

Rules for the Classification of Ships

Effective from 1 January 2021

Part C

Machinery, Systems and Fire Protection

GENERAL CONDITIONS

Definitions:

“Administration” means the Government of the State whose flag the Ship is entitled to fly or under whose authority the Ship is authorised to operate in the specific case.

“IACS” means the International Association of Classification Societies.

“Interested Party” means the party, other than the Society, having an interest in or responsibility for the Ship, product, plant or system subject to classification or certification (such as the owner of the Ship and his representatives, the ship builder, the engine builder or the supplier of parts to be tested) who requests the Services or on whose behalf the Services are requested.

“Owner” means the registered owner, the ship owner, the manager or any other party with the responsibility, legally or contractually, to keep the ship seaworthy or in service, having particular regard to the provisions relating to the maintenance of class laid down in Part A, Chapter 2 of the Rules for the Classification of Ships or in the corresponding rules indicated in the specific Rules.

“Rules” in these General Conditions means the documents below issued by the Society:

- (i) Rules for the Classification of Ships or other special units;
- (ii) Complementary Rules containing the requirements for product, plant, system and other certification or containing the requirements for the assignment of additional class notations;
- (iii) Rules for the application of statutory rules, containing the rules to perform the duties delegated by Administrations;
- (iv) Guides to carry out particular activities connected with Services;
- (v) Any other technical document, as for example rule variations or interpretations.

“Services” means the activities described in Article 1 below, rendered by the Society upon request made by or on behalf of the Interested Party.

“Ship” means ships, boats, craft and other special units, as for example offshore structures, floating units and underwater craft.

“Society” or “TASNEEF” means Tasneef and/or all the companies in the Tasneef Group which provide the Services.

“Surveyor” means technical staff acting on behalf of the Society in performing the Services.

Article 1

1.1. The purpose of the Society is, among others, the classification and certification of ships and the certification of their parts and components. In particular, the Society:

- (i) sets forth and develops Rules;
- (ii) publishes the Register of Ships;
- (iii) issues certificates, statements and reports based on its survey activities.

1.2. The Society also takes part in the implementation of national and international rules and standards as delegated by various Governments.

1.3. The Society carries out technical assistance activities on request and provides special services outside the scope of classification, which are regulated by these general conditions, unless expressly excluded in the particular contract.

Article 2

2.1. The Rules developed by the Society reflect the level of its technical knowledge at the time they are published. Therefore, the Society, although committed also through its research and development services to continuous updating of the Rules, does not guarantee the Rules meet state-of-the-art science and technology at the time of publication or that they meet the Society's or others' subsequent technical developments.

2.2. The Interested Party is required to know the Rules on the basis of which the Services are provided. With particular reference to Classification Services, special attention is to be given to the Rules concerning class suspension, withdrawal and reinstatement. In case of doubt or inaccuracy, the Interested Party is to promptly contact the Society for clarification.

The Rules for Classification of Ships are published on the Society's website: www.tasneef.ae.

2.3. The Society exercises due care and skill:

- (i) in the selection of its Surveyors
- (ii) in the performance of its Services, taking into account the level of its technical knowledge at the time the Services are performed.

2.4. Surveys conducted by the Society include, but are not limited to, visual inspection and non-destructive testing. Unless otherwise required, surveys are conducted through sampling techniques and do not consist of comprehensive verification or monitoring of the Ship or of the items subject to certification. The surveys and checks made by the Society on board ship do not necessarily require the constant and continuous presence of the Surveyor. The Society may also commission laboratory testing, underwater inspection and other checks carried out by and under the responsibility of qualified service suppliers. Survey practices and procedures are selected by the Society based on its experience and knowledge and according to generally accepted technical standards in the sector.

Article 3

3.1. The class assigned to a Ship, like the reports, statements, certificates or any other document or information issued by the Society, reflects the opinion of the Society concerning compliance, at the time the Service is provided, of the Ship or product subject to certification, with the applicable Rules (given the intended use and within the relevant time frame).

The Society is under no obligation to make statements or provide information about elements or facts which are not part of the specific scope of the Service requested by the Interested Party or on its behalf.

3.2. No report, statement, notation on a plan, review, Certificate of Classification, document or information issued or given as part of the Services provided by the Society shall have any legal effect or implication other than a representation that, on the basis of the checks made by the Society, the Ship, structure, materials, equipment, machinery or any other item covered by such document or information meet the Rules. Any such document is issued solely for the use of the Society, its committees and clients or other duly authorised bodies and for no other purpose. Therefore, the Society cannot be held liable for any act made or document issued by other parties on the basis of the statements or information given by the Society. The validity, application, meaning and interpretation of a Certificate of Classification, or any other document or information issued by the Society in connection with its Services, is governed by the Rules of the Society, which is the sole subject entitled to make such interpretation. Any disagreement on technical matters between the Interested Party and the Surveyor in the carrying out of his functions shall be raised in writing as soon as possible with the Society, which will settle any divergence of opinion or dispute.

3.3. The classification of a Ship, or the issuance of a certificate or other document connected with classification or certification and in general with the performance of Services by the Society shall have the validity conferred upon it by the Rules of the Society at the time of the assignment of class or issuance of the certificate; in no case shall it amount to a statement or warranty of seaworthiness,

structural integrity, quality or fitness for a particular purpose or service of any Ship, structure, material, equipment or machinery inspected or tested by the Society.

3.4. Any document issued by the Society in relation to its activities reflects the condition of the Ship or the subject of certification or other activity at the time of the check.

3.5. The Rules, surveys and activities performed by the Society, reports, certificates and other documents issued by the Society are in no way intended to replace the duties and responsibilities of other parties such as Governments, designers, ship builders, manufacturers, repairers, suppliers, contractors or sub-contractors, Owners, operators, charterers, underwriters, sellers or intended buyers of a Ship or other product or system surveyed.

These documents and activities do not relieve such parties from any fulfilment, warranty, responsibility, duty or obligation (also of a contractual nature) expressed or implied or in any case incumbent on them, nor do they confer on such parties any right, claim or cause of action against the Society. With particular regard to the duties of the ship Owner, the Services undertaken by the Society do not relieve the Owner of his duty to ensure proper maintenance of the Ship and ensure seaworthiness at all times. Likewise, the Rules, surveys performed, reports, certificates and other documents issued by the Society are intended neither to guarantee the buyers of the Ship, its components or any other surveyed or certified item, nor to relieve the seller of the duties arising out of the law or the contract, regarding the quality, commercial value or characteristics of the item which is the subject of transaction.

In no case, therefore, shall the Society assume the obligations incumbent upon the above-mentioned parties, even when it is consulted in connection with matters not covered by its Rules or other documents.

In consideration of the above, the Interested Party undertakes to relieve and hold harmless the Society from any third party claim, as well as from any liability in relation to the latter concerning the Services rendered.

Insofar as they are not expressly provided for in these General Conditions, the duties and responsibilities of the Owner and Interested Parties with respect to the services rendered by the Society are described in the Rules applicable to the specific Service rendered.

Article 4

4.1. Any request for the Society's Services shall be submitted in writing and signed by or on behalf of the Interested Party. Such a request will be considered irrevocable as soon as received by the Society and shall entail acceptance by the applicant of all relevant requirements of the Rules, including these General Conditions. Upon acceptance of the written request by the Society, a contract between the Society and the Interested Party is entered into, which is regulated by the present General Conditions.

4.2. In consideration of the Services rendered by the Society, the Interested Party and the person requesting the service shall be jointly liable for the payment of the relevant fees, even if the service is not concluded for any cause not pertaining to the Society. In the latter case, the Society shall not be held liable for non-fulfilment or partial fulfilment of the Services requested. In the event of late payment, interest at the legal current rate increased by 1.5% may be demanded.

4.3. The contract for the classification of a Ship or for other Services may be terminated and any certificates revoked at the request of one of the parties, subject to at least 30 days' notice to be given in writing. Failure to pay, even in part, the fees due for Services carried out by the Society will entitle the Society to immediately terminate the contract and suspend the Services.

For every termination of the contract, the fees for the activities performed until the time of the termination shall be owed to the Society as well as the expenses incurred in view of activities already programmed; this is without prejudice to the right to compensation due to the Society as a consequence of the termination.

With particular reference to Ship classification and certification, unless decided otherwise by the Society, termination of the contract implies that the assignment of class to a Ship is withheld or, if already assigned, that it is suspended or withdrawn; any statutory certificates issued by the Society will be withdrawn in those cases where provided for by agreements between the Society and the flag State.

Article 5

5.1. In providing the Services, as well as other correlated information or advice, the Society, its Surveyors, servants or agents operate with due diligence for the proper execution of the activity. However, considering the nature of the activities performed (see art. 2.4), it is not possible to guarantee absolute accuracy, correctness and completeness of any information or advice supplied. Express and implied warranties are specifically disclaimed.

Therefore, except as provided for in paragraph 5.2 below, and also in the case of activities carried out by delegation of Governments, neither the Society nor any of its Surveyors will be liable for any loss, damage or expense of whatever nature sustained by any person, in tort or in contract, derived from carrying out the Services.

5.2. Notwithstanding the provisions in paragraph 5.1 above, should any user of the Society's Services prove that he has suffered a loss or damage due to any negligent act or omission of the Society, its Surveyors, servants or agents, then the Society will pay compensation to such person for his proved loss, up to, but not exceeding, five times the amount of the fees charged for the specific services, information or opinions from which the loss or damage derives or, if no fee has been charged, a maximum of AED5,000 (Arab Emirates Dirhams Five Thousand only). Where the fees charged are related to a number of Services, the amount of the fees will be apportioned for the purpose of the calculation of the maximum compensation, by reference to the estimated time involved in the performance of the Service from which the damage or loss derives. Any liability for indirect or consequential loss, damage or expense is specifically excluded. In any case, irrespective of the amount of the fees charged, the maximum damages payable by the Society will not be more than AED5,000,000 (Arab Emirates Dirhams Five Millions only). Payment of compensation under this paragraph will not entail any admission of responsibility and/or liability by the Society and will be made without prejudice to the disclaimer clause contained in paragraph 5.1 above.

5.3. Any claim for loss or damage of whatever nature by virtue of the provisions set forth herein shall be made to the Society in writing, within the shorter of the following periods: (i) THREE (3) MONTHS from the date on which the Services were performed, or (ii) THREE (3) MONTHS from the date on which the damage was discovered. Failure to comply with the above deadline will constitute an absolute bar to the pursuit of such a claim against the Society.

Article 6

6.1. These General Conditions shall be governed by and construed in accordance with United Arab Emirates (UAE) law, and any dispute arising from or in connection with the Rules or with the Services of the Society, including any issues concerning responsibility, liability or limitations of liability of the Society, shall be determined in accordance with UAE law. The courts of the Dubai International Financial Centre (DIFC) shall have exclusive jurisdiction in relation to any claim or dispute which may arise out of or in connection with the Rules or with the Services of the Society.

6.2. However,

- (i) In cases where neither the claim nor any counterclaim exceeds the sum of AED300,000 (Arab Emirates Dirhams Three Hundred Thousand) the dispute shall be referred to the jurisdiction of the DIFC Small Claims Tribunal; and
- (ii) for disputes concerning non-payment of the fees and/or expenses due to the Society for services, the Society shall have the

right to submit any claim to the jurisdiction of the Courts of the place where the registered or operating office of the Interested Party or of the applicant who requested the Service is located.

In the case of actions taken against the Society by a third party before a public Court, the Society shall also have the right to summon the Interested Party or the subject who requested the Service before that Court, in order to be relieved and held harmless according to art. 3.5 above.

Article 7

7.1. All plans, specifications, documents and information provided by, issued by, or made known to the Society, in connection with the performance of its Services, will be treated as confidential and will not be made available to any other party other than the Owner without authorisation of the Interested Party, except as provided for or required by any applicable international, European or domestic legislation, Charter or other IACS resolutions, or order from a competent authority. Information about the status and validity of class and statutory certificates, including transfers, changes, suspensions, withdrawals of class, recommendations/conditions of class, operating conditions or restrictions issued against classed ships and other related information, as may be required, may be published on the website or released by other means, without the prior consent of the Interested Party.

Information about the status and validity of other certificates and statements may also be published on the website or released by other means, without the prior consent of the Interested Party.

7.2. Notwithstanding the general duty of confidentiality owed by the Society to its clients in clause 7.1 above, the Society's clients hereby accept that the Society may participate in the IACS Early Warning System which requires each Classification Society to provide other involved Classification Societies with relevant technical information on serious hull structural and engineering systems failures, as defined in the IACS Early Warning System (but not including any drawings relating to the ship which may be the specific property of another party), to enable such useful information to be shared and used to facilitate the proper working of the IACS Early Warning System. The Society will provide its clients with written details of such information sent to the involved Classification Societies.

7.3. In the event of transfer of class, addition of a second class or withdrawal from a double/dual class, the Interested Party undertakes to provide or to permit the Society to provide the other Classification Society with all building plans and drawings, certificates, documents and information relevant to the classed unit, including its history file, as the other Classification Society may require for the purpose of classification in compliance with the applicable legislation and relative IACS Procedure. It is the Owner's duty to ensure that, whenever required, the consent of the builder is obtained with regard to the provision of plans and drawings to the new Society, either by way of appropriate stipulation in the building contract or by other agreement.

In the event that the ownership of the ship, product or system subject to certification is transferred to a new subject, the latter shall have the right to access all pertinent drawings, specifications, documents or information issued by the Society or which has come to the knowledge of the Society while carrying out its Services, even if related to a period prior to transfer of ownership.

Article 8

8.1. Should any part of these General Conditions be declared invalid, this will not affect the validity of the remaining provisions.

EXPLANATORY NOTE TO PART C

1. Reference edition

The reference edition for Part C is this edition effective from 1 January 2016.

2. Amendments after the reference edition

2.1 Except in particular cases, a new edition of the Rules is published annually.

3. Effective date of the requirements

3.1 All requirements in which new or amended provisions with respect to those contained in the reference edition have been introduced are followed by a date shown in brackets.

The date shown in brackets is the effective date of entry into force of the requirements as amended by the last updating. The effective date of all those requirements not followed by any date shown in brackets is that of the reference edition.

3.2 Item 6 below provides a summary of the technical changes from the preceding edition. In general, this list does not include those items to which only editorial changes have been made not affecting the effective date of the requirements contained therein.

4. Rule Variations and Corrigenda

Until the next edition of the Rules is published, Rule Variations and/or corrigenda, as necessary, will be published on the TASNEEF web site (www.tasneef.ae). Except in particular cases, paper copies of Rule Variations or corrigenda are not issued.

5. Rule subdivision and cross-references

5.1 Rule subdivision

The Rules are subdivided into six parts, from A to F.

Part A: Classification and Surveys

Part B: Hull and Stability

Part C: Machinery, Systems and Fire Protection

Part D: Materials and Welding

Part E: Service Notations

Part F: Additional Class Notations

Each Part consists of:

- Chapters
- Sections and possible Appendices
- Articles
- Sub-articles
- Requirements

Figures (abbr. Fig) and Tables (abbr. Tab) are numbered in ascending order within each Section or Appendix.

5.2 Cross-references

Examples: Pt A, Ch 1, Sec 1, [3.2.1] or Pt A, Ch 1, App 1, [3.2.1]

- Pt A means Part A

The part is indicated when it is different from the part in which the cross-reference appears. Otherwise, it is not indicated.

- Ch 1 means Chapter 1

The Chapter is indicated when it is different from the chapter in which the cross-reference appears. Otherwise, it is not indicated.

- Sec 1 means Section 1 (or App 1 means Appendix 1)

The Section (or Appendix) is indicated when it is different from the Section (or Appendix) in which the cross-reference appears. Otherwise, it is not indicated.

- [3.2.1] refers to requirement 1, within sub-article 2 of article 3.

Cross-references to an entire Part or Chapter are not abbreviated as indicated in the following examples:

- Part A for a cross-reference to Part A
- Part A, Chapter 1 for a cross-reference to Chapter 1 of Part A.

6. Summary of amendments introduced in the edition effective from 1 January 2021

This edition of Part A contains amendments whose effective date is **1 January 2021**.

The date of entry into force of each new or amended item is shown in brackets after the number of the item concerned.

Part C
Machinery, Systems and Fire Protection

Chapters **1** 2 3 4

Chapter 1	MACHINERY
Chapter 2	ELECTRICAL INSTALLATIONS
Chapter 3	AUTOMATION
Chapter 4	FIRE PROTECTION, DETECTION AND EXTINCTION

CHAPTER 1

MACHINERY

Section 1 General Requirements

1	General	25
1.1	Application	
1.2	Additional requirements	
1.3	Documentation to be submitted	
1.4	Definitions	
2	Design and construction	25
2.1	General	
2.2	Materials, welding and testing	
2.3	Vibrations	
2.4	Operation in inclined position	
2.5	Ambient conditions	
2.6	Power of machinery	
2.7	Astern power	
2.8	Safety devices	
2.9	Fuels	
2.10	Use of asbestos	
3	Arrangement and installation on board	28
3.1	General	
3.2	Floors	
3.3	Bolting down	
3.4	Safety devices on moving parts	
3.5	Gauges	
3.6	Ventilation in machinery spaces	
3.7	Hot surfaces and fire protection	
3.8	Communications	
3.9	Machinery remote control, alarms and safety systems	
4	Tests and trials	29
4.1	Works tests	
4.2	Trials on board	

Section 2 Diesel Engines

1	General	30
1.1	Application	
1.2	Type approval certificate	
1.3	Engine certificate	
1.4	Documentation	
1.5	Definitions	
2	Type approval process	32
2.1		
2.2	Documentation for information Table 1	
2.3	Documentation for approval or recalculation Table 2	
2.4	Design approval (DA)	

2.5	Type approval test	
2.6	Type approval certificate	
2.7	Design modifications	
2.8	Type approval certificate renewals	
2.9	Validity of type approval certificate	
2.10	Document review and approval	
3	Certification process	32
3.1		
3.2	Document development for production	
3.3	Documents to be submitted for inspection and testing	
3.4	Alternative execution	
3.5	Manufacturer approval	
3.6	Document availability	
3.7	Engine assembly and testing	
4	Design and construction	38
4.1	Materials and welding	
4.2	Crankshaft	
4.3	Crankcase	
4.4	Scavenge manifolds	
4.5	Systems	
4.6	Starting air system	
4.7	Control and monitoring	
5	Arrangement and installation	46
5.1	Starting arrangements	
5.2	Turning gear	
5.3	Trays	
5.4	Exhaust gas system	
6	Type tests	47
6.1	Type tests - General	
6.2	Objectives	
6.3	Validity	
6.4	De-rated engine	
6.5	Integration Test	
6.6	Safety precautions	
6.7	Test programme	
6.8	Measurements and recordings	
6.9	Stage A - Internal tests	
6.10	Stage B - Witnessed tests	
6.11	Stage C - Opening up for inspections	
7	Certification of engine components, Workshop inspections and trials	51
7.1	General	
7.2	Parts to be documented	
7.3	Hydrostatic tests	
7.4	Workshop inspections and testing	
8	Certification	57
8.1	Testing certification	

Section 3 Boilers and Pressure Vessels

1	General	59
1.1	Principles	

1.2	Application	
1.3	Definitions	
1.4	Classes	
1.5	Alternative standards	
1.6	Documentation to be submitted	
2	Design and Construction - Principles	62
2.1	Materials	
2.2	Boilers and other steam generators	
2.3	Boiler and steam generator safety valves	
2.4	Pressure vessels	
2.5	Thermal oil heaters and other pressure vessels associated with thermal oil installations	
2.6	Special types of pressure vessels	
2.7	Additional requirements for shell type exhaust gas economisers	
3	Design and construction - Scantlings	68
3.1	General	
3.2	Permissible stresses	
3.3	Cylindrical, spherical and conical shells with circular cross-sections subject to internal pressure	
3.4	Dished heads subject to pressure on the concave (internal) side	
3.5	Flat heads	
3.6	Nozzles	
3.7	Water tube boilers	
3.8	Additional requirements for vertical boilers and cylindrical boilers (fire tube boilers)	
3.9	Bottles containing pressurised gases	
3.10	Heat exchangers	
4	Design and construction - Fabrication and welding	90
4.1	General	
4.2	Welding design	
4.3	Miscellaneous requirements for fabrication and welding	
4.4	Preparation of parts to be welded	
4.5	Tolerances after construction	
4.6	Preheating	
4.7	Post-weld heat treatment	
4.8	Welding samples	
4.9	Specific requirements for class 1 vessels	
4.10	Specific requirements for class 2 vessels	
4.11	Specific requirements for Class 3 vessels	
5	Design and construction - Control and monitoring	103
5.1	Boiler control and monitoring system	
5.2	Pressure vessel instrumentation	
5.3	Thermal oil heater control and monitoring	
5.4	Control and monitoring	
6	Arrangement and installation	105
6.1	Foundations	
6.2	Boilers	
6.3	Pressure vessels	
6.4	Thermal oil heaters	
7	Material test, workshop inspection and testing, certification	108
7.1	Material testing	
7.2	Workshop inspections	

- 7.3 Hydrostatic tests
- 7.4 Certification

Section 4 Steam Turbines

1	General	110
	1.1 Application	
	1.2 Documentation to be submitted	
2	Design and construction	110
	2.1 Materials	
	2.2 Design and constructional details	
	2.3 Welded fabrication	
	2.4 Control and monitoring	
3	Arrangement and installation	113
	3.1 Foundations	
	3.2 Jointing of mating surfaces	
	3.3 Piping installation	
	3.4 Hot surfaces	
	3.5 Alignment	
	3.6 Circulating water system	
	3.7 Gratings	
	3.8 Drains	
	3.9 Instruments	
4	Material tests, workshop inspection and testing, certification	114
	4.1 Material tests	
	4.2 Inspections and testing during construction	
	4.3 Certification	

Section 5 Gas Turbines

1	General	116
	1.1 Application	
	1.2 Definition of rated power	
	1.3 Documentation to be submitted	
2	Design and Construction	116
	2.1 Materials	
	2.2 Stress analyses	
	2.3 Design and constructional details	
	2.4 Welded fabrication	
	2.5 Control and monitoring	
3	Arrangement and installation	120
	3.1 Foundations	
	3.2 Joints of mating surfaces	
	3.3 Piping installation	
	3.4 Hot surfaces	
	3.5 Alignment	
	3.6 Gratings	
	3.7 Drains	
	3.8 Instruments	

4	Material tests, workshop inspection and testing, certification	120
4.1	Type tests - General	
4.2	Type tests of turbines not admitted to an alternative inspection scheme	
4.3	Type tests of turbines admitted to an alternative inspection scheme	
4.4	Material tests	
4.5	Inspections and testing during construction	
4.6	Certification	

Section 6 Gearing

1	General	124
1.1	Application	
1.2	Documentation to be submitted	
2	Design of gears - Determination of the load capacity	125
2.1	Symbols, units, definitions	
2.2	Principle	
2.3	General influence factors	
2.4	Calculation of surface durability	
2.5	Calculation of tooth bending strength	
3	Design and construction - except tooth load capacity	133
3.1	Materials	
3.2	Teeth	
3.3	Wheels and pinions	
3.4	Shafts and bearings	
3.5	Casings	
3.6	Lubrication and clutch control	
3.7	Control and monitoring	
4	Installation	135
4.1	General	
4.2	Fitting of gears	
5	Certification, inspection and testing	135
5.1	General	
5.2	Workshop inspection and testing	

Section 7 Main Propulsion Shafting

1	General	137
1.1	Application	
1.2	Documentation to be submitted	
2	Design and construction	137
2.1	Materials	
2.2	Shafts - Scantling	
2.3	Liners	
2.4	Stern tube bearings	
2.5	Couplings	
2.6	Control and monitoring	
3	Arrangement and installation	144
3.1	General	

3.2	Protection of propeller shaft against corrosion	
3.3	Shaft alignment	
4	Material tests, workshop inspection and testing, certification	144
4.1	Material and non-destructive tests, workshop inspections and testing	
4.2	Certification	

Section 8 Propellers

1	General	146
1.1	Application	
1.2	Definitions	
1.3	Documentation to be submitted	
2	Design and construction	147
2.1	Materials	
2.2	Solid propellers - Blade thickness	
2.3	Built-up propellers and controllable pitch propellers	
2.4	Skewed propellers	
2.5	Ducted propellers	
2.6	Features	
3	Arrangement and installation	150
3.1	Fitting of propeller on the propeller shaft	
4	Testing and certification	151
4.1	Material tests	
4.2	Testing and inspection	
4.3	Certification	

Section 9 Shaft Vibrations

1	General	153
1.1	Application	
1.2	Submission of documentation	
2	Design of systems in respect of vibrations	153
2.1	Principle	
2.2	Modifications of existing plants	
3	Torsional vibrations	153
3.1	General	
3.2	Documentation to be submitted	
3.3	Definitions, symbols and units	
3.4	Calculation principles	
3.5	Permissible limits for torsional vibration stresses in crankshaft, propulsion shafting and other transmission shafting	
3.6	Permissible vibration levels in components other than shafts	
3.7	Torsional vibration measurements	
4	Lateral vibrations of main propulsion systems	157
4.1	General	
4.2	Calculations and measurements on board	

5	Axial vibrations of main propulsion systems	157
5.1	General	
5.2	Calculations and measurements on board	

Section 10 Piping Systems

1	General	158
1.1	Application	
1.2	Documentation to be submitted	
1.3	Definitions	
1.4	Symbols and units	
1.5	Class of piping systems	
2	General requirements for design and construction	160
2.1	Materials	
2.2	Thickness of pressure piping	
2.3	Calculation of high temperature pipes	
2.4	Junction of pipes	
2.5	Protection against overpressure	
2.6	Flexible hoses and expansion joints	
2.7	Valves and accessories	
2.8	Sea inlets and overboard discharges	
2.9	Control and monitoring	
3	Welding of steel piping	177
3.1	Application	
3.2	General	
3.3	Design of welded joints	
3.4	Preparation of elements to be welded and execution of welding	
3.5	Post-weld heat treatment	
3.6	Inspection of welded joints	
4	Bending of pipes	179
4.1	Application	
4.2	Bending process	
4.3	Heat treatment after bending	
5	Arrangement and installation of piping systems	180
5.1	General	
5.2	Location of tanks and piping system components	
5.3	Passage through watertight bulkheads or decks	
5.4	Independence of lines	
5.5	Prevention of progressive flooding	
5.6	Provision for expansion	
5.7	Supporting of the pipes	
5.8	Protection of pipes	
5.9	Valves, accessories and fittings	
5.10	Additional arrangements for flammable fluids	
6	Bilge systems	183
6.1	Application	
6.2	Principle	
6.3	Design of bilge systems	
6.4	Draining of cargo spaces	
6.5	Draining of machinery spaces	
6.6	Draining of dry spaces other than cargo holds and machinery spaces	

6.7	Bilge pumps	
6.8	Size of bilge pipes	
6.9	Bilge accessories	
6.10	Materials	
6.11	Bilge piping arrangement	
7	Ballast systems	189
7.1	Design of ballast systems	
7.2	Ballast pumping arrangement	
7.3	Ballast Water Management Systems	
8	Scuppers and sanitary discharges	190
8.1	Application	
8.2	Principle	
8.3	Drainage from spaces below the freeboard deck or within enclosed superstructures and deckhouses on the freeboard deck	
8.4	Drainage of superstructures or deckhouses not fitted with efficient weathertight doors	
8.5	Drainage of cargo spaces, other than ro-ro spaces, intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion	
8.6	Arrangement of discharges - General	
8.7	Arrangement of discharges from enclosed spaces below the freeboard deck or on the freeboard deck	
8.8	Summary table of overboard discharge arrangements	
8.9	Valves and pipes	
8.10	Arrangement of scuppers and sanitary discharge piping	
9	Air, sounding and overflow pipes	194
9.1	Air pipes	
9.2	Sounding pipes	
9.3	Overflow pipes	
9.4	Constructional requirements applying to sounding, air and overflow pipes	
10	Cooling systems	199
10.1	Application	
10.2	Principle	
10.3	Design of sea water cooling systems	
10.4	Design of fresh water cooling systems	
10.5	Design of oil cooling systems	
10.6	Control and monitoring	
10.7	Arrangement of cooling systems	
11	Fuel oil systems	202
11.1	Application	
11.2	Principle	
11.3	General	
11.4	Design of fuel oil filling and transfer systems	
11.5	Arrangement of fuel oil tanks and bunkers	
11.6	Design of fuel oil tanks and bunkers	
11.7	Design of fuel oil heating systems	
11.8	Design of fuel oil treatment systems	
11.9	Fuel oil pumps	
11.10	Design of fuel supply systems	
11.11	Control and monitoring	
11.12	Construction of fuel oil piping systems	
11.13	Arrangement of fuel oil piping systems	

12	Lubricating oil systems	209
	12.1 Application	
	12.2 Principle	
	12.3 General	
	12.4 Design of engine lubricating oil systems	
	12.5 Design of steam turbine lubrication systems	
	12.6 Design of lubricating oil tanks	
	12.7 Control and monitoring	
	12.8 Construction of lubricating oil piping systems	
13	Thermal oil systems	211
	13.1 Application	
	13.2 Principle	
	13.3 General	
	13.4 Design of thermal oil heaters and heat exchangers	
	13.5 Design of storage, expansion and draining tanks	
	13.6 Design of circulation and heat exchange systems	
	13.7 Control and monitoring	
	13.8 Construction of thermal oil piping systems	
	13.9 Thermal oil piping arrangements	
14	Hydraulic systems	213
	14.1 Application	
	14.2 Principle	
	14.3 General	
	14.4 Design of hydraulic systems	
	14.5 Design of hydraulic tanks and other components	
	14.6 Control and monitoring	
	14.7 Construction of hydraulic oil piping systems	
15	Steam systems	215
	15.1 Application	
	15.2 Principle	
	15.3 Design of steam lines	
16	Boiler feed water and condensate systems	216
	16.1 Application	
	16.2 Principle	
	16.3 Design of boiler feed water systems	
	16.4 Design of condensate systems	
	16.5 Control and monitoring	
	16.6 Arrangement of feed water and condensate piping	
17	Compressed air systems	217
	17.1 Application	
	17.2 Principle	
	17.3 Design of starting air systems	
	17.4 Design of control and monitoring air systems	
	17.5 Design of air compressors	
	17.6 Control and monitoring of compressed air systems	
	17.7 Materials	
	17.8 Arrangement of compressed air piping systems	
18	Exhaust gas systems	219
	18.1 General	
	18.2 Design of exhaust systems	
	18.3 Materials	
	18.4 Arrangement of exhaust piping systems	

	18.5 Exhaust gas treatment systems	
19	Oxyacetylene welding systems	221
	19.1 Application	
	19.2 Definitions	
	19.3 Design of oxyacetylene welding systems	
	19.4 Arrangement of oxyacetylene welding systems	
20	Exhaust gas treatment systems	222
	20.1 Application	
	20.2 Efficiency	
	20.3 Exhaust ducting	
	20.4 Materials	
	20.5 Use of hazardous substances	
	20.6 Use of reductants in SCR systems	
21	Certification, inspection and testing of piping systems	224
	21.1 Application	
	21.2 Type tests	
	21.3 Testing of materials	
	21.4 Hydrostatic testing of piping systems and their components	
	21.5 Testing of piping system components during manufacturing	
	21.6 Inspection and testing of piping systems	

Section 11 Steering Gear

1	General	229
	1.1 Application	
	1.2 Documentation to be submitted	
	1.3 Definitions	
	1.4 Symbols	
2	Design and construction - Requirements applicable to all ships	231
	2.1 Mechanical components	
	2.2 Hydraulic system	
	2.3 Electrical systems	
	2.4 Alarms and indications	
3	Design and construction - Requirements for cargo ships of 500 tons gross tonnage or more and for passenger ships	238
	3.1 Application	
	3.2 General	
	3.3 Strength, performance and power operation of the steering gear	
	3.4 Control of the steering gear	
	3.5 Availability	
4	Design and construction - Requirements for cargo ships of less than 500 tons gross tonnage and for fishing vessels	239
	4.1 Application	
	4.2 General	
	4.3 Strength, performance and power operation of the steering gear	
	4.4 Control of the steering gear	
	4.5 Availability	

5	Design and construction - Requirements for ships equipped with several rudders	240
5.1	Principle	
5.2	Synchronisation	
6	Design and construction - Requirements for ships equipped with non-traditional propulsion and steering systems, such as thrusters	240
6.1	Principle	
6.2	Use of azimuth thrusters	
6.3	Use of water-jets	
7	Arrangement and installation	241
7.1	Steering gear room arrangement	
7.2	Rudder actuator installation	
7.3	Overload protections	
7.4	Means of communication	
7.5	Operating instructions	
8	Certification, inspection and testing	242
8.1	Type tests of hydraulic pumps	
8.2	Testing of materials	
8.3	Inspection and tests during manufacturing	
8.4	Inspection and tests after completion	

Section 12 Thrusters

1	General	243
1.1	Application	
1.2	Definitions	
1.3	Thrusters intended for propulsion	
1.4	Documentation to be submitted	
2	Design and Construction	243
2.1	Materials	
2.2	Transverse thrusters and azimuth thrusters	
2.3	Water-jets	
2.4	Alarm, monitoring and control systems	
3	Testing and certification	246
3.1	Material tests	
3.2	Testing and inspection	
3.3	Certification	

Section 13 Refrigerating Installations

1	General	247
1.1	Application	
2	Minimum design requirements	247
2.1	Refrigerating installation components	
2.2	Refrigerants	
2.3	Special requirements for ammonia (R717)	
2.4	Special requirements for carbon dioxide (R744)	

Section 14 Turbochargers

1	General	249
	1.1 Application	
	1.2 Documentation to be submitted	
2	Design and construction	250
	2.1 Application	
	2.2 Materials	
	2.3 Design	
	2.4 Alarms and Monitoring	
3	Type tests, material tests, workshop inspection and testing, certification	251
	3.1 Type testing	
	3.2 Workshop inspections and testing	
	3.3 Type approval certificate and its validity	
	3.4 Testing certification	

Section 15 Anchor Windlass

1	General	253
	1.1 Application	
	1.2 Standards of compliance	
	1.3 Documentation to be submitted	
2	Design and construction	253
	2.1 Materials	
	2.2 Welded fabrication	
3	Design	254
	3.1 General	
	3.2 Mechanical design	
	3.3 Hydraulic system	
	3.4 Electrical system	
	3.5 Protection of mechanical components	
	3.6 Couplings	
4	Workshop inspection and testing	255
	4.1 General	
	4.2 Tests	
5	Marking	255
	5.1 General	

Section 16 Tests on Board

1	General	256
	1.1 Application	
	1.2 Purpose of shipboard tests	
	1.3 Documentation to be submitted	
2	General requirements for shipboard tests	256
	2.1 Trials at the moorings	
	2.2 Sea trials	

3	Shipboard tests for machinery	256
	3.1 Conditions of sea trials	
	3.2 Navigation and manoeuvring tests	
	3.3 Tests of boilers	
	3.4 Tests of diesel engines	
	3.5 Tests of steam turbines	
	3.6 Tests of gas turbines	
	3.7 Tests of electric propulsion system	
	3.8 Tests of gears	
	3.9 Tests of main propulsion shafting and propellers	
	3.10 Tests of piping systems	
	3.11 Tests of steering gear	
	3.12 Tests of anchor windlasses	
4	Inspection of machinery after sea trials	261
	4.1 General	
	4.2 Diesel engines	

Appendix 1 Check for Scantlings of Crankshafts for Diesel Engines

1	General	262
	1.1 Application	
	1.2 Documentation to be submitted	
	1.3 Principles of calculation	
2	Calculation of stresses	262
	2.1 Calculation of alternating stresses due to bending moments and radial forces	
	2.2 Calculation of alternating torsional stresses	
3	Evaluation of stress concentration factors	267
	3.1 General	
	3.2 Crankpin fillet	
	3.3 Journal fillet (not applicable to semi-built crankshafts)	
	3.4 Outlet of the crankpin oil bore	
4	Additional bending stresses	269
	4.1 General	
5	Calculation of equivalent alternating stress	269
	5.1 General	
	5.2 Equivalent alternating stress	
6	Calculation of fatigue strength	270
	6.1 General	
7	Acceptability criteria	271
	7.1 General	
8	Calculation of shrink-fits of semi-built crankshafts	271
	8.1 General	
	8.2 Maximum permissible hole in the journal pin	
	8.3 Necessary minimum oversize of shrink-fit	
	8.4 Maximum permissible oversize of shrink-fit	

9	Guidance for calculation of Stress Concentration Factors in the web fillet radii of crankshafts by utilising the Finite Element Method	275
	9.1 General	
	9.2 Model requirements	
	9.3 Load cases	
10	Guidance for Evaluation of Fatigue Tests	279
	10.1 Introduction	
	10.2 Evaluation of test results	
	10.3 Small specimen testing	
	10.4 Full size testing	
	10.5 Use of existing results for similar crankshafts	
11	Guidance for Calculation of Surface Treated Fillets and Oil Bore Outlets	285
	11.1 Introduction	
	11.2 Definition of surface treatment	
	11.3 Calculation principles	
	11.4 Induction hardening	
	11.5 Nitriding	
	11.6 Cold forming	
12	Guidance for Calculation of Stress Concentration Factors in the Oil Bore Outlets of crankshafts through utilisation of the Finite Element Method	293
	12.1 General	
	12.2 Model requirements	
	12.3 Load cases and assessment of stress	

Appendix 2 Dual Fuel Diesel Engines

1	General	296
	1.1 Application	
	1.2 Documentation to be submitted	
	1.3 Operation mode	
2	Design, control and monitoring	296
	2.1 Protection of crankcase	
	2.2 DF engine air inlet and exhaust system	
	2.3 Starting air line	
	2.4 Gas fuel supply to the DF engine	
	2.5 Combustion monitoring	
	2.6 Emergency stop	

Appendix 3 Plastic Pipes

1	General	297
	1.1 Application	
	1.2 Use of plastic pipes	
	1.3 Definitions	
2	Design of plastic piping systems	297
	2.1 General	
	2.2 Strength	
	2.3 Requirements depending on service and/or location	
	2.4 Pipe and fitting connections	

