



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 315-07-1266c

dated 23.09.2019

Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2019, ND No. 2-020101-114-E

Item(s) of supervision:

automation equipment

Entry-into-force date:

01.01.2020

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Number of pages:

1+3

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part XV "Automation"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that in connection with entering into force of IACS UR M35 (Rev.8 Jan 2019) and M36 (Rev.6 Dec 2018), Section 4 shall be amended as specified in the Appendices to the Circular Letter. IACS UR M35 and M36 are posted on the RS internal website in Section "External Normative Documents"

It is necessary to do the following:

1. Familiarize the RS surveyors and interested organizations in the area of the RS Branch Offices' activity with the content of the Circular Letter.
2. Apply provisions of the Circular Letter in the RS practical activity.

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

Tables 4.2.10-1, 4.2.10-2 and 4.4.6-2

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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	Table 4.2.10-1	Amendments have been introduced considering IACS UR M35 (Rev.8 Jan 2019)	315-07-1266c of 23.09.2019	01.01.2020
2	Table 4.2.10-2	Amendments have been introduced considering IACS UR M35 (Rev.8 Jan 2019)	315-07-1266c of 23.09.2019	01.01.2020
3	Table 4.4.6-2	Amendments have been introduced considering IACS UR M36 (Rev.6 Dec 2018)	315-07-1266c of 23.09.2019	01.01.2020

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS, 2019,

ND No. 2-020101-114-E

PART XV. AUTOMATION

4 SHIPS WITH AUT1 IN CLASS NOTATION

4.2 AUTOMATED MAIN MACHINERY AND PROPELLERS

1 **Table 4.2.10-1.** Line 2.7 is replaced by the following text:

"

2.7	Activation of oil mist detection arrangements (or activation of the temperature monitoring systems or equivalent devices of: – the engine main, crank and crosshead bearing oil outlet; or – the engine main, crank and crosshead bearing) ³	O▼	–	–
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Footnote 3 is replaced by the following text:

³ For engines having power more than 2250 kW or a cylinder bore more than 300 mm and dual-fuel engines in accordance with the requirements of 9.5.3, Part IX "Machinery".

2 **Table 4.2.10-2.** Line 2.4 is replaced by the following text:

"

2.4	Activation of oil mist detection arrangements (or activation of the temperature monitoring systems or equivalent devices of: – the engine main and crank bearing oil outlet; or – the engine main and crank bearing) ³	O	–	x
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"

Footnote 3 is replaced by the following text:

³ For engines having power more than 2250 kW or a cylinder bore more than 300 mm and dual-fuel engines in accordance with the requirements of 9.5.2.3, Part IX "Machinery". One oil mist detection arrangement (or engine bearing temperature monitoring system or equivalent device) is required for each engine having two independent outputs (for initiating the alarm and shutdown) satisfy the requirements for independence between the alarm and shutdown systems."

3 **Table 4.4.6-2.** Line 4 is replaced by the following text:

"

4 Activation of oil mist detection arrangements (or activation of the temperature monitoring systems or equivalent devices of: – the engine main and crank bearing oil outlet; or – the engine main and crank bearing) ¹	O	X
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"

Footnote 1 is replaced by the following text:

"¹ For engines having power more than 2250 kW or a cylinder bore more than 300 mm and dual-fuel engines in accordance with the requirements of 9.5.2.3, Part IX "Machinery". One oil mist detection arrangement (or engine bearing temperature monitoring system or equivalent device) is required for each engine having two independent outputs (for initiating the alarm and shutdown) satisfy the requirements for independence between the alarm and shutdown systems."