



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 312-11-1587c

dated 25.06.2021

Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2021, ND No. 2-020101-138-E

Item(s) of supervision:

ships under construction, technical documentation

Entry-into-force date:

01.08.2021

~~Valid till:~~

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~~Cancels / amends / adds Circular Letter Nos.~~ 312-11-1527c
312-11-1528c

dated 18.03.2021

Number of pages: 1 + 7

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"

Director General

Konstantin G. Palnikov

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. Amendments introduced by the Circular Letter shall be applied 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 01.08.2021, in the absence of a contract, the keels of which are laid or which are at a similar stage of construction on or after 01.08.2021.

List of the amended and/or introduced paras/chapters/sections:

Part I: para 1.1.1, Table 2.5, paras 3.2.4, 3.2.5, 3.2.15, 3.3.4, 3.3.5, 3.3.15, 3.4.3 and 3.4.4;

Part XVII: paras 3.5.3.3, 3.5.3.3.1, 3.5.3.3.3, 3.5.3.3.4, 3.5.3.6.2, 3.6.2.4.2, 3.6.3.3, 3.6.3.3.1, 3.6.3.3.8 and 10.1.2

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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, para 1.1.1	Definition "Berth-connected ship" has been specified with regard to floating hotels, museums, etc.	312-11-1587c of 25.06.2021	01.08.2021
2	Part I, Table 2.5	In item 1.17 the definition for descriptive notation Berth-connected ship has been specified with regard to floating hotels, museums, etc.	312-11-1587c of 25.06.2021	01.08.2021
3	Part I, para 3.2.4	Para has been amended in regards to submitted documentation on stability	312-11-1587c of 25.06.2021	01.08.2021
4	Part I, para 3.2.5	Para has been amended in regards to submitted documentation on subdivision	312-11-1587c of 25.06.2021	01.08.2021
5	Part I, para 3.2.15	New para has been introduced containing requirements for submitted documentation on accommodation spaces	312-11-1587c of 25.06.2021	01.08.2021
6	Part I, para 3.3.4	Para has been amended in regards to submitted technical design documentation on stability	312-11-1587c of 25.06.2021	01.08.2021
7	Part I, para 3.3.5	Para has been amended in regards to submitted technical design documentation on subdivision	312-11-1587c of 25.06.2021	01.08.2021
8	Part I, para 3.3.15	New para has been introduced containing requirements for submitted technical design documentation on accommodation spaces	312-11-1587c of 25.06.2021	01.08.2021
9	Part I, para 3.4.3	Para has been amended in regards to submitted detailed design documentation for a ship under construction on stability	312-11-1587c of 25.06.2021	01.08.2021
10	Part I, para 3.4.4	Para has been amended in regards to submitted detailed design documentation for a ship under construction on subdivision	312-11-1587c of 25.06.2021	01.08.2021
11	Part XVII, paras 3.5.3.3, 3.5.3.3.1, 3.5.3.3.3 and 3.5.3.3.4	Paras have been amended to eliminate varying interpretations of the Rules	312-11-1587c of 25.06.2021	01.08.2021

Nos.	Amended paras/chapters/sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
12	Part XVII, para 3.5.3.6.2	Requirements for means of aeration of holding tank have been specified	312-11-1587c of 25.06.2021	01.08.2021
13	Part XVII, para 3.6.2.4.2	Properties of fire extinguishing media have been specified	312-11-1587c of 25.06.2021	01.08.2021
14	Part XVII, paras 3.6.3.3 and 3.6.3.3.1	Paras have been amended to eliminate varying interpretations of the Rules	312-11-1587c of 25.06.2021	01.08.2021
15	Part XVII, para 3.6.3.3.8	Para has been amended to eliminate varying interpretations of the Rules	312-11-1587c of 25.06.2021	01.08.2021
16	Part XVII, para 10.1.2	New para has been introduced regarding selection of design temperature of ambient air	312-11-1587c of 25.06.2021	01.08.2021

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS, 2021,

ND No. 2-020101-138-E

PART I. CLASSIFICATION

1 GENERAL

1 **Para 1.1.1.** Definition "Berth-connected ship" is replaced by the following text:

"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 power plants, floating warehouses, floating oil storages, floating facilities with not more than 12 passengers on board as well as passenger floating facilities designed to take more than 12 passengers (such as for example floating hotels, hostels, restaurants, museums, workshops and the like), etc."

