



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 314-18-1514c

dated 04.03.2021

Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships considering experience in application of the Rules

Item(s) of supervision:

ships under construction

Entry-into-force date:

10.04.2021

~~Valid till:~~

~~Validity period extended till:~~

~~Cancels / amends / adds Circular Letter No.~~

~~dated~~

Number of pages:

1 + 3

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part III "Equipment, Arrangements and Outfit"

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 after re-publication in 2021 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 provisions of the Circular Letter during review and approval of the technical documentation on ships contracted for construction or conversion on or after 10.04.2021, in the absence of a contract — on ships, the keels of which are laid or which are at a similar stage of construction on or after 10.04.2021, as well as during review and approval of the technical documentation on ships, the delivery of which is on or after 10.04.2021.
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List of the amended and/or introduced paras/chapters/sections:

Part III: paras 3.4.6 — 3.4.13, 4.1.6, 4.2.1, 5.1.1, 5.1.4, 5.1.5, 5.2.1 and 5.7.11

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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 3.4.6	Requirements have been specified considering experience in application of the Rules	314-18-1514c of 04.03.2021	10.04.2021
2	Paras 3.4.7 — 3.4.13	Paras 3.4.7 — 3.4.10 and referenced thereto have been deleted. Existing paras 3.4.11 — 4.4.13 and references thereto have been renumbered 3.4.7 — 3.4.9 accordingly	314-18-1514c of 04.03.2021	10.04.2021
3	Para 4.1.6	Requirements have been specified considering IACS recommendation No. 10 (Rev.4 Sep 2020)	314-18-1514c of 04.03.2021	10.04.2021
4	Para 4.2.1	Requirements have been specified considering IACS recommendation No. 10 (Rev.4 Sep 2020)	314-18-1514c of 04.03.2021	10.04.2021
5	Para 5.1.1	Application of the requirements for towing arrangement has been specified	314-18-1514c of 04.03.2021	10.04.2021
6	Para 5.1.4	Applicability of the requirements has been specified	314-18-1514c of 04.03.2021	10.04.2021
7	Para 5.1.5	New para has been introduced containing the requirements of deleted para 5.7.11	314-18-1514c of 04.03.2021	10.04.2021
8	Para 5.2.1	Requirement for the ship to be provided with the tow line has been specified	314-18-1514c of 04.03.2021	10.04.2021
9	Para 5.7.11	Para has been deleted	314-18-1514c of 04.03.2021	10.04.2021

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

ND No. 2-020101-138-E

PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT

3 ANCHOR ARRANGEMENT

1 **Para 3.4.6** is replaced by the following text:

"3.4.6 The chain cables shall be composed of separate chain lengths, except for the chains less than 15 mm in diameter which need not be divided into chain lengths. The lengths of chains shall be not less than 25 m and not over 27,5 m and shall be interconnected with joining links.

The chain cables shall also meet the requirements of 7.1 of Part XIII "Materials".

2 **Paras 3.4.7 — 3.4.10** and references thereto are deleted.

3 **Existing paras 3.4.11 — 4.4.13** and references thereto are renumbered **3.4.7 — 3.4.9** accordingly.

4 MOORING ARRANGEMENT

4 **Para 4.1.6** is replaced by the following text:

"4.1.6 For polyamide ropes the line design breaking strength shall be increased by 20% and for other synthetic ropes by 10% to account for strength loss due to aging and wear."

5 **Para 4.2.1** is replaced by the following text:

"4.2.1 Mooring lines may be of steel wire, natural fibre or synthetic fibre construction or of a mixture of wire and fibre.

Notwithstanding the breaking strength recommendations given in Tables 3.1.3-1 or 3.1.3-2, no fibre rope shall be less than 20 mm in diameter.

For synthetic fibre ropes it is recommended to use lines with reduced risk of recoil (snap-back) to mitigate the risk of injuries or fatalities in the case of breaking mooring lines."

5 TOWING ARRANGEMENT

6 **Para 5.1.1** is replaced by the following text:

"5.1.1 Ships, other than fishing vessels and those referred to in 5.1.2, of 500 gross tonnage and upwards intended to be towed by other ships or tugs shall meet the requirements of 5.2 and 5.3.

Ships having the descriptive notation **Tug** in the class notation shall meet the requirements of 5.4 — 5.6."

7 **Para 5.1.4** is replaced by the following text:

5.1.4 The requirements of this Section for selection of towing arrangement do not apply to oil tankers of 150 m in length and above as well as bulk carriers of 90 m in length and above. The requirements for tow lines and towing arrangements of the said ships are regulated by the IACS Common Structural Rules for Bulk Carriers and Oil Tankers."

8 **New para 5.1.5** is introduced reading as follows:

5.1.5 Ships shall be provided with a ship-specific emergency towing procedure. Such a procedure shall be carried aboard the ship for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship.

The procedure shall include:

drawings of fore and aft deck showing possible emergency towing arrangements;

inventory of equipment on board that can be used for emergency towing;

means and methods of communication;

sample procedures to facilitate the preparation for and conducting of emergency towing operations."

9 **Para 5.2.1** is replaced by the following text:

5.2.1 The need for the ship to be provided with the tow line for emergency towing in accordance with Table 3.1.3-1 is determined by the shipowner.

The length and the minimum breaking strength of the tow line shall be as recommended values given in Table 3.1.3-1 based on an Equipment Number calculated in compliance with 3.2.

For shipborne barges the actual breaking strength of the tow line F_b , in kN, shall be calculated by the formula

$$F_b = 16nBd \quad (5.2.1)$$

where n = number of barges intended to be towed in the wake of the tug in tandem;

B = breadth of the barge, in m;

d = draught of the barge, in m.

The breaking strength of the tow line is used in the strength calculations of the towing appliances of the shipborne barges. At the discretion of the shipowner the tow lines of the shipborne barges may be stored in the barge carrier or tug, and they do not form a part of the equipment of the shipborne barge."

10 **Para 5.7.11** is deleted.