3	Arrangement and installation of plastic pipes	302
	3.1 General	
	3.2 Supporting of the pipes	
	3.3 Provision for expansion	
	3.4 External loads	
	3.5 Earthing	
	3.6 Penetration of fire divisions and watertight bulkheads or decks	
	3.7 Systems connected to the hull	
	3.8 Application of fire protection coatings	
4	Certification, inspection and testing of plastic piping	303
	4.1 Certification	
	4.2 Workshop tests	
	4.3 Testing after installation on board	

Appendix 4 Independent Fuel Oil Tanks

1	General	304
	1.1 Application	
	1.2 Documents to be submitted	
	1.3 Symbols and units	
2	Design and installation of tanks	304
	2.1 Materials	
	2.2 Scantling of steel tanks	
	2.3 Installation	

Appendix 5 Type Test Procedure for Crankcase Explosion Relief Valves

1	General	307
	1.1 Application	
	1.2 Recognised Standards	
	1.3 Purpose	
2	Test houses	307
	2.1 General	
3	Explosion tests, assessment and design series qualifications	308
	3.1 Process	
	3.2 Valves to be tested	
	3.3 Method	
	3.4 Assessment and records	
	3.5 Design series qualification	
4	Report and approval	310
	4.1 The test report	
	4.2 Approval	

Appendix 6 Type Test Procedure for Crankcase Oil Mist Detection and Alarm Equipment

1	General	311
	1.1 Application	
	1.2 Purpose	
2	Test houses	311
	2.1 General	
3	Tests	311
	3.1 Equipment testing	
	3.2 Functional test process	
	3.3 Detectors and alarm equipment to be tested	
	3.4 Method	
	3.5 Assessment	
	3.6 Design series qualification	
4	Report and approval	313
	4.1 Report	
	4.2 Approval	

Appendix 7 Gas Fuelled Ships

1	General	315
	1.1 Application	
	1.2 Documentation to be submitted	
	1.3 Definitions	
2	Alternative design IGF CODE REFERENCE: Ch. 2, 2.3	319
	2.1	
3	Goal and functional requirements IGF CODE REFERENCE: Ch. 3	319
	3.1 Goal	
	3.2 Functional requirements	
4	General requirements IGF CODE REFERENCE: Ch. 4, 4.1	320
	4.1 Goal	
	4.2 Risk assessment IGF CODE REFERENCE: Ch. 4, 4.2.	
	4.3 Limitation of explosion consequences IGF CODE REFERENCE: Ch. 4, 4.3	
5	Ship design and arrangement IGF CODE REFERENCE: Part A-1: Specific requirements for ships using natural gas as fuel	321
	5.1	
	5.2 Goal IGF CODE REFERENCE: Ch. 5, 5.1 5.3 Functional requirements IGF CODE REFERENCE: Ch. 5, 5.2	
	5.4 Regulations - General IGF CODE REFERENCE: Ch. 5, 5.3	
	5.5 Machinery space concepts IGF CODE REFERENCE: Ch. 5, 5.4	

5.6	Regulations for gas safe machinery space IGF CODE REFERENCE: Ch. 5, 5.5	
5.7	Regulations for ESD-protected machinery spaces IGF CODE REFERENCE: Ch. 5, 5.6	
5.8	Regulations for location and protection of fuel piping IGF CODE REFERENCE: Ch. 5, 5.7	
5.9	Regulations for fuel preparation room design IGF CODE REFERENCE: Ch. 5, 5.8	
5.10	Regulations for bilge systems IGF CODE REFERENCE: Ch. 5, 5.9	
5.11	Regulations for drip trays IGF CODE REFERENCE: Ch. 5, 5.10	
5.12	Regulations for arrangement of entrances and other openings in enclosed spaces IGF CODE REFERENCE: Ch. 5, 5.11	
5.13	Regulations for airlocks IGF CODE REFERENCE: Ch. 5, 5.12	
6	Fuel containment system IGF CODE REFERENCE: Ch. 6	326
6.1	Goal	
6.2	Functional requirements	
6.3	Regulations - General	
6.4	Regulations for liquefied gas fuel containment	
6.5	Regulations for portable liquefied gas fuel tanks	
6.6	Regulations for CNG fuel containment	
6.7	Regulations for pressure relief system	
6.8	Regulations on loading limit for liquefied gas fuel tanks	
6.9	Regulations for the maintaining of fuel storage condition	
6.10	Regulations on atmospheric control within the fuel containment system	
6.11	Regulations on atmosphere control within fuel storage hold spaces (Fuel containment systems other than type C independent tanks)	
6.12	Regulations on environmental control of spaces surrounding type C independent tanks	
6.13	Regulations on inerting	
6.14	Regulations on inert gas production and storage on board	
7	Material and general pipe design IGF CODE REFERENCE: Ch. 7	346
7.1	Goal	
7.2	Functional requirements	
7.3	Regulations for general pipe design	
7.4	Regulations for materials	
8	Bunkering IGF CODE REFERENCE: Ch. 8	353
8.1	Goal	
8.2	Functional requirements	
8.3	Regulations for bunkering station	
8.4	Regulations for manifold	
8.5	Regulations for bunkering system	
9	Fuel supply to consumers IGF CODE REFERENCE: Ch. 9	354
9.1	Goal	
9.2	Functional requirements	
9.3	Regulations on redundancy of fuel supply	
9.4	Regulations on safety functions of gas supply system	

9.5	Regulations for fuel distribution outside of machinery space	
9.6	Regulations for fuel supply to consumers in gas-safe machinery spaces	
9.7	Regulations for gas fuel supply to consumers in ESD-protected machinery spaces	
9.8	Regulations for the design of ventilated duct, outer pipe against inner pipe gas leakage	
9.9	Regulations for compressors and pumps	
10	Power generation including propulsion and other gas consumers IGF CODE REFERENCE: Ch. 10	357
10.1	Goal	
10.2	Functional requirements	
10.3	Regulations for internal combustion engines of piston type	
10.4	Regulations for main and auxiliary boilers	
10.5	Regulations for gas turbines	
11	Explosion prevention IGF CODE REFERENCE: Ch. 12	358
11.1	Goal	
11.2	Functional requirements	
11.3	Regulations - General	
11.4	Regulations on area classification	
11.5	Hazardous area zones	
12	Ventilation IGF CODE REFERENCE: Ch. 13	359
12.1	Goal	
12.2	Functional requirements	
12.3	Regulations - General	
12.4	Regulations for tank connection space	
12.5	Regulations for machinery spaces	
12.6	Regulations for fuel preparation room	
12.7	Regulations for bunkering station	
12.8	Regulations for ducts and double pipes	
13	Electrical installations IGF CODE REFERENCE: Ch. 14	361
13.1	Goal	
13.2	Functional requirements	
13.3	Regulations - General	
14	Control monitoring and safety systems IGF CODE REFERENCE: Ch. 15	362
14.1	Goal	
14.2	Functional requirements	
14.3	Regulations - General	
14.4	Regulations for bunkering and liquefied gas fuel tank monitoring	
14.5	Regulations for bunkering control	
14.6	Regulations for gas compressor monitoring	
14.7	Regulations for gas engine monitoring	
14.8	Regulations for gas detection	
14.9	Regulations for fire detection	
14.10	Regulations for ventilation	
14.11	Regulations on safety functions of fuel supply systems	
15	Manufacture workmanship and testing IGF CODE REFERENCE: Ch. 16	367
15.1	General	

- 15.2 General test regulations and specifications
- 15.3 Welding of metallic materials and non-destructive testing for the fuel containment system
- 15.4 Other regulations for construction in metallic materials
- 15.5 Testing
- 15.6 Welding, post-weld heat treatment and non-destructive testing
- 15.7 Testing regulations

Appendix 8 Installation of Ballast Water Management Systems

1	Application	374
	1.1	
2	Definitions	374
	2.1	
3	Installation	374
	3.1 General requirements	
	3.2 Additional requirements for tankers	
	3.3 Ventilation	
	3.4 Special requirements	
4	Automation	376
	4.1	
5	BWMS	376
	5.1 General	

Appendix 9 Data Sheet and Engines Particulars

1	General	377
	1.1	

Appendix 10 Tabular Listing of Licensor's and Licensee's Drawing and Data

1	General	381
	1.1	

Appendix 11 Sample Template for Confirmation of the Licensor's Acceptance of Licensee's Modifications

1	General	383
	1.1	

Appendix 12 Safety of Internal Combustion Engines Supplied with Low Pressure Gas

1	General	384
1.1	Scope	
1.2	Definitions	
1.3	Documents and drawings to be submitted	
1.4	Risk analysis	
2	Design Requirements	387
2.1	General Principles	
2.2	Design Requirements	
3	Specific Design Requirements	389
3.1	DF Engines	
3.2	GF Engines	
3.3	Pre-Mixed Engines	
4	Type Testing, Factory Acceptance Tests and Shipboard Trials	390
4.1	Type Testing	
4.2	Factory Acceptance Test	
4.3	Shipboard Trials	

Part C

Machinery, Systems and Fire Protection

Chapter 1

MACHINERY

SECTION 1	GENERAL REQUIREMENTS
SECTION 2	DIESEL ENGINES
SECTION 3	BOILERS AND PRESSURE VESSELS
SECTION 4	STEAM TURBINES
SECTION 5	GAS TURBINES
SECTION 6	GEARING
SECTION 7	MAIN PROPULSION SHAFTING
SECTION 8	PROPELLERS
SECTION 9	SHAFT VIBRATIONS
SECTION 10	PIPING SYSTEMS
SECTION 11	STEERING GEAR
SECTION 12	THRUSTERS
SECTION 13	REFRIGERATING INSTALLATIONS
SECTION 14	TURBOCHARGERS
SECTION 15	ANCHOR WINDLASS
SECTION 16	TESTS ON BOARD
APPENDIX 1	CHECK FOR SCANTLINGS OF CRANKSHAFTS FOR DIESEL ENGINES
APPENDIX 2	DUAL FUEL DIESEL ENGINES
APPENDIX 3	PLASTIC PIPES
APPENDIX 4	INDEPENDENT FUEL OIL TANKS
APPENDIX 5	TYPE TEST PROCEDURE FOR CRANKCASE EXPLOSION RELIEF VALVES
APPENDIX 6	TYPE TEST PROCEDURE FOR CRANKCASE OIL MIST DETECTION AND ALARM EQUIPMENT
APPENDIX 7	GAS FUELLED SHIPS
APPENDIX 8	INSTALLATION OF BALLAST WATER MANAGEMENT SYSTEMS
APPENDIX 9	DATA SHEET AND ENGINES PARTICULARS
APPENDIX 10	TABULAR LISTING OF LICENSOR'S AND LICENSEE'S DRAWING AND DATA
APPENDIX 11	SAMPLE TEMPLATE FOR CONFIRMATION OF THE LICENSOR'S ACCEPTANCE OF LICENSEE'S MODIFICATIONS
APPENDIX 12	SAFETY OF INTERNAL COMBUSTION ENGINES SUPPLIED WITH LOW PRESSURE GAS

SECTION 1 GENERAL REQUIREMENTS

1 General

1.1 Application

1.1.1 Chapter 1 applies to the design, construction, installation, tests and trials of main propulsion and essential auxiliary machinery systems and associated equipment, boilers and pressure vessels, piping systems, and steering and manoeuvring systems installed on board classed ships, as indicated in each Section of this Chapter.

1.2 Additional requirements

1.2.1 Additional requirements for machinery are given in:

- Part E, for the assignment of the service notations
- Part F, for the assignment of additional class notations.

1.3 Documentation to be submitted

1.3.1 Before the actual construction is commenced, the Manufacturer, Designer or Shipbuilder is to submit to the Society the documents (plans, diagrams, specifications and calculations) requested in the relevant Sections of this Chapter.

The list of documents requested in each Section is to be intended as guidance for the complete set of information to be submitted, rather than an actual list of titles.

The Society reserves the right to request the submission of additional documents to those detailed in the Sections, in the case of non-conventional design or if it is deemed necessary for the evaluation of the system, equipment or component.

Plans are to include all the data necessary for their interpretation, verification and approval.

Unless otherwise stated in the other Sections of this Chapter or agreed with the Society, documents for approval are to be sent in triplicate if submitted by the Shipyard and in four copies if submitted by the equipment supplier. Documents requested for information are to be sent in duplicate.

In any case, the Society reserves the rights to require additional copies when deemed necessary.

1.4 Definitions

1.4.1 Machinery spaces of Category A

Machinery spaces of Category A are those spaces and trunks to such spaces which contain:

- *internal combustion machinery used for main propulsion, or*
- *internal combustion machinery used for purposes other than main propulsion where such machinery has in the*

aggregate a total power output of not less than 375 kW, or

- *any oil fired boiler or fuel oil unit, or*
- *gas generators, incinerators, waste disposal units, etc., which use oil fired equipment.*

1.4.2 Machinery spaces

Machinery spaces are all machinery spaces of Category A and all other spaces containing propulsion machinery, boilers, fuel oil units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilising, ventilation and air conditioning machinery, and similar spaces, and trunks to such spaces.

1.4.3 Fuel oil unit

Fuel oil unit is the equipment used for the preparation of fuel oil for delivery to an oil fired boiler, or equipment used for the preparation for delivery of heated oil to an internal combustion engine, and includes any oil pressure pumps, filters and heaters dealing with oil at a pressure of more than 0,18 N/mm².

For the purpose of this definition, inert gas generators are to be considered as oil fired boilers and gas turbines are to be considered as internal combustion engines.

1.4.4 Dead ship condition

Dead ship condition is the condition under which the whole propulsion system, including the main power supply, is not in operation and auxiliary means for bringing the main propulsion machinery into operation and for the restoration of the main power supply, such as compressed air and starting current from batteries, are not available, but assuming that means are available to start the emergency generator at all times.

2 Design and construction

2.1 General

2.1.1 *The machinery, boilers and other pressure vessels, associated piping systems and fittings are to be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards.*

The design is to have regard to materials used in construction, the purpose for which the equipment is intended, the working conditions to which it will be subjected and the environmental conditions on board.

2.2 Materials, welding and testing

2.2.1 General

Materials, welding and testing procedures are to be in accordance with the requirements of Part D and those given in the other Sections of this Chapter. In addition, for machinery components fabricated by welding the requirements given in [2.2.2] apply.

2.2.2 Welded machinery components

Welding processes and welders are to be approved by the Society in accordance with Part D, Chapter 5.

References to welding procedures adopted are to be clearly indicated on the plans submitted for approval.

Joints transmitting loads are to be either:

- full penetration butt-joints welded on both sides, except when an equivalent procedure is approved
- full penetration T- or cruciform joints.

For joints between plates having a difference in thickness greater than 3 mm, a taper having a length of not less than 4 times the difference in thickness is required. Depending on the type of stress to which the joint is subjected, a taper equal to three times the difference in thickness may be accepted.

T-joints on scalloped edges are not permitted.

Lap-joints and T-joints subjected to tensile stresses are to have a throat size of fillet welds equal to 0,7 times the thickness of the thinner plate on both sides.

In the case of welded structures including cast pieces, the latter are to be cast with appropriate extensions to permit connection, through butt-welded joints, to the surrounding structures, and to allow any radiographic and ultrasonic examinations to be easily carried out.

Where required, preheating and stress relieving treatments are to be performed according to the welding procedure specification.

2.3 Vibrations

2.3.1 *Special consideration is to be given to the design, construction and installation of propulsion machinery systems and auxiliary machinery so that any mode of their*

vibrations shall not cause undue stresses in this machinery in the normal operating ranges.

2.4 Operation in inclined position

2.4.1 *Main propulsion machinery and all auxiliary machinery essential to the propulsion and the safety of the ship are, as fitted in the ship, be designed to operate when the ship is upright and when inclined at any angle of list either way and trim by bow or stern as stated in Tab 1.*

The Society may permit deviations from angles given in Tab 1, taking into consideration the type, size and service conditions of the ship.

Machinery with a horizontal rotation axis is generally to be fitted on board with such axis arranged alongships. If this is not possible, the Manufacturer is to be informed at the time the machinery is ordered.

2.5 Ambient conditions

2.5.1 Machinery and systems covered by the Rules are to be designed to operate properly under the ambient conditions specified in Tab 2, unless otherwise specified in each Section of this Chapter.

2.6 Power of machinery

2.6.1 Unless otherwise stated in each Section of this Chapter, where scantlings of components are based on power, the values to be used are determined as follows:

- for main propulsion machinery, the power/rotational speed for which classification is requested
- for auxiliary machinery, the power/rotational speed which is available in service.

2.7 Astern power

2.7.1 *Sufficient power for going astern is to be provided to secure proper control of the ship in all normal circumstances.*

The main propulsion machinery is to be capable of maintaining in free route astern at least 70% of the maximum ahead revolutions for a period of at least 30 min.

Table 1 : Inclination of ship (1/1/2020)

Installations, components	Angle of inclination (degrees) (1)			
	Athwartship		Fore and aft	
	static	dynamic	static	dynamic
Main and auxiliary machinery	15	22,5	5 (4)	7,5
Safety equipment, e.g. emergency power installations, emergency fire pumps and their devices Switch gear, electrical and electronic appliances (3) and remote control systems	22,5 (2)	22,5 (2)	10	10

(1) Athwartship and fore-and-aft inclinations may occur simultaneously.
(2) In ships for the carriage of liquefied gases and of chemicals the emergency power supply must also remain operable with the ship flooded to a final athwartship inclination up to a maximum of 30°.
(3) No undesired switching operations or operational changes are to occur.
(4) Where the length of the ship exceeds 100m, the fore-and-aft static angle of inclination may be taken as 500/L degrees, where L is the length of ship, in metres, as defined in Pt B, Ch 1, Sec 2, [3.1.1].

Table 2 : Ambient conditions

AIR TEMPERATURE	
Location, arrangement	Temperature range (°C)
In enclosed spaces	between 0 and +45 (2)
On machinery components, boilers In spaces subject to higher or lower temperatures	According to specific local conditions
On exposed decks	between -25 and +45 (1)

WATER TEMPERATURE	
Coolant	Temperature (°C)
Sea water or, if applicable, sea water at charge air coolant inlet	up to +32
(1) Electronic appliances are to be designed for an air temperature up to 55°C (for electronic appliances see also Chapter 2).	
(2) Different temperatures may be accepted by the Society in the case of ships intended for restricted service.	

For main propulsion systems with reversing gears, controllable pitch propellers or electrical propeller drive, running astern is not to lead to an overload of propulsion machinery.

During the sea trials, the ability of the main propulsion machinery to reverse the direction of thrust of the propeller is to be demonstrated and recorded (see also Sec 16).

2.8 Safety devices

2.8.1 *Where risk from overspeeding of machinery exists, means are to be provided to ensure that the safe speed is not exceeded.*

2.8.2 *Where main or auxiliary machinery including pressure vessels or any parts of such machinery are subject to internal pressure and may be subject to dangerous overpressure, means shall be provided, where practicable, to protect against such excessive pressure.*

2.8.3 *Main turbine propulsion machinery and, where applicable, main internal combustion propulsion machinery and auxiliary machinery shall be provided with automatic shut-off arrangements in the case of failures, such as lubricating oil supply failure, which could lead rapidly to complete breakdown, serious damage or explosion.*

The Society may permit provisions for overriding automatic shut-off devices.

See also the specific requirements given in the other Sections of this Chapter.

2.9 Fuels

2.9.1

Fuel oils employed for engines and boilers are, in general, to have a flash point (determined using the closed cup test) of not less than 60°C. However, for engines driving emergency generators, fuel oils having a flash point of less than 60°C but not less than 43°C are acceptable.

The use of fuel oil having a flashpoint of less than 60° C but not less than 43° C may be permitted (e.g. for feeding the emergency fire pump's engines and auxiliary machines which are not located in category A machinery spaces):

- a) for passenger ships not engaged in international voyages and cargo ships of less than 500 gross tonnage or of 500 gross tonnage and upwards not engaged in international voyages or

b) subject to the following:

- fuel oil tanks except those arranged in double bottom compartments are located outside of category A machinery spaces;
- *provisions for the measurement of oil temperature are provided on the suction pipe of the fuel oil pump;*
- stop valves and/or cocks are provided on the inlet side and outlet side of the fuel oil strainers; and
- pipe joints of welded construction or of circular cone type or spherical type union joint are applied as far as possible.

Fuel oil having flash points of less than 43°C may be employed on board cargo ships provided that it is stored outside machinery spaces and the arrangements adopted are specially approved by the Society.

The use of boil-off gas as fuel for boilers or propulsion engines is allowed on gas carriers subject to the requirements of Pt E, Ch 9, Sec 16.

The use of liquefied or compressed natural gas as fuel is allowed on other ship types subject to the specific requirements given in Appendix 7 or on ships in compliance with the latest edition of the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code), as amended, or equivalent arrangements. The arrangement on ships of less than 500 gross tonnage is considered by the Society on a case by case basis. The use of other gases as fuel is considered by the Society on a case-by-case basis.

Note 1: The use of gas as fuel in ships requires additional acceptance by the Administration of the State whose flag the ship is entitled to fly.

2.10 Use of asbestos

2.10.1

New installation of materials which contain asbestos is prohibited.

3 Arrangement and installation on board

3.1 General

3.1.1 *Provision shall be made to facilitate cleaning, inspection and maintenance of main propulsion and auxiliary machinery, including boilers and pressure vessels.*

Easy access to the various parts of the propulsion machinery is to be provided by means of metallic ladders and gratings fitted with strong and safe handrails.

Spaces containing main and auxiliary machinery are to be provided with adequate lighting and ventilation.

3.2 Floors

3.2.1 Floors in engine rooms are to be metallic, divided into easily removable panels.

3.3 Bolting down

3.3.1 Bedplates of machinery are to be securely fixed to the supporting structures by means of foundation bolts which are to be distributed as evenly as practicable and of a sufficient number and size so as to ensure a perfect fit.

Where the bedplates bear directly on the inner bottom plating, the bolts are to be fitted with suitable gaskets so as to ensure a tight fit and are to be arranged with their heads within the double bottom.

Continuous contact between bedplates and foundations along the bolting line is to be achieved by means of chocks of suitable thickness, carefully arranged to ensure a complete contact.

The same requirements apply to thrust block and shaft line bearing foundations.

Particular care is to be taken to obtain a perfect levelling and general alignment between the propulsion engines and their shafting (see Sec 7).

3.3.2 Chocking resins are to be type approved.

3.4 Safety devices on moving parts

3.4.1 Suitable protective devices are to be provided in way of moving parts (flywheels, couplings, etc.) in order to avoid injuries to personnel.

3.5 Gauges

3.5.1 All gauges are to be grouped, as far as possible, near each manoeuvring position; in any event, they are to be clearly visible.

3.6 Ventilation in machinery spaces

3.6.1

Machinery spaces of category A are to be sufficiently ventilated so as to ensure that when machinery or boilers therein are operating at full power in all weather conditions, including heavy weather, an adequate supply of air is maintained to the spaces for the safety and comfort of personnel and the operation of the machinery.

Any other machinery space shall be adequately ventilated in relation to the purpose of that machinery space.

This sufficient amount of air is to be supplied through suitably protected openings arranged in such a way that they can be used in all weather conditions, taking into account Regulation 17(3) and Regulation 19 of the 1966 Load Line Convention as amended by the Protocol of 1988.

Special attention is to be paid both to air delivery and extraction and to air distribution in the various spaces. The quantity and distribution of air are to be such as to satisfy machinery requirements for developing maximum continuous power.

The ventilation is to be so arranged as to prevent any accumulation of flammable gases or vapours.

3.7 Hot surfaces and fire protection

3.7.1

Surfaces, having temperature exceeding 60°C, with which the crew are likely to come into contact during operation are to be suitably protected or insulated.

Surfaces of machinery with temperatures above 220°C, e.g. steam, thermal oil and exhaust gas lines, silencers, exhaust gas boilers and turbochargers, are to be effectively insulated with non-combustible material or equivalently protected to prevent the ignition of combustible materials coming into contact with them. Where the insulation used for this purpose is oil absorbent or may permit the penetration of oil, the insulation is to be encased in steel sheathing or equivalent material.

The insulation of hot surfaces is to be of a type and so supported that it does not crack or deteriorate when subject to vibration.

Fire protection, detection and extinction is to comply with the requirements of Chapter 4.

3.8 Communications

3.8.1 *At least two independent means are to be provided for communicating orders from the navigating bridge to the position in the machinery space or in the control room from which the speed and the direction of the thrust of the propellers are normally controlled; one of these is to be an engine room telegraph, which provides visual indication of the orders and responses both in the machinery space and on the navigating bridge, with audible alarm mismatch between order and response.*

Appropriate means of communication shall be provided from the navigating bridge and the engine room to any other position from which the speed and direction of thrust of the propellers may be controlled.

The second means for communicating orders is to be fed by an independent power supply and is to be independent of other means of communication.

Where the main propulsion system of the ship is controlled from the navigating bridge by a remote control system, the second means of communication may be the same bridge control system.

The engine room telegraph is required in any case, even if the remote control of the engine is foreseen, irrespective of whether the engine room is attended.

For ships assigned with a restricted navigation notation these requirements may be relaxed at the Society's discretion.

3.9 Machinery remote control, alarms and safety systems

3.9.1 For remote control systems of main propulsion machinery and essential auxiliary machinery and relevant alarms and safety systems, the requirements of Chapter 3 apply.

3.9.2 *An engineers' alarm shall be provided to be operated from the engine control room or at the manoeuvring platform as appropriate, and shall be clearly audible in the engineers' accommodation.*

4 Tests and trials

4.1 Works tests

4.1.1 Equipment and its components are subjected to works tests which are detailed in the relevant Sections of this Chapter and are to be witnessed by the Surveyor.

Where such tests cannot be performed in the workshop, the Society may allow them to be carried out on board, provided this is not judged to be in contrast either with the general characteristics of the machinery being tested or with particular features of the shipboard installation. In such cases, the Surveyor entrusted with the acceptance of machinery on board and the purchaser are to be informed in advance and the tests are to be carried out in accordance with the provisions of Part D relative to incomplete tests.

All boilers, all parts of machinery, all steam, hydraulic, pneumatic and other systems and their associated fittings which are under internal pressure shall be subjected to appropriate tests including a pressure test before being put into service for the first time as detailed in the other Sections of this Chapter.

4.2 Trials on board

4.2.1 Trials on board of machinery are detailed in Sec 16.

SECTION 2

DIESEL ENGINES

1 General

1.1 Application

1.1.1 (1/7/2019)

Diesel engines listed below are to be designed, constructed, installed, tested and certified in accordance with the requirements of this Section, under the supervision and to the satisfaction of the Society's Surveyors:

- a) main propulsion engines
- b) engines driving electrical generators and other auxiliaries essential for safety and navigation and cargo pumps in tankers, when they develop a power of 110 kW and over.

All other engines are to be designed and constructed according to sound marine practice, with the equipment required in [4.3.4], [4.5.2], [4.7.2] [4.7.3], [4.7.5] and [4.7.8] and delivered with the relevant works' certificate (see Pt D, Ch 1, Sec 1, [4.2.3]).

Additional requirements for control and safety systems for dual fuel engines supplied with high pressure methane gas are given in App 2.

Additional requirements for trunk piston engines supplied with low pressure natural gas are given in App 12.

In addition to the requirements of this Section, those given in Sec 1 apply.

1.2 Type approval certificate

1.2.1 (1/7/2016)

For each type of engine that is required to be certified, a type approval certificate is to be obtained by the engine designer.

The type approval process consists of:

- drawing and specification approval,
- conformity of production,
- approval of type testing programme,
- type testing of engines,
- review of the obtained type testing results,
- evaluation of the manufacturing arrangements,
- issue of a type approval certificate upon satisfactorily meeting the Rule requirements.

1.3 Engine certificate

1.3.1 (1/7/2016)

Each diesel engine manufactured for a shipboard application per [1.1.1] is to have an engine certificate:

The certification process consists of:

- the engine builder/licensee obtaining design approval of the engine application specific documents, if any, by

submitting a comparison list of the production drawings to the previously approved engine design drawings referenced in [1.2.1]

- forwarding the relevant production drawings and comparison list for the use of the Surveyors at the manufacturing plant and shipyard if necessary
- engine's components testing and engine works trials
- the issuance of an engine certificate upon satisfactorily meeting the Rule requirements.

1.4 Documentation

1.4.1 Document flow for obtaining a type approval certificate (1/7/2016)

- a) For the initial engine type, the engine designer is to submit to the Society the documentation in accordance with requirements in Tab 1 and Tab 2.
- b) Upon review and approval of the submitted documentation (evidence of approval), it will be re-turned to the engine designer.
- c) The engine designer arranges for a Surveyor to attend an engine type test
- d) Upon satisfactory testing and examination of relevant reports, the Society issues a type approval certificate.

1.4.2 Document flow for engine certificate (1/7/2016)

- a) The engine type must have a type approval certificate. For the first engine of a type, process and the engine certification process (ECP) may be performed simultaneously.
- b) Engines to be installed in specific applications may require the engine designer/licensor to modify the design or performance requirements. The modified drawings are forwarded by the engine designer to the engine builder/licensee to develop production documentation for use in the engine manufacture in accordance with Tab 3.
- c) The engine builder/licensee develops a comparison list of the production documentation to the documentation listed in Tab 1 and Tab 2.. An example comparison list is provided in App 9. If there are differences in the technical content on the licensee's production drawings/documents compared to the corresponding licensor's drawings, the licensee must obtain agreement to such differences from the designer using the template in App 10.

If the designer agreement is not confirmed, the engine is to be regarded as a different engine type and is to be

subjected to the complete type approval process by the licensee.

- d) The engine builder/licensee is to submit the comparison list and the production documentation to the Society review/approval.
- e) The reviewed/approved documentation is to be used by the engine builder/licensee and their subcontractors and attending Surveyors. The attending Surveyors may request the engine builder/licensee or their subcontractors to provide the actual documents indicated in the list, in which case these are to be made available for the Surveyors.
- f) The attending Surveyors, at the engine builder/licensee/subcontractors, will issue product certificates as necessary for components manufactured upon satisfactory inspections and tests.
- g) The engine builder/licensee assembles the engine, tests the engine with a Surveyor present.
- h) An engine certificate is issued by the Surveyor upon satisfactory completion of assembly and tests.

1.5 Definitions

1.5.1 Engine type (1/7/2016)

A type of engine is defined:

- bore and stroke
- injection method (direct or indirect)
- valve and injection operation (by cams or electronically controlled)
- kind of fuel (liquid, dual-fuel, gaseous)
- working cycle (4-stroke, 2-stroke)
- turbo-charging system (pulsating or constant pressure)
- the charging air cooling system (e.g. with or without intercooler)
- cylinder arrangement (in-line or V)
- cylinder power, speed and cylinder pressures.

1.5.2 Ambient reference conditions (1/7/2016)

The power of engines as per [1.1.1] (a), (b) and (c) is to be referred to the following ambient reference conditions:

- barometric pressure = 0,1 MPa
- relative humidity = 60%
- ambient air temperature = 45°
- sea water temperature (and temperature at inlet of sea water cooled charge air cooler) = 32°C.

In the case of ships assigned with a navigation notation other than unrestricted navigation, different temperatures may be accepted by the Society.

The engine Manufacturer is not expected to provide the above ambient conditions at a test bed. The rating is to be adjusted according to a recognized standard accepted by the Society.

1.5.3 Engine power (1/7/2016)

The maximum continuous power is the maximum power at ambient reference conditions [1.5.2] which the engine is capable of delivering continuously, at nominal maximum

speed, in the period of time between two consecutive overhauls.

Power, speed and the period of time between two consecutive overhauls are to be stated by the Manufacturer and agreed by the Society.

The rated power is the maximum power at ambient reference conditions [1.5.2] which the engine is capable of delivering as set after works trials (fuel stop power) at the maximum speed allowed by the governor.

The rated power for engines driving electric generators is the nominal power, taken at the net of overload, at ambient reference conditions [1.5.2], which the engine is capable of delivering as set after the works trials [7.4].

1.5.4 Society Certificate (SC) (1/1/2020)

This is a document issued by the Society stating:

- conformity with Rule requirements,
- that the tests and inspections have been carried out on:
 - the finished certified component itself; or
 - on samples taken from earlier stages in the production of the component, when applicable,
- that the inspection and tests were performed in the presence of the Surveyor or in accordance with special agreements, i.e. Alternative Certification Scheme (ACS).

1.5.5 Work's Certificate (W) (1/1/2020)

This is a document signed by the manufacturer stating:

- conformity with requirements
- that the tests and inspections have been carried out on:
 - the finished certified component itself; or
 - on samples taken from earlier stages in the production of the component, when applicable,
- that the tests were witnessed and signed by a qualified representative of the applicable department of the manufacturer.

A Work's Certificate may be considered equivalent to a Society Certificate and endorsed by the Society if:

- the test was witnessed by the Society Surveyor; or
- an ACS agreement is in place between the Class Society and the manufacturer or material supplier; or
- the Work's certificate is supported by tests carried out by an accredited third party that is accepted by the Society and independent from the manufacturer and/or material supplier.

1.5.6 Test Report (R) (1/1/2020)

This is a document signed by the manufacturer stating:

- conformity with requirements
- that the tests and inspections have been carried out on samples from the current production batch.

1.5.7 (1/7/2016)

Low-Speed Engines means diesel engines having a rated speed of less than 300 rpm.

1.5.8 (1/7/2016)

Medium-Speed Engines means diesel engines having a rated speed of 300 rpm and above, but less than 1400 rpm.

1.5.9 (1/7/2016)

High-Speed Engines means diesel engines having a rated speed of 1400 rpm or above.

2 Type approval process

2.1

2.1.1 (1/7/2016)

The type approval process consists of the steps in [2.2] to [2.5].

The documentation, as far as applicable to the type of engine, to be submitted by the engine design-er/licensor is listed in Tab 1 and Tab 2.

2.2 Documentation for information Table 1

2.2.1 (1/7/2016)

Tab 1 lists basic descriptive information required to be submitted to provide an overview of the engine's design, engine characteristics and performance.

2.3 Documentation for approval or recalculation Table 2

2.3.1 (1/7/2016)

Tab 2 lists the documents and drawings, which are to be submitted for approval.

2.4 Design approval (DA)

2.4.1 (1/7/2016)

DA's are valid as long as no substantial modifications have been implemented. Where substantial modifications have been made the validity of the DA's may be renewed based on evidence that the design is in conformance with all current Rules and statutory regulations (e.g. SOLAS, MARPOL). See also [4.6].

2.5 Type approval test

2.5.1 (1/7/2016)

A type approval test is to be carried out in accordance with [6] and is to be witnessed by the Classification Society.

The manufacturing facility of the engine presented for the type approval test is to be assessed in accordance with [7.1].

2.6 Type approval certificate

2.6.1 (1/7/2016)

After the requirements in [2.2] to [2.5] have been satisfactorily completed the Classification Society issues a type approval certificate (TAC).

2.7 Design modifications

2.7.1 (1/7/2016)

After the Classification Society has approved the engine type for the first time, only those documents as listed in the tables, which have undergone substantive changes, will

have to be resubmitted for consideration by the Classification Society.

2.7.2 (1/7/2016)

Where changes are proposed to be carried out to a type approved engine, if the responsible party submits to the Society for consideration and/or approval those documents concerning the engine parts which have undergone changes and the proposed modifications are evaluated by the Society as non-substantial, the type approval may be considered as extended to the modified engine without a new type test.

2.8 Type approval certificate renewals

2.8.1 (1/7/2016)

A renewal of a Design Approval (DA) certificate will be granted upon.

Submission of information in either a) or b).

- a) The submission of modified documents or new documents with substantial modifications replacing former documents compared to the previous sub-mission(s) for DA.
- b) A declaration that no substantial modifications have been applied since the last DA issued.

2.9 Validity of type approval certificate

2.9.1 (1/7/2016)

The Society reserves the right to limit the duration of validity of the type approval certificate. The type approval certificate will be invalid if there are substantial modifications in the design, in the manufacturing or control processes or in the characteristics of the materials unless approved in advance by the Society.

2.10 Document review and approval

2.10.1 (1/7/2016)

The assignment of documents to Tab 1 for information does not preclude possible comments by the Society.

2.10.2 (1/7/2016)

Where considered necessary, the Society may request further documents to be submitted. This may include details or evidence of existing type approval or proposals for a type testing program in accordance with [6].

3 Certification process

3.1

3.1.1 (1/7/2016)

The certification process consists of the steps in [3.2] to [3.7].

For those cases when a licensor - licensee agreement does NOT apply, an "engine designer" shall be understood as the entity that has the design rights for the engine type or is delegated by the entity having the design rights to modify the design.

The documents listed in Tab 3 may be submitted by:

- the engine designer (licensor),
- the manufacturer/licensee.

3.2 Document development for production

3.2.1 (1/7/2016)

Prior to the start of the engine certification process, a design approval is to be obtained per [2.2] through [2.4] for each type of engine. Each type of engine is to be provided with a type approval certificate obtained by the engine designer/licensor prior to the engine builder/licensee beginning production manufacturing. For the first engine of a type, the type approval process and the certification process may be performed simultaneously.

The engine designer/licensor reviews the documents listed in Tab 1 and Tab 2 for the application and develops, if necessary, application specific documentation for the use of the engine builder/licensee in developing engine specific production documents.

If substantive changes have been made, the affected documents are to be resubmitted to the Classification Society as per [2.7].

3.3 Documents to be submitted for inspection and testing

3.3.1 (1/7/2016)

[2.7] lists the production documents, which are to be submitted by the engine builder/licensee to the Classification Society following acceptance by the engine designer/licensor. The Surveyor uses the information for inspection purposes during manufacture and testing of the engine and its components. See [3.3] through [3.6].

3.4 Alternative execution

3.4.1 (1/7/2016)

If there are differences in the technical content on the licensee's production drawings/documents compared to the corresponding licensor's drawings, the licensee must provide to the Society a "Confirmation of the licensor's acceptance of licensee's modifications" approved by the licensor and signed by licensee and licensor. Modifications applied by the licensee are to be provided with appropriate quality requirements.