2 CLASS OF A SHIP

2 **Table 2.5 (item 1.17).** Data for descriptive notation **Berth-connected ship** is replaced by the following text:

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<p>Berth-connected ship (operation condition) 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 offshore installation purpose from those listed in the definition of the berth-connected ship: floating dock floating facility/passenger floating facility (hotel/hostel/workshop/restaurant/museum etc.) floating power plant floating warehouses floating oil storage or otherwise</p>	<p>Rules for the Classification and Construction of Sea-Going Ships Part I "Classification", 1.1.1 Part III "Equipment, Arrangements and Outfit", 3.1.4, 7.1.14 Part IV "Stability", 4.4 Part V "Subdivision", 1.1.1.17, 3.4.12 Part VI "Fire Protection", Section 1, 2.1, Sections 3 — 5, 6.5 Part VII "Machinery Installations", 1.1.1, 4.5.10 — 4.5.13 Part VIII "Systems and Piping", 7.1.9, 12.2, 13.8.1 Part XI "Electrical Equipment", 19.9 Rules for the Equipment of Sea-Going Ships Part II "Life-Saving Appliances", 5.4 Part III "Signal Means", 2.6 Part IV "Radio Equipment", 2.2.4 Load Line Rules for Sea-Going Ships 4.1.4</p>
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3 TECHNICAL DOCUMENTATION

3 **Para 3.2.4** is replaced by the following text:

"3.2.4 Documentation on stability:

- .1 lines drawing, coordinate table of lines (**);
- .2 corner point coordinate table for compartments and tanks (**);

- .3 preliminary calculation of stability containing (**):
 - .3.1 tables of hydrostatic particulars;
 - .3.2 tables of cross-curves of stability including drawing of the buoyant hull (**);
 - .3.3 mass tables for various loading conditions and cargo handling operations with indication of distribution of cargoes, fuel oil, fresh water and liquid ballast in tanks, as well as data on ship's displacement, centre of gravity and trim;
 - .3.4 diagrams of windage area of a ship and calculations of heeling moments;
 - .3.5 calculations of heel caused by crowding of passengers and by turning;
 - .3.6 calculations of icing, angles of flooding, corrections for free surface effect of liquid cargoes and stores, etc.;
 - .3.7 sketch showing the location of solid ballast with a specification containing information on the weight of each ballast group and the coordinates of the centre of gravity;
 - .3.8 righting lever curves and results of stability verification according to these Rules;
- .4 freeboard plan¹ (**) containing:
 - maximum draught of the ship;
 - arrangement of openings and closing appliances, which contribute to the watertight integrity of the ship external boundaries, with an indication of the height of coamings and type of closing appliances (external doors, cargo hatches, service hatches; bow, stern and side doors and ramps; scuttles and windows, freeing ports and scuppers, bottom and side valves of sea water systems, sewage system, etc.; air pipes and ventilation heads, closures of ventilation ducts, engine room skylights, etc.);
 - arrangement plan of means for protection of the crew (bulwark, guard rails, gangways, passageways, etc.);
- .5 freeboard calculation and drawings of the load line mark (**).

¹ If all necessary information is stated in the plans and diagrams required by 3.2.3.1, 3.2.3.12, 3.2.9.1.4, 3.2.9.1.5 and 3.2.9.1.6 of the present Section, the freeboard plan may not be submitted."

4 **Para 3.2.5** is replaced by the following text:

"3.2.5 Documentation on subdivision:

- .1 documents on probabilistic assessment of subdivision (if required) (**);
- .2 damage trim and stability calculations, including righting lever curves (if required) (**);
- .3 subdivision plan showing all watertight structures and openings with indication of types of closing appliances, as well as arrangements used for equalizing heel and trim of a damaged ship (**);
- .4 calculations of sectional areas of cross-flooding fittings and of uprighting time of a ship (**);
- .5 documents on installation of flooding detection sensors of water ingress into compartments of passenger ship and bulk carrier, containing:
 - flooding detection system specification (**);
 - documents with indication of the location of the flooding detection system equipment (*)."

