

Para 5.16.10 is amended reading as follows:

"5.16.10 Towing winches, anchor handling winches and boat winches.

5.16.10.1 When testing the towing and boat winches, the following shall be checked:

- .1 speed of heaving-in of a wire;
- .2 reliable operation of the winches at a rated pull and overload;
- .3 operation of the fairlead;
- .4 overload and other protections;
- .5 operation of the brakes;
- .6 operation of the automatic devices and alarms;
- .7 force applied to the handles;
- .8 speed of lowering of the boats;
- .9 interlocking devices of the boat winches.

5.16.10.2 When testing anchor handling winches the tests indicated in 5.16.10.1.1 — 5.16.10.1.7 shall be carried out, as well as the following tests:

1. functional tests shall be carried out at light load to verify the correct operation of the winch and its controls over the full operating range;
- .2 overload test to verify the capacity and integrity of the winch, the attachment of the winch to the ship, and the adequacy of the supporting structure of the ship;
- .3 test of emergency release system on the winch and the residual holding force in the wire. The test shall be carried out with the wire attached to an onshore strong point, or an anchor on the seabed or a similar arrangement;
- .4 test to confirm the residual brake holding force after emergency release;
- .5 functional testing of the whole winch system, including static bollard pull test and brake capacity test. Where it is not practicable to verify the brake holding capacity by testing, the same may be demonstrated through calculations.
- .6 static bollard pull test (for winches intended for towing)."