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Working Group on Inland Water Transport

Working Party on Standardization of Technical and Safety
Requirements in Inland Navigation

(Nineteenth session, 14-16 March 2000, agenda item 3)

**UPDATING OF THE RECOMMENDATIONS ON TECHNICAL REQUIREMENTS
FOR INLAND NAVIGATION VESSELS
(annex to resolution No. 17, revised)**

Transmitted by the Government of Ukraine

Addendum 1

The following observations are submitted on the text of the draft amended chapters of the annex to resolution No. 17, revised.

Chapter 2. Hull (document TRANS/SC.3/WP.3/1998/28)

1. In paragraph 2-1.2, the minimum thickness for hull plating (bottom and side) should be fixed at 4 mm, since the proposed thickness of 3 mm is suitable only for small river vessels to which the recommendations on technical requirements are not usually applicable (in accordance with para. 1-1.2 of the recommendations).
2. It is proposed that the second sentence of paragraph 2-2.1 should be amended to read as follows: "Along the shipsides at least foot-rails shall be provided and deckways must be surfaced with a non-slip substance and the deck in working areas spot-welded."

Chapter 3. Freeboard and safety distance (document TRANS/SC.3/WP.3/AC.2/1999/1)

The error in the Russian text in respect of the word "freeboard" in paragraphs 3-4.4 and 3-4.4.3 should be corrected.

Chapter 4. Stability and subdivision (document TRANS/SC.3/WP.3/AC.2/1999/1/Add.1)

1. The typing error in the Russian text of paragraph 4-2.1.5 (third line) should be corrected.
2. The Russian text of paragraph 1.1 of the appendix entitled "Criteria for checking the stability of vessels" contains a typing error which should be corrected.

Chapter 5. Machinery (document TRANS/SC.3/WP.3/1998/28)

1. All the paragraph numbers in this chapter contain an unnecessary numeral. They should therefore be renumbered in the following way: "5-1. General"; "5-2. Main machinery/shafting" etc., consequential changes being made in the numbering of the subparagraphs.

2. The new definitions given in paragraph 5-1.1.1 are inadequate or inaccurate since:

The propulsion engines referred to in (a) should be defined in an appropriate manner in chapter 5;

The definition given in (b) is that of a special case of the definition in (a);

In (c) a change is to be made in the Russian text.

For these reasons it is proposed that paragraph 5-1.1.1 should be redrafted to read as follows:

"5-1.1.1. The part of the vessel housing the main and auxiliary machinery is divided up as follows:

- (a) The main engine room is the space where the main and auxiliary machinery is installed.

(b) The engine room is the space where only the auxiliary machinery, namely internal combustion engines, is installed.

(c) The machinery area is the space in which other auxiliary machinery is installed.

(d) The boiler room is the space housing a fuel-operated installation designed to produce steam or a thermal fluid.”

3. It is proposed that paragraph 5-1.1.3 should be redrafted to read as follows:

“5-1.1.3. The auxiliary machinery is that which contributes to:

The operation of the main machinery;

Supplying the vessel with all forms of power;

The functioning of the vessel’s various systems and operations under the supervision of a recognized Classification Society”.

4. The terms in the last sentence of paragraph 5-1.1.4 which have not been defined in chapter 5 (“propulsion plants” and “auxiliary plants”) should be replaced by “main machinery” and “auxiliary machinery”.

5. In paragraph 5-1.1.7 the words “gas exhaust systems” should be added after words “cooling-water systems”.

6. The term “main engines” in paragraph 5-1.1.8 should be defined in greater detail and the paragraph reworded as follows:

“5-1.1.8. The following parameters of the main and auxiliary engines shall be monitored by means of suitable devices which trigger an alarm once a critical level has been reached:

(a) The temperature of the cooling water;

(b) The lubricating oil pressure for the engines and transmissions;

(c) The oil and air pressure of the reversing units, reversible transmissions or propellers”.

7. If the words “except in order to protect against over-revving” in paragraph 5-1.1.9 refer to the speed of the vessel, automatic engine shut-down would be inadmissible.

8. In paragraph 5-1.2.1 the words “under normal operating conditions” should be replaced by “under the specific conditions laid down for its operation”.

9. The last sentence (in square brackets) of paragraph 5-1.3.6 contains the rather vague term “furthest removed from the exit door ...” and does not therefore in every case offer sufficient justification for providing a second exit.
10. Moreover, the third sentence of paragraph 5-1.3.6 states that “The Second exit may be dispensed with” and it would be better to say “the second exit need not be provided”.
11. The end of the second sentence of paragraph 5-1.3.7 should be amended to read: “... of steel, an aluminum - magnesium alloy or equivalent non-flammable material capable of retaining its strength if overheated in the event of a fire”.
12. The second sentence of paragraph 5-1.5.2 should be supplemented and reworded as follows: “Daily-service tanks, their fittings and connections shall not be located above engines or gas exhaust pipes. Drip-trays shall be placed under daily-service tanks in order to collect any leaking fuel.”
13. The second line of paragraph 5-1.5.3 should be reworded as follows: “control device but also with a stopping or closing device accessible at all times ...”
14. A third sentence reading as follows should be added to paragraph 5-1.5.6: “Drip-trays to collect any leaking fuel or oil shall be placed under fittings and fuel and oil tank connections.”
15. Paragraph 5-1.5.9 is unnecessary since the meaning of the first sentence is reflected in paragraph 5-1.5.3 and the requirement in the second sentence is at variance with paragraph 5-1.5.2.
16. The Russian text of paragraph 5-1.7 (first sentence) contains a typing error which should be corrected.
17. In paragraph 5-1.7 (3) the distribution of the square root in the formula is not apparent.
18. In paragraphs 8.07 et seq. the term “oily-water” should be replaced by “oil-containing water”.
19. Paragraph 8.07-1 should specify that collected water is to be disposed of in accordance with international standards.

Chapter 6. Electrical installations (document TRANS/SC.3/WP.3/AC.2/1999/1/Add.2)

1. It is recommended that the two following sentences should be added to paragraph 6-2.6.1: “Free-standing accumulator boxes shall be equipped with drip-trays to prevent the spillage of electrolyte onto the deck. The size of a drip-tray shall be sufficient to collect all the electrolyte leaking from a bank.”

2. A second sentence reading as follows should be added to paragraph 6-2.4.5.6: “The vessel shall be equipped with a warning light or a phase failure protection device if power is supplied from the shore.”
3. In paragraph 6-2.6.2 of the Russian text the value 1.5 mm should be corrected to read 1.5 m..
4. The words “and fitted with an emergency warning light indicating overloading” should be added to the end of paragraph 6-2.8.1