5 **New para 3.2.15** is introduced reading as follows:

"3.2.15 Documentation on accommodation spaces:

- 3.2.15.1** Plans of accommodation spaces (*) containing the following information on:
 - location and size of each space;
 - ventilation, heating, and hot and cold running fresh water in accommodation spaces;
 - location of furniture and equipment, including electrical equipment, in cabins (sleeping rooms);
 - location of equipment in sanitary spaces, dining rooms (mess rooms), recreation rooms and medical rooms (hospital accommodation)."

6 **Para 3.3.4** is replaced by the following text:

"3.3.4 Documentation on stability:

- .1 lines drawing, coordinate table of lines (**);

- .2 corner point coordinate table for compartments and tanks (**);
- .3 preliminary calculation of stability containing (**):
 - .3.1 tables of hydrostatic particulars;
 - .3.2 tables of cross-curves of stability including drawing of the buoyant hull (**);
 - .3.3 mass tables for various loading conditions and cargo handling operations with indication of distribution of cargoes, fuel oil, fresh water and liquid ballast in tanks, as well as data on ship's displacement, centre of gravity and trim;
 - .3.4 diagrams of windage area of a ship and calculations of heeling moments;
 - .3.5 calculations of heel caused by crowding of passengers and by turning;
 - .3.6 calculations of icing, angles of flooding, corrections for free surface effect of liquid cargoes and stores, etc.;
 - .3.7 righting lever curves and results of stability verification according to these Rules;
- .4 freeboard plan¹ (**) containing:
 - maximum draught of the ship;
 - arrangement of openings and closing appliances, which contribute to the watertight integrity of the ship external boundaries, with an indication of the height of coamings and type of closing appliances (external doors, cargo hatches, service hatches; bow, stern and side doors and ramps; scuttles and windows, freeing ports and scuppers, bottom and side valves of sea water systems, sewage system, etc.; air pipes and ventilation heads, closures of ventilation ducts, engine room skylights, etc.);
 - arrangement plan of means for protection of the crew (bulwark, guard rails, gangways, passageways, etc.);
- .5 freeboard calculation and drawings of the load line mark (**).

¹ If all necessary information is stated in the plans and diagrams required by 3.2.3.1, 3.2.3.12, 3.2.9.1.4, 3.2.9.1.5 and 3.2.9.1.6 of the present Section, the freeboard plan may not be submitted."

7 **Para 3.3.5** is replaced by the following text:

"3.3.5 Documentation on subdivision:

- .1 documents on probabilistic assessment of subdivision (if required) (**);
- .2 damage trim and stability calculations, including righting lever curves (if required) (**);
- .3 subdivision plan showing all watertight structures and openings with indication of types of closing appliances, as well as arrangements used for equalizing heel and trim of a damaged ship (**);
- .4 calculations of sectional areas of cross-flooding fittings and of uprighting time of a ship (**);
- .5 documents on installation of flooding detection sensors of water ingress into compartments of passenger ship and bulk carrier, containing:
 - flooding detection system specification (**);
 - documents with indication of the location of the flooding detection system equipment (*)."

5 **New para 3.3.15** is introduced reading as follows:

"3.3.15 Documentation on accommodation spaces:

- 3.3.15.1** Plans of accommodation spaces (*) containing the following information on:
 - location and size of each space;
 - ventilation, heating, and hot and cold running fresh water in accommodation spaces;
 - location of furniture and equipment, including electrical equipment, in cabins (sleeping rooms);
 - location of equipment in sanitary spaces, dining rooms (mess rooms), recreation rooms and medical rooms (hospital accommodation)."

9 **Para 3.4.3** is replaced by the following text:

"3.4.3 Documentation on stability:

- .1 preliminary Stability Booklet and supporting calculation data (**);

.2 sketch showing the location of solid ballast with a specification containing information on the weight of each ballast group and the coordinates of the centre of gravity (**)."

10 **Para 3.4.4** is replaced by the following text:

"3.4.4 Documentation on subdivision:

.1 preliminary Damage Stability Booklet and supporting calculation data (**);
.2 documents on installation of flooding detection sensors of water ingress into compartments of passenger ship and bulk carrier, containing flooding detection system specification (**)."

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

3 REQUIREMENTS FOR THE EQUIPMENT OF SHIPS IN COMPLIANCE WITH THE DISTINGUISHING MARKS ECO AND ECO-S IN THE CLASS NOTATION

11 **Paras 3.5.3.3 and 3.5.3.3.1** are replaced by the following text:

"3.5.3.3 Structural measures and equipment for prevention of oil spills during cargo operations and fuel and oil bunkering.

