



# RUSSIAN MARITIME REGISTER OF SHIPPING

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**CIRCULAR LETTER**

**No. 312-09-1735c**

dated 06.04.2022

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Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2022, ND No. 2-020101-152-E

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Item(s) of supervision:

ships under construction and technical documentation

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Entry-into-force date:

**01.07.2022**

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~~Cancels / amends / adds Circular Letter No.~~

~~dated~~

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Number of pages: 1 + 5

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Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part I "Classification" and Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships"

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Director General

Konstantin G. Palnikov

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Text of CL:

We hereby inform that the Rules for the Classification and Construction of Sea-Going Ships shall be amended as specified in the Appendices to the Circular Letter.

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It is necessary to do the following:

1. Bring the content of the Circular Letter to the notice of the RS surveyors, interested organizations and persons in the area of the RS Branch Offices' activity.
  2. Apply the provisions of the Circular Letter during review and approval of the technical documentation on ships (or equipment installed on board the ships, or products/machinery installed on board the ships) contracted for construction or conversion on or after 01.07.2022, in the absence of a contract, during review of technical documentation on ships requested for review on or after 01.07.2022.
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List of the amended and/or introduced paras/chapters/sections:

Part I: Table 2.5

Part XVII: Chapter 13.4 and para 16.1.3

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Person in charge: Andrey N. Novichenko 312

+7 812 3122428

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**Information on amendments introduced by the Circular Letter  
(for inclusion in the Revision History to the RS Publication)**

Nos.	Amended paras/chapters/ sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
1	Part I, Table 2.5	In item 1.18, descriptive notation <b>Pilot ship</b> has been introduced	312-09-1735c of 06.04.2022	01.07.2022
2	Part XVII, Chapter 13.4	New Chapter has been introduced containing requirements for ships with descriptive notation <b>Pilot ship</b>	312-09-1735c of 06.04.2022	01.07.2022
3	Part XVII, para 16.1.3	Requirements for distinguishing mark <b>BMS</b> in the class notation have been specified	312-09-1735c of 06.04.2022	01.07.2022

**RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS, 2022,**

**ND No. 2-020101-152-E**

**PART I. CLASSIFICATION**

**2 CLASS OF A SHIP**

1 **Table 2.5. Item 1.18** is supplemented with the following text:

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<b>Pilot ship</b>	Ship intended for transportation and safe embarkation/disembarkation of pilots from one board to another	<b>Rules for the Classification and Construction of Sea-Going Ships</b> Part I "Classification", 1.1.1 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.4 <b>Rules for the Equipment of Sea-Going Ships</b> Part III "Signal Means", 2.4.1, Table 2.4.1
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**PART XVII. DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION SPECIFYING STRUCTURAL AND OPERATIONAL PARTICULARS OF SHIPS**

**13 ADDITIONAL REQUIREMENTS FOR SHIPS OF SPECIAL TYPES**

2 **New Chapter 13.4** is introduced reading as follows:

**"13.4 PILOT SHIPS**

**13.4.1 General.**

For ships intended for transportation and safe embarkation/disembarkation of pilots from one board to another and complying with the requirements of this Chapter, a descriptive notation **Pilot ship** may be added to the character of classification.

**13.4.2 Basic requirements.**

**13.4.2.1** The pilot ships shall have a roll period  $T$ , in s, not less than:

9 s with displacement  $\geq 250$  t;

6 s with displacement  $< 250$  t.

The roll period  $T$  shall be determined by the formula given in the explication to formula 2.1.5.1 in Part IV "Stability".

**13.4.2.2** Those pilot ships whose intrinsic characteristics do not ensure these parameters shall be fitted with devices to reduce the amount of roll (anti-rolling devices, stabilisers, bilge keels, etc.).

**13.4.2.3** The stability of pilot ships shall comply with the requirements specified in Part IV "Stability" for stability of cargo ships.

**13.4.3 Design, equipment and supply.**

**13.4.3.1** In addition to the radio communication facilities required by Part IV "Radio Equipment" of the Rules for the Equipment of Sea-Going Ships, all pilot ships shall be equipped with fixed or portable VHF radio sets ensuring communication with the ships being served and pilot stations via international channels. Pilot ships shall be fitted with a main and stand-by VHF radio set.

**13.4.3.2** Pilot ships intended for operation in cold climactic conditions shall be equipped with:

- .1 efficient means to prevent icing of deckhouse windows, the radar and radio aerials and the platform for transfer and disembarkation of a pilot;
- .2 radars having the smallest possible skip area, two radars — main and stand-by — being recommended for ships;
- .3 searchlights with anti-fog light filters.

