



# RUSSIAN MARITIME REGISTER OF SHIPPING

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**CIRCULAR LETTER**

**No. 312-11-1254c**

dated 16.08.2019

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Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, ND No. 2-020101-114-E

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Item(s) of supervision:

ships during construction and in service

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Entry-into-force date:

~~Valid till:~~

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Number of pages:

1+4

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Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part I "Classification"

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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. Familiarize the RS surveyors and interested organizations in the area of the RS Branch Offices' activity with the content of the Circular Letter.
  2. Apply provisions of the Circular Letter during the RS practical activity.
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List of the amended and/or introduced paras/chapters/sections:

Para 1.1, 2.2.2.4, 2.2/3.1, 2.2.3.1.3, 2.2.3.2, 2.2.3.3.1, 2.2.3.3.4, 2.2.5.7, 2.2.42, 2.2.43, 2.2.44 (existing 2.2.42), 2.2.45 (existing 2.2.43)

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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	Para 1.1	Definition "A berth-connected ship" has been amended	312-11-1254c of 16.08.2019	16.08.2019
2	Para 2.2.2.4	Requirements for dual class ships have been specified	312-11-1254c of 16.08.2019	16.08.2019
3	Para 2.2.3.1	Application conditions for Polar and Baltic ice classes have been specified	312-11-1254c of 16.08.2019	16.08.2019
4	Para 2.2.3.1.3	Definition "first-year ice" has been specified	312-11-1254c of 16.08.2019	16.08.2019
5	Para 2.2.3.2	Tentative service characteristics for <b>Icebreaker6</b> have been specified	312-11-1254c of 16.08.2019	16.08.2019
6	Para 2.2.3.3.1	Amendments regarding the requirements for ice class hull and machinery installation have been introduced	312-11-1254c of 16.08.2019	16.08.2019
7	Para 2.2.3.3.4	New para regarding assignment of ice class marks <b>Icebreaker6</b> or <b>Icebreaker7</b> has been introduced	312-11-1254c of 16.08.2019	16.08.2019
8	Para 2.2.5.7	Para has been deleted	312-11-1254c of 16.08.2019	16.08.2019
9	Para 2.2.42	New para regarding assignment of the distinguishing mark <b>ERS</b> has been introduced	312-11-1254c of 16.08.2019	16.08.2019
10	Para 2.2.43	New para regarding assignment of the distinguishing mark <b>FTL</b> has been introduced	312-11-1254c of 16.08.2019	16.08.2019
11	Paras 2.2.42 – 2.2.43 (existing)	Paras 2.2.42 – 2.2.43 have been renumbered 2.2.44 – 2.2.45	312-11-1254c of 16.08.2019	16.08.2019
12	Para 2.2.44 (existing 2.2.42)	Descriptive notation " <b>Berth-connected ship</b> " has been introduced to the list of descriptive notations in the class notation;	312-11-1254c of 16.08.2019	16.08.2019

		marks of operation conditions for descriptive notation " <b>Berth-connected ship</b> " have been introduced		
13	Para 2.2.45 (existing 2.2.43)	Amendments have been introduced considering 2.2.3.3.1	312-11-1254c of 16.08.2019	16.08.2019

1 **Para 1.1.** Definition "Berth-connected ship" is replaced by the following text:

"A berth-connected ship is a ship or floating facility, which is in operation when lying at a water area distanced from the shore or aground or when moored at quay. These ships include floating docks, floating hotels and hostels, floating workshops, floating power plants, floating warehouses, floating oil storages, etc."

2 **Para 2.2.2.4** is replaced by the following text:

".4 ships and floating facilities built according to the RS rules and the rules of ACS – IACS member, and classed with the Register along with ACS – IACS member (dual class), are assigned a class notation with the character of classification **KM** , or **KE** , or **K**  (refer to 2.2.1). In such case, during dual classification of a ship, both classification societies act as one. The scope of work and the authority of each society during approval of design documentation, certification of materials and products, and survey during construction are specified in detail in Dual Classification Agreement. Results of the work performed by one society are accepted by another society for the purposes of classification in the extent provided by the Agreement. The overall dual classification results are accepted by the society responsible for the issue of statutory certificates."

3 **Para 2.2.3.1.** The fourth paragraph is replaced by the following text:

"The IACS polar class notations and the Baltic ice class notations are assigned at the shipowner's discretion. At the same time, for the RS-classed icebreakers ice class marks are assigned in compliance with the requirements of 2.2.3.2."


