



# RUSSIAN MARITIME REGISTER OF SHIPPING

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**CIRCULAR LETTER**

**No. 314-20-1312c**

dated 16.01.2020

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Re:

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

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Item(s) of supervision:

ships under construction

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Entry-into-force date:

**from the date of publication**

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Number of pages:

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Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

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

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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. 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 01.01.2020, 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 01.07.2020, as well as during review and approval of the technical documentation on ships, the delivery of which is on or after 01.01.2024.
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List of the amended and/or introduced paras/chapters/sections:

Part III: paras 7.12.2.6 — 7.12.2.9, 7.12.4.2, 7.12.4.4, 7.12.5.3, 7.12.5.11 — 7.12.5.16

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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	Paras 7.12.2.6	New para containing requirements for doors in watertight bulkheads of cargo ships and passenger ships has been introduced considering IACS UI SC156 (Rev.1 Oct 2018)	314-20-1312c of 16.01.2020	16.01.2020
2	Para 7.12.2.7	New para containing requirements transferred from 7.12.5.11 and supplemented with a clarification on the applicability of the requirement considering IACS UI SC156 (Rev.1 Oct 2018) has been introduced	314-20-1312c of 16.01.2020	16.01.2020
3	Paras 7.12.2.8 and 7.12.2.9	New paras containing requirements for doors in watertight bulkheads of cargo ships and passenger ships have been introduced considering IACS UI SC156 (Rev.1 Oct 2018)	314-20-1312c of 16.01.2020	16.01.2020
4	Para 7.12.4.2	Para has been supplemented with the requirement for possible angle of heel for hand-operated doors in watertight bulkheads of cargo ships considering IACS UI SC156 (Rev.1 Oct 2018)	314-20-1312c of 16.01.2020	16.01.2020
5	Para 7.12.4.4	New para containing requirements for operation of the doors in watertight bulkheads of tankers has been introduced considering IACS UI SC156 (Rev.1 Oct 2018)	314-20-1312c of 16.01.2020	16.01.2020
6	Para 7.12.5.3	Para has been supplemented with the requirement for possible angle of heel for hand-operated doors in watertight bulkheads of passenger ships considering IACS UI SC156 (Rev.1 Oct 2018)	314-20-1312c of 16.01.2020	16.01.2020
7	Paras 7.12.5.11 — 7.12.5.16	Para 7.12.5.11 has been deleted. Paras 7.12.5.12 — 7.12.5.16 have been renumbered 7.12.5.11 — 7.12.5.15 accordingly	314-20-1312c of 16.01.2020	16.01.2020

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

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

#### **PART III. EQUIPMENT, ARRANGEMENTS AND OUTFIT**

##### **7 OPENINGS IN HULL, SUPERSTRUCTURES AND DECKHOUSES AND THEIR CLOSING APPLIANCES**

###### **7.12 OPENINGS IN WATERTIGHT SUBDIVISION BULKHEADS AND THEIR CLOSING APPLIANCES**

1 **New para 7.12.2.6** is introduced reading as follows:

"**7.12.2.6** Signboard/instructions shall be placed in way of the door advising how to act when the door is in "doors closed" mode."

2 **New para 7.12.2.7** is introduced reading as follows:

"**7.12.2.7** The central operating console at the navigation bridge shall be provided with a diagram showing the location of each door, with visual indicators to show whether each door is open or closed. A red light shall indicate a door fully open and a green light shall indicate a door fully closed. When a door is closed remotely, the red light shall indicate the intermediate position by flashing. The indicating circuit shall be independent of the control circuit for each door. It shall not be possible to remotely open any door from the central operating console.

This applies to passenger ships and cargo ships."

3 **New paras 7.12.2.8 and 7.12.2.9** are introduced reading as follows:

"**7.12.2.8** Failure of the normal power supply of the required alarms shall be indicated by an audible and visual alarm.

**7.12.2.9** All watertight doors, including sliding doors, operated by hydraulic door actuators, either a central hydraulic unit or independent for each door shall be provided with a low fluid level alarm or low gas pressure alarm, as applicable or some other means of monitoring loss of stored energy in the hydraulic accumulators. This alarm shall be both audible and visible and shall be located on the central operating console at the navigation bridge."

4 **Para 7.12.4.2** is replaced by the following text:

"**7.12.4.2** The doors shall be sliding doors with horizontal or vertical motion, they shall be both hand and power-operated.

If hand-operated, it shall be possible to open and close the door from both sides of the bulkhead with the ship listed 30°.

If power-operated, closing of the doors from the control station on the navigation bridge shall be possible."

5 **New para 7.12.4.4** is introduced reading as follows:

"**7.12.4.4** For tankers, where there is a permanent access from a pipe tunnel to the main pump room, the watertight door shall be capable of being manually closed from outside the main pump room entrance."

6 **Para 7.12.5.3** is replaced by the following text:

**"7.12.5.3** If the door is hand-operated, it shall be possible to manually open and close the door from both sides in the close proximity of the door and, in addition, close the door from an accessible place above the bulkhead deck by means of a hand wheel, handle or any other similar gear ensuring the same degree of safety. The force applied to the hand wheel, handle or similar gear while the door is in motion shall not exceed 157 N.

If the door is not visible from the position above the bulkhead deck where the gear is fitted, indicators shall be provided showing the positions of the hand wheel, handle and similar gear at which the door is open or closed.

When hand-operated, the time necessary for a complete closure of the door shall not exceed 90 s with the ship upright.

The angle of list at which operation by hand shall be possible is 15° or the maximum angle of heel during intermediate stages of flooding, whichever is the greater."

7 **Para 7.12.5.11** is deleted. **Paras 7.12.5.12 — 7.12.5.16** are renumbered **7.12.5.11 — 7.12.5.15** accordingly.