**13.4.3.4** The anchor gear elements of pilot ships shall have increased strength due to the fact that the chain diameter shall be 10 % greater than that required by Part III "Equipment, Arrangements and Outfit".

**13.4.3.5** The design of mechanized pilot hoists shall ensure their efficient and safe usage in conditions of vibration, rolling and hydrometeorological factors acceptable for the operation of the ship.

The hoist shall be located as near the mid-section as possible, and in such a manner that the platform (cabin) is visible from the navigation bridge when transferring a pilot.

**13.4.3.6** To provide a view from the deckhouse of the pilot ship when transferring a pilot, the deckhouse ceiling shall be fitted with the scuttles to ensure that the platform (cabin) with the pilot is continuously in the field of vision of the person responsible for transferring the pilot to the ship being served.

**13.4.3.7** To transmit commands and signals, pilot ships shall be fitted with loudspeakers providing sufficient audibility forward, aft and along the sides.

**13.4.3.8** When determining the composition of life-saving appliances, the pilots simultaneously aboard the ship shall be assumed to be members of the crew.

**13.4.3.9** Pilot ships shall have manoeuvrability to function under adverse sea-and-wind conditions, taking into account the established operational limitations. For this purpose, it is recommended that they be equipped with two-shaft propulsion plants with controllable pitch propellers, diesel-electric plants capable of dead slow speed, steering nozzles or azimuth thrusters.

**13.4.3.10** To permit mooring to high freeboard ships, pilot ships shall be fitted with fairleads of such a design as to permit deflection of the mooring rope in a direction close to vertical.

The places of installation of fairleads shall be selected so that the tension of the mooring rope does not create a heeling moment dangerous for pilot ship stability.

**13.4.3.11** To ensure the pilot's safety during transfer and disembarkation at sea, the foredeck of pilot ships shall be as free from equipment as possible, and shall have a non-skid coating.

The hand-rail fitted on the deck at the area of disembarkation of a pilot, if any, shall be as close to the centre-plane as possible. When fitted along the sides, the hand-rail shall be kept sufficiently away from the sides to ensure the safety of the pilot when the boat is afloat, and be within the extended reach of the pilot whilst he still holds the boarding ladder with his other hand.

The foredeck area shall be sufficient for disembarkation of the pilot from an accommodation ladder or from the hoist platform.

**13.4.3.12** For safe movement of the pilot along the ship, a passage not less than 600 mm wide shall be provided on both sides with a hand-rail on the superstructure wall.

**13.4.3.13** All pilot ships shall be fitted with fenders and side fenders which efficiently cushion the blows against the hull of the merchant ship.

**13.4.3.14** The place from which the transfer of the pilot is carried out shall be illuminated in such a manner that the light does not dazzle the pilot, the ship receiving the pilot or the members of the crew operating the hoisting/lowering device.

**13.4.3.15** In addition to the signal means specified by the International Regulations for Preventing Collisions at sea (RPCS-72) and Part III "Signal Means" of the Rules for the Equipment of Sea-Going Ships, pilot ships shall carry unified navigation lights and shapes by day indicating: "Make lee side, watch us". When the pilot is aboard by day, the ship shall carry the flag "H" of the International Code of Signals meaning: "I have a pilot on board".

**13.4.3.16** Where signal means required by national regulations and different from those specified in 13.4.3.15 are arranged on the ship, their operation shall not interfere with the signal means specified in 13.4.3.15.

#### **13.4.4 Painting.**

##### **13.4.4.1 Requirements for ship's hull painting.**

Depending on the area of the pilot ship available for the identification marking, and in order to make the most effective use of the outside painting, two versions of painting are specified:

for ships with a freeboard amidships of 1 m and more: hull — yellow-orange, superstructure (deckhouse) — white (Figs. 13.4.4.1-1 and 13.4.4.1-2);

for ships with a freeboard amidships less than 1 m: hull and superstructure (deckhouse) — yellow-orange (Fig. 13.4.4.1-3).

