



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 314-51-1721c

dated 17.03.2022

Re:

amendments to the Rules for Technical Supervision during Construction of Ships and Manufacture of Materials and Products for Ships, 2022, ND No. 2-020101-156-E

Item(s) of supervision:

Securing devices of general cargo on board the ships

Entry-into-force date:

15.04.2022

~~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 IV "Technical Supervision during Manufacture of Products"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that the Rules for Technical Supervision during Construction of Ships and Manufacture of Materials and Products for 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 technical documentation for the equipment installed onboard ships contracted for construction or conversion on 15.04.2022 or after this date*, in the absence of a contract - according to 5.10 of Part II "Technical Documentation" of the Rules for Technical Supervision during Construction of Ships and Manufacture of Materials and Products for Ships, starting from 15.04.2022.

* The definition of "date of contract for construction of a ship (series of ships)" is set out in 1.1.2 of Part I "Classification" of the Rules for Classification and Construction of Sea-Going Ships.

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

Part IV: Appendix 7 to Section 3

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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	Appendix 7 to Section 3	New Appendix has been introduced specifying the requirements for tests for the purpose of issue a certificate of type approval for securing devices of general cargo on board the ship	314-51-1721c of 17.03.2022	15.04.2022

**RULES FOR TECHNICAL SUPERVISION DURING CONSTRUCTION OF SHIPS
AND MANUFACTURE OF MATERIALS AND PRODUCTS FOR SHIPS, 2022,**

ND No. 2-020101-156-E

PART IV. TECHNICAL SUPERVISION DURING MANUFACTURE OF PRODUCTS

3 EQUIPMENT, ARRANGEMENTS AND OUTFIT

Appendix 7 has been introduced reading as follows:

"APPENDIX 7

**TESTING FOR ISSUE OF TYPE APPROVAL CERTIFICATE FOR SECURING DEVICES
OF GENERAL CARGO ON BOARD THE SHIPS**

1. For each standard size of securing devices of general cargo on board the ship there shall be made 2 proof load (*PL*) test specimens and 2 breaking load (*BL*) test specimens for all types of loads (tension, compression and shear). Holding time under breaking load (*BL*) shall be not less than 10 s.

Securing devices of general cargo on board the ships are considered to have passed the test if both samples did not collapse under the breaking load (*BL*); residual deformations are allowed, permitting to remove the securing devices of general cargo on board the ship from a regular place.

2. In case the test results of the specimens are unsatisfactory, the value of the breaking load (*BL*) shall be reduced, and the specimens shall be tested again. In case the test results are satisfactory, the reduced breaking load (*BL*) is taken as the original value for determining the safe working load (*SWL*). The interdependence between the maximum and permissible working loads is determined according to Table. 6.2.1 of Technical requirements for the arrangement and securing of international standard containers on board the ships intended for container transportation.

3. Securing devices of general cargoes on board the ships, tested by breaking load (*BL*) are not subject to further use.

4. Proof load (*PL*) test for all types of loads (tension, compression and shear) are subjected to two specimens for at least 5 min.

The value of the proof load (*PL*) for the corresponding type of load is taken according to formula

$$PL = k \cdot SWL, \text{ kN}, \quad (1)$$

where *SWL* is permissible safe working load;
 $k = 1,25$ at $SWL \leq 400$ kN;
 $k = 1,15$ at $SWL > 400$ kN.

Securing devices of general cargoes on board the ships are considered to have passed the test if, after applying the proof load (*PL*), both specimens do not have permanent deformation and other defects that affect their performance.

5. In case the test results of the specimens are unsatisfactory, the specimens shall be tested at a reduced value of proof load (*PL'*), which, if the test results are satisfactory, shall be taken as an original value to define the previously determined value of the permissible safe working load (*SWL*). The final value of the permissible safe working load (*SWL*) is determined by formula

$$SWL = PL' / k, \text{ kN}. \quad (2)$$

In this case, the value of the breaking load (*BL*) shall be also specified in all technical documentation previously approved by the Register."