

**THE EXPERIENCE OF A FOREIGN DESIGNER
DESIGNING FISHING VESSELS IN RUSSIA
ACCORDING TO RS RULES**

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Introduction and Background

- Vast design experience - over 40 years with Fishing Vessels.
 - Working with all major classification societies
 - New buildings in various countries – Europe and S-America
 - Multiple retrofits of classified vessels
 - Collaboration with Classification Societies throughout my carrier

- My experience in Russia last 3 to 4 years
 - Extensive work with RMRS since early 2018
 - Involved in New Buildings and reclassification into RMRS.

What to expect with RMRS

- Didn't know what to expect and had been warned!
 - Difficult to work with
 - Unclear and vague set of rules
 - Different people – different interpretations !
 - Noncoherent working methods between branches of the RMRS

First encounter at RMRS – Positive Experience!

- My First impression – different and positive
 - Positive and constructive attitude – first meeting
 - Eagerness to evolve and improve
 - Willingness to embrace technology
 - Sharing plans of digital approval platform

Ongoing – advanced experience with RMRS

- Direct invitation to suggest improvements
- Nautic RUS asked to be Pilot Customer of Digital Online Approval Platform
- Openness for constructive dialog with Designer
- Acceptance of alternative views and interpretations of RS Rules
- Generally well educated and professional people
- Vast experience of RMRS employees

Room for Improvement

Organizational areas of improvement:

- Clearer Definition of project approaches:
 - PDSP/RKS versus Technical Project/RKD
 - Communicated clearly across RMRS head office and Branch offices
- Increased speed of re-approval of commented documentation:
 - Could be solved with the online approval platform
 - Until then-Placement of designer representative at approval office
- Minor changes do not result in complete review of entire document
 - Only address the changes !
- None design related errors causing complete document review:
 - Spelling, grammar or comma errors as examples
 - Some cases of inconsistent interpretations

Areas and room for improvement

Core changes – Fishing Vessels:

- Importance of **historical perspective** !
- Clear set of rules for Fishing Vessels
 - Specific Separated chapter
 - Consistent with other IACS classification societies
- Full acceptance of loadline convention – IMO 1966
 - **Russia the only country requiring full Promsol marks on Fishing Vessels**
 - Exclude fishing vessels from Load Line Marks
 - Implications of load line marks on Fishing Vessels
- Russian and English versions of the same rules inconsistent
 - Translation issue – wording and interpretation – language differences

The Future is bright For Fishing Vessels

- Increased applications for quota under keel
- Increased work load on RMRS
- Requires increased efficiency and effectiveness
 - Automation – digitalization
- RMRS and Russia on the right path

THANK YOU FOR YOUR TIME