3.5 Manufacturer approval

3.5.1 (1/7/2016)

The Classification Society assesses conformity of production with the Classification Society's requirements for production facilities comprising manufacturing facilities and processes, machining tools, quality assurance, testing facilities, etc. See [7.1] Satisfactory conformance results in the issue of a class approval document.

3.6 Document availability

3.6.1 (1/7/2016)

In addition to the documents listed in Tab 3, the engine builder/licensee is to be able to provide to the Surveyor performing the inspection upon request the relevant detail drawings, production quality control specifications and acceptance criteria. These documents are for supplemental purposes to the survey only.

3.7 Engine assembly and testing

3.7.1 (1/7/2016)

Engine assembly and testing procedure are to be carried out under survey of a Society surveyor unless an Alternative Certification Scheme is agreed between manufacturer and the Society.

Table 1 : Documentation to be submitted for information, as applicable (1/7/2016)

No.	Item
1	Engine particulars (e.g. Data sheet with general engine information (see App 9), Project Guide, Marine Installation Manual)
2	Engine cross section
3	Engine longitudinal section
4	Bedplate and crankcase of cast design
5	Thrust bearing assembly (1)
6	Frame/framebox/gearbox of cast design (2)
7	Tie rod
8	Connecting rod
9	Connecting rod, assembly (3)
10	Crosshead, assembly
11	Piston rod, assembly (3)
12	Piston, assembly (3)
13	Cylinder jacket/ block of cast design (2)
14	Cylinder cover, assembly (3)
15	Cylinder liner
16	Counterweights (if not integral with crankshaft), including fastening
17	Camshaft drive, assembly (3)
18	Flywheel
19	Fuel oil injection pump
20	Shielding and insulation of exhaust pipes and other parts of high temperature which may be impinged as a result of a fuel system failure, assembly
	For electronically controlled engines, construction and arrangement of:
21	• Control valves
22	• High-pressure pumps
23	• Drive for high pressure pumps
24	Operation and service manuals (4)
25	FMEA (for engine control system) (5)
26	Production specifications for castings and welding (sequence)
27	Evidence of quality control system for engine design and in service maintenance
<p>(1) If integral with engine and not integrated in the bedplate.</p> <p>(2) Only for one cylinder or one cylinder configuration.</p> <p>(3) Including identification (e.g. drawing number) of components.</p> <p>(4) Operation and service manuals are to contain maintenance requirements (servicing and repair) including details of any special tools and gauges that are to be used with their fitting/settings together with any test requirements on completion of maintenance.</p> <p>(5) Where engines rely on hydraulic, pneumatic or electronic control of fuel injection and/or valves, a failure mode and effects analysis (FMEA) is to be submitted to demonstrate that failure of the control system will not result in the operation of the engine being degraded beyond acceptable performance criteria for the engine. The FMEA reports required will not be explicitly approved by the Classification Society.</p> <p>(6) Tests are to demonstrate the ability of the control, protection and safety equipment to function as intended under the specified testing conditions per Ch 3, Sec 6.</p>	

No.	Item
28	Evidence of quality control system for engine design and in service maintenance
29	Type approval certification for environmental tests, control components (6)
<p>(1) If integral with engine and not integrated in the bedplate.</p> <p>(2) Only for one cylinder or one cylinder configuration.</p> <p>(3) Including identification (e.g. drawing number) of components.</p> <p>(4) Operation and service manuals are to contain maintenance requirements (servicing and repair) including details of any special tools and gauges that are to be used with their fitting/settings together with any test requirements on completion of maintenance.</p> <p>(5) Where engines rely on hydraulic, pneumatic or electronic control of fuel injection and/or valves, a failure mode and effects analysis (FMEA) is to be submitted to demonstrate that failure of the control system will not result in the operation of the engine being degraded beyond acceptable performance criteria for the engine. The FMEA reports required will not be explicitly approved by the Classification Society.</p> <p>(6) Tests are to demonstrate the ability of the control, protection and safety equipment to function as intended under the specified testing conditions per Ch 3, Sec 6.</p>	

Table 2 : Documentation to be submitted for approval, as applicable (1/7/2016)

No.	Item
1	Bedplate and crankcase of welded design, with welding details and welding instructions (1), (2)
2	Thrust bearing bedplate of welded design, with welding details and welding instructions (1)
3	Bedplate/oil sump welding drawings
4	Frame/framebox/gearbox of welded design, with welding details and instructions (1), (2)
5	Engine frames, welding drawings (1), (2)
6	Crankshaft, details, each cylinder No.
7	Crankshaft, assembly, each cylinder No.
8	Crankshaft calculations (for each cylinder configuration) according to App 9
9	Thrust shaft or intermediate shaft (if integral with engine)
10	Shaft coupling bolts
11	Material specifications of main parts with information on non-destructive material tests and pressure tests
	Schematic layout or other equivalent documents on the engine of:
12	• Starting air system
13	• Fuel oil system
14	• Lubricating oil system
15	• Cooling water system
16	• Hydraulic system
17	• Hydraulic system (for valve lift)
18	• Engine control and safety system
19	Shielding of high pressure fuel pipes, assembly (4)
20	Construction of accumulators (for electronically controlled engine)
<p>(1) For approval of materials and weld procedure specifications. The weld procedure specification is to include details of pre and post weld heat treatment, weld consumables and fit-up conditions.</p> <p>(2) For each cylinder for which dimensions and details differ.</p> <p>(3) For comparison with Society requirements for material, NDT and pressure testing as applicable.</p> <p>(4) All engines.</p> <p>(5) Only for engines of a cylinder diameter of 200 mm or more or a crankcase volume of 0.6 m³ or more.</p> <p>(6) The documentation to contain specifications for pressures, pipe dimensions and materials.</p> <p>(7) The type test report may be submitted shortly after the conclusion of the type test.</p>	

No.	Item
21	Construction of common accumulators (for electronically controlled engine)
22	Arrangement and details of the crankcase explosion relief valve (5)
23	Calculation results for crankcase explosion relief valves
24	Details of the type test program and the type test report) (7)
25	High pressure parts for fuel oil injection system (6)
26	Oil mist detection and/or alternative alarm arrangements
27	Details of mechanical joints of piping systems (see Sec 10)
28	Documentation verifying compliance with inclination limits (see Sec 1)
29	Documents as required in Ch 3, Sec 3 as applicable
<p>(1) For approval of materials and weld procedure specifications. The weld procedure specification is to include details of pre and post weld heat treatment, weld consumables and fit-up conditions.</p> <p>(2) For each cylinder for which dimensions and details differ.</p> <p>(3) For comparison with Society requirements for material, NDT and pressure testing as applicable.</p> <p>(4) All engines.</p> <p>(5) Only for engines of a cylinder diameter of 200 mm or more or a crankcase volume of 0.6 m³ or more.</p> <p>(6) The documentation to contain specifications for pressures, pipe dimensions and materials.</p> <p>(7) The type test report may be submitted shortly after the conclusion of the type test.</p>	

Table 3 : Documentation for the inspection of components and systems (1/7/2016)

No.	Item
1	Engine particulars as per data sheet in App 9
2	Material specifications of main parts with information on non-destructive material tests and pressure tests (1)
3	Bedplate and crankcase of welded design, with welding details and welding instructions (2)
4	Thrust bearing bedplate of welded design, with welding details and welding instructions (2)
5	Frame/framebox/gearbox of welded design, with welding details and instructions (2)
6	Crankshaft, assembly and details
7	Thrust shaft or intermediate shaft (if integral with engine)
8	Shaft coupling bolts
9	Bolts and studs for main bearings
10	Bolts and studs for cylinder heads and exhaust valve (two stroke design)
11	Bolts and studs for connecting rods
<p>(1) For comparison with Society requirements for material, NDT and pressure testing as applicable.</p> <p>(2) For approval of materials and weld procedure specifications. The weld procedure specification is to include details of pre and post weld heat treatment, weld consumables and fit-up conditions.</p> <p>(3) Details of the system so far as supplied by the engine manufacturer such as: main dimensions, operating media and maximum working pressures.</p> <p>(4) All engines.</p> <p>(5) The documentation to contain specifications for pressures, pipe dimensions and materials.</p> <p>(6) Only for engines of a cylinder diameter of 200 mm or more or a crankcase volume of 0.6 m³ or more.</p> <p>(7) Including identification (e.g. drawing number) of components.</p> <p>(8) Operation and service manuals are to contain maintenance requirements (servicing and repair) including details of any special tools and gauges that are to be used with their fitting/settings together with any test requirements on completion of maintenance.</p> <p>(9) Required for engines that rely on hydraulic, pneumatic or electronic control of fuel injection and/or valves.</p> <p>(10) Documents modified for a specific application are to be submitted to the Classification Society for information or approval, as applicable. See [3.2], App 9 and App 10.</p>	

No.	Item
12	Tie rods
	Schematic layout or other equivalent documents on the engine of:
13	• Starting air system
14	• Fuel oil system
15	• Lubricating oil system
16	• Cooling water system
17	• Hydraulic system
18	• Hydraulic system (for valve lift)
19	• Engine control and safety system
20	Shielding of high pressure fuel pipes, assembly (4)
21	Construction of accumulators for hydraulic oil and fuel oil
22	High pressure parts for fuel oil injection system (5)
23	Arrangement and details of the crankcase explosion relief valve (see [2.3]) (6)
24	Oil mist detection and/or alternative alarm arrangements (see [2.3])
25	Cylinder head
26	Cylinder block, engine block
27	Cylinder liner
28	Counterweights (if not integral with crankshaft), including fastening
29	Connecting rod with cap
30	Crosshead
31	Piston rod
32	Piston, assembly (7)
33	Piston head
34	Camshaft drive, assembly (7)
35	Flywheel
36	Arrangement of foundation (for main engines only)
37	Fuel oil injection pump
38	Shielding and insulation of exhaust pipes and other parts of high temperature which may be impinged as a result of a fuel system failure, assembly
39	Construction and arrangement of dampers
<p>(1) For comparison with Society requirements for material, NDT and pressure testing as applicable.</p> <p>(2) For approval of materials and weld procedure specifications. The weld procedure specification is to include details of pre and post weld heat treatment, weld consumables and fit-up conditions.</p> <p>(3) Details of the system so far as supplied by the engine manufacturer such as: main dimensions, operating media and maximum working pressures.</p> <p>(4) All engines.</p> <p>(5) The documentation to contain specifications for pressures, pipe dimensions and materials.</p> <p>(6) Only for engines of a cylinder diameter of 200 mm or more or a crankcase volume of 0.6 m³ or more.</p> <p>(7) Including identification (e.g. drawing number) of components.</p> <p>(8) Operation and service manuals are to contain maintenance requirements (servicing and repair) including details of any special tools and gauges that are to be used with their fitting/settings together with any test requirements on completion of maintenance.</p> <p>(9) Required for engines that rely on hydraulic, pneumatic or electronic control of fuel injection and/or valves.</p> <p>(10) Documents modified for a specific application are to be submitted to the Classification Society for information or approval, as applicable. See [3.2], App 9 and App 10.</p>	

No.	Item
	For electronically controlled engines, assembly drawings or arrangements of:
40	• Control valves
41	• High-pressure pumps
42	• Drive for high pressure pumps
43	• Valve bodies, if applicable
44	Operation and service manuals (8)
45	Test program resulting from FMEA (for engine control system) (9)
46	Production specifications for castings and welding (sequence)
47	Type approval certification for environmental tests, control components (10)
48	Quality requirements for engine production
(1)	For comparison with Society requirements for material, NDT and pressure testing as applicable.
(2)	For approval of materials and weld procedure specifications. The weld procedure specification is to include details of pre and post weld heat treatment, weld consumables and fit-up conditions.
(3)	Details of the system so far as supplied by the engine manufacturer such as: main dimensions, operating media and maximum working pressures.
(4)	All engines.
(5)	The documentation to contain specifications for pressures, pipe dimensions and materials.
(6)	Only for engines of a cylinder diameter of 200 mm or more or a crankcase volume of 0.6 m ³ or more.
(7)	Including identification (e.g. drawing number) of components.
(8)	Operation and service manuals are to contain maintenance requirements (servicing and repair) including details of any special tools and gauges that are to be used with their fitting/settings together with any test requirements on completion of maintenance.
(9)	Required for engines that rely on hydraulic, pneumatic or electronic control of fuel injection and/or valves.
(10)	Documents modified for a specific application are to be submitted to the Classification Society for information or approval, as applicable. See [3.2], App 9 and App 10.

4 Design and construction

4.1 Materials and welding

4.1.1 Crankshaft materials (1/7/2016)

In general, crankshafts are to be of forged steel having a tensile strength not less than 400 N/mm² and not greater than 1000 N/mm².

The use of forged steels of higher tensile strength is subject to special consideration by the Society in each case.

The Society, at its discretion and subject to special conditions (such as restrictions in ship navigation), may accept crankshafts made of cast carbon steel, cast alloyed steel or spheroidal or nodular graphite cast iron of appropriate quality and manufactured by a suitable procedure having a tensile strength as follows:

- between 400 N/mm² and 560 N/mm² for cast carbon steel
- between 400 N/mm² and 700 N/mm² for cast alloyed steel.

The acceptable values of tensile strength for spheroidal or nodular graphite cast iron will be considered by the Society on a case by case basis.

4.1.2 Welded frames and foundations (1/7/2016)

Steels used in the fabrication of welded frames and bed-plates are to comply with the requirements of Part D.

Welding is to be in accordance with the requirements of Sec 1, [2.2].

4.2 Crankshaft

4.2.1 Check of the scantling (1/7/2016)

The check of crankshaft strength is to be carried out in accordance with App 1.

4.3 Crankcase

4.3.1 Strength (1/7/2016)

Crankcase construction and crankcase doors are to be of sufficient strength to withstand anticipated crankcase pressures that may arise during a crankcase explosion taking into account the installation of explosion relief valves required in [4.3.4]. Crankcase doors are to be fastened sufficiently securely for them not be readily displaced by a crankcase explosion.

4.3.2 Ventilation and drainage (1/7/2016)

Ventilation of the crankcase, or any arrangement which could produce a flow of external air within the crankcase, is in principle not permitted except for dual fuel engines,

where crankcase ventilation is to be provided in accordance with App 2, [2.1.1]

Where provided, crankcase ventilation pipes are to be as small as practicable to minimise the inrush of air after a crankcase explosion.

If forced extraction of the oil mist atmosphere gases from the crankcase is provided (for mist smoke detection purposes, for instance), the vacuum in the crankcase is not to exceed $2,5 \times 10^{-4}$ N/mm².

To avoid interconnection between crankcases and the possible spread of fire following an explosion, crankcase ventilation pipes and oil drain pipes for each engine are to be independent of any other engine.

Lubricating oil drain pipes from the engine sump to the drain tank are to be submerged at their outlet ends.

4.3.3 Warning notice (1/7/2016)

A warning notice is to be fitted either on the control stand or, preferably, on a crankcase door on each side of the engine.

This warning notice is to specify that, whenever overheating is suspected within the crankcase, the crankcase doors or sight holes are not to be opened before a reasonable time has elapsed, sufficient to permit adequate cooling after stopping the engine.

4.3.4 Relief valves (1/7/2016)

- a) Diesel engines of a cylinder diameter of 200 mm and above or a crankcase gross volume of 0,6 m³ and above are to be provided with crankcase explosion relief valves according to the requirements of this item [4.3.4].

The total volume of the stationary parts within the crankcase may be discounted in estimating the crankcase gross volume (rotating and reciprocating components are to be included in the gross volume).

- b) Relief valves are to be provided with lightweight spring-loaded valve discs or other quick-acting and self-closing devices to relieve a crankcase of pressure in the event of an internal explosion and to prevent the inrush of air thereafter.

The valve discs in relief valves are to be made of ductile material capable of withstanding the shock of contact with stoppers at the full open position.

Relief valves are to be designed and constructed to open quickly and be fully open at a pressure not greater than 0,02 N/mm².

The free area of each crankcase explosion relief valve is not to be less than 45 cm². The aggregate free area of the valves fitted on an engine is not to be less than 115 cm² per cubic metre of the crankcase gross volume.

Relief valves are to be provided with a flame arrester that permits flow for crankcase pressure relief and prevents passage of flame following a crankcase explosion.

Relief valves are to be type approved. Type testing is to be carried out in a configuration that represents the

installation arrangements that will be used on an engine in accordance with App 5.

Where relief valves are provided with arrangements for shielding emissions from the valve following an explosion, the valve is to be type tested to demonstrate that the shielding does not adversely affect the operational effectiveness of the valve.

- c) Relief valves are to be provided with a copy of the Manufacturer's installation and maintenance manual that is pertinent to the size and type of valve being supplied for installation on a particular engine.

The manual is to contain the following information:

- 1) Description of valve with details of function and design limits
- 2) Copy of type test certification
- 3) Installation instructions
- 4) Maintenance in service instructions to include testing and renewal of any sealing arrangements
- 5) Actions required after a crankcase explosion.

A copy of the installation and maintenance manual required above is to be provided on board ship.

Plans showing details and arrangements of crankcase explosion relief valves are to be submitted for approval in accordance with Tab 1.

Valves are to be provided with suitable markings that include the following information:

- Name and address of Manufacturer
 - Designation and size
 - Month/Year of manufacture
 - Approved installation orientation.
- d) Engines of a cylinder diameter of 200 mm and above, but not exceeding 250 mm, are to have at least one valve near each end; however, for engines with more than 8 crankthrows, an additional valve is to be fitted near the middle of the engine.

Engines of a cylinder diameter of 250 mm and above, but not exceeding 300 mm, are to have at least one valve in way of each alternate crankthrow, with a minimum of two valves.

Engines of a cylinder diameter exceeding 300 mm are to have at least one valve in way of each main crankthrow.

- e) Additional relief valves are to be fitted on separate spaces of the crankcase, such as gear or chain cases for camshaft or similar drives, when the gross volume of such spaces is 0,6 m³ or above.

Scavenge spaces in open connection to the cylinders are to be fitted with explosion relief valves.

4.3.5 Oil mist detection/monitoring arrangements (1/7/2016)

Oil mist detection arrangements (or engine bearing temperature monitors or equivalent devices) are required:

- for alarm and slowdown purposes for low speed diesel engines of 2250 kW and above or having cylinders of more than 300 mm bore (see Note 1)
- for alarm and automatic shut-off purposes for medium and high speed diesel engines of 2250 kW and above or

having cylinders of more than 300 mm bore (see Note 1).

Note 1:

Low-Speed Engines means diesel engines having a rated speed of less than 300 rpm.

Medium-Speed Engines means diesel engines having a rated speed of 300 rpm and above, but less than 1400 rpm.

High-Speed Engines means diesel engines having a rated speed of 1400 rpm and above.

Oil mist detection arrangements are to be of a type approved by the Society and tested in accordance with App 6 and are to comply with the requirements indicated hereinafter.

Engine bearing temperature monitors or equivalent devices used as safety devices are to be of a type approved by classification societies for such purposes.

Equivalent devices mean measures applied to high speed engines where specific design features are incorporated to preclude the risk of crankcase explosions.

The oil mist detection system and arrangements are to be installed in accordance with the engine Designer's and oil mist Manufacturer's instructions/recommendations. The following particulars are to be included in the instructions:

- Schematic layout of engine oil mist detection and alarm system showing location of engine crankcase sample points and piping or cable arrangements together with pipe dimensions to detector
- Evidence of study to justify the selected location of sample points and sample extraction rate (if applicable) in consideration of the crankcase arrangements and geometry and the predicted crankcase atmosphere where oil mist can accumulate
- The Manufacturer's maintenance and test manual
- Information relating to type or in-service testing of the engine carried out with engine protection system test arrangements having approved types of oil mist detection equipment.

A copy of the oil mist detection equipment maintenance and test manual required above is to be provided on board ship.

Oil mist detection and alarm information is to be capable of being read from a safe location away from the engine.

Each engine is to be provided with its own independent oil mist detection arrangement and a dedicated alarm.

Oil mist detection and alarm systems are to be capable of being tested on the test bed and on board under engine at standstill and engine running at normal operating conditions in accordance with test procedures that are acceptable to the Society.

Alarms and shutdowns for the oil mist detection/monitoring system are to be in accordance with Pt F, Ch 3, Sec 1, Tab 2, Pt F, Ch 3, Sec 1, Tab 3 and Pt F, Ch 3, Sec 1, Tab 27 and the system arrangements are to comply with Ch 3, Sec 2, [6] and Ch 3, Sec 2, [7].

The oil mist detection arrangements are to provide an alarm indication in the event of a foreseeable functional failure in the equipment and installation arrangements.

The oil mist detection system is to provide an indication that any lenses fitted in the equipment and used in determination of the oil mist level have been partially obscured to a degree that will affect the reliability of the information and alarm indication.

Where oil mist detection equipment includes the use of programmable electronic systems, the arrangements are to be in accordance with Chapter 3.

Plans showing details and arrangements of oil mist detection arrangements are to be submitted for approval in accordance with Tab 1.

The equipment together with detectors is to be tested when installed on the test bed and on board ship to demonstrate that the detection and alarm system functionally operates. The testing arrangements are to be to the satisfaction of the Society.

Where sequential oil mist detection arrangements are provided, the sampling frequency and time are to be as short as reasonably practicable.

Where alternative methods are provided for the prevention of the build-up of potentially explosive oil mist conditions within the crankcase, details are to be submitted for consideration. The following information is to be included in the details to be submitted for consideration:

- Engine particulars - type, power, speed, stroke, bore and crankcase volume
- Details of arrangements to prevent the build-up of potentially explosive conditions within the crankcase, e.g. bearing temperature monitoring, oil splash temperature, crankcase pressure monitoring, recirculation arrangements
- Evidence to demonstrate that the arrangements are effective in preventing the build-up of potentially explosive conditions together with details of in-service experience
- Operating instructions and the maintenance and test instructions.

Where it is proposed to use the introduction of inert gas into the crankcase to minimise a potential crankcase explosion, details of the arrangements are to be submitted to the Society for consideration.

4.4 Scavenge manifolds

4.4.1 Fire extinguishing (1/7/2016)

For two-stroke crosshead type engines, scavenge spaces in open connection (without valves) to the cylinders are to be connected to a fixed fire-extinguishing system, which is to be entirely independent of the fire-extinguishing system of the machinery space.

4.4.2 Blowers (1/7/2016)

Where a single two-stroke propulsion engine is equipped with an independently driven blower, alternative means to drive the blower or an auxiliary blower are to be provided ready for use.

4.4.3 Relief valves (1/7/2016)

Scavenge spaces in open connection to the cylinders are to be fitted with explosion relief valves in accordance with [4.3.4].

4.5 Systems

4.5.1 General (1/7/2016)

In addition to the requirements of the present sub-article, those given in Sec 10 are to be satisfied.

Flexible hoses in the fuel and lubricating oil system are to be limited to the minimum and are to be type approved.

Unless otherwise stated in Sec 10, propulsion engines are to be equipped with external connections for standby pumps for:

- fuel oil supply
- lubricating oil and cooling water circulation.

4.5.2 Fuel oil system (1/7/2016)

Relief valves discharging back to the suction of the pumps or other equivalent means are to be fitted on the delivery side of the pumps.

In fuel oil systems for propulsion machinery, filters are to be fitted and arranged so that an uninterrupted supply of filtered fuel oil is ensured during cleaning operations of the filter equipment, except when otherwise stated in Sec 10.

- a) *All external high pressure fuel delivery lines between the high pressure fuel pumps and fuel injectors are to be protected with a shielded piping system capable of containing fuel from a high pressure line failure.*

A shielded pipe incorporates an outer pipe into which the high pressure fuel pipe is placed forming a permanent assembly.

The shielded piping system is to include a means for collection of leakages and arrangements are to be provided for an alarm to be given in the event of a fuel line failure.

If flexible hoses are used for shielding purposes, these are to be approved by the Society.

When in fuel oil return piping the pulsation of pressure with peak to peak values exceeds 2 MPa, shielding of this piping is also required as above.

- b) For ships classed for restricted navigation, the requirements under a) may be relaxed at the Society's discretion.

4.5.3 Lubricating oil system (1/7/2016)

Efficient filters are to be fitted in the lubricating oil system when the oil is circulated under pressure.

In such lubricating oil systems for propulsion machinery, filters are to be arranged so that an uninterrupted supply of filtered lubricating oil is ensured during cleaning operations of the filter equipment, except when otherwise stated in Sec 10.

Relief valves discharging back to the suction of the pumps or other equivalent means are to be fitted on the delivery side of the pumps.

The relief valves may be omitted provided that the filters can withstand the maximum pressure that the pump may develop.

Where necessary, the lubricating oil is to be cooled by means of suitable coolers.

4.5.4 Charge air system (1/7/2016)

- a) Requirements relevant to design, construction, arrangement, installation, tests and certification of exhaust gas turbochargers are given in Sec 14.
- b) When two-stroke propulsion engines are supercharged by exhaust gas turbochargers which operate on the impulse system, provision is to be made to prevent broken piston rings entering turbocharger casings and causing damage to blades and nozzle rings.

4.6 Starting air system

4.6.1 (1/7/2016)

The requirements given in [5.1] apply.

4.7 Control and monitoring

4.7.1 General (1/7/2016)

In addition to those of this item [4.7], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

4.7.2 Alarm (1/7/2016)

The lubricating oil system of diesel engines with a power equal to or in excess of 37 kW is to be fitted with alarms to give audible and visual warning in the event of an appreciable reduction in pressure of the lubricating oil supply.

4.7.3 Governors of main and auxiliary engines (1/7/2016)

Each engine, except the auxiliary engines for driving electric generators for which [4.7.5] applies, is to be fitted with a speed governor so adjusted that the engine does not exceed the rated speed by more than 15%.

4.7.4 Overspeed protective devices of main and auxiliary engines (1/7/2016)

In addition to the speed governor, each

- main propulsion engine having a rated power of 220kW and above, which can be declutched or which drives a controllable pitch propeller, and
- auxiliary engine having a rated power of 220kW and above, except those for driving electric generators, for which [4.7.6] applies

is to be fitted with a separate overspeed protective device so adjusted that the engine cannot exceed the rated speed n by more than 20%; arrangements are to be made to test the overspeed protective device.

Equivalent arrangements may be accepted subject to special consideration by the Society in each case.

The overspeed protective device, including its driving mechanism or speed sensor, is to be independent of the governor.

4.7.5 Governors for auxiliary engines driving electric generators (1/1/2020)

a) Auxiliary engines intended for driving electric generators are to be fitted with a speed governor which prevents transient frequency variations in the electrical network in excess of ±10% of the rated frequency with a recovery time to steady state conditions not exceeding 5 seconds, when the maximum electrical step load is switched on or off.

When a step load equivalent to the rated output of a generator is switched off, a transient speed variation in excess of 10% of the rated speed may be acceptable, provided this does not cause the intervention of the overspeed device as required by [4.7.4].

b) At all loads between no load and rated power, the permanent speed variation is not to be more than 5% of the rated speed.

c) Prime movers are to be selected in such a way that they meet the load demand within the ship's mains and, when running at no load, can satisfy the requirement in item a) above if suddenly loaded to 50% of the rated power of the generator, followed by the remaining 50% after an interval sufficient to restore speed to steady state. Steady state conditions (see Note 1) are to be achieved in not more than 5 s.

Note 1: Steady state conditions are those at which the envelope of speed variation does not exceed ±1% of the declared speed at the new power.

d) Application of the electrical load in more than 2 load steps can only be allowed if the conditions within the ship's mains permit the use of those auxiliary engines which can only be loaded in more than 2 load steps (see Fig 1 on 4-stroke diesel engines expected maximum possible sudden power increase) and provided that this is already allowed for in the designing stage.

This is to be verified in the form of system specifications to be approved and to be demonstrated at ship's trials.

In this case, due consideration is to be given to the power required for the electrical equipment to be automatically switched on after blackout and to the sequence in which it is connected.

This also applies to generators to be operated in parallel and where the power is to be transferred from one generator to another, in the event that any one generator is to be switched off.

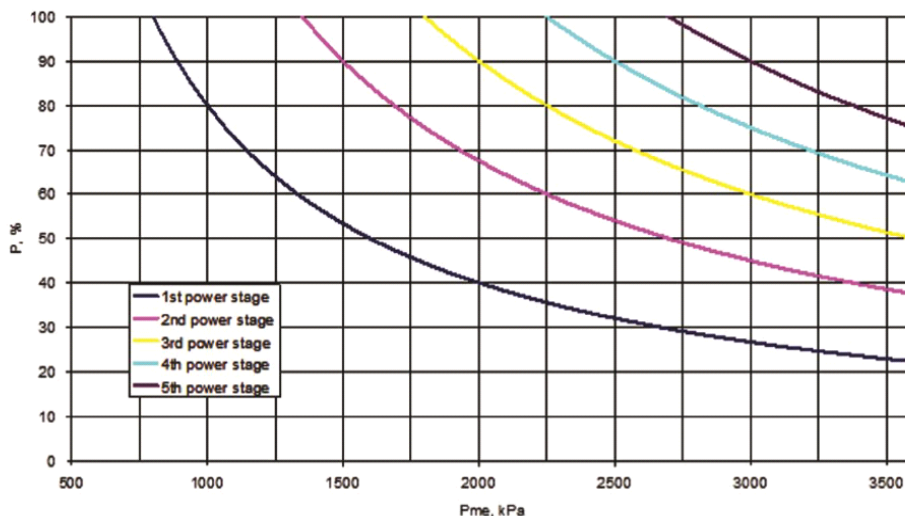
e) Emergency generator sets must satisfy the governor conditions as per items a) and b), even when:

- 1) their total consumer load is applied suddenly, or
- 2) their total consumer load is applied in steps, provided that:
 - the total load is supplied within 45 seconds of power failure on the main switchboard, and
 - the maximum step load is declared and demonstrated, and
 - the power distribution system is designed such that the declared maximum step loading is not exceeded, and
 - compliance of time delays and loading sequence with the above is demonstrated at ship's trials.

f) For alternating current generating sets operating in parallel, the governing characteristics of the prime movers are to be such that, within the limits of 20% and 100% total load, the load on any generating set will not normally differ from its proportionate share of the total load by more than 15% of the rated power in kW of the largest machine or 25% of the rated power in kW of the individual machine in question, whichever is the lesser.

For alternating current generating sets intended to operate in parallel, facilities are to be provided to adjust the governor sufficiently finely to permit an adjustment of load not exceeding 5% of the rated load at normal frequency.

Figure 1 : Reference values for maximum possible sudden power increases as a function of brake mean effective pressure, P_{me}, at declared power (four-stroke diesel engines) (1/1/2020)



P_{me}: declared power mean effective pressure

P : power increase referred to declared power at site conditions

1 : first power stage - 2 : second power stage - 3 : third power stage - 4 : fourth power stage - 5 : fifth power stage

4.7.6 Overspeed protective devices of auxiliary engines driving electric generators (1/7/2016)

In addition to the speed governor, auxiliary engines of rated power equal to or greater than 220 kW driving electric generators are to be fitted with a separate overspeed protective device, with a means for manual tripping, adjusted so as to prevent the rated speed from being exceeded by more than 15%.

This device is to automatically shut down the engine.

4.7.7 Use of electronic governors (1/1/2017)

a) Type approval

Electronic governors and their actuators are to be type approved by the Society, according to Ch 3, Sec 6.

b) Electronic governors for main propulsion engines

If an electronic governor is fitted to ensure continuous speed control or resumption of control after a fault, an additional separate governor is to be provided unless the engine has a manually operated fuel admission control system suitable for its control.

A fault in the governor system is not to lead to sudden major changes in propulsion power or direction of propeller rotation.

Alarms are to be fitted to indicate faults in the governor system.

The acceptance of electronic governors not in compliance with the above requirements will be considered by the Society on a case by case basis, when fitted on ships with two or more main propulsion engines.

c) Electronic governors for auxiliary engines driving electric generators

In the event of a fault in the electronic governor system the fuel admission is to be set to "zero".

Alarms are to be fitted to indicate faults in the governor system.

d) The acceptance of electronic governors fitted on engines driving emergency generators will be considered by the Society on a case by case basis, anyway, a back-up pre-programmed governor is to be provided for immediate replacement in case of failure of the governor in use; if practicable, the backup governor is to be in place, fixed to the engine in a position near to the governor in use, and arranged so that the exchange is quick, easy and error-free; special consideration is to be given to the governor power supply.

4.7.8 Alarms and safeguards for emergency diesel engines (1/7/2016)

- a) These requirements apply to diesel engines required to be immediately available in an emergency (i.e. emergency generating set engine, emergency fire pump engine, etc.) and capable of being controlled remotely or automatically operated.
- b) Information demonstrating compliance with these requirements is to be submitted to the Society. The information is to include instructions to test the alarm and safety systems.
- c) The alarms and safeguards are to be fitted in accordance with Tab 6.
- d) The safety and alarm systems are to be designed to 'fail safe'. The characteristics of the 'fail safe' operation are to be evaluated on the basis not only of the system and its associated machinery, but also the complete installation, as well as the ship.
- e) Regardless of the engine output, if shutdowns additional to those specified in Tab 6, except for the overspeed shutdown, are provided, they are to be automatically overridden when the engine is in automatic or remote control mode during navigation.
- f) The alarm system is to function in accordance with Part F, Chapter 3 with the additional requirement that grouped alarms are to be arranged on the bridge.
- g) In addition to the fuel oil control from outside the space, a local means of engine shutdown is to be provided.
- h) Local indications of at least those parameters listed in are Tab 6 to be provided within the same space as the diesel engines and are to remain operational in the event of failure of the alarm and safety systems.

4.7.9 Summary tables (1/7/2016)

Diesel engines are to be equipped with monitoring equipment as detailed in Tab 4 and Tab 5, for main propulsion and auxiliary services, respectively.

For ships classed for restricted navigation, the acceptance of a reduction in the monitoring equipment required in Tab 4 and Tab 5 may be considered.

The alarms are to be visual and audible.

The indicators are to be fitted at a normally attended position (on the engine or at the local control station).

In the case of diesel engines required to be immediately available in an emergency and capable of being controlled remotely or automatically operated, Tab 6 applies.

Table 4 : Monitoring of main propulsion diesel engines (1/7/2016)

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Main Engine			Auxiliary	
Identification of system parameter	Alarm	Indica- tion	Slow- down	Shut- down	Control	Stand by Start	Stop
Fuel oil pressure after filter (engine inlet)		local					
Fuel oil viscosity before injection pumps or fuel oil temperature before injection pumps (For engine running on heavy fuel)		local					
Leakage from high pressure pipes where required	H						
Lubricating oil to main bearing and thrust bearing pressure	L	local					
	LL			X			
Lubricating oil to cross-head bearing pressure when separate	L	local					
	LL			X			
Lubricating oil to camshaft pressure when separate	L	local					
	LL			X			
Turbocharger lubricating oil inlet pressure		local					
Lubricating oil inlet temperature		local					
Thrust bearing pads or bearing outlet temperature	H	local					
Cylinder fresh cooling water system inlet pressure	L	local (3)					
Cylinder fresh cooling water outlet temperature or, when common cooling space without individual stop valves, the common cylinder water outlet temperature		local					
Piston coolant inlet pressure on each cylinder (1)	L	local					
Piston coolant outlet temperature on each cylinder (1)		local					
Piston coolant outlet flow on each cylinder (1) (2)	L						
Scavenging air receiver pressure		local					
Scavenging air box temperature (Detection of fire in receiver)		local					
Exhaust gas temperature		local (4)					
Engine speed / direction of speed (when reversible)		local					
	H			X			
Fault in the electronic governor system	X						

(1) Not required, if the coolant is oil taken from the main cooling system of the engine
(2) Where outlet flow cannot be monitored due to engine design, alternative arrangement may be accepted
(3) For engines of 220 kW and above
(4) Indication is required after each cylinder, for engines of 500 kW/cylinder and above

Table 5 : Monitoring of diesel engines used for auxiliary services (1/7/2016)

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Engine			Auxiliary	
Identification of system parameter	Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start	Stop
Fuel oil viscosity or temperature before injection (2)		local					
Fuel oil pressure (2)		local					
Fuel oil leakage from pressure pipes	H						
Lubricating oil pressure	L	local		X (1)			
Pressure or flow of cooling water, if not connected to main system	L	local					
Temperature of cooling water or cooling air		local					
Engine speed		local					
	H			X (3)			
Fault in the electronic governor system	X						
(1) Not acceptable to emergency generator set (2) Where heavy fuel is used (3) Only requested for diesel engines having rating of 220 kW and above							

Table 6 : Monitoring of diesel engines required to be immediately available in an emergency and capable of being controlled remotely or automatically operated (1/7/2016)

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Engine			Auxiliary	
Identification of system parameter	Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start	Stop
Fuel oil leakage from pressure pipes	H						
Lubricating oil pressure	L	local					
Lubricating oil temperature (1)	H	local					
Pressure or flow of cooling water (1)	L	local					
Oil mist concentration in crankcase (2)	H	local					
Temperature of cooling water or cooling air	H	local					
Engine speed		local					
	H (1)			X (1)			
Fault in the electronic governor system	X						
(1) Requested only for diesel engines having rating of 220 kW and above. (2) Requested only for diesel engines having rating of 2250 kW and above or cylinder bore of 300 mm and above							

5 Arrangement and installation

5.1 Starting arrangements

5.1.1 Mechanical air starting (1/7/2016)

- a) Air starting the main and auxiliary engines is to be arranged such that the necessary air for the first charge can be produced on board the ship without external aid.
- b) The total capacity of air receivers is to be sufficient to provide, without replenishment, not less than 12 consecutive starts alternating between ahead and astern of each main engine of the reversible type, and not less than 6 consecutive starts of each main non-reversible type engine connected to a controllable pitch propeller or other device enabling the start without opposite torque.

The number of starts refers to the engine in cold and ready-to-start condition (all the driven equipment that cannot be disconnected is to be taken into account).

A greater number of starts may be required when the engine is in warm running condition.

When other users such as auxiliary engine starting systems, control systems, whistle etc. are connected to the starting air receivers of main propulsion engines, their air consumption is also to be taken into account.

