



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 314-26-1792c

dated 11.07.2022

Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2022, ND No. 2-020101-152-E

Item(s) of supervision:

ships under construction

Entry-into-force date:

01.08.2022

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

~~dated~~

Number of pages: 1 + 2

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part IV "Stability"

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. 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 01.08.2022, in the absence of a contract – during review of the technical documentation on ships requested for review on or after 01.08.2022.
-

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

Part IV: paras 1.5.2, 2.1.1 and Formula (2.1.5.1)

Person in charge: Vitaliy S. Odegov

314

+7 812 6050529 ext. 2229

"Thesis" System No. 22-146226

**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 1.5.2	Requirement regarding the inclining test for series of ships has been specified considering the experience of technical supervision as well as SOLAS regulation II-1/5.2 and IMO circular MSC/Circ.1158	314-26-1792c of 11.07.2022	01.08.2022
2	Para 2.1.1	Requirements have been specified considering Part I "Classification"	314-26-1792c of 11.07.2022	01.08.2022
3	Formula (2.1.5.1)	In the explication, the definition of corrected metacentric height has been specified	314-26-1792c of 11.07.2022	01.08.2022

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS, 2022,

ND No. 2-020101-152-E

PART IV. STABILITY

1 GENERAL

1 **Para 1.5.2** is replaced by the following text:

"1.5.2 For series of ships, the inclining test may be substituted by the light-weight check, if alterations from the first ship of the series, do not result in:

.1 the deviation of the light-ship displacement: for $L \leq 50$ m — exceeding 2 %, for $L \geq 160$ m — exceeding 1 % (for intermediate L the acceptable deviation is obtained by linear interpolation); or

.2 the deviation of the light-ship longitudinal centre of gravity exceeding 0,5 % of the length L of the first ship of the series;

Where the deviation exceeds either of the limits above, such ship shall be considered the first ship of a new series as regards stability."

2 GENERAL REQUIREMENTS FOR STABILITY

1 **Para 2.1.1** is replaced by the following text:

"2.1.1 The requirements for stability set forth in this Chapter apply to ships of unrestricted area of navigation and of restricted areas of navigation **R1**, **R2**, **R2-RSN**, **R2-RSN(4,5)** and **R3-RSN**."

3 **Formula (2.1.5.1)**. The explication is replaced by the following text:

"where k = factor taking into account the effects of bilge and/or bar keels and determined in accordance with 2.1.5.2; k shall be adopted equal to 1 where the keels are not mounted;
 X_1 = dimensionless factor to be adopted from Table 2.1.5.1-1 proceeding from the breadth-to-draught (B/d) ratio;
 X_2 = dimensionless factor to be adopted from Table 2.1.5.1-2 proceeding from the block coefficient C_B of the ship;
 $r = 0,73 + 0,6(z_g - d)/d$, while r shall not be adopted greater than 1;
 S = dimensionless factor to be adopted from Table 2.1.5.1-3 proceeding from the area of navigation and the roll period T to be determined by the formula

$$T = 2cB/\sqrt{h}$$

where $c = 0,373 + 0,023B/d - 0,043L_{wl}/100$;
 h = corrected metacentric height;
 L_{wl} = length of ship on the waterline."