



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 315-12-1589c

dated 28.06.2021

Re:

amendments to the Rules for the Classification and Construction of Sea-Going Ships, 2021, ND No. 2-020101-138-E

Item(s) of supervision:

ships and offshore installations under construction

Entry-into-force date:

01.08.2021

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~~Cancels / amends /~~ adds Circular Letter No. 312-11-1527c

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Number of pages:

1 + 4

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships"

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. Amendments introduced by the Circular Letter shall be applied during review and approval of the technical documentation on ships contracted for construction or conversion on or after 01.08.2021, in the absence of a contract, the keels of which are laid or which are at a similar stage of construction on or after 01.08.2021, as well as during review and approval of the technical documentation on ships, the delivery of which is on or after 01.08.2021. The introduced amendments may be applied to ships in service upon agreement with RHO.
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List of the amended and/or introduced paras/chapters/sections:

Part XVII: heading of Section 19, and Chapter 19.4

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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 | Section 19 | Section has been renamed | 315-12-1589c of 28.06.2021 | 01.08.2021 |
| 2 | Chapter 19.4 | New Chapter has been introduced containing requirements for design of stern facing conning position, composition, location and configuration of radio, navigational, electrical and automation equipment of double acting ships | 315-12-1589c of 28.06.2021 | 01.08.2021 |

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

ND No. 2-020101-138-E

**PART XVII. DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS
NOTATION SPECIFYING STRUCTURAL AND OPERATIONAL PARTICULARS OF SHIPS**

**19 REQUIREMENTS FOR HULL ICE-STRENGTHENING STRUCTURES OF SHIPS
INTENDED FOR STERN-FIRST OPERATION**

- 1 **Section 19** is renamed reading as follows:

"19 REQUIREMENTS FOR DOUBLE ACTING SHIPS".

- 2 Section 19 is supplemented with **new Chapter 19.4** reading as follows:

**"19.4 REQUIREMENTS FOR DESIGN OF STERN FACING CONNING POSITION,
COMPOSITION, LOCATION AND CONFIGURATION OF RADIO, NAVIGATIONAL,
ELECTRICAL AND AUTOMATION EQUIPMENT OF DOUBLE ACTING SHIPS**

19.4.1 Application.

The requirements of this Chapter are applicable to the design of the stern facing conning position, location and configuration of radio, navigational, electrical and automation equipment of the ships intended to operate in ice going stern first.

19.4.2 Definitions and explanations.

Stern facing conning position means an area from which the navigation and control of the ship is exercised during extended periods of operation stern first in ice.

19.4.3 Requirements for design of the stern facing conning position.

19.4.3.1 A stern facing conning position with a workstation for navigation and maneuvering and a workstation for traffic surveillance and monitoring is required for any ship intending to operate stern first in ice.

19.4.3.2 The stern facing conning position may be located in one common space with the main conning position or in a separate space (with access provided through doors, corridors, stairways, etc.) on the navigation bridge deck or another deck.

19.4.3.3 The main and stern facing conning positions may be configured in different ways, provided the stern facing conning position is equipped with all instrumentation and controls required for the safety of navigation.

19.4.3.4 The field of vision from the stern facing conning position shall meet the requirements specified in 3.2.3, 3.2.4, 3.2.5, 3.2.6, 3.2.9, and, to the extent practically possible, 3.2.7, Part V "Navigational Equipment" of the Rules for the Equipment of Sea-Going Ships, but at least 90 deg. on either side relative to the centre line, considering stern first operation of the ship.

19.4.3.5 The space for the stern facing conning position shall meet the requirements specified in 3.2.5, 3.2.11, 3.2.12, 3.2.13 and 3.2.14, Part V "Navigational Equipment" of the Rules for the Equipment of Sea-Going Ships considering stern first operation of the ship.

19.4.4 Requirements for composition of stern facing conning position equipment.

The following minimum set of equipment with technical characteristics meeting the requirements of the relevant parts of the RS Rules shall be installed at the stern facing conning position considering stern first operation of the ship:

.1 radar operating in 9 GHz frequency band. The antennas and transceivers may be used jointly with the radar installed at the main conning position;