Regardless of the above, for multi-engine installations the total number of starts required to be provided from the starting air receivers is indicated in Tab 7, valid when all the air receivers may be used to start all propulsion engines; if each engine or group of engines connected to a shaft is fitted with dedicated air receivers, the minimum number of starts for each group of engines connected to the same shaft is 12 for reversible engines and 6 for non-reversible engines.

In case of Diesel-electric or turbine-electric propulsion, the minimum number of total consecutive starts required to be provided from the starting air receivers is to be determined from the following equation:

$$S = 6 + N (N - 1)$$

where

- S : total number of consecutive starts
N : number of engines. (need not to be greater than 3).

- c) If other compressed air systems, such as control air, are supplied from the same starting air receivers, the total capacity of the receivers is to be sufficient for continued operation of these systems after the air necessary for the required number of starts has been used.

- d) The main starting air arrangements for main propulsion or auxiliary diesel engines are to be adequately protected against the effects of backfiring and internal explosion in the starting air pipes. To this end, the following safety devices are to be fitted:

- An isolating non-return valve, or equivalent, at the starting air supply connection to each engine.
- A bursting disc or flame arrester:
 - in way of the starting valve of each cylinder, for direct reversing engines having a main starting air manifold
 - at least at the supply inlet to the starting air manifold, for non-reversing engines.

The bursting disc or flame arrester above may be omitted for engines having a bore not exceeding 230 mm.

Other protective devices will be specially considered by the Society.

The requirements of this item d) do not apply to engines started by pneumatic motors.

- e) Compressed air receivers are to comply with the requirements of Sec 3. Compressed air piping and associated air compressors are to comply with the requirements of Sec 10.

5.1.2 Electrical starting (1/7/2016)

- a) Where main internal combustion engines are arranged for electrical starting, at least two separate batteries are to be fitted.

The arrangement is to be such that the batteries cannot be connected in parallel.

Each battery is to be capable of starting the main engine when in cold and ready to start condition.

The combined capacity of batteries is to be sufficient to provide within 30 min, without recharging, the number of starts required in [5.1.1] (b) in the event of air starting.

- b) Electrical starting arrangements for auxiliary engines are to have two separate storage batteries or may be supplied by two separate circuits from main engine storage batteries when these are provided. In the case of a single auxiliary engine, one battery is acceptable. The combined capacity of the batteries is to be sufficient for at least three starts for each engine.
- c) The starting batteries are only to be used for starting and for the engine's alarm and monitoring. Provision is to be made to maintain the stored energy at all times.
- d) Each charging device is to have at least sufficient rating for recharging the required capacity of batteries within 6 hours.

Table 7 : Required number of starts (1/7/2016)

Engine type	Single propeller vessels		Multiple propeller vessels	
	One engine per shaft	Two or more engines per shaft	One engine per shaft	Two or more engines per shaft
Reversible	12	16	24	24
Non-reversible	6	8	8	8

5.1.3 Special requirements for starting arrangements for emergency generating sets (1/7/2016)

- a) *Emergency generating sets are to be capable of being readily started in their cold condition at a temperature of 0°C. If this is impracticable, or if lower temperatures are likely to be encountered, provision acceptable to the Society shall be made for the maintenance of heating arrangements, to ensure ready starting of the generating sets.*
- b) *Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by the Society with a stored energy capability of at least three consecutive starts.*

The source of stored energy shall be protected to preclude critical depletion by the automatic starting system, unless a second independent means of starting is provided. In addition, a second source of energy shall be provided for an additional three starts within 30 minutes, unless manual starting can be demonstrated to be effective.

- c) *The stored energy is to be maintained at all times, as follows:*
- *electrical and hydraulic starting systems shall be maintained from the emergency switchboard*
 - *compressed air starting systems may be maintained by the main or auxiliary compressed air receivers through a suitable non-return valve or by an emergency air compressor which, if electrically driven, is supplied from the emergency switchboard*
 - *all of these starting, charging and energy storing devices are to be located in the emergency generator space; these devices are not to be used for any purpose other than the operation of the emergency generating set. This does not preclude the supply to the air receiver of the emergency generating set from the main or auxiliary compressed air system through the non-return valve fitted in the emergency generator space.*
- d) *Where automatic starting is not required, manual starting, such as manual cranking, inertia starters, manually charged hydraulic accumulators, or powder charge cartridges, is permissible where this can be demonstrated as being effective.*
- e) *When manual starting is not practicable, the requirements of (b) and (c) are to be complied with, except that starting may be manually initiated.*

5.2 Turning gear

5.2.1 (1/7/2016)

Each engine is to be provided with hand-operated turning gear; where deemed necessary, the turning gear is to be both hand and mechanically-operated.

The turning gear engagement is to inhibit starting operations.

5.3 Trays

5.3.1 (1/7/2016)

Trays fitted with means of drainage are to be provided in way of the lower part of the crankcase and, in general, in way of the parts of the engine, where oil is likely to spill in order to collect the fuel oil or lubricating oil dripping from the engine.

5.4 Exhaust gas system

5.4.1 (1/7/2016)

In addition to the requirements given in Sec 10, the exhaust system is to be efficiently cooled or insulated in such a way that the surface temperature does not exceed 220°C (see also Sec 1, [3.7]).

6 Type tests

6.1 Type tests - General

6.1.1 (1/7/2016)

Type testing is required for every new engine type intended for installation onboard ships subject to classification.

6.2 Objectives

6.2.1 (1/7/2016)

The type testing, is to be arranged to represent typical foreseen service load profiles, as specified by the engine builder, as well as to cover for required margins due to fatigue scatter and reasonably foreseen in-service deterioration.

This applies to:

- Parts subjected to high cycle fatigue (HCF) such as connecting rods, cams, rollers and spring tuned dampers where higher stresses may be provided by means of elevated injection pressure, cylinder maximum pressure, etc.
- Parts subjected to low cycle fatigue (LCF) such as "hot" parts when load profiles such as idle-full load -idle (with steep ramps) are frequently used.
- Operation of the engine at limits as defined by its specified alarm system, such as running at maximum permissible power with the lowest permissible oil pressure and/or highest permissible oil inlet temperature.

6.3 Validity

6.3.1 (1/7/2016)

A type test carried out for a particular type of engine at any place of manufacture will be accepted for all engines of the same type built by licensees or the licensor, subject to each place of manufacture being found to be acceptable to the Society.

6.3.2 (1/7/2016)

One type test will be considered adequate to cover a range of different numbers of cylinders. However, a type test of an in-line engine may not always cover the V-version. Subject to the individual Societies' discretion, separate type tests may be required for the V-version. On the other hand, a

type test of a V-engine covers the in-line engines, unless the bmep is higher.

Items such as axial crankshaft vibration, torsional vibration in camshaft drives, and crankshafts, etc. may vary considerably with the number of cylinders and may influence the choice of engine to be selected for type testing.

6.3.3 (1/7/2016)

The engine is type approved up to the tested ratings and pressures (100% corresponding to MCR).

Provided documentary evidence of successful service experience with the classified rating of 100% is submitted, an increase (if design approved*) may be permitted without a new type test if the increase from the type tested engine is within:

- 5% of the maximum combustion pressure, or
- 5% of the mean effective pressure, or
- 5% of the rpm

*Only crankshaft calculation and crankshaft drawings, if modified.

Providing maximum power is not increased by more than 10%, an increase of maximum approved power may be permitted without a new type test provided engineering analysis and evidence of successful service experience in similar field applications (even if the application is not classified) or documentation of internal testing are submitted if the increase from the type tested engine is within:

- 10% of the maximum combustion pressure, or
- 10% of the mean effective pressure, or
- 10% of the rpm.

6.4 De-rated engine

6.4.1 (1/7/2016)

If an engine has been design approved, and internal testing per Stage A is documented to a rating higher than the one type tested, the Type Approval may be extended to the increased power/mep/rpm upon submission of an Extended Delivery Test Report at:

- Test at over speed (only if nominal speed has increased)
- Rated power, i.e. 100% output at 100% torque and 100% speed corresponding to load point No.1. (2 measurements with one running hour in between)
- Maximum permissible torque (normally 110%) at 100% speed corresponding to load point No.3 or maximum permissible power (normally 110%) and speed according to nominal propeller curve corresponding to load point 3a., for 30 minutes
- 100% power at maximum permissible speed corresponding to load point 2, for 30 minutes.

6.5 Integration Test

6.5.1 (1/7/2016)

An integration test demonstrating that the response of the complete mechanical, hydraulic and electronic system is as predicted maybe carried out for acceptance of sub-systems (Turbo Charger, Engine Control System, Dual Fuel, Exhaust Gas treatment...) separately approved. The scope of these tests shall be proposed by the designer/licensor taking into account of impact on engine.

6.6 Safety precautions

6.6.1 (1/7/2016)

Before any test run is carried out, all relevant equipment for the safety of attending personnel is to be made available by the manufacturer/shipyard and is to be operational, and its correct functioning is to be verified.

6.6.2 (1/7/2016)

This applies especially to crankcase explosive conditions protection, but also over-speed protection and any other shut down function.

6.6.3 (1/7/2016)

The inspection for jacketing of high-pressure fuel oil lines and proper screening of pipe connections (as required in [6.10.9] fire measures) is also to be carried out before the test runs.

6.6.4 (1/7/2016)

Interlock test of turning gear is to be performed when installed.

6.7 Test programme

6.7.1 The type testing is divided into 3 stages: (1/7/2016)

- STAGE A - internal tests
This includes some of the testing made during the engine development, function testing, and collection of measured parameters and records of testing hours. The results of testing required by the Society or stipulated by the designer are to be presented to the Society before starting stage B.
- STAGE B - witnessed tests
This is the testing made in the presence of Classification Society personnel.
- STAGE C - component inspection
This is the inspection of engine parts to the extent as required by the Society.

6.7.2 (1/7/2016)

The complete type testing program is subject to approval by the Society. The extent of the Surveyor's attendance is to be agreed in each case, but at least during stage B and C.

6.7.3 (1/7/2016)

Testing prior to the witnessed type testing (stage B and C), is also considered as a part of the complete type testing program.

6.7.4 (1/7/2016)

Upon completion of complete type testing (stage A through C), a type test report is to be submitted to the Society for review. The type test report is to contain:

- overall description of tests performed during stage A. Records are to be kept by the builders QA management for presentation to the Classification Society.
- detailed description of the load and functional tests conducted during stage B.
- inspection results from stage C.

6.7.5 (1/7/2016)

As required in [6.2] the type testing is to substantiate the capability of the design and its suitability for the intended

operation. Special testing such as LCF and endurance testing will normally be conducted during stage A.

6.7.6 (1/7/2016)

High speed engines for marine use are normally to be subjected to an endurance test of 100 hours at full load. Omission or simplification of the type test may be considered for the type approval of engines with long service experience from non-marine fields or for the extension of type approval of engines of a well-known type, in excess of the limits given in [6.3].

Propulsion engines for high speed vessels that may be used for frequent load changes from idle to full are normally to be tested with at least 500 cycles (idle - full load - idle) using the steepest load ramp that the control system (or operation manual if not automatically controlled) permits. The duration at each end is to be sufficient for reaching stable temperatures of the hot parts.

6.8 Measurements and recordings

6.8.1 (1/7/2016)

During all testing the ambient conditions (air temperature, air pressure and humidity) are to be recorded.

6.8.2 (1/7/2016)

As a minimum, the following engine data are to be measured and recorded.

- Engine r.p.m.
- Torque
- Maximum combustion pressure for each cylinder 1)
- Mean indicated pressure for each cylinder
- Charging air pressure and temperature
- Exhaust gas temperature
- Fuel rack position or similar parameter related to engine load
- Turbocharger speed
- All engine parameters that are required for control and monitoring for the intended use (propulsion, auxiliary, emergency).

Note 1: For engines where the standard production cylinder heads are not designed for such measurements, a special cylinder head made for this purpose may be used. In such a case, the measurements may be carried out as part of Stage A and are to be properly documented. Where deemed necessary e.g. for dual fuel engines, the measurement of maximum combustion pressure and mean indicated pressure may be carried out by indirect means, provided the re-liability of the method is documented.

Calibration records for the instrumentation used to collect data as listed above are to be presented to - and reviewed by the attending Surveyor.

Additional measurements may be required in connection with the design assessment.

6.9 Stage A - Internal tests

6.9.1 (1/7/2016)

During the internal tests, the engine is to be operated at the load points important for the engine designer and the pertaining operating values are to be recorded. The load conditions to be tested are also to include the testing specified in the applicable type approval programme.

6.9.2 (1/7/2016)

At least the following conditions are to be tested:

- Normal case:
 - The load points 25%, 50%, 75%, 100% and 110% of the maximum rated power for continuous operation, to be made along the normal (theoretical) propeller curve and at constant speed for propulsion engines (if applicable mode of operation i.e. driving controllable pitch propellers), and at constant speed for engines intended for generator sets including a test at no load and rated speed.
- The limit points of the permissible operating range. These limit points are to be defined by the engine manufacturer.
- For high speed engines, the 100 hr full load test and the low cycle fatigue test apply as required in connection with the design assessment.
- Specific tests of parts of the engine, required by the Society or stipulated by the designer.

6.10 Stage B - Witnessed tests

6.10.1 (1/7/2016)

The tests listed below are to be carried out in the presence of a Surveyor. The achieved results are to be recorded and signed by the attending Surveyor after the type test is completed.

6.10.2 (1/7/2016)

The over-speed test is to be carried out and is to demonstrate that the engine is not damaged by an actual engine overspeed within the overspeed shutdown system set-point. This test may be carried out at the manufacturer's choice either with or without load during the speed overshoot.

6.10.3 Load points (1/7/2016)

The engine is to be operated according to the power and speed diagram in Fig 2. The data to be measured and recorded when testing the engine at the various load points have to include all engine parameters listed in [6.8]. The operating time per load point depends on the engine size (achievement of steady state condition) and on the time for collection of the operating values. Normally, an operating time of 0.5 hour can be assumed per load point, however sufficient time should be allowed for visual inspection by the Surveyor.

6.10.4 (1/7/2016)

The load points are:

- Rated power (MCR), i.e. 100% output at 100% torque and 100% speed corresponding to load point 1, normally for 2 hours with data collection with an interval of 1 hour. If operation of the engine at limits as defined by its specified alarm system (e.g. at alarm levels of lub oil pressure and inlet temperature) is required, the test should be made here.
- 100% power at maximum permissible speed corresponding to load point 2.
- Maximum permissible torque (at least and normally 110%) at 100% speed corresponding to load at point 3, or maximum permissible power (at least and normally 110%) and 103.2% speed according to the nominal

propeller curve corresponding to load point 3a. Load point 3a applies to engines only driving fixed pitch propellers or water jets. Load point 3 applies to all other purposes.

Load point 3 (or 3a as applicable) is to be replaced with a load that corresponds to the specified overload and duration approved for intermittent use. This applies where such overload rating exceeds 110% of MCR. Where the approved intermittent overload rating is less than 110% of MCR, subject overload rating has to replace the load point at 100% of MCR. In such case the load point at 110% of MCR remains.

- Minimum permissible speed at 100% torque, corresponding to load point 4.
- Minimum permissible speed at 90% torque corresponding to load point 5. (Applicable to propulsion engines only).
- Part loads e.g. 75%, 50% and 25% of rated power and speed according to nominal propeller curve (i.e. 90.8%, 79.3% and 62.9% speed) corresponding to points 6, 7 and 8 or at constant rated speed setting corresponding to points 9, 10 and 11, depending on the intended application of the engine.
- Crosshead engines not restricted for use with C.P. propellers are to be tested with no load at the associated maximum permissible engine speed.

6.10.5 (1/7/2016)

During all these load points, engine parameters are to be within the specified and approved values.

6.10.6 Operation with damaged turbocharger (1/7/2016)

For 2-stroke propulsion engines, the achievable continuous output is to be determined in the case of turbocharger damage.

Engines intended for single propulsion with a fixed pitch propeller are to be able to run continuously at a speed (r.p.m.) of 40% of full speed along the theoretical propeller curve when one turbocharger is out of operation. (The test can be performed by either by-passing the turbocharger, fixing the turbocharger rotor shaft or removing the rotor.).

6.10.7 Functional tests (1/7/2016)

- Verification of the lowest specified propulsion engine speed according to the nominal propeller curve as specified by the engine designer (even though it works on a water-brake). During this operation, no alarm shall occur.
- Starting tests, for non-reversible engines and/or starting and reversing tests, for reversible engines, for the purpose of determining the minimum air pressure and the consumption for a start.
- Governor tests: tests for compliance with [4.7.3] and [4.7.5] are to be carried out.

6.10.8 Integration test (1/7/2016)

For electronically controlled diesel engines, integration tests are to verify that the response of the complete mechanical, hydraulic and electronic system is as predicted for all

intended operational modes. The scope of these tests is to be agreed with the Society for selected cases based on the FMEA required in Tab 1.

6.10.9 Fire protection measures (1/7/2016)

Verification of compliance with requirements for jacketing of high-pressure fuel oil lines, screening of pipe connections in piping containing flammable liquids and insulation of hot surfaces:

- The engine is to be inspected for jacketing of high-pressure fuel oil lines, including the system for the detection of leakage, and proper screening of pipe connections in piping containing flammable liquids.
- Proper insulation of hot surfaces is to be verified while running the engine at 100% load, alternatively at the overload approved for intermittent use. Readings of surface temperatures are to be done by use of Infrared Thermoscanning Equipment. Equivalent measurement equipment may be used when so approved by the Society. Readings obtained are to be randomly verified by use of contact thermometers.

6.11 Stage C - Opening up for inspections

6.11.1 (1/7/2016)

The crankshaft deflections are to be measured in the specified (by designer) condition (except for engines where no specification exists).

6.11.2 (1/7/2016)

High speed engines for marine use are normally to be stripped down for a complete inspection after the type test.

6.11.3 (1/7/2016)

For all the other engines, after the test run the components of one cylinder for in-line engines and two cylinders for V-engines are to be presented for inspection as follows (engines with long service experience from non-marine fields can have a reduced extent of opening):

- piston removed and dismantled
- crosshead bearing dismantled
- guide planes
- connecting rod bearings (big and small end) dismantled (special attention to serrations and fretting on contact surfaces with the bearing backsides)
- main bearing dismantled
- cylinder liner in the installed condition
- cylinder head, valves disassembled
- cam drive gear or chain, camshaft and crankcase with opened covers. (The engine must be turnable by turning gear for this inspection.).

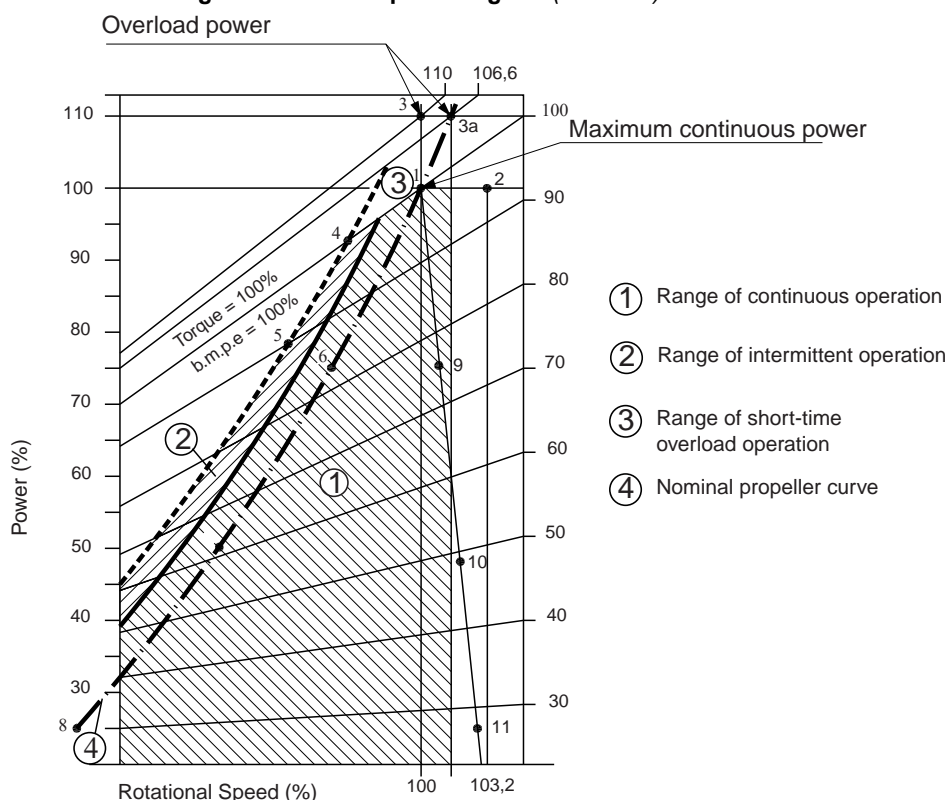
6.11.4 (1/7/2016)

For V-engines, the cylinder units are to be selected from both cylinder banks and different crank throws.

6.11.5 (1/7/2016)

If deemed necessary by the surveyor, further dismantling of the engine may be required.

Figure 2 : Power/speed diagram (1/7/2016)



7 Certification of engine components, Workshop inspections and trials

7.1 General

7.1.1 (1/1/2020)

The engine manufacturer is to have a quality control system that is suitable for the actual engine types to be certified by the Society. The quality control system is also to apply to any sub-suppliers. The Society re-serves the right to review the system or parts thereof. Materials and components are to be produced in compliance with all the applicable production and quality instructions specified by the engine manufacturer. The Society requires that certain parts are verified and documented by means of Society Certificate (SC), Work Certificate (W) or Test Report (TR).

- The documents above are used for product documentation as well as for documentation of single inspections such as crack detection, dimensional check, etc. If agreed to by the Society, the documentation of single tests and inspections may also be arranged by filling in results on a control sheet following the component through the production.
- The Surveyor is to review the TR and W for compliance with the agreed or approved specifications. SC means

that the Surveyor also witnesses the testing, batch or individual, unless an ACS provides other arrangements.

- The manufacturer is not exempted from responsibility for any relevant tests and inspections of those parts for which documentation is not explicitly requested by the Society. The manufacturing process and equipment is to be set up and maintained in such a way that all materials and components can be consistently produced to the required standard. This includes production and assembly lines, machining units, special tools and devices, assembly and testing rigs as well as all lifting and transportation devices.

7.2 Parts to be documented

7.2.1 (1/7/2016)

The extent of parts to be documented depends on the type of engine, engine size and criticality of the part.

A summary of the required documentation for the engine components is listed in Tab 8.

Symbols used are listed in Tab 9.

Table 8 : Summary of required documentation for engine components (1/1/2020)

Item	Part (5) (6) (7) (8)	Material properties (1)	Non-destructive examination (2)	Hydraulic testing (3)	Dimensional inspection, including surface condition	Visual inspection (surveyor)	Applicable to engines:	Component certificate
1	Welded bedplate	W(C+M)	W(UT+CD)			fit-up + post-welding	All	SC
2	Bearing transverse girders GS	W(C+M)	W(UT+CD)			X	All	SC
3	Welded frame box	W(C+M)	W(UT+CD)			fit-up + post-welding	All	SC
4	Cylinder block GJL			W (10)			400 kW/cyl	
5	Cylinder block GJS			W (10)			400 kW/cyl	
6	Welded cylinder frames	W(C+M)	W(UT+CD)				CH	SC
7	Engine block GJL			W (10)			>400 kW/cyl	
8	Engine block GJS	W(M)		W (10)			>400 kW/cyl	
9	Cylinder liner	W(C+M)		W (10)			D>300mm	
10	Cylinder head GJL			W			D>300mm	
11	Cylinder head GJS			W			D>300mm	
12	Cylinder head GS	W(C+M)	W(UT+CD)	W		X	D>300mm	SC
13	Forged cylinder head	W(C+M)	W(UT+CD)	W		X	D>300mm	SC
14	Piston crown GS	W(C+M)	W(UT+CD)			X	D>400mm	SC
15	Forged piston crown	W(C+M)	W(UT+CD)			X	D>400mm	SC
16	Crankshaft: made in one piece	SC(C+M)	W(UT+CD)		W	Random, of fillets and oil bores	All	SC

(1) Material properties include chemical composition and mechanical properties, and also surface treatment such as surface hardening (hardness, depth and extent), peening and rolling (extent and applied force).

(2) Non-destructive examination means e.g. ultrasonic testing, crack detection by MPI or DP.

(3) Hydraulic testing is applied on the water/oil side of the component. Items are to be tested by hydraulic pressure at the pressure equal to 1.5 times the maximum working pressure. High pressure parts of the fuel injection system are to be tested by hydraulic pressure at the pressure equal to 1.5 maximum working pressure or maximum working pressure plus 300 bar, whichever is the less. Where design or testing features may require modification of these test requirements, special consideration may be given.

(4) Material certification requirements for pumps and piping components are dependent on the operating pressure and temperature. Requirements given in this Table apply except where alternative requirements are explicitly given elsewhere in the Rule requirements.

(5) For turbochargers, see Sec 14.

(6) Crankcase explosion relief valves are to be type tested in accordance with App 5 and documented according to [4.3.4].

(7) Oil mist detection systems are to be type tested in accordance with Appendix 6 and documented according to [4.3.5].

(8) For Speed governor and overspeed protective devices, see [4.7.3] to [4.7.6].

(9) Charge air coolers need only be tested on the water side.

(10) Hydraulic testing is also required for those parts filled with cooling water and having the function of containing the water which is in contact with the cylinder or cylinder liner.

Item	Part (5) (6) (7) (8)	Material properties (1)	Non-destructive examination (2)	Hydraulic testing (3)	Dimensional inspection, including surface condition	Visual inspection (surveyor)	Applicable to engines:	Component certificate
17	Semi-built crankshaft (Crank-throw, forged main journal and journals with flange)	SC(C+M)	W(UT+CD)		W	Random, of fillets and shrink fittings	All	SC
18	Exhaust gas valve cage			W			CH	
19	Piston rod	SC(C+M)	W(UT+CD)			Random	D>400mm CH	SC
20	Cross head	SC(C+M)	W(UT+CD)			Random	CH	SC
21	Connecting rod with cap	SC(C+M)	W(UT+CD)		W	Random, of all surfaces, in particular those shot peened	All	SC
22	Coupling bolts for crankshaft	SC(C+M)	W(UT+CD)		W	Random, of interference fit	All	SC
23	Bolts and studs for main bearings	W(C+M)	W(UT+CD)				D>300mm	
24	Bolts and studs for cylinder heads	W(C+M)	W(UT+CD)			TR of thread making	D>300mm	
25	Bolts and studs for connecting rods	W(C+M)	W(UT+CD)			TR of thread making	D>300mm	
26	Tie rod	W(C+M)	W(UT+CD)			Random	CH	SC
27	High pressure fuel injection pump body	W(C+M)		W			D>300mm	
		W(C+M)		TR			D≤300mm	
28	High pressure fuel injection valves (only for those not autofretted)			W			D>300mm	
				TR			D≤300mm	

- (1) Material properties include chemical composition and mechanical properties, and also surface treatment such as surface hardening (hardness, depth and extent), peening and rolling (extent and applied force).
- (2) Non-destructive examination means e.g. ultrasonic testing, crack detection by MPI or DP.
- (3) Hydraulic testing is applied on the water/oil side of the component. Items are to be tested by hydraulic pressure at the pressure equal to 1.5 times the maximum working pressure. High pressure parts of the fuel injection system are to be tested by hydraulic pressure at the pressure equal to 1.5 maximum working pressure or maximum working pressure plus 300 bar, whichever is the less. Where design or testing features may require modification of these test requirements, special consideration may be given.
- (4) Material certification requirements for pumps and piping components are dependent on the operating pressure and temperature. Requirements given in this Table apply except where alternative requirements are explicitly given elsewhere in the Rule requirements.
- (5) For turbochargers, see Sec 14.
- (6) Crankcase explosion relief valves are to be type tested in accordance with App 5 and documented according to [4.3.4].
- (7) Oil mist detection systems are to be type tested in accordance with Appendix 6 and documented according to [4.3.5].
- (8) For Speed governor and overspeed protective devices, see [4.7.3] to [4.7.6].
- (9) Charge air coolers need only be tested on the water side.
- (10) Hydraulic testing is also required for those parts filled with cooling water and having the function of containing the water which is in contact with the cylinder or cylinder liner.

Item	Part (5) (6) (7) (8)	Material properties (1)	Non-destructive examination (2)	Hydraulic testing (3)	Dimensional inspection, including surface condition	Visual inspection (surveyor)	Applicable to engines:	Component certificate
29	High pressure fuel injection pipes including common fuel rail	W(C+M)		W for those that are not autofretted			D>300mm	
		W(C+M)		TR for those that are not autofretted			D≤300mm	
30	High pressure common servo oil system	W(C+M)		W			D>300mm	
		W(C+M)		TR			D≤300mm	
31	Cooler, both sides (9)	W(C+M)		W			D>300mm	
32	Accumulator	W(C+M)		W			All engines with accumulators with a capacity of > 0,5 l	
33	Piping, pumps, actuators, etc. for hydraulic drive of valves, if applicable	W(C+M)		W			>800 kW/cyl	
34	Engine driven pumps (oil, water, fuel, bilge) other than pumps referred to in item 27 and 33			W			>800 kW/cyl	
35	Bearings for main, crosshead, and crankpin	TR(C)	TR (UT for full contact between base material and bearing metal)		W		>800 kW/cyl	

- (1) Material properties include chemical composition and mechanical properties, and also surface treatment such as surface hardening (hardness, depth and extent), peening and rolling (extent and applied force).
- (2) Non-destructive examination means e.g. ultrasonic testing, crack detection by MPI or DP.
- (3) Hydraulic testing is applied on the water/oil side of the component. Items are to be tested by hydraulic pressure at the pressure equal to 1.5 times the maximum working pressure. High pressure parts of the fuel injection system are to be tested by hydraulic pressure at the pressure equal to 1.5 maximum working pressure or maximum working pressure plus 300 bar, whichever is the less. Where design or testing features may require modification of these test requirements, special consideration may be given.
- (4) Material certification requirements for pumps and piping components are dependent on the operating pressure and temperature. Requirements given in this Table apply except where alternative requirements are explicitly given elsewhere in the Rule requirements.
- (5) For turbochargers, see Sec 14.
- (6) Crankcase explosion relief valves are to be type tested in accordance with App 5 and documented according to [4.3.4].
- (7) Oil mist detection systems are to be type tested in accordance with Appendix 6 and documented according to [4.3.5].
- (8) For Speed governor and overspeed protective devices, see [4.7.3] to [4.7.6].
- (9) Charge air coolers need only be tested on the water side.
- (10) Hydraulic testing is also required for those parts filled with cooling water and having the function of containing the water which is in contact with the cylinder or cylinder liner.

Table 9 : Symbols used in Table 8 (1/7/2016)

Symbol	Description
C	chemical composition
CD	crack detection by MPI or DP
CH	crosshead engines
D	cylinder bore diameter (mm)
GJL	gray cast iron
GJS	spheroidal graphite cast iron
GS	cast steel
M	mechanical properties
SC	society certificate
TR	test report
UT	ultrasonic testing
W	work certificate
X	visual examination of accessible surfaces by the Surveyor

7.3 Hydrostatic tests

7.3.1 (1/7/2016)

In addition to what indicated in Tab 5, pressure pipes, valves and other fittings (used for water, lubricating oil, fuel oil, compressed air and other fluid), are to be subjected to hydrostatic tests at 1,5 times the maximum working pressure, but not less than 0,4 MPa.

7.4 Workshop inspections and testing

7.4.1 (1/7/2016)

In addition to the type test, diesel engines are to be subjected to works trials, which are to be witnessed by the Surveyor except where an Alternative Inspection Scheme has been granted or where otherwise decided by the Society on a case by case basis.

Engines which are to be subjected to trials on the test bed at the Manufacturer's works and under the Society's supervision are to be tested in accordance with the scope as specified below.

Exceptions to this require the agreement of the Society.

Before any official testing, the engines shall be run-in as prescribed by the engine manufacturer.

Adequate test bed facilities for loads as required in [7.4.4] shall be provided. All fluids used for testing purposes such as fuel, lubrication oil and cooling water are to be suitable for the purpose intended, e.g. they are to be clean, pre-heated if necessary and cause no harm to engine parts. This applies to all fluids used temporarily or repeatedly for testing purposes only.

On occasion of the workshop testing, engines are to be inspected for:

- Jacketing of high-pressure fuel oil lines including the system used for the detection of leakage.
- Screening of pipe connections in piping containing flammable liquids.
- Insulation of hot surfaces by taking random temperature readings that are to be compared with corresponding readings obtained during the type test. This shall be done while running at the rated power of engine. Use of contact thermometers may be accepted at the discretion of the attending Surveyor. If the insulation is modified subsequently to the Type Approval Test, the Society may request temperature measurements as required in [6.10.9].

These inspections are normally to be made during the works trials by the manufacturer and the attending surveyor, but at the discretion of the Society parts of these inspections may be postponed to the shipboard testing.

Engines for which an Alternative Inspection Scheme has been agreed with the Manufacturer are to be subjected to trials at the Manufacturer's works in accordance with a procedure previously accepted on a case-by-case basis by the Society and recorded in the documentation relevant to the admission to the Alternative Inspection Scheme.

7.4.2 Objectives (1/7/2016)

The purpose of the works trials is to verify design premises such as power, safety against fire, adherence to approved limits (e.g. maximum pressure), and functionality and to establish reference values or base lines for later reference in the operational phase.

7.4.3 Records (1/7/2016)

a) The following environmental test conditions are to be recorded:

- 1) Ambient air temperature
- 2) Ambient air pressure
- 3) Atmospheric humidity

b) For each required load point, the following parameters are normally to be recorded:

- Power and speed
- Fuel index (or equivalent reading)
- Maximum combustion pressures (only when the cylinder heads installed are designed for such measurement).
- Exhaust gas temperature before turbine and from each cylinder (to the extent that monitoring is required in Sec 14 and [4.7.9]).
- Charge air temperature
- Charge air pressure
- Turbocharger speed (to the extent that monitoring is required in Sec 14).

c) Calibration records for the instrumentation are, upon request, to be presented to the attending Surveyor.

d) For all stages at which the engine is to be tested, the pertaining operational values are to be measured and recorded by the engine manufacturer. All results are to be compiled in an acceptance protocol to be issued by the engine manufacturer. This also includes crankshaft deflections if considered necessary by the engine designer.

e) In each case, all measurements conducted at the various load points are to be carried out at steady state operating conditions. However, for all load points provision should be made for time needed by the Surveyor to carry out visual inspections. The readings for MCR, i.e. 100% power (rated maximum continuous power at corresponding rpm) are to be taken at least twice at an interval of normally 30 minutes.

7.4.4 Test loads (1/7/2016)

Test loads for various engine applications are given below. In addition, the scope of the trials may be expanded depending on the engine application, service experience, or other relevant reasons.

Note 1: Alternatives to the detailed tests may be agreed between the manufacturer and the Society when the overall scope of tests is found to be equivalent.

a) Propulsion engines driving propeller or impeller only

- 1) 100% power (MCR) at corresponding speed n_0 : at least 60 min.

- 2) 110% power at engine speed $1.032n_0$: Records to be taken after 15 minutes or after steady conditions have been reached, whichever is shorter.

Note 2: Only required once for each different engine/turbocharger configuration.

- 3) Approved intermittent overload (if applicable): testing for duration as agreed with the manufacturer.
- 4) 90% (or normal continuous cruise power), 75%, 50% and 25% power in accordance with the nominal propeller curve, the sequence to be selected by the engine manufacturer.
- 5) Reversing manoeuvres (if applicable).

Note 3: After running on the test bed, the fuel delivery system is to be so adjusted that overload power cannot be given in service, unless intermittent overload power is approved by the Society. In that case, the fuel delivery system is to be blocked to that power.

b) Engine driving generators for electric propulsion

- 1) 100% power (MCR) at corresponding speed no.: at least 60 min.
- 2) 110% power at engine speed n_0 : 15 min. - after having reached steady conditions.
- 3) Governor tests for compliance with [4.7.3] and [4.7.5] are to be carried out.
- 4) 75%, 50% and 25% power and idle, the sequence to be selected by the engine manufacturer.

Note 4: After running on the test bed, the fuel delivery system is to be adjusted so that full power plus a 10% margin for transient regulation can be given in service after installation onboard.

The transient overload capability is required so that the required transient governing characteristics are achieved also at 100% loading of the engine, and also so that the protection system of the electric distribution system can be activated before the engine stalls.

c) Engines driving generators for auxiliary purposes

Tests to be performed as per b)

d) Propulsion engines also driving power take off (PTO) generator

- 1) 100% power (MCR) at corresponding speed no.: at least 60 min.
- 2) 110% power at engine speed n^* : 15 min. - after having reached steady conditions.
- 3) Approved intermittent overload (if applicable): testing for duration as agreed with the manufacturer.
- 4) 90% (or normal continuous cruise power), 75%, 50% and 25% power in accordance with the nominal propeller curve or at constant speed no., the sequence to be selected by the engine manufacturer.

Note 5: After running on the test bed, the fuel delivery system is to be adjusted so that full power plus a margin for transient regulation can be given in service after installation onboard. The transient overload capability is required so that the electrical protection of downstream system components is activated before the engine stalls. This margin may be 10% of the engine power but at least 10% of the PTO power.

- e) Engines driving auxiliaries
- 1) 100% power (MCR) at corresponding speed no.: at least 30 min.
 - 2) 110% power at engine speed n° : 15 min. - after having reached steady conditions.
 - 3) Approved intermittent overload (if applicable): testing for duration as agreed with the manufacturer.
 - 4) For variable speed engines, 75%, 50% and 25% power in accordance with the nominal power consumption curve, the sequence to be selected by the engine manufacturer.

Note 6: After running on the test bed, the fuel delivery system is to be so adjusted that overload power cannot be given in service, unless intermittent overload power is approved by the Society. In that case, the fuel delivery system is to be blocked to that power.

7.4.5 Turbocharger matching with engine (1/7/2016)

a) Compressor chart

Turbochargers shall have a compressor characteristic that allows the engine, for which it is intended, to operate without surging during all operating conditions and also after extended periods in operation.

For abnormal, but permissible, operation conditions, such as misfiring and sudden load reduction, no continuous surging shall occur.