4 **Para 2.2.3.1.3.** Definition "first-year ice" is replaced by the following text:


"first-year ice - ice of thickness from 0,3 to 2,0 m, of not more than one winter's growth;"

5 **Para 2.2.3.2.** The third paragraph is replaced by the following text:

"**Icebreaker6** – intended for ice breaking operations in harbour and roadstead water areas as well as in freezing seas where the ice is up to 1,5 m thick. Continuous motion capability in unbroken ice up to 1 m thick;"

6 **Para 2.2.3.3.1** is replaced by the following text:

"**2.2.3.3.1** If a self-propelled ice class ship complies with the relevant requirements of these Rules, one of the following ice class marks shall be added to its character of classification: **Ice1, Ice2, Ice3, Arc4, Arc5, Arc6, Arc7, Arc8, Arc9** and the compliance of hull (**hull**) and machinery installation (**machinery**) with the requirements of these Rules in full scope, e.g. **KM**  **Arc4 (hull; machinery)**."

In case the ship hull corresponds to one ice class and the machinery installation corresponds to another ice class, the applicable ice classes shall be specified separately, e.g. **KM**  **Arc4 (hull) Ice3 (machinery)**. In such case, a ship with mark (**hull**) in the class notation shall comply with the requirements of Section 2, Part III "Equipment, Arrangements and Outfit" of these Rules and 3.1.3.3, Part III "Signal Means" of the Rules for the Equipment of Sea-Going Ships, in addition to the requirements of Part II "Hull". A ship with mark (**machinery**) in the class notation shall comply with the applicable requirements of Parts VI "Fire Protection", VII "Machinery Installations", VIII "Systems and Piping" and IX "Machinery" of the Rules.

Where a non-self-propelled ship complies with the requirements for ice class, a mark (**hull**) shall be added to its character of classification."

7 **New para 2.2.3.3.4** is introduced reading as follows:

"**2.2.3.3.4** An ice class ship which is not an icebreaker in accordance with 2.2.3.1.1, but occasionally involved in icebreaking operations, and complies with the relevant requirements of these Rules, may be assigned one of the following ice class marks added to the character of classification: **Icebreaker6** or **Icebreaker7**".

8 **Para 2.2.5.7** is deleted.

9 **New para 2.2.42** is introduced reading as follows:

**"2.2.42 Distinguishing mark for ships fitted with a system of prompt access to computerized shore-based emergency response services (ERS) on damage stability and residual structural strength calculations.**

If a ship is fitted with a system of prompt access to computerized shore-based emergency response services (ERS) on damage stability and residual structural strength calculations, the distinguishing mark **ERS** may be added to the character of classification.

A system of prompt access to computerized shore-based emergency response service shall comply with the requirements of 12.2.11, Part II "Technical Documentation" of the Rules for Technical Supervision during Construction of Ships and Manufacture of Materials and Products for Ships."

10 **New para 2.2.43** is introduced reading as follows:

**"2.2.43 Distinguishing mark confirming fatigue life of a ship.**

Where design remaining life of a ship (fatigue life) exceeds 25 years, the distinguishing mark **FTL (years)** may be added to the character of classification, where design remaining life of a ship within the range of 25 – 40 years (at 5-year intervals) is indicated in brackets.

When performing verification by direct calculation with application of spectral method, the distinguishing mark **Spectral North Atlantic** is added after the distinguishing mark **FTL (years)**".

11 **Paras 2.2.42 – 2.2.43** (existing) are renumbered **paras 2.2.44 – 2.2.45** accordingly.

12 **Para 2.2.44 (existing 2.2.42).** Descriptive notation "**Berth-connected ship**" (after **Anchor handling vessel**) is introduced to the list of descriptive notations in the class notation, and the fifth paragraph is replaced by the following text:

"For ships with the descriptive notation **Berth-connected ship**, operation conditions (aground (**G, ground**) or moored at quay (**S, shore**), or when at a water area distanced from the shore (**W, waters**)) are indicated in brackets, the descriptive notation **Berth-connected ship** is followed by the statement of ship or floating facility purpose from those listed in the definition of the berth-connected ship (refer to 1.1.1), or otherwise."

13 **Para 2.2.45 (existing 2.2.43)** is replaced by the following text:

**"Limitations on validity of some distinguishing marks.**

When particular scope of the RS rules requirements, serving as the basis for introduction of the appropriate distinguishing marks in the class notation, is met only under limitations specified by the Register, the limitations, exceeding which these distinguishing marks will become invalid, shall be indicated in the class notation in brackets after such distinguishing marks, e.g. **KM⊕Arc7 (hull at  $d \leq 8,4$ ; machinery) [2] (at  $d \leq 8,4$  m) AUT2 Ro-ro ship.**

At the shipowner's discretion, at the assignment of ice class limitation for ships, maximum draught in fresh water, at which the RS requirements for the specified ice class are complied with, may be additionally indicated, e.g. **Arc7 (hull at  $d/d_f \leq 11,0$  m/11,265 m; machinery)**, where  $d_f$  — maximum draught in fresh water at which the requirements for ice class are met and which is determined as the sum of draught  $d$  and fresh water allowance in accordance with Formula (4.5.5.1) of the Load Line Rules for Sea-Going Ships."