- .2 radar operating in 3 GHz frequency band. The antennas and transceivers may be used jointly with the radar installed at the main conning position;
- .3 electronic chart display and information system (ECDIS) with back-up arrangements;
- .4 radar ice display;
- .5 display of radio navigation system receiver;
- .6 gyrocompass steering repeater;
- .7 rate-of-turn indicator (for ships of gross tonnage 50000 and above);
- .8 log repeater;
- .9 bottom speed log repeater (for ships of gross tonnage 50000 and above);
- .10 echo sounder repeaters;
- .11 microphone(s) of the voyage data recorder;
- .12 bridge navigational watch alarm system (BNWAS). The BNWAS of the main conning position may be used if an interlock is provided for preventing simultaneous use of devices for signal acknowledgement and reset of the BNWAS to the initial state, installed at the main and stern facing conning positions;
- .13 sound reception system;
- .14 VHF radio installation;
- .15 distress panel and distress alarm panel in case the stern facing conning position is not in the same space as the main conning position;
- .16 NAVTEX receiver in case the stern facing conning position is not in the same space as the main conning position. Alternatively, equipment may be used which is capable of displaying the maritime safety information (MSI) received by the main NAVTEX receiver;
- .17 enhanced group calling (EGC) receiver in case the stern facing conning position is not in the same space as the main conning position. Alternatively, equipment may be used which is capable of displaying the MSI received by the main EGC receiver;
- .18 controls for propulsion systems in accordance with 3.1 and 7.3, Part VII "Machinery Installations".

To ensure commonality in ship control when operating in different modes (stern first or bow first), the direction of setting of the controls (joystick, handwheel, remote automated control unit handles, etc.) for the main machinery, propellers and steering arrangements located at the stern facing conning position shall match the direction of setting of the controls for the main machinery, propellers and steering arrangements located at the forward facing conning position;

.19 control panel for navigation lights and the light, which shall meet the requirements specified in 7.4.6 (ship's stop light), for the stern first operation mode.

Two sets of the above navigation lights and ship's stop lights shall be provided: a set for the bow first navigation and a set for stern first navigation. An interlock for preventing simultaneous use of the both sets of navigation lights and ship's stop lights shall be provided;

.20 control panel for searchlights used to illuminate ice situation in front of the aft part of the ship.

The dedicated searchlights for stern first operation or the same searchlights (when operating bow first or stern first) may be used. In the latter case, the searchlights shall have no rotation restrictions for illumination when operating bow first or stern first, and no obstructions for illumination (funnel, masts, etc.);

.21 control panel for heating, wipers and window washing of the stern facing conning position;

.22 buttons for actuation of ship's whistle and day signalling lamp;

.23 means for activation of general alarm system;

.24 alarm and monitoring system devices and indication devices in accordance with 2.4, Part XV "Automation";

.25 indicating unit of fire detection system;

.26 sound-powered telephones, voice communication facilities, two-way loud-speaking communication facilities, automatic telephone systems or mobile phones of a local network installed on board the ship shall meet the requirements specified in 7.2.3, Part XI "Electrical Equipment".

19.4.5 When the control is exercised from the stern facing conning position, the equipment located in this position shall process and display navigational information taking into account the stern first movement and ship control under this mode of operation.

The following instructions for processing and displaying information at the stern facing conning position shall be used:

.1 inverted (relative to display of data when moving bow first) heading data shall be displayed on all repeaters and used for output to the equipment installed at the stern facing conning position;

.2 inverted speed data shall be displayed on all repeaters and used for output to the equipment installed at the stern facing conning position (while the speed in COG/SOG format shall not be inverted);

.3 radar presentation shall be inverted relative to the bow;

.4 inverted relative wind speed and direction data (if any) shall be displayed on all repeaters and used for output to the equipment installed at the stern facing conning position;

.5 the sound reception panel shall display origin directions of received sounds inverted relative to the bow;

.6 for ECDIS and radar additional indication of stern first operation mode is recommended. The ship symbol is recommended to be oriented per inverted heading value.

19.4.6 General requirements.

19.4.6.1 The location of the radar antennas shall provide scanning aft of the ship without blind sectors in an arc of the horizon of 225° (straight aft to the directions of 22,5° after the beam to either side).

19.4.6.2 Indication of the ship operation mode (bow first or stern first) shall be easy to understand and displayed on the equipment where necessary.

19.4.6.3 The following shall be provided for the azimuth thruster control system:
selection of conning position (bow/stern first). The changeover of control from one conning position to another shall be confirmed by assuming control at the other conning position;
an interlock for preventing simultaneous ship control from the main and stern facing conning positions;

indication of selected ship operation mode at all conning stations, local control stations of the main machinery and main machinery control room (if any).

19.4.6.4 Location of the group alert block to be arranged in the navigation bridge (wheelhouse) in accordance with 2.4.1.4, Part XV "Automation" shall provide clear visibility and audibility of alert signals from the forward and stern facing conning positions. Where it is impossible to arrange the group alert block so as to fulfill the above requirement, separate group alert blocks shall be provided for the stern and forward facing conning positions."