In this section, surging and continuous surging are defined as follows:

- Surging means the phenomenon, which results in a high pitch vibration of an audible level or explosion-like noise from the scavenger area of the engine.
- Continuous surging means that surging happens repeatedly and not only once.

b) Surge margin verification

Category C turbochargers used on propulsion engines are to be checked for surge margins during the engine workshop testing as specified below. These tests may be waived if successfully tested earlier on an identical configuration of engine and turbocharger (including same nozzle rings).

- For 4-stroke engines:

The following shall be performed without indication of surging:

- With maximum continuous power and speed (=100%), the speed shall be reduced with constant torque (fuel index) down to 90% power.
- With 50% power at 80% speed (= propeller characteristic for fixed pitch), the speed shall be reduced to 72% while keeping constant torque (fuel index).

- For 2 stroke engines:

The surge margin shall be demonstrated by at least one of the following methods:

- The engine working characteristic established at workshop testing of the engine shall be plotted into the compressor chart of the turbocharger

(established in a test rig). There shall be at least 10% surge margin in the full load range, i.e. working flow shall be 10% above the theoretical (mass) flow at surge limit (at no pressure fluctuations).

- Sudden fuel cut-off to at least one cylinder shall not result in continuous surging and the turbocharger shall be stabilized at the new load within 20 seconds. For applications with more than one turbocharger the fuel shall be cut-off to the cylinders closest upstream to each turbocharger.

This test shall be performed at two different engine loads:

- The maximum power permitted for one cylinder misfiring.
- The engine load corresponding to a charge air pressure of about 0.6 bar (but without auxiliary blowers running).
- No continuous surging is to occur and the turbocharger shall be stabilized at the new load within 20 seconds when the power is abruptly reduced from 100% to 50% of the maximum continuous power.

7.4.6 Integration tests (1/7/2016)

For electronically controlled engines, integration tests are to be made to verify that the response of the complete mechanical, hydraulic and electronic system is as predicted for all intended operational modes and the tests considered as a system are to be carried out at the works. If such tests are technically unfeasible at the works, however, these tests may be conducted during sea trial. The scope of these tests is to be agreed with the Society for selected cases based on the FMEA required in Tab 1.

7.4.7 Component inspections (1/7/2016)

Random checks of components to be presented for inspection after works trials are to be selected by the Manufacturer or by the Surveyor if the works trials are witnessed.

8 Certification

8.1 Testing certification

8.1.1 (1/7/2016)

- a) Engines admitted to an alternative inspection scheme

Works' certificates (W) (see Pt D, Ch 1, Sec 1, [4.2.3]) are required for components and tests indicated in Tab 6 and Tab 7 and for works trials as per [7.4].

- b) Engines not admitted to an alternative inspection scheme

Components certificates are required according to Tab 7. Society Certificate (SC) is required for works trials as per [7.4].

In both cases a) and b), the Manufacturer is to supply:

Pt C, Ch 1, Sec 2

- a) the following information:
- engine type
 - rated power
 - rated speed
 - driven equipment
 - operating conditions
 - list of auxiliaries fitted on the engine
- b) a statement certifying that the engine is in compliance with that type tested. The reference number and date of Certificate are also to be indicated in the statement.

SECTION 3

BOILERS AND PRESSURE VESSELS

1 General

1.1 Principles

1.1.1 Scope of the Rules

The boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. The design is to have regard to materials used in construction, the purpose for which the equipment is intended, the working conditions to which it will be subjected and the environmental conditions on board.

1.1.2 Continuity of service

The Society shall give special consideration to the reliability of single essential propulsion components and may require a separate source of propulsion power sufficient to give the ship a navigable speed, especially in the case of unconventional arrangements.

1.1.3 Propulsion capability

Means shall be provided whereby normal operation of main boilers can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Special consideration is to be given to the malfunctioning of:

- *the sources of steam supply*
- *the boiler feed water systems*
- *the fuel oil supply systems for boilers;*
- *the mechanical air supply for boilers.*

However, the Society, having regard to overall safety considerations, may accept a partial reduction in propulsion capability from normal operation.

1.1.4 Tests

All boilers and other pressure vessels including their associated fittings which are under internal pressure shall be subjected to appropriate tests including a pressure test before being put into service for the first time (see also [7]).

1.1.5 Protection against overpressure

Where main or auxiliary boilers and other pressure vessels or any parts thereof may be subject to dangerous overpressure, means shall be provided where practicable to protect against such excessive pressure.

1.2 Application

1.2.1 Boilers and pressure vessels covered by the Rules

The requirements of this Section apply to:

- all boilers and other steam generators, including the associated fittings and mountings with the exception of those indicated in [1.2.2]
- pressure vessels of metallic construction and heat exchangers, including the associated fittings and mountings with the exception of those indicated in [1.2.2].

1.2.2 Boilers and pressure vessels not covered by the Rules

The following boilers and pressure vessels are not covered by the Rules and will be considered on a case by case basis:

- a) boilers with design pressure $p > 10$ MPa
- b) pressure vessels intended for radioactive material
- c) small pressure vessels included in self-contained domestic equipment.

1.2.3 Pressure vessels not requiring design approval

Plan approval is not required for pressure vessels of class 3 (as specified in [1.4]), having design pressure $p \leq 1$ MPa and product $pV \leq 150$ (V being the internal volume, in dm^3 , calculated deducting the volume of tube bundles, if any).

However, the Society reserves the right to apply all or part of the requirements of this Section to class 3 heat exchangers and pressure vessels, depending on the criticality of the equipment and/or of the system of which they are part.

1.2.4 Pressure vessels covered in other parts of the Rules

Specific requirements relative to pressure vessels for liquefied gases and pressure vessels for refrigerating plants are stipulated in Part E, Chapter 9 and Part F, Chapter 8 respectively.

1.3 Definitions

1.3.1 Pressure vessel

Pressure vessel is a welded or seamless container used for the containment of fluids at a pressure above or below the ambient pressure and at any temperature. Fluid power cylinders in hydraulic or pneumatic plants are also considered pressure vessels.

1.3.2 Fired pressure vessel

Fired pressure vessel is a pressure vessel which is completely or partially exposed to fire from burners or combustion gases.

1.3.3 Unfired pressure vessel

Any pressure vessel which is not a fired pressure vessel is an unfired pressure vessel.

1.3.4 Boiler

- a) Boiler is one or more fired pressure vessels and associated piping systems used for generating steam or hot water at a temperature above 120°C by means of heat resulting from combustion of fuel or from combustion gases.
- b) Any equipment directly connected to the boiler, such as economisers, superheaters, and safety valves, is considered as part of the boiler, if it is not separated from the steam generator by means of any isolating valve. Piping connected to the boiler is considered part of the boiler upstream of the isolating valve and part of the associated piping system downstream of the isolating valve.

1.3.5 Steam generator

Steam generator is a heat exchanger and associated piping used for generating steam. In general, in these Rules, the requirements for boilers are also applicable for steam generators, unless otherwise indicated.

1.3.6 Heat exchanger

Heat exchanger is a pressure vessel used to heat or cool a fluid with another fluid. In general heat exchangers are composed of a number of adjacent chambers, the two fluids flowing separately in adjacent chambers. One or more chambers may consist of bundles of tubes.

1.3.7 Superheaters, economisers, reheaters, de-superheaters

Superheaters, economisers, reheaters and de-superheaters are heat exchangers associated with a boiler.

1.3.8 Incinerator

Incinerator is a shipboard facility for incinerating solid garbage approximating in composition to household garbage and liquid garbage deriving from the operation of the ship (e.g. domestic garbage, cargo-associated garbage, maintenance garbage, operational garbage, cargo residue, and

fishing gear), as well as for burning sludge with a flash point above 60°C.

These facilities may be designed to use the heat energy produced.

1.3.9 Design pressure

The design pressure is the pressure used by the manufacturer to determine the scantlings of the vessel. This pressure cannot be taken less than the maximum working pressure and is to be limited by the set pressure of the safety valve, as prescribed by the applicable Rules.

1.3.10 Design temperature

a) Design temperature is the actual metal temperature of the applicable part under the expected operating conditions, as modified in Tab 1. This temperature is to be stated by the manufacturer and is to take account of the effect of any temperature fluctuations which may occur during the service.

b) The design temperature is to be not less than the temperatures stated in Tab 1, unless specially agreed between the manufacturer and the Society on a case by case basis.

For boilers the design temperature is to be not less than 250 °C.

1.3.11 Boiler heating surface

Heating surface is the area of that part of the boiler through which the heat is supplied to the medium, measured on the side exposed to fire or hot gas.

1.3.12 Maximum steam output

Maximum steam output is the maximum quantity of steam that can be produced continuously by the boiler or steam generator operating under the design steam conditions.

1.3.13 Toxic and corrosive substances

Toxic and corrosive substances are those which are listed in the IMO "International Maritime Dangerous Goods Code (IMDG Code)", as amended.

1.3.14 Ductile material

For the purpose of this Section, ductile material is a material having an elongation over 12%.

Table 1 : Minimum design temperature

TYPE OF VESSEL	MINIMUM DESIGN TEMPERATURE
Pressure parts of pressure vessels and boilers not heated by hot gases or adequately protected by insulation	Maximum temperature of the internal fluid
Pressure vessel heated by hot gases	25°C in excess of the temperature of the internal fluid
Water tubes of boilers mainly subjected to convection heat	25°C in excess of the temperature of the saturated steam
Water tubes of boilers mainly subjected to radiant heat	50°C in excess of the temperature of the saturated steam
Superheater tubes of boilers mainly subjected to convection heat	35°C in excess of the temperature of the saturated steam
Superheater tubes of boilers mainly subjected to radiant heat	50°C in excess of the temperature of the saturated steam
Economiser tubes	35°C in excess of the temperature of the internal fluid
For combustion chambers of the type used in wet-back boilers	50°C in excess of the temperature of the internal fluid
For furnaces, fire-boxes, rear tube plates of dry-back boilers and other pressure parts subjected to similar rate of heat transfer	90°C in excess of the temperature of the internal fluid

Table 2 : Pressure vessels classification

Equipment	class 1	class 2	class 3
Boilers	$p > 0,35 \text{ MPa}$	$p \leq 0,35 \text{ MPa}$	-
Steam heated generators or steam generators heated by another fluid	$p > 1,15 \text{ MPa}$, or $p \cdot D > 1500$	All steam generators which are not class 1	-
Pressure vessels and heat exchangers	$p > 4 \text{ MPa}$, or $t_A > 40 \text{ mm}$, or $T > 350^\circ\text{C}$	$1,75 < p \leq 4 \text{ MPa}$, or $15 < t_A \leq 40 \text{ mm}$, or $150 < T \leq 350^\circ\text{C}$, or $p \cdot t_A > 15$	All pressure vessels and heat exchangers which are not class 1 or 2
Pressure vessels for toxic substances	All	-	-
Pressure vessels for corrosive substances	$p > 4 \text{ MPa}$, or $t_A > 40 \text{ mm}$, or $T > 350^\circ\text{C}$	All pressure vessels which are not class 1	-

Note 1: Whenever the class is defined by more than one characteristic, the equipment is to be considered belonging to the highest class of its characteristics, independently of the values of the other characteristics.

Table 3 : Drawings to be submitted for boilers and steam generators

No.	A/I	Item
1	I	General arrangement plan including valves and fittings
2	A	Material specifications
3	A	Sectional assembly
4	A	Evaporating parts
5	A	Superheater
6	A	De-superheater
7	A	Economiser
8	A	Air heater
9	A	Tubes and tube plates
10	A	Nozzles and fittings
11	A	Safety valves and their arrangement
12	A	Boiler seating
13	I	Fuel oil burning arrangement
14	I	Forced draft system
15	I	Refractor or insulation arrangement
16	A	Boiler instrumentation, monitoring and control system
17	A	Type of safety valves and their lift, discharge rate and setting
18	A	Welding details, including at least: <ul style="list-style-type: none"> • Typical weld joint design • Welding procedure specifications • Post-weld heat treatment

Note 1: A = to be submitted for approval in four copies
I = to be submitted for information in duplicate

1.4 Classes

1.4.1 Boilers and pressure vessels are classed as indicated in Tab 2 in consideration of their service, characteristics and scantlings. The symbols used in the table have the following meanings:

- p : Design pressure, in MPa
 T : Design temperature, in $^\circ\text{C}$
 D : Inside diameter of the vessel, in mm
 t_A : Actual thickness of the vessel, in mm

1.5 Alternative standards

1.5.1

- a) All boilers and pressure vessels are to be designed, constructed, installed and tested in accordance with the applicable requirements of this Section.
- b) The acceptance of national and international standards as an alternative to the requirements of this Section may be considered by the Society on a case by case basis.

1.6 Documentation to be submitted

1.6.1 Boilers

The plans listed in Tab 3 are to be submitted.

The drawings listed in Tab 3 are to contain at least: the constructional details of all pressure parts, such as shells, headers, tubes, tube plates, nozzles; all strengthening members, such as stays, brackets, opening reinforcements and covers; installation arrangements, such as saddles and anchoring system; as well as the information and data indicated in Tab 4.

1.6.2 Other pressure vessels and heat exchangers

The plans listed in Tab 5 are to be submitted.

The drawings listed in Tab 5 are to contain at least the constructional details of all pressure parts, such as shells, headers, tubes, tube plates, nozzles, opening reinforcements and covers, and of all strengthening members, such as stays, brackets and reinforcements.

Table 4 : Information and data to be submitted for boilers and steam generators

No.	Item
1	Design pressure and temperature
2	Pressure and temperature of the superheated steam
3	Pressure and temperature of the saturated steam
4	Maximum steam production per hour
5	Evaporating surface of the tube bundles and water-walls
6	Heating surface of the economiser, superheater and air-heater
7	Surface of the furnace
8	Volume of the combustion chamber
9	Temperature and pressure of the feed water
10	Type of fuel to be used and fuel consumption at full steam production
11	Number and capacity of burners

Table 5 : Drawings, information and data to be submitted for pressure vessels and heat exchangers

No.	A/I	Item
1	I	General arrangement plan including nozzles and fittings
2	A	Sectional assembly
3	A	Material specifications
4	A	Welding details, including at least: <ul style="list-style-type: none"> • Typical weld joint design • Welding procedure specifications • Post-weld heat treatments
5	I	Design data, including at least design pressure and design temperatures (as applicable)
6	A	For seamless (extruded) pressure vessels, the manufacturing process including: <ul style="list-style-type: none"> • A description of the manufacturing process with indication of the production controls normally carried out in the manufacturer's works • Details of the materials to be used (specification, yield point, tensile strength, impact strength, heat treatment) • Details of the stamped marking to be applied
7	I	Type of fluid or fluids contained

Note 1: A = to be submitted for approval in four copies
I = to be submitted for information in duplicate

1.6.3 Incinerators

Incinerators will be considered on a case by case basis, based on their actual arrangement, using the applicable requirements for boilers and pressure vessels.

2 Design and Construction - Principles

2.1 Materials

2.1.1 Materials for high temperatures

- Materials for pressure parts having a design temperature exceeding the ambient temperature are to have mechanical and metallurgical properties adequate for the design temperature. Their allowable stress limits are to be determined as a function of the temperature, as per [3.2].
- When the design temperature of pressure parts exceeds 400°C, alloy steels are to be used. Other materials are subject of special consideration by the Society.

2.1.2 Materials for low temperatures

Materials for pressure parts having a design temperature below the ambient temperature are to have notch toughness properties suitable for the design temperature.

2.1.3 Cast iron

Grey cast iron is not to be used for:

- class 1 and class 2 pressure vessels
- class 3 pressure vessels with design pressure $p > 0,7\text{MPa}$ or product $pV > 15$, where V is the internal volume of the pressure vessel in m^3
- Bolted covers and closures of pressure vessels having a design pressure $p > 1\text{MPa}$, except for covers intended for boiler shells, for which [2.2.3] applies.

Spheroidal cast iron may be used subject to the agreement of the Society following special consideration. However, it is not to be used for parts having a design temperature exceeding 350°C.

2.1.4 Valves and fittings for boilers

- Ductile materials are to be used for valves and fittings intended to be mounted on boilers. The material is to have mechanical and metallurgical characteristics suitable for the design temperature and for the thermal and other loads imposed during the operation.
- Grey cast iron is not to be used for valves and fittings which are subject to dynamic loads, such as safety valves and blow-down valves, and in general for fittings and accessories having design pressure p exceeding 0,3 MPa and design temperature T exceeding 220°C.
- Spheroidal cast iron is not to be used for parts having a design temperature T exceeding 350°C.
- Bronze is not to be used for parts having design temperature T exceeding 220°C for normal bronzes and 260°C for bronzes suitable for high temperatures. Copper and aluminium brass are not to be used for fittings with design temperature T above 200°C and copper-nickel for fittings with design temperature T exceeding 300°C.

2.1.5 Alternative materials

In the case of boilers or pressure vessels constructed in accordance with one of the standards considered acceptable by the Society as per [1.5], the material specifications are to be in compliance with the requirements of the standard used.

2.2 Boilers and other steam generators

2.2.1 Insulation of headers and combustion chambers

Those parts of headers and/or combustion chambers which are not protected by tubes and are exposed to radiant heat or to high temperature gases are to be covered by suitable insulating material.

2.2.2 Connections of tubes to drums and tube plates

Tubes are to be adequately secured to drums and/or tube plates by expansion, welding or other appropriate procedure.

- Where the tubes are secured by expanding or equivalent process, the height of the shoulder bearing the tube, measured parallel to the tube axis, is to be at least 1/5 of the hole diameter, but not less than 9 mm for tubes normal to the tube plate or 13 mm for tubes angled to the tube plate. The tubes ends are not to project over the other face of the tube plate more than 6 mm.
- The tube ends intended to be expanded are to be partially annealed when the tubes have not been annealed by the manufacturer.

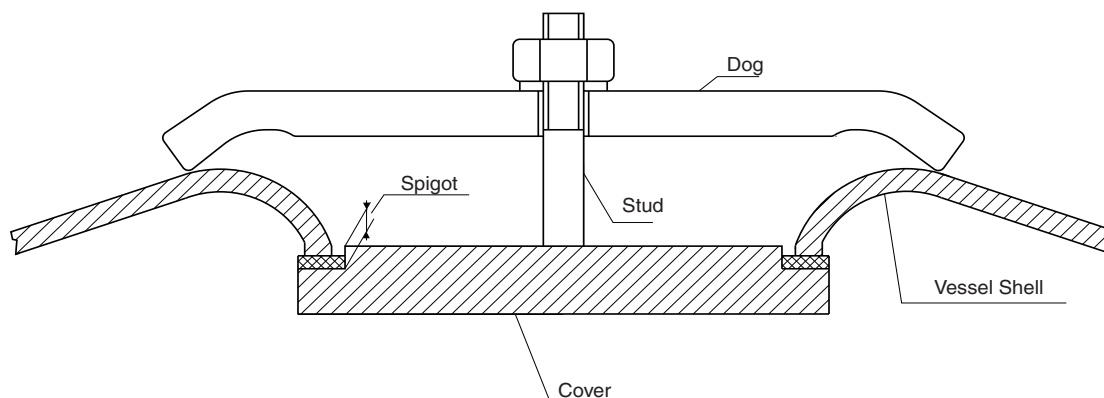
2.2.3 Access arrangement

- Boilers are to be provided with openings in sufficient number and size to permit internal examination, cleaning and maintenance operations. In general, all pressure vessels which are part of a boiler with inside diameter exceeding 1200 mm, and those with inside diameter exceeding 800 mm and length exceeding 2000 mm, are to be provided with access manholes.
- Manholes are to be provided in suitable locations in the shells, headers, domes, and steam and water drums, as

applicable. The "net" (actual hole) dimension of elliptical or similar manholes is to be not less than 300 mm x 400 mm. The "net" diameter of circular manholes (actual hole) cannot be less than 400 mm. The edges of manholes are to be adequately strengthened to provide compensation for vessel openings in accordance with [3.3.10] and [3.4.8], as applicable.

- In pressure vessels which are part of a boiler and are not covered by the requirement in a) above, or where an access manhole cannot be fitted, at least the following openings are to be provided, as far as practicable:
 - Head holes: minimum dimensions: 220mm x 320mm (320 mm diameter if circular)
 - Handholes: minimum dimensions: 87mm x 103mm
 - Sight holes: minimum diameter: 50 mm.
- Sight holes may only be provided when the arrangement of manholes, head holes, or handholes is impracticable.
- Covers for manholes and other openings are to be made of ductile steel, dished or welded steel plates or other approved design. Grey cast iron may be used only for small openings, such as handholes and sight holes, provided the design pressure p does not exceed 1 MPa and the design temperature T does not exceed 220°C.
- Covers are to be of self-closing internal type. Opening covers of other type, having a diameter not exceeding 150 mm, may be accepted by the Society.
- Covers of the internal type are to have a spigot passing through the opening. The clearance between the spigot and the edge of the opening is to be uniform for the whole periphery of the opening and is not to exceed 1,5 mm. Fig 1 shows a typical arrangement.
- Closing devices of internal type covers, having dimensions not exceeding 180mm x 230mm, may be fitted with a single fastening bolt or stud. Larger closing devices are to be fitted with at least two bolts or studs. For fastening bolt or stud arrangement see Fig 1.
- Covers are to be designed so as to prevent the dislocation of the required gasket by the internal pressure. Only continuous ring gaskets may be used for packing.

Figure 1 : Opening cover



2.2.4 Fittings

- a) In general, cocks and valves are to be designed in accordance with the requirements in Sec 10, [2.7.2].
- b) Cocks, valves and other fittings are to be connected directly or as close as possible to the boiler shell.
- c) Cocks and valves for boilers are to be arranged in such a way that it can be easily seen when they are open or closed and so that their closing is obtained by a clockwise rotation of the actuating mechanism.

2.2.5 Boiler burners

Burners are to be arranged so that they cannot be withdrawn unless the fuel supply to the burners is cut off.

2.2.6 Allowable water levels

- a) In general, for water tube boilers the lowest permissible water level is just above the top row of tubes when the water is cold. Where the boiler is designed not to have fully submerged tubes, when the water is cold, the lowest allowable level indicated by the manufacturer is to be indicated on the drawings and submitted to the Society for consideration.
- b) For fire tube boilers with combustion chamber integral with the boiler, the minimum allowable level is to be at least 50 mm above the highest part of the combustion chamber.
- c) For vertical fire tube boilers the minimum allowable level is 1/2 of the length of the tubes above the lower tube sheet.

2.2.7 Steam outlets

- a) Each boiler steam outlet, if not serving safety valves, integral superheaters and other appliances which are to have permanent steam supply during boiler operation, is to be fitted with an isolating valve secured either directly to the boiler shell or to a standpipe of substantial thickness, as short as possible, and secured directly to the boiler shell.
- b) The number of auxiliary steam outlets is to be reduced to a minimum for each boiler.
- c) Where several boilers supply steam to common mains, the arrangement of valves is to be such that it is possible to positively isolate each boiler for inspection and maintenance. In addition, for water tube boilers, non-return devices are to be fitted on the steam outlets of each boiler.
- d) Where steam is used for essential auxiliaries (such as whistles, steam operated steering gears, steam operated electric generators, etc.) and when several boilers are fitted on board, it is to be possible to supply steam to these auxiliaries with any one of these boilers out of operation.
- e) Each steam stop valve exceeding 150 mm nominal diameter is to be fitted with a bypass valve.

2.2.8 Feed check valves

- a) Each fired boiler supplying steam to essential services is to be fitted with at least two feed check valves connected to two separate feed lines. For unfired steam generators a single feed check valve may be allowed.
- b) Feed check valves are to be secured directly to the boiler or to an integral economiser. Water inlets are to be separated. Where, however, feed check valves are secured to an economiser, a single water inlet may be allowed provided that each feed line can be isolated without stopping the supply of feed water to the boiler.
- c) Where the economisers may be bypassed and cut off from the boiler, they are to be fitted with pressure-limiting type valves, unless the arrangement is such that excessive pressure cannot occur in the economiser when cut off.
- d) Feed check valves are to be fitted with control devices operable from the stokehold floor or from another appropriate location. In addition, for water tube boilers, at least one of the feed check valves is to be arranged so as to permit automatic control of the water level in the boiler.
- e) Provision is to be made to prevent the feed water from getting in direct contact with the heated surfaces inside the boiler and to reduce, as far as possible and necessary, the thermal stresses in the walls.

2.2.9 Blow-down devices

- a) Each boiler is to be fitted with at least one bottom blow-down valve or cock and, where necessary, with a similar valve or cock for scumming from the surface. These valves or cocks are to be secured directly to the boiler shell and are to be connected to overboard discharge pipes.
- b) The diameter of valves or cocks and of the connected piping is not to be less than 20 mm and need not be more than 40 mm.
- c) Where the bottom blow-down valve may not be directly connected to the boiler shell in water tube boilers, the valve may be placed immediately outside the boiler casing with a pipe of substantial thickness suitably supported and protected from the heat of the combustion chamber.
- d) Where two or more boilers have the bottom blow-down and surface scumming-off valves connected to the same discharge, the relevant valves and cocks are to be of the non-return type to prevent the possibility of the contents of one boiler passing to another.

2.2.10 Drains

Each superheater, whether or not integral with the boiler, is to be fitted with cocks or valves so arranged that it is possible to drain it completely.

2.2.11 Water sample

- a) *Every boiler shall be provided with means to supervise and control the quality of the feed water. Suitable arrangements shall be provided to preclude, as far as*

practicable, the entry of oil or other contaminants which may adversely affect the boiler.

- b) For this purpose, boilers are to be fitted with at least one water sample cock or valve. This device is not to be connected to the water level standpipes.
- c) Suitable inlets for water additives are to be provided in each boiler.

2.2.12 Marking of boilers

- a) Each boiler is to be fitted with a permanently attached plate made of non-corrosive metal, with indication of the following information, in addition to the identification marks (name of manufacturer, year and serial number):
- the design pressure
 - the design temperature
 - the test pressure and the date of the test
- b) Markings may be directly stamped on the vessel if this does not produce notches having an adverse influence on its behaviour in service.
- c) For lagged vessels, these markings are also to appear on a similar plate fitted above the lagging.

2.3 Boiler and steam generator safety valves

2.3.1 Safety valve arrangement

- a) Every steam boiler and every steam generator with a total heating surface of 50 m² and above is to be provided with not less than two spring loaded safety valves of adequate capacity. For steam boilers and steam generators having heating surface less than 50 m², only one safety valve need be fitted.
- b) Where a superheater is an integral part of the boiler, at least one safety valve is to be located on the steam drum and at least one at the superheater outlet. The valves fitted at the superheater outlet may be considered as part of the boiler safety valves required in a) provided that their capacity does not account for more than 25% of the total capacity required in [2.3.2], unless specially considered by the Society.
- c) Where fitted, superheaters which may be shut-off from the boiler, are to be provided with at least one safety valve; such valve(s) cannot be considered as part of the boiler safety valves required in a).
- d) In the case of boilers fitted with a separate steam accumulator, safety valves may be fitted on the accumulator if no shut-off is provided between it and the boiler and if the connecting pipe is of a size sufficient to allow the whole steam production to pass through, without increasing the boiler pressure more than 10% above the design pressure.

2.3.2 Orifice minimum aggregate area

- a) The minimum aggregate area of the orifices of the safety valves in way of the seat is to be determined by the appropriate formula below.
- Saturated steam:

$$A = c \cdot \frac{d}{h} \cdot \frac{W}{10,2 \cdot p + 1}$$

- Superheated steam:

$$A_s = c \cdot \frac{d}{h} \cdot \frac{W_s}{10,2 \cdot p + 1} \cdot \left(1 + \frac{T_s}{556}\right)$$

where:

- A : Aggregate area, in mm², of the orifices in way of the seat, for saturated steam safety valves
- A_s : Aggregate area, in mm², as defined above, for superheated steam safety valves
- p : Maximum working pressure of the boiler or other steam generator, in MPa
- p_s : Maximum working pressure of the superheated steam, in MPa
- W : Maximum steam production, in kg/h.

Under no circumstances, the value of W is to be based on evaporating capacities (referring to evaporating surfaces of the boiler concerned) not less than the following:

- 14 kg/(m² × h) for exhaust gas heated boilers
- 29 kg/(m² × h) for coal fired or oil fired boilers
- 60 kg/(m² × h) for water walls of oil fired boilers

- W_s : Steam relieving capacity, in kg/h, of the valves fitted at the superheater outlet. This capacity is to be such that, during the discharge of safety valves, a sufficient quantity of steam is circulated through the superheater to avoid damage
- d/h : Ratio of the actual orifice diameter in way of the seat to the actual lift of the safety valve plug. The values of d/h are to be taken not less than 4 and not greater than 24.
For valves of common type, or where the lift of the plug is not known, the value d/h = 24 is to be used
- c : 0,875 for safety valves whose relieving capacity has not been ascertained experimentally as specified hereunder
0,485/Z where Z is the flow coefficient, for valves of large relieving capacity ascertained experimentally as directed by the Society, in the presence of the Surveyor. The flow coefficient Z is to be taken as the ratio of 90% of the experimentally checked relieving capacity to the theoretical relieving capacity calculated with a flow coefficient equal to 1. Values of Z higher than 0,88 are not to be used
- T_s : Temperature of superheated steam, in °C

- b) The orifice diameter in way of the safety valves seat is not to be less than 40 mm. Where only one safety valve need be fitted, the orifice minimum diameter is not to be less than 50 mm. Valves of large relieving capacity

with 15 mm minimum diameter may be accepted for boilers with steam production not exceeding 2000 kg/h.

- c) Independently of the above requirements, the aggregate capacity of the safety valves is to be such as to discharge all the steam that can be generated without causing a transient pressure rise of more than 10% over the design pressure.

2.3.3 Safety valves operated by pilot valves

The arrangement on the superheater of large relieving capacity safety valves, operated by pilot valves fitted in the saturated steam drum, is to be specially considered by the Society.

2.3.4 Steam heated steam generator protection

Steam heated steam generators are also to be protected against possible damage resulting from failure of the heating coils. In this case, the area of safety valves calculated as stated in [2.3.2] may need to be increased to the satisfaction of the Society, unless suitable devices limiting the flow of steam in the heating coils are provided.

2.3.5 Safety valve setting

- a) Safety valves are to be set under steam in the presence of the Surveyor to a pressure not higher than 1,03 times the design pressure.
- b) Safety valves are to be so constructed that their setting may not be increased in service and their spring may not be expelled in the event of failure. In addition, safety valves are to be provided with simple means of lifting the plug from its seat from a safe position in the boiler or engine room.
- c) Where safety valves are provided with means for regulating their relieving capacity, they are to be so fitted that their setting cannot be modified when the valves are removed for surveys.

2.3.6 Safety valve fitting on boiler

- a) The safety valves of a boiler are to be directly connected to the boiler and separated from other valve bodies.
- b) Where it is not possible to fit the safety valves directly on the superheater headers, they are to be mounted on a strong nozzle fitted as close as practicable to the superheater outlet. The cross-sectional area for passage of steam through restricted orifices of the nozzles is not to be less than 1/2 the aggregate area of the valves, calculated with the formulae of [2.3.2], when $d/h \geq 8$, and not less than the aggregate area of the valves, when $4 \leq d/h < 8$.
- c) Safety valve bodies are to be fitted with drain pipes of a diameter not less than 20 mm for double valves, and not less than 12 mm for single valves, leading to the bilge or to the hot well. Valves or cocks are not to be fitted on drain pipes.

2.3.7 Exhaust pipes

- a) The minimum cross-sectional area of the exhaust pipes of safety valves which have not been experimentally tested is not to be less than 11,5 h/d times the aggregate area as calculated by the formulae in [2.3.2]. However,

this area is not to be less than 1,1 times the safety valve aggregate area.

- b) The minimum cross-sectional area of the exhaust pipes of large relieving capacity safety valves whose capacity has been experimentally tested is to be not less than $18 Z \times h/d$ times the aggregate area calculated by the formulae in [2.3.2].
- c) The cross-sectional area of the exhaust manifold of safety valves is to be not less than the sum of the areas of the individual exhaust pipes connected to it.
- d) Silencers fitted on exhaust manifolds are to have a free passage area not less than that of the manifolds.
- e) The strength of exhaust manifolds and pipes and associated silencers is to be such that they can withstand the maximum pressure to which they may be subjected, which is to be assumed not less than 1/4 of the safety valve setting pressure.
- f) In the case that the discharges from two or more valves are led to the same exhaust manifold, provision is to be made to avoid the back pressure from the valve which is discharging influencing the other valves.
- g) Exhaust manifolds are to be led to the open and are to be adequately supported and fitted with suitable expansion joints or other means so that their weight does not place an unacceptable load on the safety valve bodies.

2.4 Pressure vessels

2.4.1 Access arrangement

The access requirements for boilers stated in [2.2.3], except item (f), are also applicable for other pressure vessels.

2.4.2 Safety valves

- a) Pressure vessels which are part of a system are to be provided with safety valves, or equivalent devices, if they are liable to be isolated from the system safety devices. This provision is also to be made in all cases in which the vessel pressure can rise, for any reason, above the design pressure. See also [6.3] for grouped pressure vessels.
- b) In particular, air pressure vessels which can be isolated from the safety valves ensuring their protection in normal service are to be fitted with another safety device, such as a rupture disc or a fusible plug, in order to ensure their discharge in case of fire. This device is to discharge to the open.
- c) Safety devices ensuring protection of pressure vessels in normal service are to be rated to operate before the pressure exceeds the maximum working pressure by more than 5%.

2.4.3 Protection of heat exchangers

Special attention is to be paid to the protection against over-pressure of vessels, such as heat exchangers, which have parts that are designed for a pressure which is below that to which they might be subjected in the case of rupture of the tubular bundles or coils contained therein and that have been designed for a higher pressure.

2.4.4 Corrosion protection

Vessels and equipment containing media that might lead to accelerated corrosion are to be suitably protected.

2.4.5 Drainage

- a) Each air pressure vessel is to be fitted with a drainage device allowing the evacuation of any oil or water accumulated in the vessel.
- b) Drainage devices are also to be fitted on other vessels, in particular steam vessels, in which condensation water is likely to accumulate.

2.4.6 Marking

- a) Each pressure vessel is to be fitted with a permanently attached plate made of non-corrosive metal, with indication of the following information, in addition to the identification marks (name of manufacturer, year and serial number):
 - the design pressure
 - the design temperature
 - the test pressure and the date of the test
- b) Markings may be directly stamped on the vessel if this does not produce notches having an adverse influence on its behaviour in service.
- c) For smaller pressure vessels the indication of the design pressure only may be sufficient.

2.5 Thermal oil heaters and other pressure vessels associated with thermal oil installations

2.5.1 General

- a) The following requirements apply to thermal oil heaters in which organic liquids (thermal oils) are heated by oil fired burners, exhaust gases or electricity to temperatures below their initial boiling point at atmospheric pressure.
- b) Thermal oils are only to be used within the limits set by the manufacturer.
- c) Means are to be provided for manual operation. However, at least the temperature control device on the oil side and flow monitoring are to remain operative even in manual operation.
- d) Means are to be provided to take samples of thermal oil.

2.5.2 Thermal oil heaters

- a) Heaters are to be so constructed that neither the surfaces nor the thermal oil becomes excessively heated at any point. The flow of the thermal oil is to be ensured by forced circulation.
- b) The surfaces which come into contact with the thermal oil are to be designed for the design pressure, subject to the minimum pressure of 1 MPa.
- c) Copper and copper alloys are not permitted.
- d) Heaters heated by exhaust gas are to be provided with inspection openings at the exhaust gas intake and outlet.
- e) Oil fired heaters are to be provided with inspection openings for examination of the combustion chamber.

The opening for the burner may be considered as an inspection opening, provided its size is sufficient for this purpose.

- f) Heaters are to be fitted with means enabling them to be completely drained.
- g) Thermal oil heaters heated by exhaust gas are to be fitted with a permanent system for extinguishing and cooling in the event of fire, for instance a pressure water spraying system.

2.5.3 Safety valves

Each heater is to be equipped with at least one safety valve having a discharge capacity at least equal to the increase in volume of the thermal oil at the maximum heating power. During discharge the pressure may not increase above 10% over the design pressure.

2.5.4 Pressure vessels

The design pressure of all vessels which are part of a thermal oil system, including those open to the atmosphere, is to be taken not less than 0,2 MPa.

2.5.5 Equipment of the expansion, storage and drain tanks

For the equipment to be installed on expansion, storage and drain tanks, see Sec 10, [13].

2.5.6 Marking

Each thermal oil heater and other pressure vessels which are part of a thermal oil installation are to be fitted with a permanently attached plate made of non-corrosive metal, with indication of the following information, in addition to the identification marks (name of manufacturer, year and serial number):

- a) Heaters
 - Maximum allowable heating power
 - Design pressure
 - Maximum allowable discharge temperature
 - Minimum flow rate
 - Liquid capacity
- b) Vessels
 - Design pressure
 - Design temperature
 - Capacity.

2.6 Special types of pressure vessels

2.6.1 Seamless pressure vessels (bottles)

Each bottle is to be marked with the following information:

- Name or trade name of the manufacturer
- Serial number
- Type of gas
- Capacity
- Test pressure
- Empty weight
- Test stamp.

2.6.2 Steam condensers

- a) The water chambers and steam spaces are to be fitted with doors for inspection and cleaning.
- b) Where necessary, suitable diaphragms are to be fitted for supporting tubes.
- c) Condenser tubes are to be removable.
- d) High speed steam flow, where present, is to be prevented from directly striking the tubes by means of suitable baffles.
- e) Suitable precautions are to be taken in order to avoid corrosion on the circulating water side and to provide an efficient grounding.

2.7 Additional requirements for shell type exhaust gas economisers

2.7.1 Application

These requirements apply to shell type exhaust gas economisers that are intended to be operated in a flooded condition and that can be isolated from the steam piping system.

2.7.2 Design and Construction

Design and construction of shell type exhaust gas economisers are to pay particular attention to the welding, heat treatment and inspection arrangements at the tube plate connection to the shell.

2.7.3 Pressure Relief (1/7/2016)

The requirements given in [2.3.1] apply.

