



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 313-14-1465c

dated 18.11.2020

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:

01.01.2021

~~Valid till:~~

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~~dated~~

Number of pages:

1 + 3

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Parts VI "Fire Safety" and VIII "Systems and Piping"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that in connection with coming into force of IMO resolution MSC.462(101), 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 01.01.2021, in the absence of a contract, on ships, which commence conversion on or after 01.01.2021.
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List of the amended and/or introduced paras/chapters/sections:

Part VI: paras 7.1.2 and 7.2.8.1;

Part VIII: para 12.7.5

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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 VI, para 7.1.2	The definition "IMSBC Code" in connection with coming into force of IMO resolution MSC.462(101) and the definition "Dangerous goods in bulk" have been specified. New definitions "Sources of heat" and "Potential sources of ignition" have been introduced in connection with coming into force of IMO resolution MSC.462(101)	313-14-1465c of 18.11.2020	01.01.2021
2	Part VI, para 7.2.8.1	The requirements for carriage of dangerous goods emitting flammable gases have been specified in connection with coming into force of IMO resolution MSC.462(101)	313-14-1465c of 18.11.2020	01.01.2021
3	Part VIII, para 12.7.5	The requirements for ventilation at carriage of dangerous goods emitting hazardous gases, vapours or dust have been specified in connection with coming into force of IMO resolution MSC.462(101)	313-14-1465c of 18.11.2020	01.01.2021

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

ND No. 2-020101-124-E

PART VI. FIRE PROTECTION

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

1 **Para 7.1.2.** After the definition "INF cargo", new definition "Sources of heat" is introduced reading as follows:

"Sources of heat mean heated ship structures, where the surface temperature is liable to exceed 55 °C (examples of such heated structures are steam pipes, heating coils, top or side walls of heated fuel and cargo tanks, and bulkheads of machinery spaces)."

The definition "IMSBC Code" is replaced with the following text:

"IMSBC Code means the International Maritime Solid Bulk Cargoes Code adopted by IMO resolution MSC.268(85), as amended by IMO resolutions MSC.318(89), MSC.354(92), MSC.393(95), MSC.426(98) and MSC.462(101)."

The definition "Dangerous goods in bulk" is replaced with the following text:

"Dangerous goods in bulk means any materials other than liquid or gas, consisting of mixture of particles, granules or larger pieces of material, generally homogenous, covered by the IMSBC Code, and which are loaded directly into cargo spaces without the use of any intermediate package, including the same materials loaded into shipborne barge on a lighter carrier."

After the definition "Irradiated nuclear fuel", new definition "Potential sources of ignition" is introduced reading as follows:

"Potential sources of ignition mean open fires, machinery exhausts, galley uptakes, electrical outlets and electrical equipment unless they are of certified safe type."

2 **Para 7.2.8.1** is replaced with the following text:

«.1 arrangement of the ventilation system, with the requirements of 12.1.7, 12.1.8, 12.7.1, 12.7.3 and 12.7.5. For bulk cargoes of class 4.2 (refer to Footnote 2 to Table 7.2.4-2), class 4.3, as well as MHB of Groups A and B emitting flammable gas when wet and self-heating, additionally with the requirements of 12.7.7; when cargoes emitting flammable gases are carried in sufficient quantities to constitute a fire or explosion hazard that shall be indicated in Annex 1 to the IMSBC Code or by the cargo information provided by the shipper, the cargo spaces shall be effectively ventilated and atmosphere in the cargo spaces shall be monitored by means of the appropriate gas detectors; due consideration shall be given to the ventilation and monitoring of the atmosphere in the enclosed spaces adjacent to the cargo spaces;"

PART VIII. SYSTEMS AND PIPING

12 VENTILATION SYSTEM

3 **Para 12.7.5** is replaced with the following text:

"**12.7.5** The ventilator heads of exhaust ducts from cargo spaces adopted for the carriage of dangerous goods emitting readily flammable and toxic vapours or gases shall be so located that the issuing hazardous gases, vapours or dust in hazardous concentrations will not enter other enclosed spaces."