



# RUSSIAN MARITIME REGISTER OF SHIPPING

**CIRCULAR LETTER**

**No. 313-13-1311c**

dated 30.12.2019

Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2020, ND No. 2-020101-124-E

Item(s) of supervision:  
ships under construction

Entry-into-force date:

**01.01.2020**

~~Valid till:~~

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~~Cancels / 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 VI "Fire Protection"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that in connection with coming into force of IMO resolution MSC.421(98) on 1 January 2020 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. Apply the provisions of the Circular Letter during review and approval of the documentation of ships: under construction on or after 1 January 2020 – regarding 2.2.4.4; contracted for construction on or after 1 January 2020; contracted for conversion or, in the absence of a contract, undergoing conversion work on or after 1 January 2020 – regarding the other paras.
2. Familiarize the RS surveyors with the content of the Circular Letter.
3. Bring the content of the Circular Letter to the notice of the interested organizations in the area of the RS Branch Offices' activity.

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

Part VI: paras 1.2.1, 2.2.4.4,

Person in charge: Ilya S. Maltsev

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+7 (812) 570-43-11

"Thesis" System No. 19-379470

**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 1.2.1	A new definition "Vehicle carrier" has been introduced considering IMO resolution MSC.421(98)	313-13-1311c of 30.12.2019	01.01.2020
2	Para 2.2.4.4	The requirements for fire integrity of windows of passenger ships have been specified considering IMO resolution MSC.421(98)	313-13-1311c of 30.12.2019	01.01.2020
3	Para 7.2.18	New requirements for the protection of vehicle carriage spaces have been introduced considering IMO resolution MSC.421(98)	313-13-1311c of 30.12.2019	01.01.2020

## RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS, 2020

### ND No. 2-020101-124-E

## PART VI. FIRE PROTECTION

### 1 GENERAL

1 **Para 1.2.1.** After the definition "Steel or other equivalent material" a **new definition "Vehicle carrier"** is introduced reading as follows:

"Vehicle carrier means a cargo ship which only carries cargo in ro-ro spaces or vehicle spaces, and which is designed for the carriage of unoccupied motor vehicles without cargo, as cargo."

### 2 STRUCTURAL FIRE PROTECTION

2 **Para 2.2.4.4** is replaced by the following text:

**"2.2.4.4** For ships carrying not more than 36 passengers, windows facing survival craft and escape slide, embarkation areas and windows situated below such areas shall have fire integrity at least equal to "A-0" class.

For ships carrying more than 36 passengers, windows facing survival craft and life-saving appliances, embarkation and assembly stations, external stairs and open decks used for escape routes, and windows situated below liferaft and escape slide embarkation areas shall have fire integrity as required in Table 2.2.1.3-1. Where automatic dedicated sprinkler heads are provided for windows, "A-0" windows may be accepted as equivalent. In which case:

.1 dedicated sprinkler heads shall be located above windows in addition to the conventional ceiling sprinklers; or

.2 these shall be conventional ceiling sprinkler heads arranged in such a manner that a window is protected by an average application rate of at least  $5 \text{ l/min}\cdot\text{m}^2$ , and the square of a window shall be included into calculation of the area of coverage; or

.3 these may be water-mist nozzles complying with the requirements of IMO resolution A.800(19).

Windows located in the ship's side below the lifeboat embarkation areas shall have the fire integrity at least equal to "A-0" class

All windows and side scuttles in bulkheads within accommodation and service spaces, and control stations, except those subject to provisions of 2.2.4.5 and 2.2.4.8, shall be fitted so as to ensure that fire integrity of the bulkheads they are fitted in is not impaired, which is determined in accordance with the FTP Code. Despite the requirements of Tables 2.2.1.3-1, 2.2.1.3-2, 2.2.1.5-1 and 2.2.1.5-2, windows and side scuttles in the outer bulkheads of accommodation spaces, service spaces and control stations shall have frames made of steel or other equivalent material and meet the requirements of 7.2.2.4, Part III "Equipment, Arrangements and Outfit".

## **7 SPECIAL REQUIREMENTS FOR SHIPS CARRYING PACKAGED DANGEROUS GOODS AND DANGEROUS GOODS IN BULK**

3 A **new para 7.2.18** is introduced reading as follows:

**"7.2.18** On all ships, vehicles with fuel in their tanks for their own propulsion may be carried in cargo spaces other than vehicle, special category or ro-ro spaces, provided that all the following conditions are met:

- .1** the vehicles do not use their own propulsion within the cargo spaces;
- .2** the cargo spaces are in compliance with the appropriate requirements of 7.2.4; and
- .3** the vehicles are carried in accordance with the IMDG Code, as defined in 7.2.3."