To avoid the accumulation of condensate on the outlet side of safety valves, the discharge pipes and/or safety valve housings are to be fitted with drainage arrangements from the lowest part, directed with continuous fall to a position clear of the shell type exhaust gas economisers where it will not pose threats to either personnel or machinery. No valves or cocks are to be fitted in the drainage arrangements.

Full details of the proposed arrangements to satisfy the requirements in this paragraph are to be submitted for approval.

2.7.4 Pressure Indication

Every shell type exhaust gas economiser is to be provided with a means of indicating the internal pressure located so that the pressure can be easily read from any position from which it may be controlled.

2.7.5 Lagging

Every shell type exhaust gas economiser is to be provided with removable lagging at the circumference of the tube end plates to enable ultrasonic examination of the tube plate to shell connection.

2.7.6 Feed Water

Every shell type exhaust gas economiser is to be provided with arrangements for preheating and de-aeration, addition of water treatment or combination thereof to control the quality of feed water to within the Manufacturer's recommendations.

2.7.7 Operating Instructions

The Manufacturer is to provide operating instructions for each shell type exhaust gas economiser which are to include reference to:

- a) Feed water treatment and sampling arrangements
- b) Operating temperatures - exhaust gas and feed water temperatures
- c) Operating pressure
- d) Inspection and cleaning procedures
- e) Records of maintenance and inspection
- f) The need to maintain adequate water flow through the economiser under all operating conditions
- g) Periodical operational checks of the safety devices to be carried out by the operating personnel and to be documented accordingly
- h) Procedures for using the exhaust gas economiser in the dry condition
- i) Procedures for maintenance and overhaul of safety valves.

3 Design and construction - Scantlings

3.1 General

3.1.1 Application

- a) In general, the formulae in this Section do not take into account additional stresses imposed by effects other than pressure, such as stresses deriving from the static and dynamic weight of the vessel and its content, external loads from connecting equipment and foundations, etc. For the purpose of the Rules these additional loads may be neglected, provided it can reasonably be presumed that the actual average stresses of the vessel, considering all these additional loads, would not increase more than 10% with respect to the stresses calculated by the formulae in this Section.
- b) Where it is necessary to take into account additional stresses, such as dynamic loads, the Society reserves the right to ask for additional requirements on a case by case basis.

3.1.2 Additional requirements

When pressure parts are of an irregular shape, such as to make it impossible to check the scantlings by applying the formulae of this Section, the approval is to be based on other means, such as burst and/or deformation tests on a prototype or by another method agreed upon between the manufacturer and the Society.

3.2 Permissible stresses

3.2.1 Permissible stress tables

The permissible stresses K , in N/mm^2 , for steels, to be used in the formulae of this Section, may be determined from Tab 6, Tab 7, Tab 8 and Tab 9, where R_m is the ultimate strength of the material in N/mm^2 . For intermediate values of the temperature, the value of K is to be obtained by linear interpolation.

Table 6 : Permissible stresses K for carbon steels intended for boilers and thermal oil heaters

Carbon steel	T (°C)	≤ 50	100	150	200	250	300	350	400
R _m = 360 N/mm ² Grade HA	t ≤ 15 mm	133	109	107	105	94	77	73	72
	15 mm < t ≤ 40 mm	128	106	105	101	90	77	73	72
	40 mm < t ≤ 60 mm	122	101	99	95	88	77	73	72
R _m = 360 N/mm ² Grades HB, HD	t ≤ 15 mm	133	127	116	103	79	79	72	69
	15 mm < t ≤ 40 mm	133	122	114	102	79	79	72	69
	40 mm < t ≤ 60 mm	133	112	107	99	79	79	72	69
R _m = 410 N/mm ² Grade HA	t ≤ 15 mm	152	132	130	126	112	94	89	86
	15 mm < t ≤ 40 mm	147	131	124	119	107	94	89	86
	40 mm < t ≤ 60 mm	141	120	117	113	105	94	89	86
R _m = 410 N/mm ² Grades HB, HD	t ≤ 15 mm	152	147	135	121	107	95	88	84
	15 mm < t ≤ 40 mm	152	142	133	120	107	95	88	84
	40 mm < t ≤ 60 mm	152	134	127	117	107	95	88	84
R _m = 460 N/mm ² Grades HB, HD	t ≤ 15 mm	170	164	154	139	124	111	104	99
	15 mm < t ≤ 40 mm	169	162	151	137	124	111	104	99
	40 mm < t ≤ 60 mm	162	157	147	136	124	111	104	99
R _m = 510 N/mm ² Grades HB, HD	t ≤ 60 mm	170	170	169	159	147	134	125	112

Table 7 : Permissible stresses K for carbon steels intended for other pressure vessels

Carbon steel	T (°C)	≤ 50	100	150	200	250	300	350	400
R _m = 360 N/mm ² Grade HA	t ≤ 15 mm	133	117	115	112	100	83	78	77
	15 mm < t ≤ 40 mm	133	114	113	108	96	83	78	77
	40 mm < t ≤ 60 mm	130	108	105	101	94	83	78	77
R _m = 360 N/mm ² Grades HB, HD	t ≤ 15 mm	133	133	123	110	97	85	77	73
	15 mm < t ≤ 40 mm	133	131	122	109	97	85	77	73
	40 mm < t ≤ 60 mm	133	119	115	106	97	85	77	73
R _m = 410 N/mm ² Grade HA	t ≤ 15 mm	152	141	139	134	120	100	95	92
	15 mm < t ≤ 40 mm	152	134	132	127	114	100	95	92
	40 mm < t ≤ 60 mm	150	128	121	112	112	100	95	92
R _m = 410 N/mm ² Grades HB, HD	t ≤ 15 mm	152	152	144	129	114	101	94	89
	15 mm < t ≤ 40 mm	152	152	142	128	114	101	94	89
	40 mm < t ≤ 60 mm	152	143	139	125	114	101	94	89
R _m = 460 N/mm ² Grades HB, HD	t ≤ 15 mm	170	170	165	149	132	118	111	105
	15 mm < t ≤ 40 mm	170	170	161	147	132	118	111	105
	40 mm < t ≤ 60 mm	170	167	157	145	132	118	111	105
R _m = 510 N/mm ² Grades HB, HD	t ≤ 60 mm	189	189	180	170	157	143	133	120

Table 8 : Permissible stresses K for alloy steels intended for boilers and thermal oil heaters

Alloy steel	T(°C)	≤ 50	100	150	200	250	300	350	400	450	475	500	525	550	575	600
0,3Mo	t ≤ 60 mm	159	153	143	134	125	106	100	94	91	89	87	36			
1Cr 0,5Mo	t ≤ 60 mm	167	167	157	144	137	128	119	112	106	104	103	55	31	19	
2,25Cr 1Mo (1)	t ≤ 60 mm	170	167	157	147	144	137	131	125	119	115	112	61	41	30	22
2,25Cr 1Mo (2)	t ≤ 60 mm	170	167	164	161	159	147	141	130	128	125	122	61	41	30	22

(1) Normalised and tempered
(2) Normalised and tempered or quenched and tempered

Table 9 : Permissible stresses K for alloy steels intended for other pressure vessels

Alloy steel	T(°C)	≤ 50	100	150	200	250	300	350	400	450	475	500	525	550	575	600
0,3Mo	t ≤ 60 mm	159	159	153	143	133	113	107	100	97	95	93	38			
1Cr 0,5Mo	t ≤ 60 mm	167	167	167	154	146	137	127	119	113	111	110	59	33	20	
2,25Cr 1Mo (1)	t ≤ 60 mm	183	174	167	157	154	146	140	133	127	123	119	65	44	32	23
2,25Cr 1Mo (2)	t ≤ 60 mm	174	174	174	172	170	157	150	139	137	133	130	65	44	32	23

(1) Normalised and tempered
(2) Normalised and tempered or quenched and tempered

3.2.2 Direct determination of permissible stresses

The permissible stresses K, where not otherwise specified, may be taken as indicated below.

a) Steel:

The permissible stress is to be the minimum of the values obtained by the following formulae:

$$K = \frac{R_{m,20}}{2,7}$$

$$K = \frac{R_{S,MIN,T}}{A}$$

$$K = \frac{S_A}{A}$$

where:

$R_{m,20}$: Minimum tensile strength at ambient temperature (20°C), in N/mm²

$R_{S,MIN,T}$: Minimum between R_{eH} and $R_{p 0,2}$ at the design temperature T, in N/mm²

S_A : Average stress to produce creep rupture in 100000 hours, in N/mm², at the design temperature T

A : Safety factor taken as follows, when reliability of $R_{S,MIN,T}$ and S_A values are proved to the Society's satisfaction:

- 1,6 for boilers and other steam generators
- 1,5 for other pressure vessels
- specially considered by the Society if average stress to produce creep rupture in more than 100000 hours is used instead of S_A

In the case of steel castings, the permissible stress K, calculated as above, is to be decreased by 20%. Where steel castings are subjected to non-destructive tests, a

smaller reduction up to 10% may be taken into consideration by the Society.

b) Spheroidal cast iron:

The permissible stress is to be the minimum of the values obtained by the following formulae:

$$K = \frac{R_{m,20}}{4,8}$$

$$K = \frac{R_{S,MIN,T}}{3}$$

c) Grey cast iron:

The permissible stress is obtained by the following formula:

$$K = \frac{R_{m,20}}{10}$$

d) Copper alloys:

The permissible stress is obtained by the following formula:

$$K = \frac{R_{m,T}}{4}$$

where:

$R_{m,T}$: Minimum tensile strength at the design temperature T, in N/mm²

e) Aluminium and aluminium alloys:

The permissible stress is to be the minimum of the values obtained by the following formulae:

$$K = \frac{R_{m,T}}{4}$$

$$K = \frac{R_{e,H}}{1,5}$$

where:

$R_{e,H}$: Minimum yield stress, in N/mm²

f) Additional conditions:

- In special cases the Society reserves the right to apply values of permissible stress K lower than those specified above.
- In the case of boilers or other steam generators, the permissible stress K is not to exceed 170 N/mm².
- For materials other than those listed above the permissible stress is to be agreed with the Society on a case by case basis.

3.3 Cylindrical, spherical and conical shells with circular cross-sections subject to internal pressure

3.3.1 Cylindrical shell thickness

- a) The minimum thickness of cylindrical, spherical and conical shells with circular cross-sections is not to be less than the value t, in mm, calculated by one of the following formulae, as appropriate. Cylindrical tube plates pierced by a great number of tube holes are to have thickness calculated by the applicable formula in [3.3.2], [3.3.3], [3.3.4] and [3.7.2].
- b) The thicknesses obtained by the formulae in [3.3.2], [3.3.3], [3.3.4], are "net" thicknesses, as they do not include any corrosion allowance. Unless a greater value is agreed in the vessel contract specification, the thickness obtained by the above formulae is to be increased by 0.75 mm. See also [3.3.7].

3.3.2 Cylindrical shells

- a) When the ratio external diameter/inside diameter is equal to or less than 1,5, the minimum thickness of cylindrical shells is given by the following formula:

$$t = \frac{pD}{2Ke - p}$$

where:

- p : Design pressure, in MPa
 D : Inside diameter of vessel, in mm
 K : Permissible stress, in N/mm², obtained as specified in [3.2]
 e : Efficiency of welded joint. For the value of the efficiency e, see [3.3.5].

- b) The minimum thickness of shells having ratio external diameter/inside diameter exceeding 1,5 is subject of special consideration.

3.3.3 Spherical shells

- a) When the ratio external diameter/inside diameter is equal to or less than 1,5, the minimum thickness of spherical shells is given by the following formula:

$$t = \frac{pD}{4Ke - p}$$

For the meaning of the symbols, see [3.3.2].

- b) The minimum thickness of shells having ratio external diameter/inside diameter exceeding 1,5 is subject of special consideration.

3.3.4 Conical shells

- a) The following formula applies to conical shells of thickness not exceeding 1/6 of the external diameter in way of the large end of the cone.

$$t = \frac{pD}{(2Ke - p) \cdot \cos\varphi}$$

For the meaning of the symbols, see [3.3.2].

D is measured in way of the large end of the cone and φ is the angle of slope of the conical section of the shell to the pressure vessel axis (see Fig 2). When φ exceeds 75°, the shell thickness is to be taken as required for flat heads, see [3.5].

- b) The minimum thickness of shells having thickness exceeding 1/6 of the external diameter in way of the large end of the cone is subject of special consideration.
- c) Conical shells may be made of several ring sections of decreasing thickness. The minimum thickness of each section is to be obtained by the formula in a) using for D the maximum diameter of the considered section.
- d) In general, the junction with a sharp angle between the conical shell and the cylindrical or other conical shell, having different angle of slope, is not allowed if the angle of the generating line of the shells to be assembled exceeds 30°.
- e) The shell thickness in way of knuckles is subject of special consideration by the Society.

3.3.5 Efficiency

The values of efficiency e to be used in the formulae in [3.3.2], [3.3.3] and [3.3.4] are indicated in Tab 10.

Table 10 : Efficiency of unpierced shells

Case	e
Seamless shells	1
Shells of class 1 vessels (1)	1
Shells of class 2 vessels (with partial radiographic examination of butt-joints)	0,85
Shells of class 2 vessels (without radiographic examination of butt-joints)	0,75
Shells of class 3 vessels	0,6
(1) In special cases the Society reserves the right to take a factor e < 1, depending on the welding procedure adopted for the welded joint.	

3.3.6 Minimum thickness

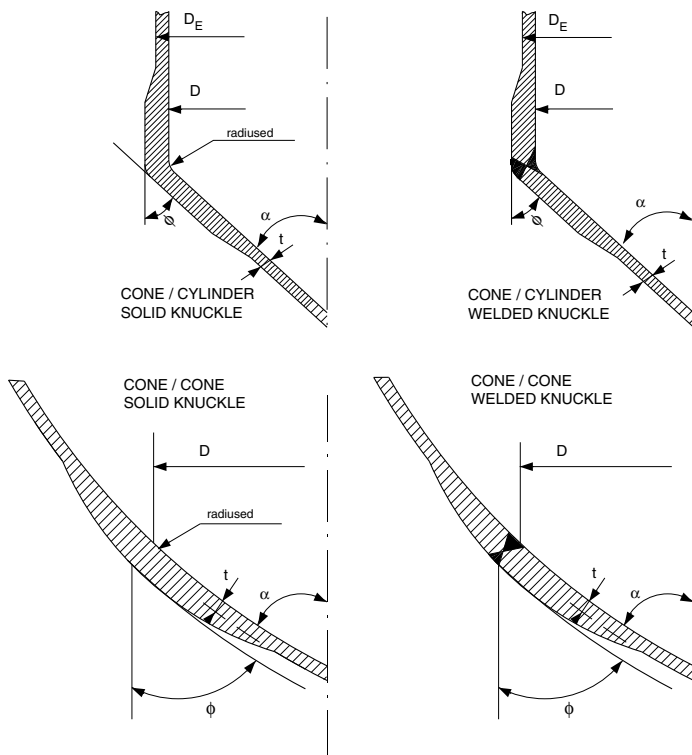
Irrespective of the value calculated by the formulae in [3.3.2], [3.3.3] [3.3.4], the thickness t of shells is to be not less than one of the following values, as applicable:

- for pressure vessels:
 - in carbon and low alloy steel: $t = 3 + D/1500$ mm
 - in stainless steel and non-ferrous materials: $t = 3$ mm
- for unpierced plates of boilers: $t = 6$ mm
- for boiler cylindrical tube plates: $t = 9,5$ mm.

No corrosion allowance needs to be added to the above values.

For pressure vessels where the cylindrical part is made of a pipe or where corrosion-resistant materials are used, a smaller minimum thickness may be accepted.

Figure 2 : Conic shells



3.3.7 Corrosion allowance

The Society reserves the right to increase the corrosion allowance value in the case of vessels exposed to particular accelerating corrosion conditions. The Society may also consider the reduction of this factor where particular measures are taken to effectively reduce the corrosion rate of the vessel.

3.3.8 Openings in shells

- a) In general, the largest dimensions of the openings in shells are not to exceed:
 - for shells up to 1500 mm in diameter D_E : $1/2 D_E$, but not more than 500 mm
 - for shells over 1500 mm in diameter D_E : $1/3 D_E$, but not more than 1000 mm

where D_E is the vessel external diameter, in mm.

Greater values may be considered by the Society on a case by case basis.

- b) In general, in oval or elliptical openings the ratio major diameter/minor diameter is not to exceed 2.
- c) Openings are considered isolated when the distance between the centres of two adjacent holes in the longitudinal axis is not less than:

$$d + 1,1(D \cdot t_A)^{0,5} \quad \text{or}$$

$$5 d$$

whichever is the lesser, where:

d : Diameter of the openings, in mm, (if the two openings have different diameter, d is the average diameter).

3.3.9 Openings requiring compensation

The following openings are to be compensated in accordance with the requirements of [3.3.10]:

- a) Isolated openings in shell plates having a diameter, in mm, greater than the smaller of the following values:

$$2,5 t + 70 \quad \text{or}$$

$$\frac{D}{6} \quad \text{or}$$

$$200 \text{ mm}$$

whichever is the lesser, where t is the thickness calculated by the formulae in [3.3.2], [3.3.3] or [3.3.4] as applicable, using an efficiency value e equal to 1 and not adding the corrosion constant.

- b) Non-isolated openings.

3.3.10 Compensation of openings in shells

- a) The compensation area is to be provided in each diametrical direction of the opening and is to be at least equal to the area of the missing material in that direction, corrected as indicated in b).

The area of the missing material in one direction is the width of the opening in that direction multiplied by the required minimum shell thickness calculated by the formulae in [3.3.2], [3.3.3], or [3.3.4], as applicable,

using an efficiency value e equal to 1 without corrosion constant.

- b) The area corresponding to the maximum opening diameter for which compensation is not required may be deducted from the computation of the compensating area to be provided.
- c) Material around the opening outside the width exceeding the opening radius in any direction is not to be included in the calculation of the compensation.
- d) Excess thickness in the shell with respect to the Rule thickness t , calculated as indicated in a), may be considered as contributing to the compensation of the opening for a width not exceeding the opening radius.
- e) Where nozzles are welded to the shell, their excess thickness with respect to the Rule thickness, calculated in accordance with the requirements in [3.6.1], may be considered as contributing to the compensation of the hole for a height h , in mm, equal to:

$$h = [(d_B - 2t_B) \cdot t_B]^{0.5}$$
 where d_B and t_B are the values, in mm, of the outer diameter and thickness of the nozzle, respectively. See also Fig 3.
- f) The sectional area of welds connecting compensating parts may be included in the compensation calculation if they fall inside the area mentioned in a).
- g) If the material of rings, nozzles and reinforcement collars has a lower permissible stress than the shell material, the compensating area is to be proportionally increased.
- h) Fig 3 summarises the compensation criteria described in the above items.
- i) Different arrangements will be specially considered by the Society on a case by case basis.

3.3.11 Cylindrical shells pierced by tube holes

For the minimum thickness of cylindrical shells pierced by tube holes, see [3.7.1].

3.3.12 Covers

- a) Circular, oval and elliptical inspection openings are to be provided with steel covers. Inspection openings on boilers with a diameter not exceeding 150 mm and on pressure vessels may be closed by blind flanges.
- b) The thickness of the opening covers is not to be less than the value t , in mm, given by the following formula:

$$t = 1,22 \cdot a \cdot \left(\frac{pC}{K}\right)^{0,5}$$

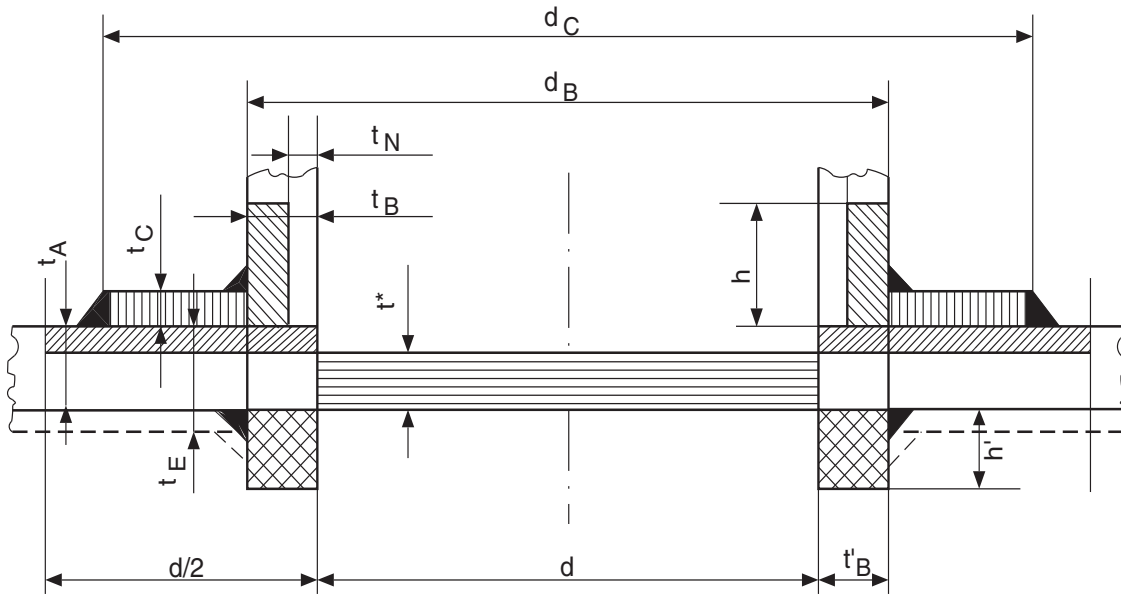
where:

- a : The minor axis of the oval or elliptical opening, measured at half width of gasket, in mm
- b : The major axis of the oval or elliptical opening, measured at half width of the gasket, in mm
- C : Coefficient in Tab 11 as a function of the ratio b/a of the axes of the oval or elliptical opening, as defined above. For intermediate values of the ratio b/a , the value of C is to be obtained by linear interpolation.

For circular openings the diameter d , in mm, is to be used in the above formula instead of a .

- c) The thickness obtained by the formula in a) is "net" thickness, as it does not include any corrosion allowance. Unless a greater value is agreed in the vessel contract specification, the thickness obtained by the above formula is to be increased by 1 mm. See also [3.3.7]

Figure 3 : Opening compensation



- AREA TO BE COMPENSATED = $(d \text{ minus largest acceptable non-compensated hole diameter}) \cdot t^*$
- EXCESS OF SHELL THICKNESS = $d (t_A - t^*)$
- EXCESS OF NOZZLE THICKNESS = $2h (t_B - t_N)$
- NOZZLE EXTENSION INSIDE SHELL = $2h \cdot t'_B$
- WELDINGS TOTAL AREA
- COMPENSATION = $(d_C - d_B) t_C$ with $(d_C - d_B) \leq d$

t^* = thickness calculated with $e = 1$ and without corrosion constant

t_E = actual thickness "as built" including corrosion allowance

$$\text{Diagonal lines} + \text{Cross-hatch} + \text{Cross-hatch} + \text{Solid black} + \text{Vertical lines} > \text{Horizontal lines}$$

Table 11 : Coefficient C

b/a	1,00	1,05	1,10	1,15	1,20	1,25	1,30	1,40	1,50	1,60
C	0,206	0,220	0,235	0,247	0,259	0,271	0,282	0,302	0,321	0,333
b/a	1,70	1,80	1,90	2,00	2,50	3,00	3,50	4,00	4,50	5,00
C	0,344	0,356	0,368	0,379	0,406	0,433	0,449	0,465	0,473	0,480

3.4 Dished heads subject to pressure on the concave (internal) side

3.4.1 Dished heads for boiler headers

Dished heads for boiler headers are to be seamless.

3.4.2 Dished head profile

The following requirements are to be complied with for the determination of the profile of dished heads (see Fig 4 (a) and (b)).

a) Ellipsoidal heads:

$$H \geq 0,2 D$$

where:

H : External depth of head, in mm, measured from the start of curvature at the base.

D : Outside diameter of the head base, in mm

b) Torispherical heads:

$$R_{IN} \leq D$$

$$r_{IN} \geq 0,1 D$$

$$r_{IN} \geq 3 t$$

$$H \geq 0,18 D$$

where:

R_{IN} : Internal radius of the spherical part, in mm

r_{IN} : Internal knuckle radius, in mm

D : Outside diameter of the head base, in mm

H : External depth of head calculated by the following formula (see Fig 4 (b)):

$$H = R_E - [(R_E - 0,5 D) \cdot (R_E + 0,5 D - 2 r_E)]^{0,5}$$

where:

R_E : External radius of the spherical part, in mm

r_E : External knuckle radius, in mm.

3.4.3 Required thickness of solid dished heads

a) The minimum thickness of solid (not pierced) hemispherical, torispherical, or ellipsoidal unstayed dished heads, subject to pressure on the concave (internal) side, is to be not less than the value t , in mm, calculated by the following formula:

$$t = \frac{pDC}{2Ke}$$

where:

C : Shape factor, obtained from the graph in Fig 5, as a function of H/D and t/D

for other symbols, see [3.3.2].

b) The thickness obtained by the formula in a) is "net" thickness, as it does not include any corrosion allowance. Unless a greater value is agreed in the vessel contract specification, the thickness obtained by the above formula is to be increased by 0.75 mm. See also [3.3.7].

3.4.4 Composed torispherical heads

a) Torispherical heads may be constructed with welded elements of different thickness (see Fig 6).

b) Where a torispherical head is built in two sections, the thickness of the torispherical part is to be obtained by the formula in [3.4.3], while the thickness of the spherical part may be obtained by the formula in [3.3.3].

c) The spherical part may commence at a distance from the knuckle not less than:

$$0,5 \cdot (R_{IN} \cdot t)^{0,5}$$

where:

R_{IN} : Internal radius of the spherical part, in mm

t : Knuckle thickness, in mm

3.4.5 Minimum thickness

Irrespective of the value calculated in [3.4.3] and [3.4.4] the thickness t of dished heads is not to be less than:

- 3 + D/1500 mm for normal pressure vessels in carbon and low alloy steel
- 3 mm for normal pressure vessels in stainless steel and non-ferrous materials
- 6 mm for boiler pressure vessels

No corrosion allowance needs to be added to the above values.

3.4.6 Connection of heads to cylindrical shells

The heads are to be provided, at their base, with a cylindrical skirt not less than $2t$ in length and with a thickness in no case less than the Rule thickness of a cylindrical shell of the same diameter and the same material, calculated by the formula given in [3.3.2] using the same efficiency factor e adopted for calculation of the head thickness. Fig 7 and Fig 8 show typical admissible attachments of dished ends to cylindrical shells.

In particular, hemispherical heads not provided with the above skirt are to be connected to the cylindrical shell if the latter is thicker than the head, as shown in Fig 8.

Other types of connections are subject of special consideration by the Society.

Figure 4 : Dished head profiles

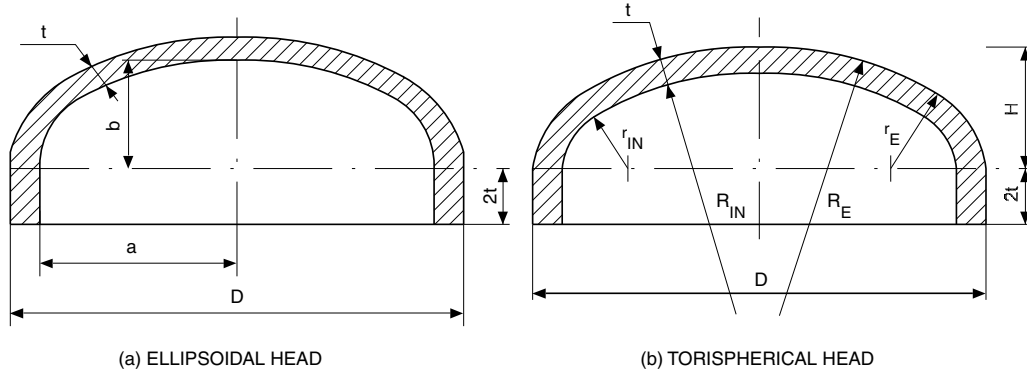


Figure 5 : Shape factor for dished heads

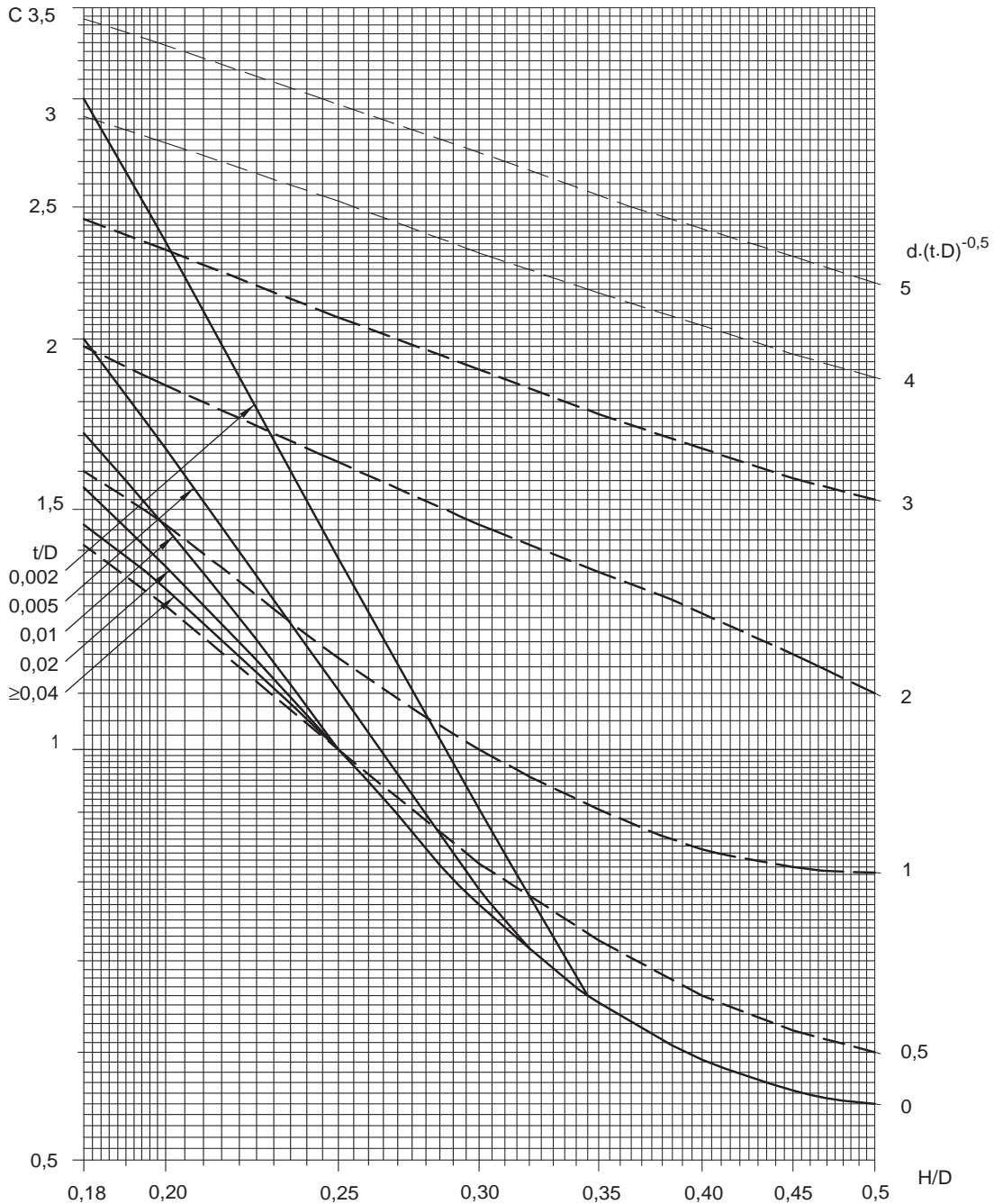
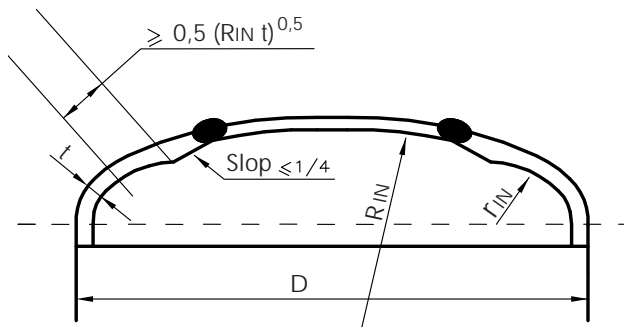


Figure 6 : Composed torispherical head



3.4.7 Dished heads with openings

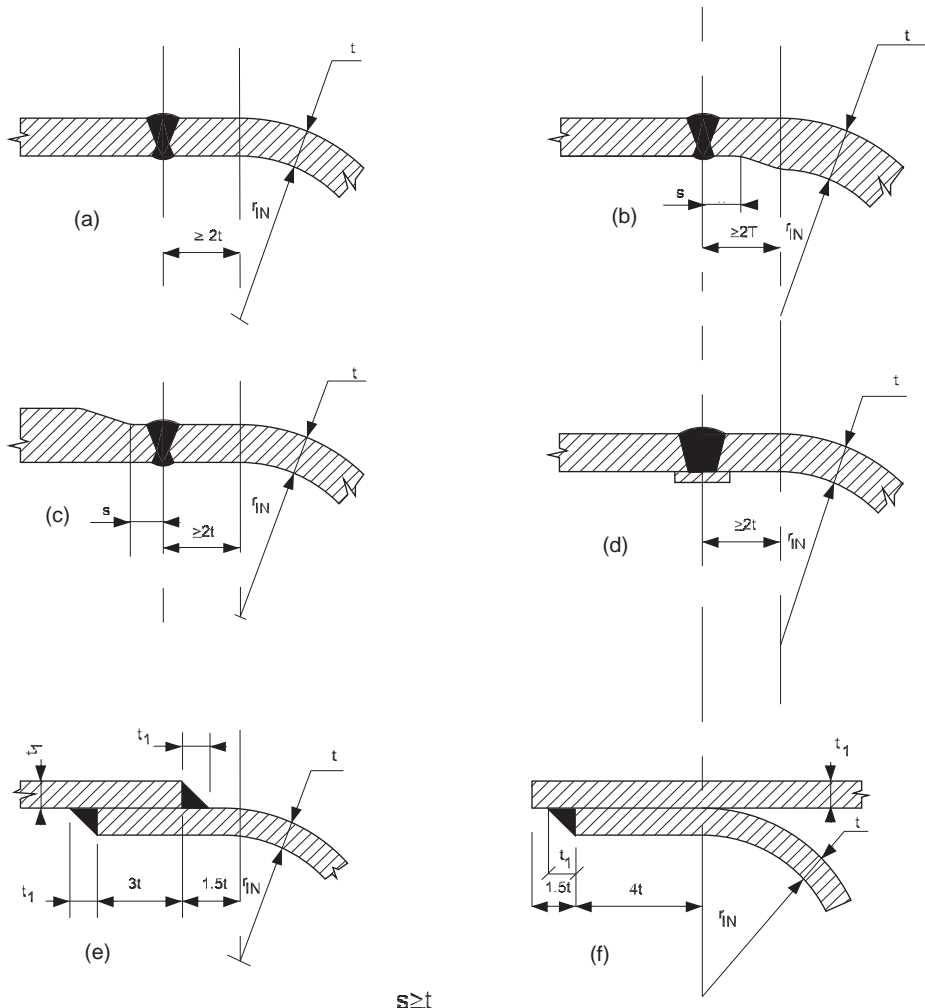
- a) The openings in dished heads may be circular, elliptical or oval.
- b) The largest diameter of the non-compensated opening is not to exceed one half of the external diameter of the head.

- c) The opening is to be so situated that its projection, or its reinforcement projection in the case of compensated openings, is completely contained inside a circle having its centre at the centre of the head and a diameter of 0,8D, D being the external diameter of the head (see Fig 9). However, a small reinforced opening for drainage may be accepted outside the indicated area.
- d) In the case of non-compensated openings (for this purpose, flanged openings are also to be considered as non-compensated), the head thickness is not to be less than that calculated by the formula in [3.4.3] using the smallest of the shape factors C obtained from the graph in Fig 5 as a function of:

$$H/D \text{ and } t/D \text{ or } H/D \text{ and } d.(t.D)^{-0,5},$$

where d is the diameter of the largest non-compensated opening in the head, in mm. For oval and elliptical openings, d is the width of the opening in way of its major axis.

Figure 7 : Typical attachment of dished heads to cylindrical shells



$$s \geq t$$

- Types shown in (a), (b) and (c) are acceptable for all pressure vessels.
- Type shown in (d) is acceptable for class 2 and class 3 pressure vessels.
- Types shown in (e) and (f) are acceptable for class 3 pressure vessels only.

e) In all cases the diameter D of the head base, the head thickness t and the diameter d of the largest non-compensated opening are to be such as to meet the following requirements:

- The position of non-compensated openings in the heads is to be as shown in Fig 9
- For flanged openings, the radius r of the flanging (see Fig 9) is not to be less than 25 mm
- The thickness of the flanged part may be less than the Rule thickness.

3.4.8 Compensated openings in dished heads

- a) Where openings are cut in dished heads and the proposed thickness of the head is less than that calculated by the formula in [3.4.3], the openings are to be compensated.
- b) Fig 22, Fig 23, Fig 24 and Fig 25 show typical connections of nozzles and compensating rings.
- c) The opening is considered sufficiently compensated when the head thickness t is not less than that calculated in accordance with [3.4.3] and using the shape-factor C obtained from the graph in Fig 5 using the value:

$$\left(d - \frac{A}{t}\right) \cdot (tD)^{-0.5}$$

in lieu of:

$$d \cdot (tD)^{-0.5}$$

where:

- A : Area, in mm², of the total transverse section of the compensating parts
- t : Actual thickness of the head, in mm, in the zone of the opening under consideration

d) When A/t > d, the coefficient C is to be determined using the curve corresponding to the value:

$$d \cdot (tD)^{-0.5} = 0$$

e) If necessary, calculations are to be repeated.