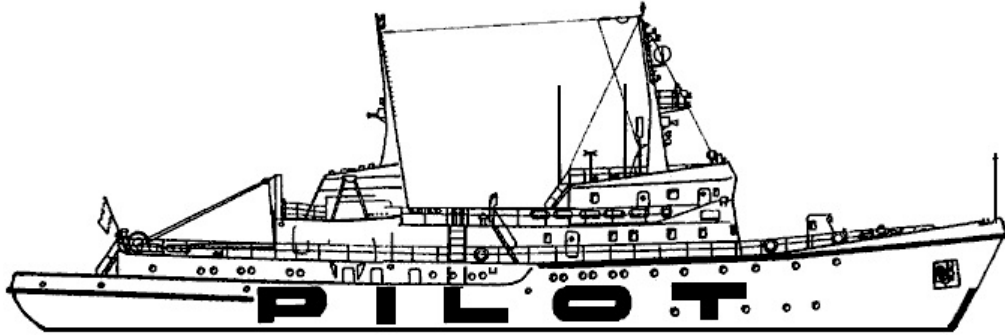


Fig. 13.4.4.1-1

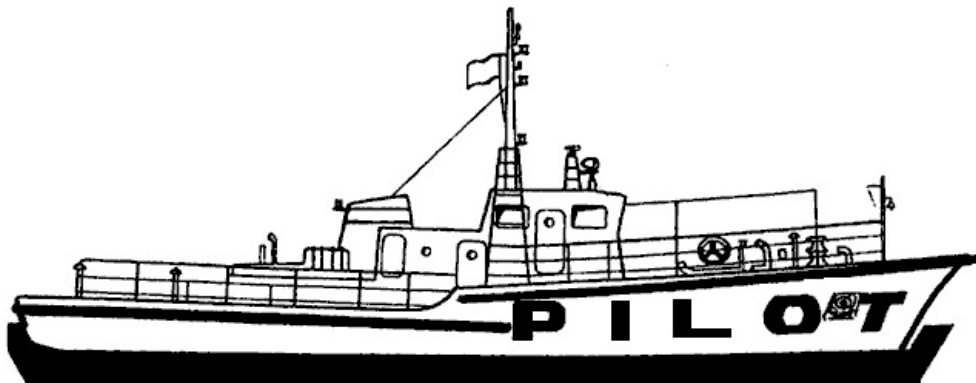


Fig. 13.4.4.1-2

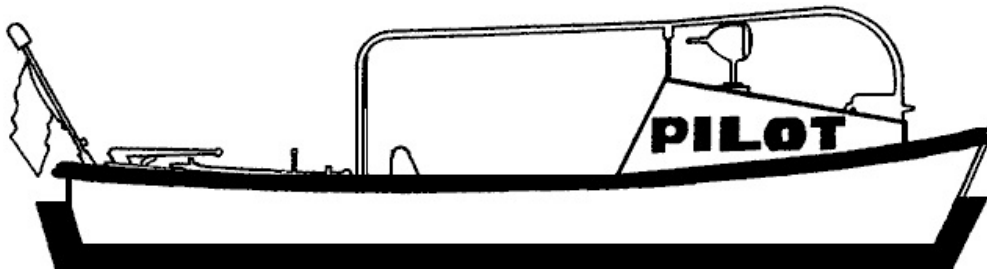


Fig. 13.4.4.1-3

#### 13.4.4.2 Requirements for colour.

To paint the surfaces yellow-orange, paints of a light, saturated, pure yellow-orange tint shall be used. Red-orange tints are not permitted. Colour standards are determined by national/international standards.

#### 13.4.5 Identification inscriptions.

**13.4.5.1** Pilot ships shall carry an identification inscription "PILOT" in black.

**13.4.5.2** The inscription "PILOT" on pilot ships with a freeboard of 1 m or more shall be made on both sides of the hull (Figs. 13.4.4.1-1 and 13.4.4.1-2). The height of the letters shall be not less than half of the freeboard amidships. It is recommended that this inscription also be made on the front bulkhead of the superstructure in letters not less than 250 mm high.

**13.4.5.3** The inscription "PILOT" on pilot ships with a freeboard of less than 1 m shall be made on the deckhouse walls or on special boards on the superstructure on both sides (Fig. 13.4.4.1-3). The height of letters shall be not less than 250 mm.

In case of small dimensions or taking into account design features of the pilot ship, the inscription may be made on the deckhouse roof. If there is not enough space to place the word

"PILOT" on the deckhouse roof, a black circle with a letter "P" in white, the base of which points to the bow of the ship, shall be used instead."

## **16 REQUIREMENTS FOR BOILER MONITORING SYSTEMS**

3      **Para 16.1.3** is replaced by the following text:

"**16.1.3** Distinguishing mark **BMS** may be assigned to auxiliary steam boilers and waste-heat boilers with working pressure not exceeding 2,0 MPa."