3.5.3.3.1 Oil tankers, chemical tankers and NLS tankers shall have fitted means and arrangements to reduce the possibility of oil or NLS spill on deck reaching the sea."

12 **Paras 3.5.3.3.3 and 3.5.3.3.4** are replaced by the following text:

"3.5.3.3.3 To collect possible oil spills during cargo operations the main deck in the cargo area shall be fitted with a system for collection of the spilled cargo with its accumulation in a holding tank or a slop tank.

Collection of the spilled cargo may be performed using particular pump and pipes located in the cargo area or by direct gravity drainage through specially provided pipes. The system shall be provided with means for removal of cargo residues from the pipes, when the collection of the spilled cargo is over.

Direct gravity drainage may be used during cargo operations where cargo spills may occur, and shall not be used under normal conditions when at sea. For direct gravity drainage, each pipe of deck system shall be arranged with a manually operated valve opened only during cargo operations, as well as an automatic scupper or non-disconnectable drainage arrangement preventing vapour discharge to the atmosphere.

3.5.3.3.4 On oil tankers, chemical tankers and NLS tankers, in the points where cargo hoses are connected to cargo manifolds, the trays shall be provided, which are fitted with pipes for drainage of leaks to a holding tank or a slop tank, and shutoff valves.

The trays shall have the following minimum dimensions:

tray length shall be so that the cargo manifold does not extend beyond forward and aft ends of the tray;

width is at least 1,8 m, at that the spill tray extends at least 1,2 m outboard of the end of the manifold flange;

minimum depth is 0,3 m."

13 **Para 3.5.3.6.2** is replaced by the following text:

"3.5.3.6.2 All ships shall be fitted with a sewage holding tank and sewage treatment plant of sufficient capacity having a Certificate of Type Approval in compliance with IMO resolution MEPC.159(55) or MEPC.227(64), as applicable.

The above holding tank of sufficient capacity shall be fitted with the effective visual indication means of its capacity with visual and audible alarm activated at 80 % filling of the tank. Means shall be provided to aerate holding tank to maintain oxygen concentration required to prevent

the development of anaerobic conditions in the tank by supplying at least 0,15 — 0,20 m³/h of air per 1 m³ of the tank volume, through a perforated pipe fitted in the lower part of the tank."

14 **Para 3.6.2.4.2** is replaced by the following text:

"**3.6.2.4.2** When other fire extinguishing media (for instance, hydrofluorocarbons (HFC)) are used in fixed fire extinguishing systems, the media shall have the following properties: GWP < 2000, ODP = 0."

15 **Paras 3.6.3.3** and **3.6.3.3.1** are replaced by the following text:

"**3.6.3.3** Structural measures and equipment for prevention of oil spills during cargo operations and fuel and oil bunkering.

3.6.3.3.1 Oil tankers, chemical tankers and NLS tankers shall have fitted means and arrangements to reduce the possibility of oil or NLS spill on deck according to 3.5.3.3.2."

16 **Para 3.6.3.3.8** is replaced by the following text:

"**3.6.3.3.8** In addition to the requirements specified in 3.5.3.3.8, locations restricted by coamings on the open deck in the areas of receiving fuel and oil manifolds positioned outside the bunkering station areas shall be fitted with a system for collection of the spilled fuel and oil with its accumulation in a dedicated tank.

Collection of the spilled fuel and oil may be performed using particular pump and pipes located in the areas of receiving manifolds or by gravity drainage through specially provided pipes.

Gravity drainage shall be used during bunkering operation where fuel and oil spills may occur. For gravity drainage, each pipe of deck system shall be arranged with a manually operated stop valve and, where applicable, an automatic scupper or non-disconnectable drainage arrangement preventing vapour discharge to the atmosphere."

10 REQUIREMENTS FOR BALTIC ICE CLASS SHIPS

17 **New para 10.1.2** is introduced reading as follows:

"10.1.2 Design temperature of ambient air.

When selecting steel grades for hull structures, the minimum design temperature of ambient air T_A shall not exceed -30 °C.

Note. The limitation of the design temperature is based on the document "Guidelines for the application of the 2017 Finnish-Swedish Ice Class Rules", 8 January 2019."