3.4.9 Compensation criteria

In the evaluation of the area A, the following is also to be taken into consideration:

a) The material that may be considered for compensating an opening is that located around the opening up to a distance l from the edge of the opening. The distance l, in mm, is the lesser obtained from the following formulae:

$$l = 0,5 d$$

$$l = (2 R_{IN} t)^{0.5}$$

where:

- d : Diameter of the opening, in mm
- R_{IN} : Internal radius of the spherical part, in mm, in the case of hemispherical or torispherical heads

In the case of ellipsoidal heads, R_{IN} is to be calculated by the following formula (see Fig 4 a):

$$R_{IN} = \frac{[a^4 - x^4(a^2 - b^2)]^{3/2}}{a^4 b}$$

where;

- a : Half the major axis of the elliptical meridian section of the head, in mm
- b : Half the minor axis of the above section, in mm
- x : Distance between the centre of the hole and the rotation axis of the shell, in mm.

b) In the case of nozzles or pads welded in the hole, the section corresponding to the thickness in excess of that required is to be considered for the part which is subject to pressure and for a depth h, in mm, both on the external and internal sides of the head, not greater than:

$$(d_B \cdot t_B)^{0.5}$$

where d_B and t_B are the diameter of the opening and the thickness of the pad or nozzle, in mm, respectively. See also Fig 3.

c) The area of the welding connecting nozzle and pad reinforcements may be considered as a compensating section.

d) If the material of reinforcement pads, nozzles and collars has a permissible stress lower than that of the head material, the area A, to be taken for calculation of the coefficient C, is to be reduced proportionally.

3.5 Flat heads

3.5.1 Unstayed flat head minimum thickness

a) The minimum thickness of unstayed flat heads is not to be less than the value t, in mm, calculated by the following formula:

$$t = D \left(\frac{100p}{CK} \right)^{0.5}$$

where:

- p : Design pressure, in MPa
- K : Permissible stress, in N/mm², obtained as specified in [3.2]
- D : Diameter of the head, in mm. For circular section heads, the diameter D is to be measured as shown in Fig 10 and Fig 11 for various types of heads. For rectangular section heads, the equivalent value for D may be obtained from the following formula:

$$D = a \left[3,4 - 2,4 \left(\frac{a}{b} \right) \right]^{0.5}$$

a and b being the smaller and larger side of the rectangle, respectively, in mm.

C : The values given below, depending on the various types of heads shown in Fig 10 and Fig 11:

Fig 10(a): C = 400 for circular heads

Fig 10(b): C = 330 for circular heads

Fig 10(c): C = 350 for circular heads

Fig 10(d): C = 400 for circular heads and C = 250 for rectangular heads

- Fig 10(e): C = 350 for circular heads and
C = 200 for rectangular heads
- Fig 10(f) : C = 350 for circular heads
- Fig 10(g): C = 300 for circular heads
- Fig 10(h): C = 350 for circular heads and
C = 200 for rectangular heads
- Fig 11(i) : C = 350 for circular heads and
C = 200 for rectangular heads
- Fig 11(j) : C = 200 for circular heads
- Fig 11(k) : C = 330 for circular heads
- Fig 11(l) : C = 300 for circular heads
- Fig 11(m): C = 300 for circular heads
- Fig 11(n): C = 400 for circular heads
- Fig 11(o): C = value obtained from the following formula, for circular heads:

$$C = \frac{100}{0,3 + \frac{1,9Fh}{pD^3}}$$

where:

h : Radial distance, in mm, from the pitch centre diameter of bolts to the circumference of diameter D, as shown in Fig 11(o).

F : Total bolt load, in N, to be taken as the greater of the following values F₁ and F₂:

$$F_1 = 0,785 D p (D + m b)$$

$$F_2 = 9,81 y D b$$

with:

b : Effective half contact width of the gasket, in mm, calculated as follows:

$$b = 0,5 N \text{ for } N < 13 \text{ mm, and}$$

$$b = 1,8 N^{0,5} \text{ for } N \geq 13 \text{ mm}$$

where N is the geometric contact width of the gasket, in mm, as indicated in Fig 11(o)

m, y : Adimensional coefficients, whose values are given in Tab 12, depending on the type of gasket.

The adoption of one of the above-mentioned heads is subject to the Society's approval depending upon its use. Types of heads not shown in Fig 10 and Fig 11 will be the subject of special consideration by the Society.

- b) The thickness obtained by the formula in a) is "net" thickness, as it does not include any corrosion allowance. Unless a greater value is agreed in the vessel contract specification, the thickness obtained by the above formula is to be increased by 1 mm. See also [3.3.7].

Figure 8 : Connection of hemispherical head to the cylindrical shell

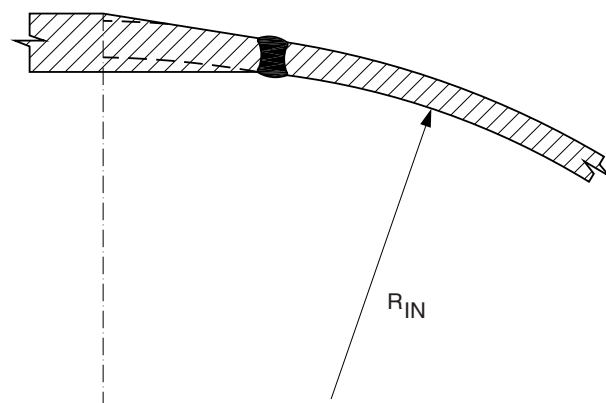
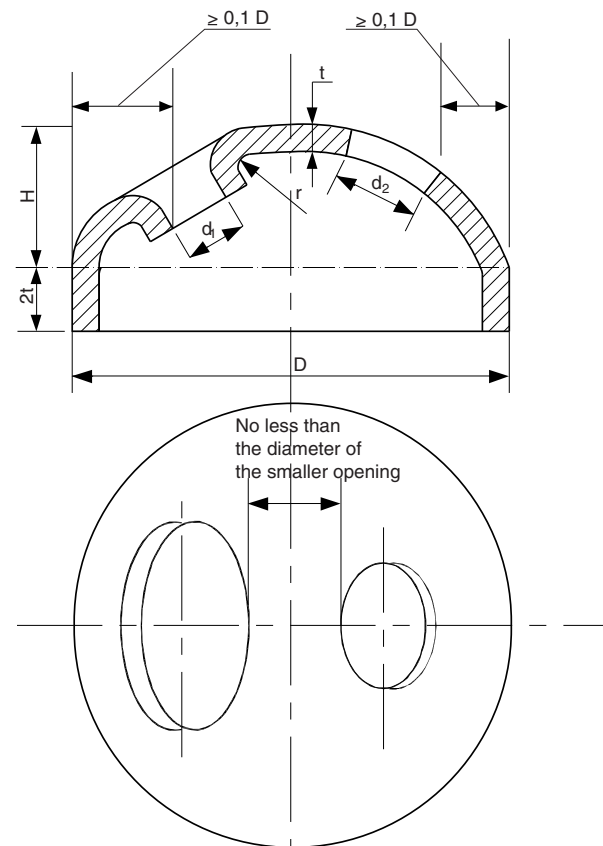


Figure 9 : Openings on dished heads



3.5.2 Stayed flat head minimum thickness

For the minimum thickness of stayed flat heads, see [3.8.4].

3.5.3 Compensation of openings in flat plates

Openings in flat plates for inspection purposes or for connection of fittings are to be compensated by reinforcement collars or by flanges.

In the latter case, the depth h of the flange, in mm, measured from the outer surface, is not to be less than the value obtained from the following formula:

$$h = (t \cdot d_M)^{0,5}$$

where t and d_M are the values, in mm, of the plate thickness and of the minimum width of the opening.

Table 12 : Coefficients m and y

Type of gasket	m	y
Self-sealing, metal or rubber (e.g. O-ring)	0	0
Rubber with cotton fabric	10	0,88
Rubber with reinforcing fabric with or without metal wire:		
- 3 layers	18	4,85
- 2 layers	20	6,4
- 1 layers	22	8,2
Synthetic fibre with suitable binders:		
- 3 mm thick	16	3,5
- 1,5 mm thick	22	8,2
Organic fibre	14	2,4
Metal spiral lined with synthetic fibre:		
- Carbon Steel	20	6,4
- Stainless Steel	24	9,9
Synthetic fibre with plain metal lining:		
- Copper	28	14,0
- Iron	30	16,8
- Stainless steel	30	20,0
Solid metal:		
- Copper	38	28,7
- Iron	44	39,8
- Stainless steel	52	57,5

3.6 Nozzles

3.6.1 Thickness

- a) The thickness t , in mm, of nozzles attached to shells and headers of boilers is not to be less than:

$$t = \frac{d_E}{25} + 2,5$$

where d_E is the outside diameter of nozzle, in mm.

The thickness of the nozzle is, however, to be not less than the thickness required for the piping system attached to the vessel shell calculated at the vessel design pressure, and need not to be greater than the thickness of the shell to which it is connected.

- b) The thickness of the nozzle attached to shells and headers of other pressure vessels is not to be less than the thickness required for the piping system attached to the vessel shell calculated at the vessel design pressure, and need not be greater than the thickness of the shell to which it is connected.
- c) Where a branch is connected by screwing, the thickness of the nozzle is to be measured at the root of the thread.

3.6.2 Nozzle connection to vessel shell

- a) In general, the axis of the nozzle is not to form an angle greater than 15° with the normal to the shell.
- b) Fig 22, Fig 23, Fig 24 and Fig 25 show some typical acceptable connections of nozzles to shells. Other types of connections will be considered by the Society on a case by case basis.

3.7 Water tube boilers

3.7.1 Drums and headers

The scantlings of cylindrical drums and headers pierced by pipe holes are to be obtained by the applicable formulae in [3.3], [3.4], [3.5], [3.7.2] and [3.7.3].

Figure 10 : Types of unstayed flat heads (1)

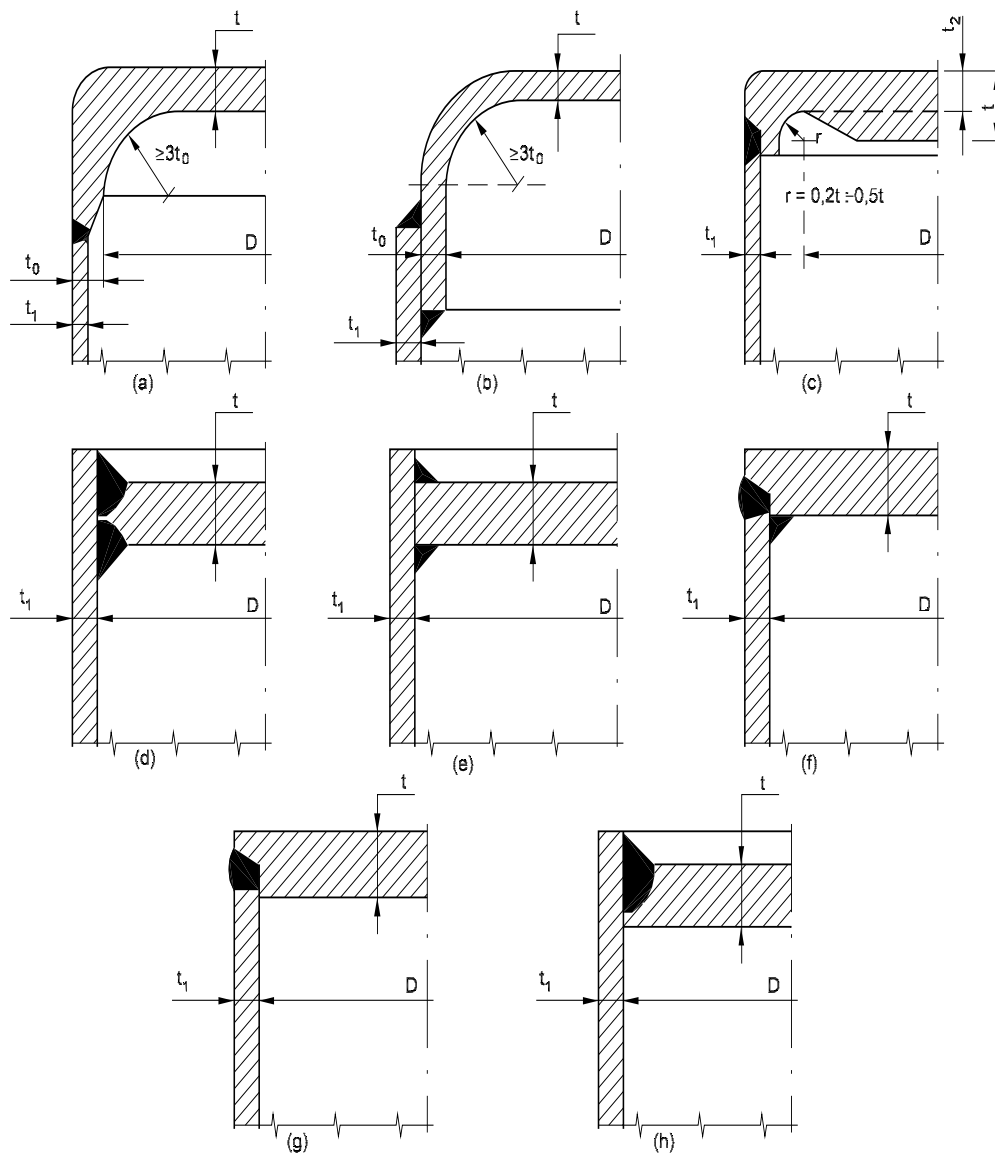
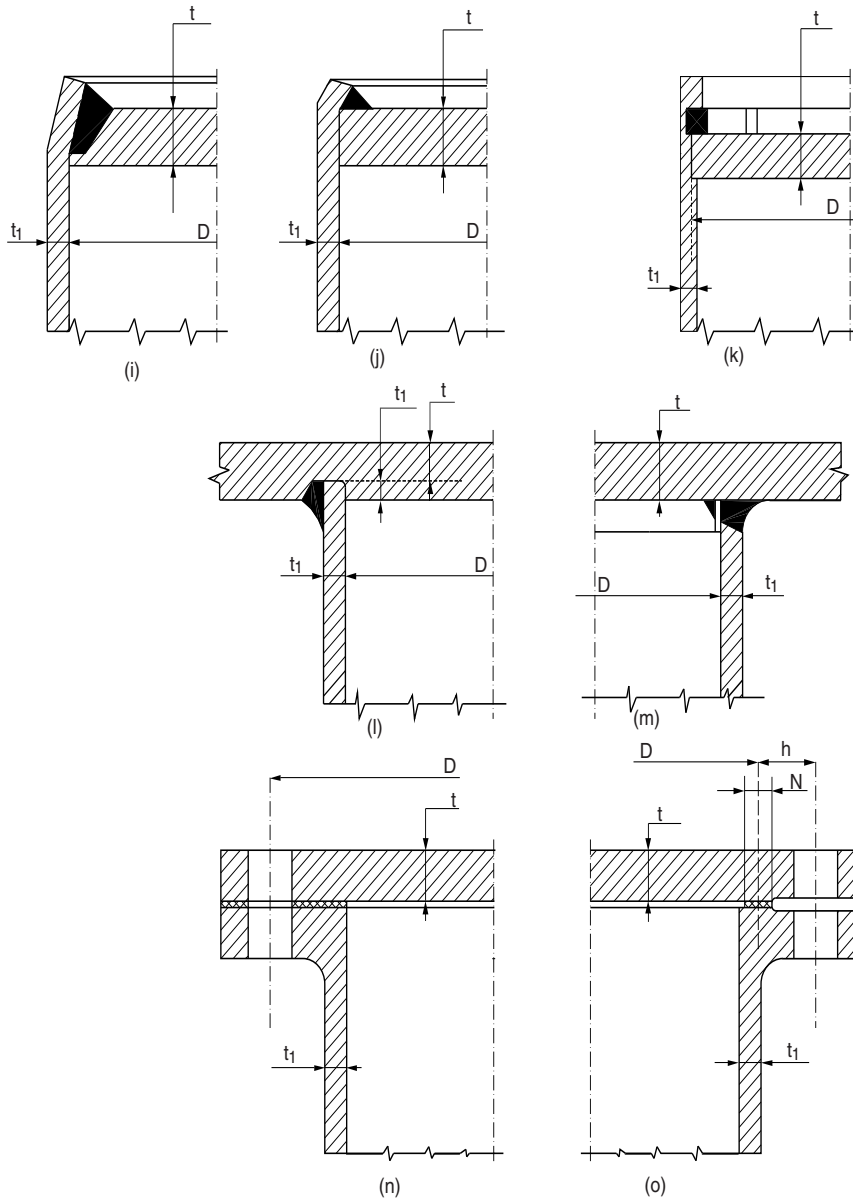


Figure 11 : Types of unstayed flat heads (2)



3.7.2 Efficiency factor of tube holes in cylindrical tube plates

The efficiency factor *e* of pipe holes in cylindrical shells pierced by tube holes is to be determined by direct calculation or by another suitable method accepted by the Society. In the case of cylindrical holes of constant diameter and radial axis, the efficiency factor *e* may be determined by the following formula (see Fig 12):

$$e = \frac{1}{\frac{s}{s-d} \cdot (1 - (0,5 \cdot \sin^2 \alpha)) + m \cdot \sin^2 \alpha}$$

where:

s : Pitch of the hole row considered, in mm

- d* : Diameter of holes, in mm. The hole diameter *d* may be reduced by the amount *A/t_A*, where *A* is the compensating area, in mm², of nozzle and welds (see [3.3.9] and Fig 3).
- α* : Angle between the axis of hole row considered and the axis of the cylinder (*α*=0° if the hole row is parallel to the cylinder generating line; *α*=90° for circumferential hole row).
- m* : Coefficient depending upon the ratio *d/s*, as obtained from Tab 13. For intermediate values of *d/s*, the value of *m* is to be obtained by linear interpolation.

The value of *e* actually used is to be the smallest calculated value for either longitudinal, diagonal or circumferential rows of holes.

Figure 12 : Hole pattern in cylindrical shells

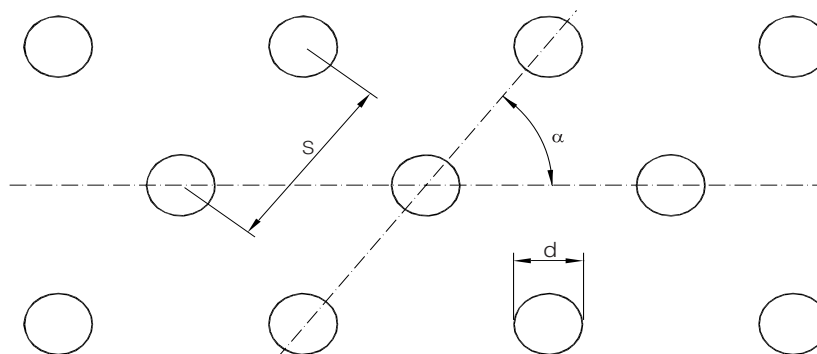


Table 13 : Coefficient m

d/s	0,30	0,35	0,40	0,45	0,50	0,55	0,60	0,65	0,70	0,75	0,80
m	0,137	0,175	0,220	0,274	0,342	0,438	0,560	0,740	1,010	1,420	2,060

3.7.3 Welded shells with tube holes and efficiency factor of different hole patterns

Where shells have welding butts and/or different groups of hole patterns, the value to be assumed for the efficiency e in the formulae is the minimum of the values calculated separately for each type of welding (as per [3.3.5]) and for each configuration of holes (as per [3.7.2]).

3.7.4 Rectangular section headers

a) For seamless type headers of rectangular section design, the wall thickness t , in mm, in way of corner fillets and the thickness t_1 , in mm, of any drilled wall is not to be less than those given by the following formulae, as appropriate (see Fig 13):

$$t = \left(\frac{100pM_1}{K} \right)^{0.5}$$

$$t_1 = \left(\frac{100pM_2}{eK} \right)^{0.5}$$

where (see also Fig 13):

- t : Wall thickness at the corners, in mm
- t_1 : Thickness of drilled wall, in mm
- p : Design pressure, in MPa
- K : Permissible stress, in N/mm², obtained as specified in [3.2]
- a : Internal half width of the header, in a direction parallel to the wall under consideration, in mm
- b : Internal half width of the header, in a direction normal to the wall under consideration, in mm
- c : Distance between the axis of the hole row considered and the centreline of the header wall, in mm
- e : Efficiency factor of holes in the wall, determined by the following formulae:

$$e = \frac{s-d}{s} \quad \text{for } d < a$$

$$e = \frac{s-0,67d}{s} \quad \text{for } a \leq d < 1,3a$$

$$e = \frac{s-0,33d}{s} \quad \text{for } d \geq 1,3a$$

where:

s : Pitch of the holes, in mm, of the longitudinal or diagonal row under consideration. For a staggered pattern of holes the pitch of the diagonal row is to be considered

d : Diameter of the holes, in mm

M_1 : Coefficient to be calculated by the following formula:

$$M_1 = \frac{a^2 + b^2 - ab}{50}$$

M_2 : Coefficient (to be taken always positive) to be calculated by one of the following formulae, as appropriate:

For a non-staggered pattern of holes:

$$M_2 = \frac{b^2 - \frac{1}{2}a^2 - ab + \frac{3}{2}c^2}{50}$$

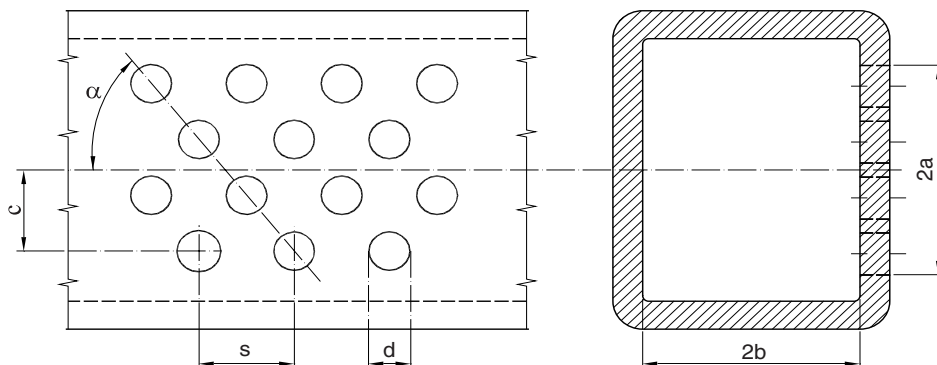
For a staggered pattern of holes:

$$M_2 = \frac{b^2 - \frac{1}{2}a^2 - ab}{50} \cos \alpha$$

where α is the angle between the axis of the diagonal row of the holes under consideration and the axis of the header, in the case of a staggered pattern of holes.

b) The thickness obtained by the formulae in a) is "net" thickness, as it does not include any corrosion allowance. Unless a greater value is agreed in the vessel contract specification, the thickness obtained by the above formula is to be increased by 1,5 mm. See also [3.3.7].

Figure 13 : Rectangular section headers



3.7.5 Water tubes, superheaters and economiser tubes

a) The thickness of tubes of evaporating parts, economisers and superheaters exposed to gases which are subject to internal pressure is not to be less than the value *t*, in mm, given by the following formula:

$$t = \frac{pd}{2K + p} + 0,3$$

where:

- p* : Design pressure, in MPa
- K* : Permissible stress, in N/mm², obtained as specified in [3.2]
- d* : Outside diameter of tube, in mm

However, irrespective of the value calculated by the formulae in a), the thickness *t* of tubes is not to be less than the values given in Tab 14.

- b) The values of *t* determined by the above-mentioned formula are to be considered as theoretical values for straight tubes, not taking account of the manufacturing tolerance. Where the tubes are not precise pipes, the thickness calculated by the formula in a) is to be increased by 12,5% to take into account the manufacturing tolerance. For bent tubes, the thickness of the thinner part in way of the bend is not to be less than that given by the formula.
- c) Whenever abnormal corrosion and erosion may occur during service, the corrosion constant of 0,3 in the formula in a) may be increased to the satisfaction of the Society.
- d) The thickness of tubes which form an integral part of the boiler and which are not exposed to combustion gases is to comply with the requirements for steam pipes (see Sec 10, [15]).

3.8 Additional requirements for vertical boilers and cylindrical boilers (fire tube boilers)

3.8.1 Shells of vertical boilers and cylindrical boilers

The scantlings of the shells of vertical boilers and cylindrical boilers are to be determined in accordance with [3.3].

Table 14 : Minimum thickness of water tubes

Outside diameter in mm	Minimum thickness in mm of tubes subject to internal pressure of cylindrical boilers and water tube boilers having the feed water system	
	Closed type or open type, if equipped with suitable devices for reducing the oxygen concentration in the water	Open type, not equipped with suitable devices for reducing the oxygen concentration in the water
< 38	1,8	2,9
38 - 48,3	2,0	2,9
51 - 63,5	2,4	2,9
70	2,6	3,2
76,1 - 88,9	2,9	3,2
101,6 - 127	3,6	-

3.8.2 Ends of vertical boilers

- a) The minimum thickness of the dished ends forming the upper part of vertical boilers and subject to pressure on their concave face is to be determined in accordance with [3.4].
- b) When the end is supported in its centre by an uptake, the minimum thickness *t*, in mm, is to be calculated with the following formula:

$$t = 0,77 \cdot \frac{pR_i}{K}$$

where:

- p* : Design pressure, in MPa
- K* : Permissible stress, in N/mm², obtained as specified in [3.2]
- R_i* : Radius of curvature at the centre of the end measured internally. *R_i* is not to exceed the external diameter of the shell

- c) The thickness obtained by the formula in b) is "net" thickness, as it does not include any corrosion allowance. Unless a greater value is agreed in the vessel con-

tract specification, the thickness obtained by the above formula is to be increased by 0,7 mm. See also [3.3.7].

- d) For ends supported by an uptake at their centre, the corner radius measured internally is not to be less than 4 times the end thickness or 65 mm, whichever is the lesser and the inside radius of curvature on the flange to uptake is not to be less than twice the end thickness or 25 mm, whichever is the lesser.

3.8.3 Ends of cylindrical boilers

The minimum thickness of the dished and/or unstayed flat ends of the cylindrical boilers is to be determined in accordance with [3.4] and/or [3.5], as applicable.

3.8.4 Stayed flat head minimum thickness

- a) The thickness of stayed flat heads, or of heads supported by flanges, is not to be less than the value t , in mm, given by the following formula:

$$t = D \left[\frac{100p}{CC_1K(1+C_2B^2)} \right]^{0.5}$$

where:

- B : t_1/t = Ratio of the thickness of the large washer or doubler, where fitted, to the thickness of the plate. The value of B is to be taken between 0,67 and 1
- K : Permissible stress, in N/mm², obtained as specified in [3.2]
- C : C = 1 when the plate is not exposed to flame
C = 0,88 when the plate is exposed to flame
- C₁ : C₁ = 462 when the plate is supported by welded stays
C₁ = 704 for plates supported by flanges or equivalent
- C₂ : C₂ = 0 when no doublers are fitted
C₂ = 0,85 when a complete doubling plate is fitted, adequately joined to the base plate.

The value of D is to be in accordance with the following provisions:

- In the parts of the flat heads between the stays:

D : Diameter, in mm, of the largest circle which can be drawn through the centre of at least three stays without enclosing any other stay, where the stays are not evenly spaced (see Fig 14); or $(a^2+b^2)^{0.5}$ where the stays are evenly spaced, considering the most unfavourable condition,

where:

a : Distance between two adjacent rows of stays, in mm

b : Pitch of stays in the same row, in mm.
- In the parts of the flat heads between the stays and the boundaries, where flat heads are generally supported by flanges or shapes, or connected to other parts of the boiler:

D : Diameter, in mm, of the largest circle which can be drawn through not less

than three points of support (stay centres or points of tangency of the circle with the contour line). To this end, the contour of the part under consideration is to be drawn at the beginning of the flanging or connection curve if its inside radius does not exceed 2,5 times the thickness of the plate, or, where such radius is greater, at the above-mentioned distance (of 2,5 times the thickness of the plate) from the ideal intersection with other surfaces (see Fig 14).

- b) When applying the formulae for calculation of thickness of heads covered by this sub-article, the position of plates in the most unfavourable condition is to be considered.
- c) Where various types of supports are provided, the value of C₁ should be the arithmetic mean of the values of C₁ appropriate to each type of support.
- d) The thickness obtained by the formulae in a), is "net" thickness, as it does not include any corrosion allowance. Unless a greater value is agreed in the vessel contract specification, the thickness obtained by the above formula is to be increased by 1 mm. See also [3.3.7].

3.8.5 Furnaces

- a) In general, the minimum thickness of furnaces is to be calculated in accordance with the requirements of a recognised Standard for pressure vessels subject to external pressure accepted by the Society.
- b) However, the minimum thicknesses of furnaces and cylindrical ends of combustion chambers of fire tube boilers are to be not less than the value t given by the appropriate formula in [3.8.6], [3.8.7] and [3.8.8].
- c) The thickness of furnaces is not to be less than 8 mm and the stays are to be spaced such that the thickness does not exceed 22 mm.
- d) All the thicknesses obtained for furnaces by the formulae in [3.8.6], [3.8.7], [3.8.8], [3.8.9] and [3.8.10] are "net" thicknesses, as they do not include any corrosion allowance. Unless a greater value is agreed in the vessel contract specification, the thicknesses obtained by the above formulae are to be increased by 1 mm. See also [3.3.7].

3.8.6 Plain furnaces with reinforcing rings and similar, and bottoms of combustion chambers

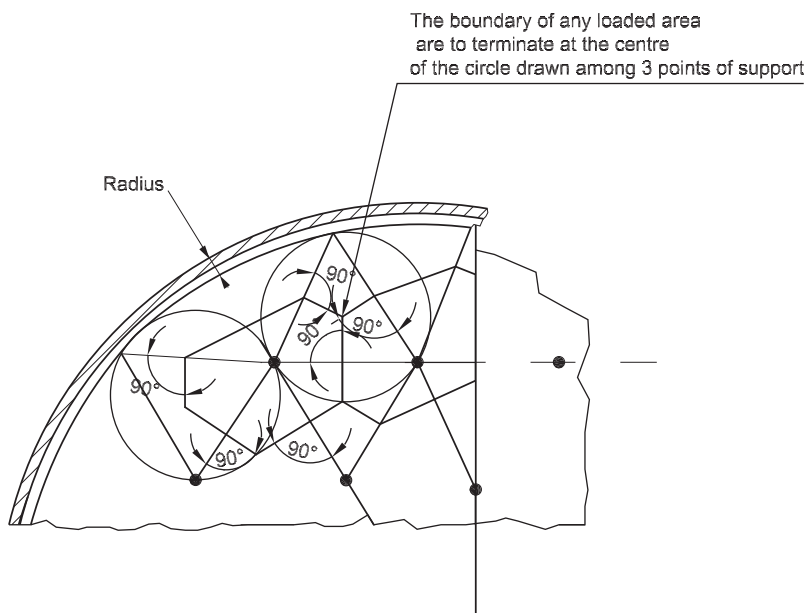
The minimum thickness t , in mm, of plain furnaces with reinforcing rings and bottoms of combustion chambers is not to be less than the value given by the following equation:

$$t = \frac{pD_E}{0,28R_m} + \frac{L}{286}$$

where:

- p : Design pressure, in MPa
- R_m : Ultimate tensile strength, in N/mm²
- D_E : External diameter of the furnace, in mm
- L : Length of furnace or spacing of reinforcing rings, in mm.

Figure 14



3.8.7 Corrugated or rib-reinforced furnaces

The minimum thickness t , in mm, of corrugated or rib-reinforced furnaces is to be not less than the value given by the following equation:

$$t = \frac{pD_E}{CR_m}$$

where:

D_E : Diameter of the furnace at the bottom of the corrugation or at the outside of the plain portion, in mm.

C : 0,26 for corrugated furnaces
0,28 for furnaces with rib reinforcements.

For the meaning of other symbols, see [3.8.6].

3.8.8 Hemispherical furnaces

The minimum thickness t , in mm, of hemispherical furnaces is to be not less than the value given by the following equation:

$$t = \frac{pD_E}{120}$$

For the meaning of the symbols, see [3.8.6].

3.8.9 Flat tube plates in tube bundles

The thickness of the parts of flat tube plates contained in the tube bundle and supported by stay tubes is not to be less than the value t , in mm, given by the following formula:

$$t = s \left(\frac{p}{2,8K} \right)^{0,5}$$

where:

p : Design pressure, in MPa

K : Permissible stress, in N/mm², obtained as specified in [3.2]

s : Pitch of stay tubes, taken as the greatest mean pitch of the stay tubes supporting a quadrilateral portion of the plate, in mm.

3.8.10 Flat tube plates of combustion chamber in vertical boilers

Where tube plates contained in the tube bundle are simultaneously subject to compression due to the pressure in the combustion chamber, their thickness, as well as complying with the requirements in [3.8.9] is not to be less than the value t , in mm, given by the following formula:

$$t = \frac{pl_s1}{1,78(s_1 - d)K}$$

where:

l : Depth of the combustion chamber, in mm

s_1 : Horizontal pitch of tubes, in mm

d : Inside diameter of plain tubes, in mm

For the meaning of other symbols, see [3.8.9]

3.8.11 Tube plates outside tube bundles

For those parts of tube plates which are outside the tube bundle, the formula in [3.8.4] is to be applied, using the following coefficients C_1 and C_2 :

$C_1 = 390$

$C_2 = 0,55$

Doublers are only permitted where the tube plate does not form part of a combustion chamber.

3.8.12 Tube plates not supported by stays

Flat tube plates which are not supported by stay tubes (e.g. in heat exchangers), are subject of special consideration by the Society (see also [3.10.1]).

3.8.13 Stay and stay tube scantlings

a) The diameter of solid stays of circular cross-section is not to be less than the value d calculated by the following formula:

$$d = \left(\frac{pA}{K} \right)^{0,5}$$

where:

- d : Minimum diameter, in mm, of the stay throughout its length.
- A : Area supported by the stay, in mm²
- K : $R_m / 7$
- R_m : Minimum ultimate tensile strength of the stay material, in N/mm².

The cross section of tube stays is to be equivalent to that of a solid stay supporting the same area, whose diameter is calculated by the above formula.

Stays which are not perpendicular to the supported surface are to be of an adequately increased diameter depending on the component of the force normal to the plate.

- b) Where articulated stays are used, articulation details are to be designed assuming a safety factor for articulated elements not less than 5 with respect to the value of R_m and a wear allowance of 2 mm.

The articulation is to be of the fork type and the clearance of the pin in respect of the holes is not to exceed 1,5 mm. The pin is to bear against the jaws of the fork and its cross-sectional area is not to be less than 80% of the cross-sectional area of the stay. The width of material around the holes is not to be less than 13 mm.

- c) Where stays are flanged for joining to the plate, the thickness of the flange is not to be less than one half the diameter of the stay.
- d) For welded connections of stays to tube plates, see Fig 29.

3.8.14 Stay and stay tube construction

- a) In general, doublers are not to be fitted in plates exposed to flame.
- b) As far as possible, stays are to be fitted perpendicularly to the supported surface.
- c) Long stays in double front boilers and, in general, stays exceeding 5 m in length, are to be supported at mid-length.
- d) Where the ends of stay tubes are of increased thickness, the excess material is to be obtained by forging and not by depositing material by means of welding.
- e) After forging, the ends of stay tubes are to be stress relieved.

3.8.15 Girders

Where tops of combustion chambers, or similar structures, are supported by girders of rectangular section associated with stays, the thickness of the single girder or the aggregate thickness of all girders, at mid-length, is not to be less than

the value t determined by the appropriate formula below, depending upon the number of stays.

- In the case of an odd number of stays:

$$t = \frac{pL(L-s)!}{0,25R_m a^2} \cdot \frac{n+1}{n}$$

- In the case of an even number of stays:

$$t = \frac{pL(L-s)!}{0,25R_m a^2} \cdot \frac{n+2}{n+1}$$

where:

- p : Design pressure, in MPa
- a : Depth of the girder plate at mid-length, in mm
- L : Length of girder between supports, in mm
- s : Pitch of stays, in mm
- l : Distance between centres of girders, in mm
- n : Number of stays on the girder
- R_m : Minimum ultimate tensile strength of the material used for the plates, in N/mm².

The above formulae refer to the normal arrangement where:

- a) The stays are regularly distributed over the length L .
- b) The distance from the supports of the outer stays does not exceed the uniform pitch s .
- c) When the tops of the combustion chambers are connected to the sides with curved parts with an external radius less than $0,5 l$, the distance of end girders from the inner part of the side surface does not exceed l .
- d) When the curvature radius mentioned under c) above exceeds $0,5 l$, the distance of the end girders from the beginning of the connection does not exceed $0,5 l$.

In other cases a direct calculation is to be made using a safety factor not less than 5, with respect to the minimum value of the tensile strength R_m .

3.8.16 Ogee rings

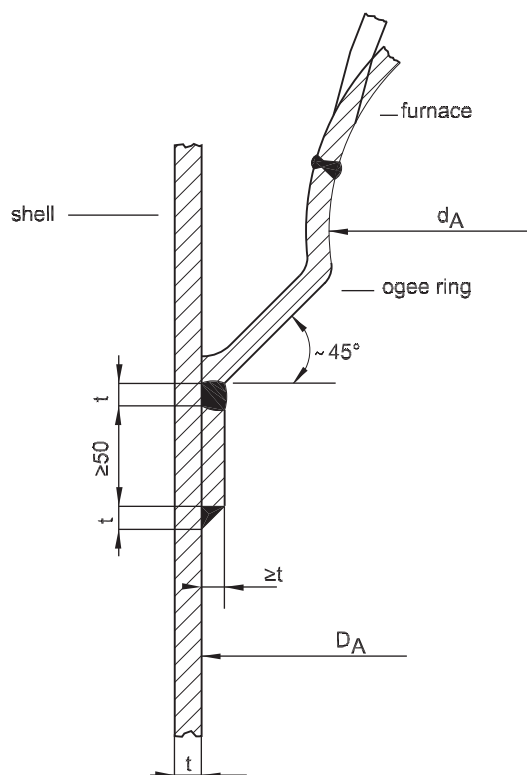
The thickness of ogee rings connecting the furnaces to the shell in vertical auxiliary boilers (see Fig 15), where the latter support the weight of the water above the furnace, is not to be less than the value t , in mm, given by the following formula:

$$t = [1,02 \cdot 10^{-3} \cdot p D_A \cdot (D_A - d_A)]^{0,5} + 1$$

where:

- p : Design pressure, in MPa
- D_A : Inside diameter of boiler shell, in mm
- d_A : Inside diameter of the lower part of the furnace where it joins the ogee ring, in mm

Figure 15 : Ogee Ring



3.8.17 Fire tubes

- a) The thickness of fire tubes subject to external pressure in cylindrical boilers is not to be less than the value t , in mm, calculated by the following formula:

$$t = \frac{pd}{0,15R_m} + 1,8$$

where:

- p : Design pressure, in MPa
 d : Outside diameter of tube, in mm
 R_m : Minimum ultimate tensile strength of the tube material, in N/mm².

