



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 312-10-1895c

dated 15.02.2023

Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2023, ND No. 2-020101-174-E

Item(s) of supervision:

ships under construction and technical documentation

Entry-into-force date:

01.03.2023

Cancel / amends / adds Circular Letter No.

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Number of pages: 1 + 3

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"

Acting Director General

Sergey A. Kulikov

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.

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 contracted for construction or conversion on or after 01.03.2023, in the absence of a contract, during review and approval of the technical documentation on ships requested for review on or after 01.03.2023.
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List of the amended and/or introduced paras/chapters/sections:

Part I: Table 2.5 and para 2.2.7

Part XVII: Section 27

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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 2.4 for distinguishing mark OMBO , the brief description and references to the RS requirements have been specified	312-10-1895c of 15.02.2023	01.03.2023
2	Part I, para 2.2.7	Para has been amended regarding the description of distinguishing mark OMBO	312-10-1895c of 15.02.2023	01.03.2023
3	Part XVII, Section 27	New Section has been introduced containing additional requirements for ships with distinguishing mark OMBO in the class notation	312-10-1895c of 15.02.2023	01.03.2023

**RULES FOR THE CLASSIFICATION AND CONSTRUCTION
OF SEA-GOING SHIPS, 2023,**

ND No. 2-020101-174-E

PART I. CLASSIFICATION

2 CLASS OF A SHIP

1 **Table 2.5.** Item 2.4 is replaced by the following text:

"

2.4 Distinguishing mark for a ship equipped to enable one man bridge operation under normal conditions		
OMBO	A ship is equipped to enable one man bridge operation under normal conditions	Rules for the Classification and Construction of Sea-Going Ships Part I "Classification", 2.2.7 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 27

"

2 **Para 2.2.7** is replaced by the following text:

"2.2.7 Distinguishing mark for a ship equipped to enable one man bridge operation under normal conditions.

If a ship is equipped in compliance with the requirements of Section 27 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", a distinguishing mark **OMBO** may be added to the character of classification."

PART XVII. DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION SPECIFYING STRUCTURAL AND OPERATIONAL PARTICULARS OF SHIPS

3 **New Section 27** is introduced reading as follows:

**"27 ADDITIONAL REQUIREMENTS FOR SHIPS WITH DISTINGUISHING MARK OMBO
IN THE CLASS NOTATION**

27.1 Application.

The requirements of this Section apply to ships with distinguishing mark **OMBO** in the class notation irrespective of gross tonnage and ship purpose.

A ship with distinguishing mark **OMBO** is a ship equipped to enable one man bridge operation under normal conditions.

Normal conditions for ships with distinguishing mark **OMBO** mean a situation when all systems and equipment on the navigation bridge operate within design limits, and environmental conditions and traffic do not cause excessive workload to the officer of the watch.

27.2 Requirements for navigation bridge of ships with distinguishing mark OMBO.

27.2.1 Design of the navigation bridge shall comply with the requirements in 3.2 of Part V "Navigational Equipment" of the Rules for the Equipment of Sea-Going Ships.

27.2.2 Navigation bridge visibility shall comply with the requirements in 3.2.3 — 3.2.14 of Part V "Navigational Equipment" of the Rules for the Equipment of Sea-Going Ships.

27.2.3 The main conning position of the ship shall be arranged in a way to enable the ship's control and manoeuvring, and a proper lookout by one person under normal operating conditions.

27.3 Equipment of a ship with distinguishing mark OMBO.

27.3.1 The navigational equipment of a ship with distinguishing mark **OMBO** shall comprise the following equipment:

- .1 two radars; one of them shall operate within X-band (3 cm);
 - .2 automatic radar plotting aids (ARPA);
 - .3 heading or track control system;
 - .4 two independent receivers of the electronic position fixing systems operating in ship's service area;
 - .5 electronic chart display and information system (ECDIS);
 - .6 voyage data recorder (VDR);
 - .7 automatic identification system (AIS);
 - .8 sound reception system;
 - .9 magnetic compass;
 - .10 gyrocompass;
 - .11 log;
 - .12 echo sounder;
- and on the navigation bridge:
- .13 propulsion plant remote control system;
 - .14 whistle control device;
 - .15 window wipe and wash control device;
 - .16 main workstation console lighting control device;
 - .17 steering gear pump selector/control switches;
 - .18 internal communication system;
 - .19 radio equipment in accordance with area of navigation;
 - .20 wheelhouse heating/cooling control system;
 - .21 weather station display unit showing, as a minimum, wind direction and speed;
 - .22 bridge navigational watch alarm system (BNWAS) with a function of urgent calling the back-up officer and/or ship's master.

27.3.2 Where equipment is interconnected through a computer network, failure of this network shall not prevent individual equipment from performing their functions.

27.3.3 The alarm/warning and communication system (AWCS) shall be provided on the navigation bridge of the ships with distinguishing mark **OMBO** which generates audible and visual alarms in the following cases:

- .1 the ship's approach to the pre-set minimum depth under a keel;
- .2 detection of a dangerous target;
- .3 deviation from a pre-set course and/or track;
- .4 an approach to the next waypoint (when following a pre-set track);
- .5 a gyrocompass malfunction;
- .6 a sharp drop below a permissible level or failure of power supply for navigational equipment;
- .7 a malfunction of the bridge navigational watch alarm system;
- .8 failure of navigation lights.

The device to acknowledge AWCS signals shall be easily accessible from the workstation for navigating and manoeuvring.

Any AWCS signal shall be automatically transferred to the master, back-up officer and to the public rooms, if not acknowledged on the bridge by the watch officer within 30 s. The alarm/warning transfer shall be operated through a fixed system. Acknowledge of alarms/warnings shall only be possible from the bridge.

Under all operational conditions a watch officer shall have a possibility to call the master and back-up officer to the bridge.

27.3.4 The navigation bridge of the ship with distinguishing mark **OMBO** shall have priority in the service telephone communication system."