The thickness of the tubes is not to be less than 3 mm.

- b) The values of t determined by the above-mentioned formula are to be considered as theoretical values for straight tubes, not taking account of the manufacturing tolerance. Where the tubes are not precise pipes, the thickness calculated by the formula in a) is to be increased by 12,5% to take into account the manufacturing tolerance. In the case of bent tubes, the thickness of the thinner part in way of the bend is not to be less than that given by the above formula.
- c) Whenever abnormal corrosion and erosion may occur during service the corrosion constant of 1,8 in the formula may be increased to the satisfaction of the Society.

3.9 Bottles containing pressurised gases

3.9.1 General

- a) The following requirements apply to bottles intended to contain pressurised and/or liquefied gases at ambient temperature, made by seamless manufacturing processes.
- b) In general, such bottles are to have an outside diameter not exceeding 420 mm, length not exceeding 2000 mm and capacity not exceeding 150 litres (see also [2.6.1]).
- c) For bottles exceeding the above capacity and dimensions, the following requirements may be applied at the discretion of the Society.

3.9.2 Cylindrical shell

The wall thickness of the cylindrical shell is not to be less than the value t , in mm, determined by the following formula:

$$t = \frac{p_H D_E}{2K + p_H}$$

where:

- p_H : Hydrostatic test pressure, in MPa. This pressure is to be taken as 1,5 times the setting pressure of the safety valves with the following exceptions:
- 25 MPa for CO₂ bottles
 - For refrigerants, the value of hydrostatic test pressure is given in Part F, Chapter 8.
- D_E : Outside diameter of tube, in mm
- K : $R_{S,MIN} / 1,3$
- $R_{S,MIN}$: Value of the minimum yield strength (R_{eH}), or 0,2% proof stress ($R_{p0,2}$), at the ambient temperature, in N/mm². In no case is the value $R_{S,MIN}$ to exceed:
- 0,75 R_m for normalised steels
 - 0,90 R_m for quenched and tempered steels

3.9.3 Dished ends

Dished ends are to comply with the following requirements:

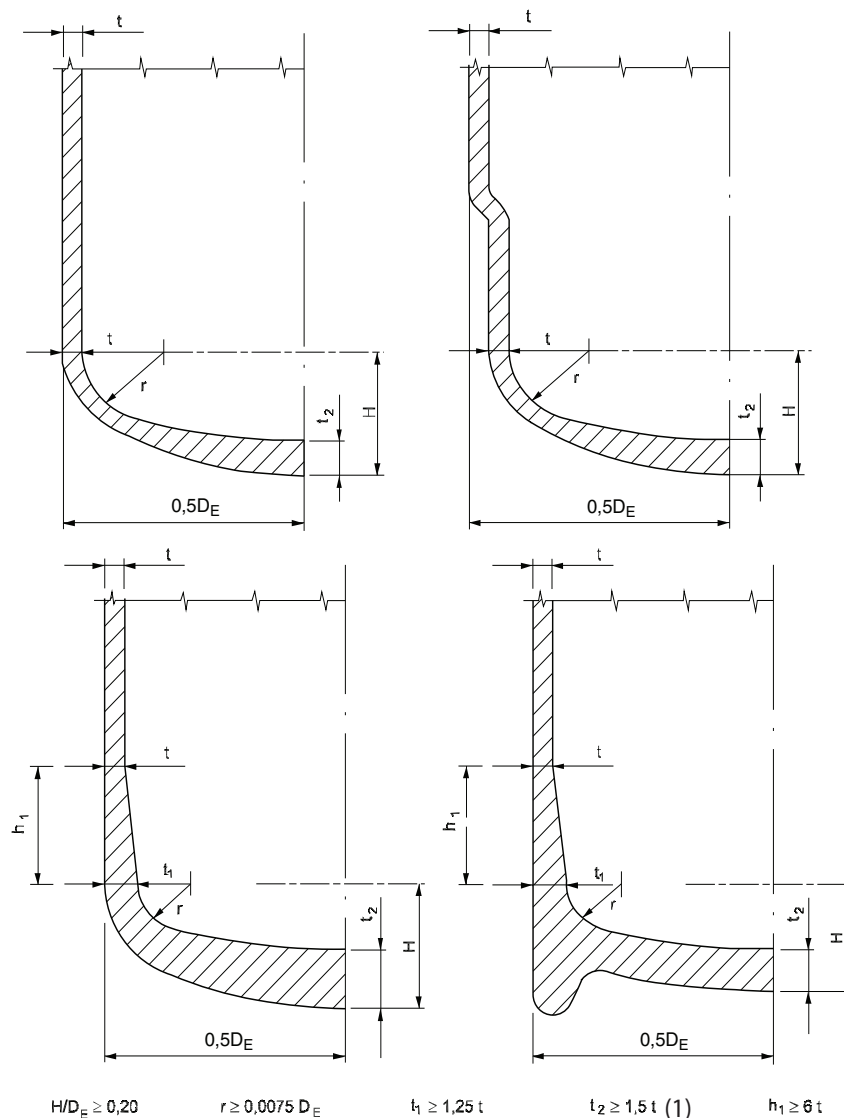
- a) Hemispherical ends: the thickness of the ends is to be not less than the thickness calculated for spherical shells in accordance with [3.3.3].
- b) Convex ends: see Fig 16.
- c) Concave base ends: see Fig 17.
- d) Ends with openings: see Fig 18.
- e) Other types of ends will be specially considered by the Society.

3.10 Heat exchangers

3.10.1 Scantlings

- a) Vessels are to be designed in accordance with the applicable requirements stated in [3.3] and [3.4].
- b) Tubes are to be designed in accordance with [3.7.5].
- c) Tube plates are to be designed in accordance with a recognised Standard accepted by the Society.

Figure 16 : Dished convex ends



(1) : $t_2 \geq t$ in the case of dished ends manufactured from plates by deep drawing procedure, provided that $H/D_e \geq 0,4$ and thickness according to [3.4.3].

Figure 17 : Dished concave ends

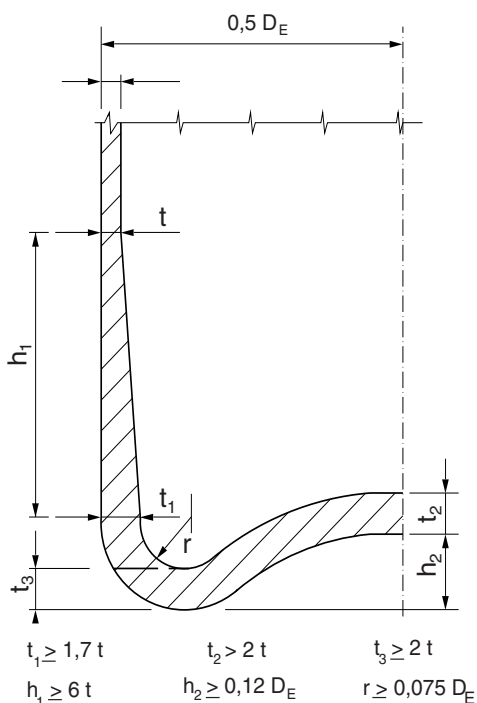
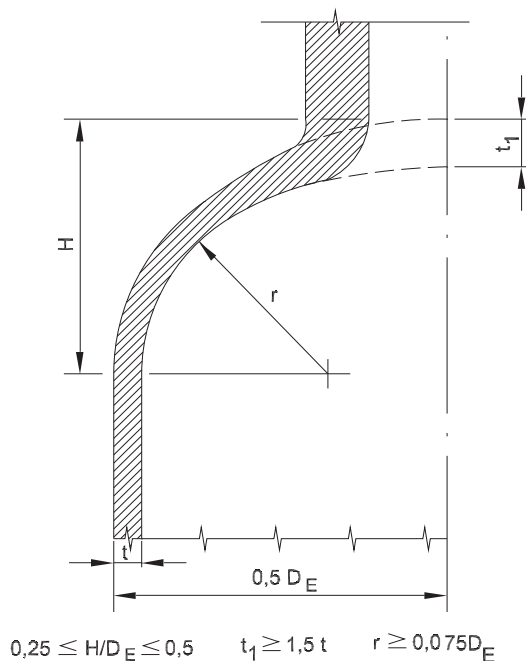


Figure 18 : Heads with openings



3.10.2 Thermal oil heat exchangers

The provisions of [3.10.1] apply also to thermal oil heat exchangers. However, irrespective of the thickness obtained by the formula in [3.7.5], the tube thickness of oil fired and exhaust gas thermal oil heaters is to be not less than the values indicated in Tab 15.

Table 15 : Minimum thickness of thermal oil heat exchanger tubes

Outside diameter in mm	Minimum thickness in mm of tubes subject to internal pressure of oil fired and exhaust gas thermal oil heaters
< 63,5	2,4
70 - 89	2,9
> 89	3,6

4 Design and construction - Fabrication and welding

4.1 General

4.1.1 Base materials

- a) These requirements apply to boilers and pressure vessels made of steel of weldable quality.
- b) Fabrication and welding of vessels made of other materials will be the subject of special consideration.

4.1.2 Welding

- a) Weldings are to be performed in accordance with welding procedures approved by the Society.
- b) Manual and semi-automatic welding is to be performed by welders qualified by the Society.
- c) The conditions under which the welding procedures, welding equipment and welders operate are to correspond to those specified in the relevant approvals or qualifications.
- d) Both ordinary and special electric arc welding processes are covered in the following requirements.

4.1.3 Cutting of plates

- a) Plates are to be cut by flame cutting, mechanical machining or a combination of both processes. For plates having a thickness less than 25 mm, cold shearing is admitted provided that the sheared edge is removed by machining or grinding for a distance of at least one quarter of the plate thickness with a minimum of 3 mm.
- b) For flame cutting of alloy steel plates, preheating is to be carried out if necessary.
- c) The edges of cut plates are to be examined for laminations, cracks or any other defect detrimental to their use.

4.1.4 Forming of the plates

- a) The forming processes are to be such as not to impair the quality of the material. The Society reserves the right to require the execution of tests to demonstrate the suitability of the processes adopted. Forming by hammering is not allowed.
- b) Unless otherwise justified, cold formed shells are to undergo an appropriate heat treatment if the ratio of internal diameter after forming to plate thickness is less than 20. This heat treatment may be carried out after welding.
- c) Before or after welding, hot formed plates are to be normalised or subjected to another treatment suitable for

their steel grade, if hot forming has not been carried out within an adequate temperature range.

d) Plates which have been previously butt-welded may be formed under the following conditions:

- Hot forming:

after forming, the welded joints are to be subjected to radiographic examination or equivalent. In addition, mechanical tests of a sample weld subjected to the same heat treatment are to be carried out.

- Cold forming

cold forming is only allowed for plates having a thickness not exceeding:

- 20 mm for steels having minimum ultimate tensile strength R_m between 360 N/mm² and 410 N/mm²
- 15 mm for steels having R_m between 460 N/mm² and 510 N/mm² as well as for steels 0,3Mo, 1Mn0,5Mo, 1Mn0,5MoV and 0,5Cr0,5Mo;

cold forming is not allowed for steels 1Cr0,5Mo and 2,25Cr1Mo.

- Weld reinforcements are to be carefully ground smooth prior to forming.
- A proper heat treatment is to be carried out after forming, if the ratio of internal diameter to thickness is less than 36, for steels: 460 N/mm², 510 N/mm², 0,3Mo, 1Mn 0,5Mo, 1Mn 0,5MoV and 0,5Cr 0,5Mo.
- After forming, the joints are to be subjected to radiographic examination or equivalent and to a magnetic particle or liquid penetrant test.

4.2 Welding design

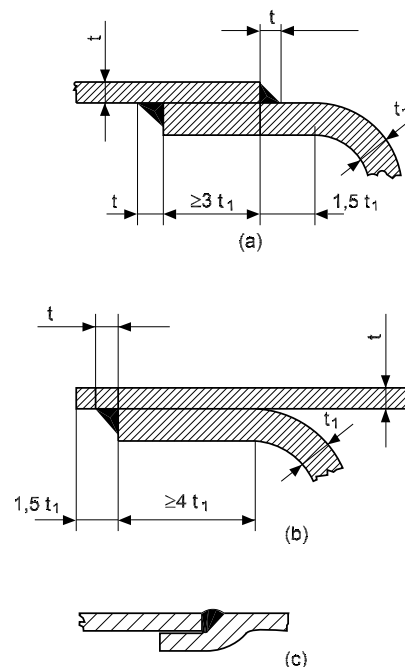
4.2.1 Main welded joints

- All joints of class 1 and 2 pressure parts of boilers and pressure vessels are to be butt-welded, with the exception of welding connecting flat heads or tube sheets to shells, for which partial penetration welds or fillet welds may be accepted.
- Joints of class 3 pressure vessels are also subject to the requirement in a), however connection of dished heads to shells by lap welds may be accepted. Fig 19 shows some acceptable details of circumferential lap welds for class 3 pressure vessels.

4.2.2 Shell longitudinal and circumferential welds

Longitudinal and circumferential joints are to be welded from both sides of the plate. Welding from one side may be allowed only when there is evidence that the welding process permits a complete penetration and a sound weld root. If a backing strip is used, it is to be removed after welding and prior to any non-destructive examination. However, the backing strip may be retained in circumferential joints of class 2 vessels, having a thickness not exceeding 15 mm, and of class 3 vessels, provided that the material of the backing strip is such as not to adversely affect the weld.

Figure 19 : Example of acceptable lap-joints



Details (b) and (c) may be used only for pressure vessels having internal diameter less than 600mm.

4.2.3 Plates of unequal thickness

- If plates of unequal thickness are butt-welded and the difference between thicknesses is more than 3 mm, the thicker plate is to be smoothly tapered for a length equal to at least four times the offset, including the width of the weld. For longitudinal joints the tapering is to be made symmetrically on both sides of the plate in order to obtain alignment of middle lines.
- If the joint is to undergo radiographic examination, the thickness of the thicker plate is to be reduced to that of the thinner plate next to the joint and for a length of at least 30 mm.

4.2.4 Dished heads

- For connection of a hemispherical end with a cylindrical shell, the joint is to be arranged in a plane parallel to that of the largest circle perpendicular to the axis of the shell and at such a distance from this plane that the tapering of the shell made as indicated in [4.2.3] is wholly in the hemisphere.
- For torispherical ends made of parts assembled by welding, no welded joint is normally admitted along a parallel in the knuckle nor at a distance less than 50 mm from the beginning of the knuckle.

4.2.5 Welding location

The location of main welded joints is to be chosen so that these joints are not submitted to appreciable bending stresses.

4.2.6 Accessories and nozzles

- Attachment of accessories by welds crossing main welds or located near such welds is to be avoided;

where this is impracticable, welds for attachment of accessories are to completely cross the main welds rather than stop abruptly on or near them.

- b) Openings crossing main joints or located near main joints are also to be avoided as far as possible.
- c) Doubling plates for attachment of accessories such as fixing lugs or supports are to be of sufficient size to ensure an adequate distribution of loads on pressure parts; such doubling plates are to have well rounded corners. Attachment of accessories such as ladders and platforms directly on the walls of vessels such that they restrain their free contraction or expansion is to be avoided.
- d) Welded connections of nozzles and other fittings, either with or without local compensation, are to be of a suitable type, size and preparation in accordance with the approved plans.

4.2.7 Connections of stays to tube plates

- a) Where stays are welded, the cross-sectional area of the weld is to be at least 1,25 times the cross-section of the stay.
- b) The cross-sectional area of the end welding of welded stay tubes is to be not less than 1,25 times the cross-sectional area of the stay tube.

4.2.8 Type of weldings

Fig 20, Fig 21, Fig 22, Fig 23, Fig 24, Fig 25, Fig 26, Fig 27, Fig 28 and Fig 29 indicate the type and size of weldings of typical pressure vessel connections. Any alternative type of welding or size will be the subject of special consideration by the Society.

4.3 Miscellaneous requirements for fabrication and welding

4.3.1 Welding position

- a) As far as possible, welding is to be carried out in the downhand horizontal position and arrangements are to be foreseen so that this can be applied in the case of circumferential joints.
- b) When welding cannot be performed in this position, tests for qualification of the welding process and the welders are to take account thereof.

4.3.2 Cleaning of parts to be welded

- a) Parts to be welded are, for a distance of at least 25mm from the welding edges, to be carefully cleaned in order

to remove any foreign matter such as rust, scale, oil, grease and paint.

- b) If the weld metal is to be deposited on a previously welded surface, all slag or oxide is to be removed to prevent inclusions.

4.3.3 Protection against adverse weather conditions

- a) Welding of pressure vessels is to be done in a sheltered position free from draughts and protected from cold and rain.
- b) Unless special justification is provided, no welding is to be performed if the temperature of the base metal is less than 0°C.

4.3.4 Interruption in welding

If, for any reason, welding is stopped, care is to be taken on restarting to obtain a complete fusion.

4.3.5 Backing weld

When a backing weld is foreseen, it is to be carried out after suitable chiseling or chipping at the root of the first weld, unless the welding process applied does not call for such an operation.

4.3.6 Appearance of welded joints

- a) Welded joints are to have a smooth surface without under-thickness; their connection with the plate surface is to be gradual without undercutting or similar defects.
- b) The weld reinforcement of butt welds, on each side of the plate, is not to exceed the following thickness:
 - 2,5mm for plates having a thickness not exceeding 12mm
 - 3mm for plates having a thickness greater than 12mm but less than 25mm
 - 5mm for plates having a thickness at least equal to 25mm.

4.4 Preparation of parts to be welded

4.4.1 Preparation of edges for welding

- a) Grooves and other preparations of edges for welding are to be made by machining, chipping or grinding. Flame cutting may also be used provided that the zones damaged by this operation are removed by machining, chipping or grinding. For alloy steel plates, preheating is to be provided, if needed, for flame cutting.
- b) Edges prepared are to be carefully examined to check that there are no defects detrimental to welding.

Figure 20 : Types of joints for unstayed flat heads (1)

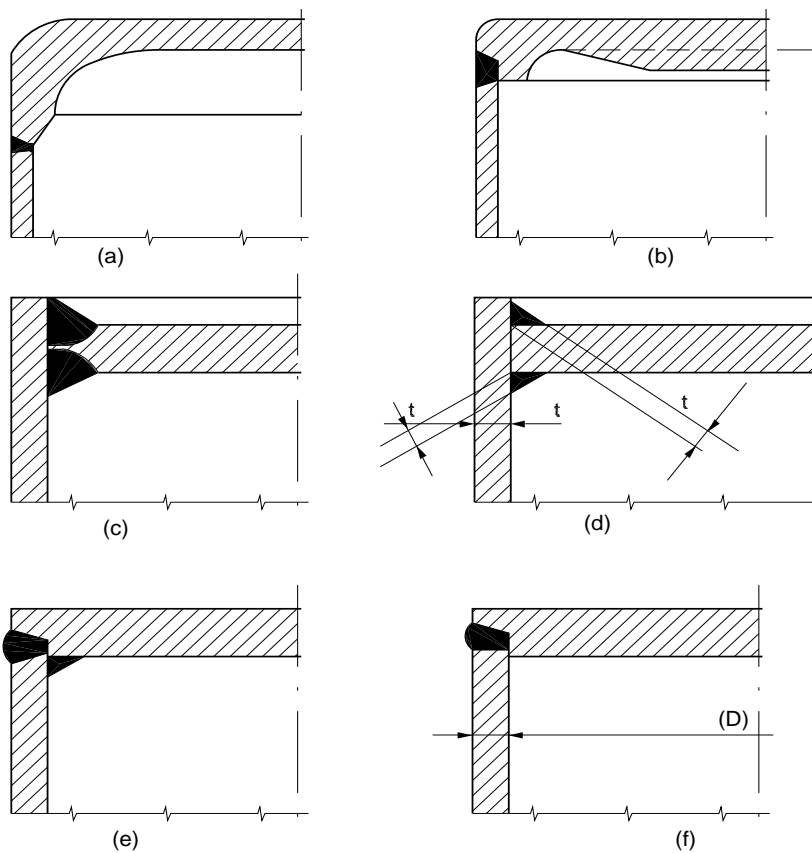


Figure 21 : Types of joint for unstayed flat heads (2)

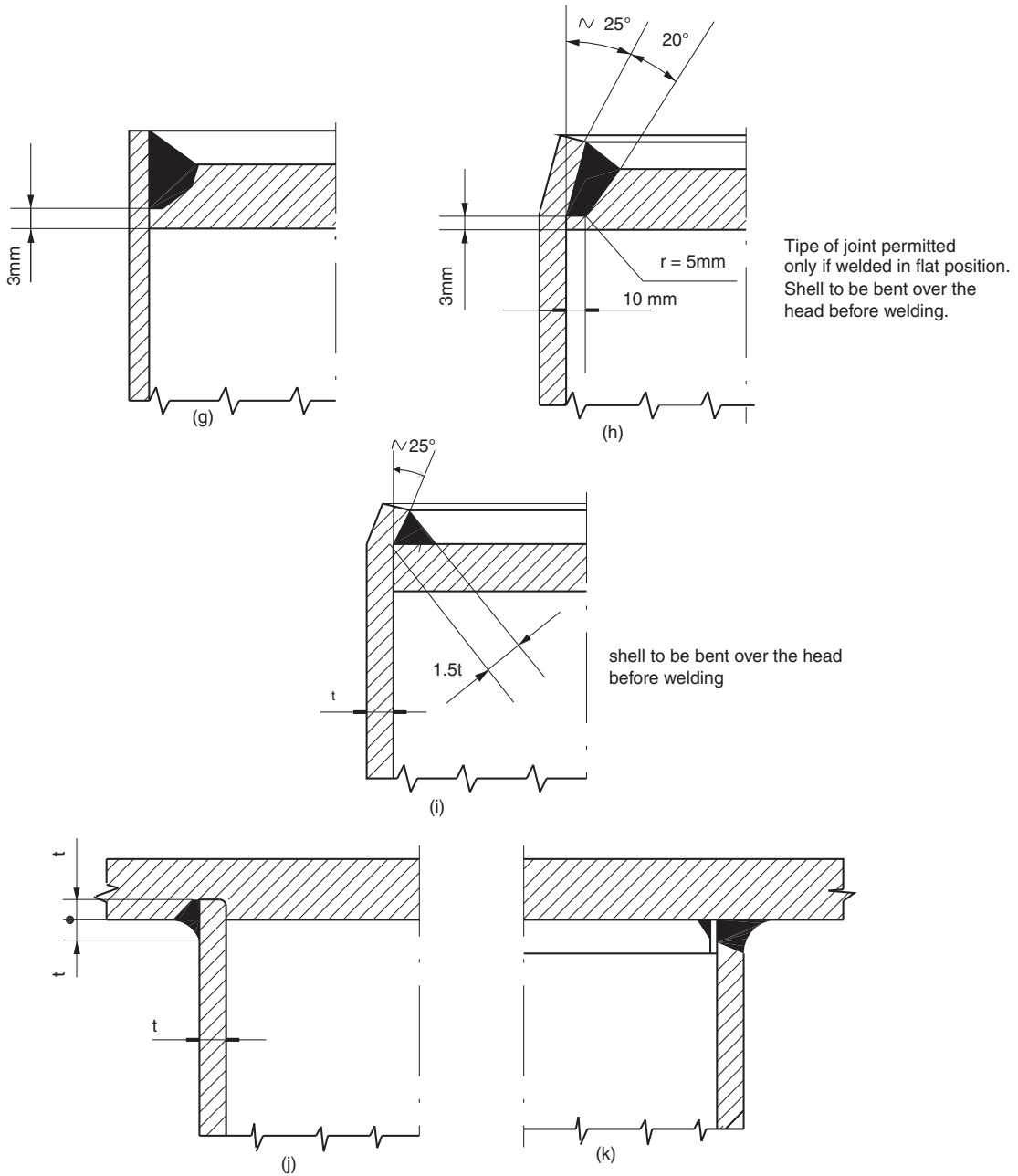


Figure 22 : Types of joints for nozzles and reinforcing rings (1)

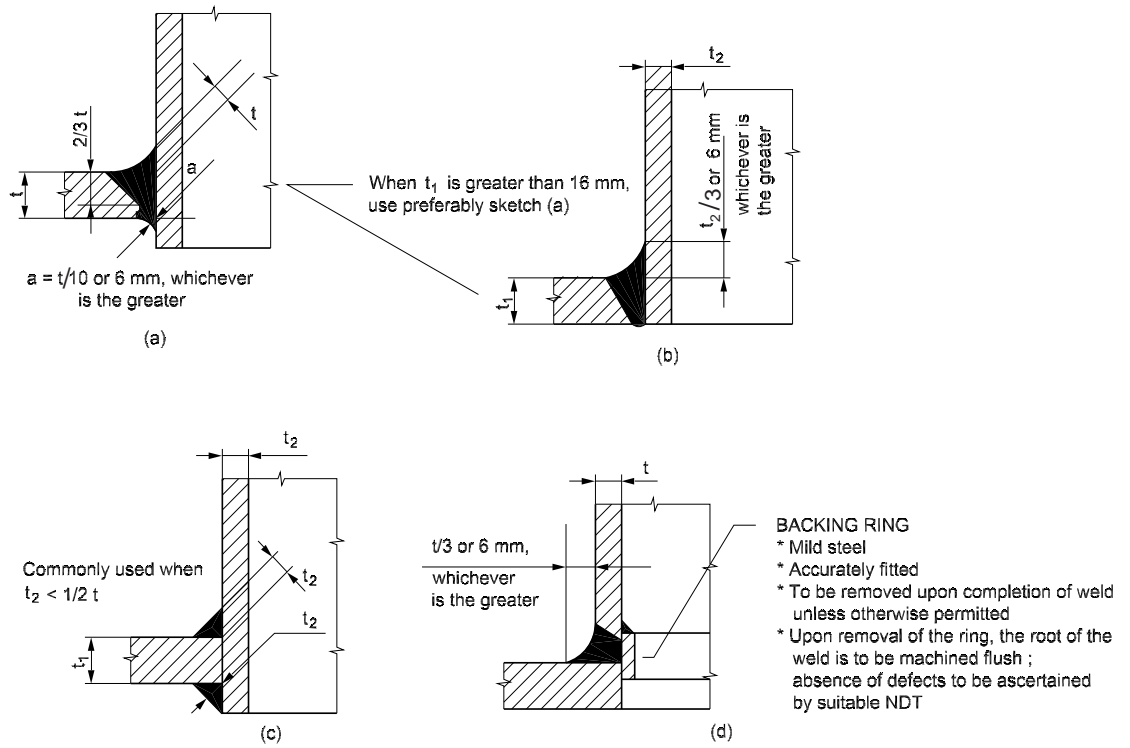


Figure 23 : Types of joint for nozzles and reinforcing rings (2)

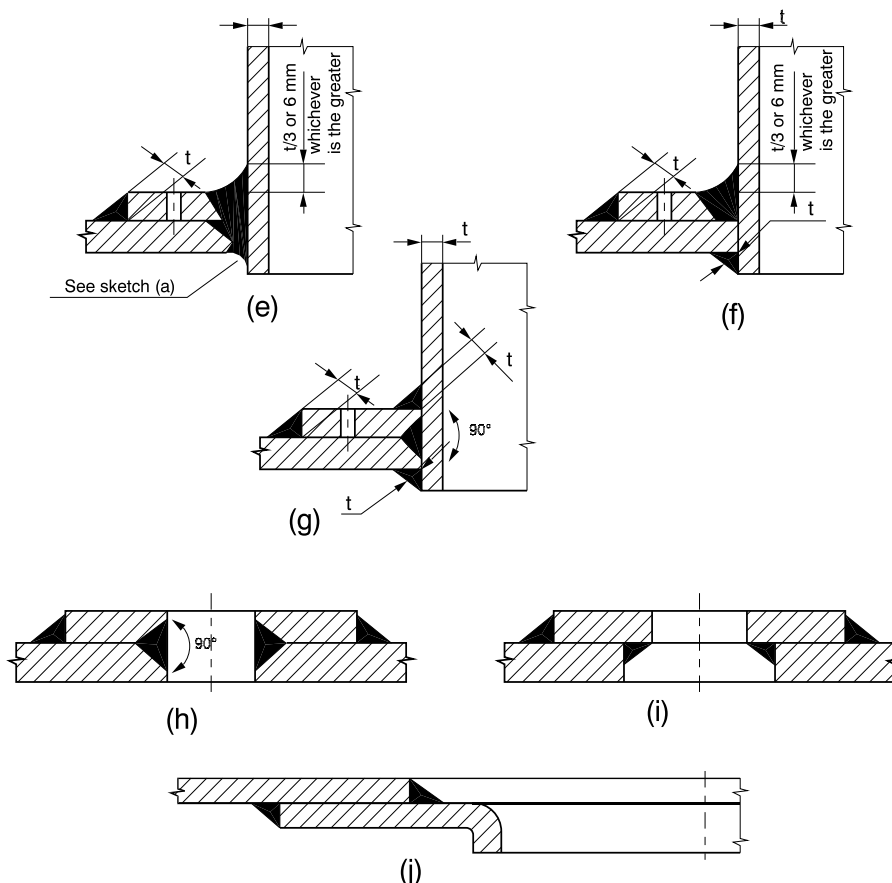


Figure 24 : Types of joint for nozzles and reinforcing rings (3)

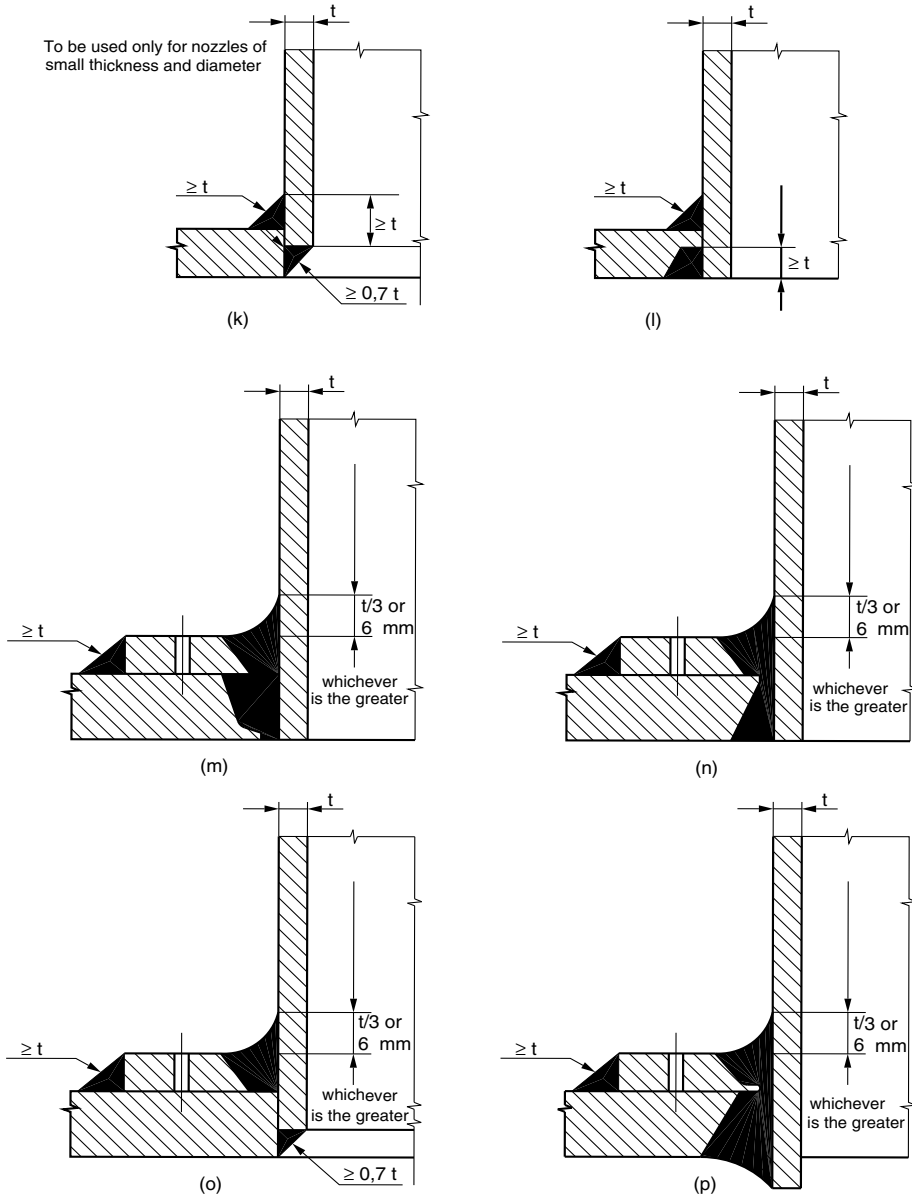
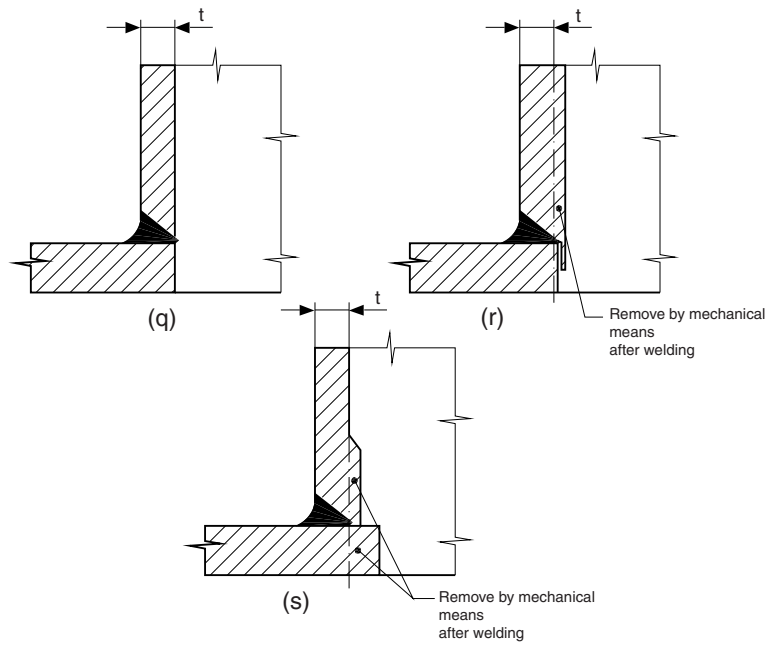


Figure 25 : Types of joints for nozzles (4)



Note: Where preparations of Fig 25 are carried out, the shell is to be carefully inspected to ascertain the absence of lamination.

Figure 26 : Types of joint for flanges to nozzles

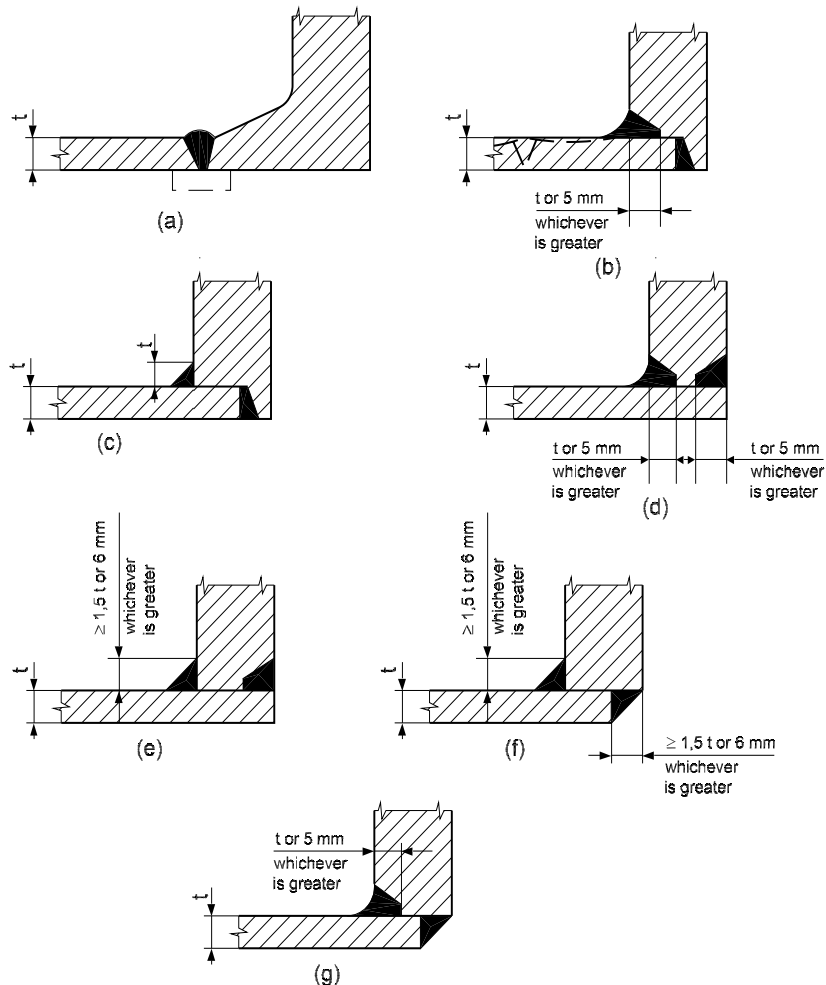


Figure 27 : Types of joint for tubesheets to shells (direct connection)

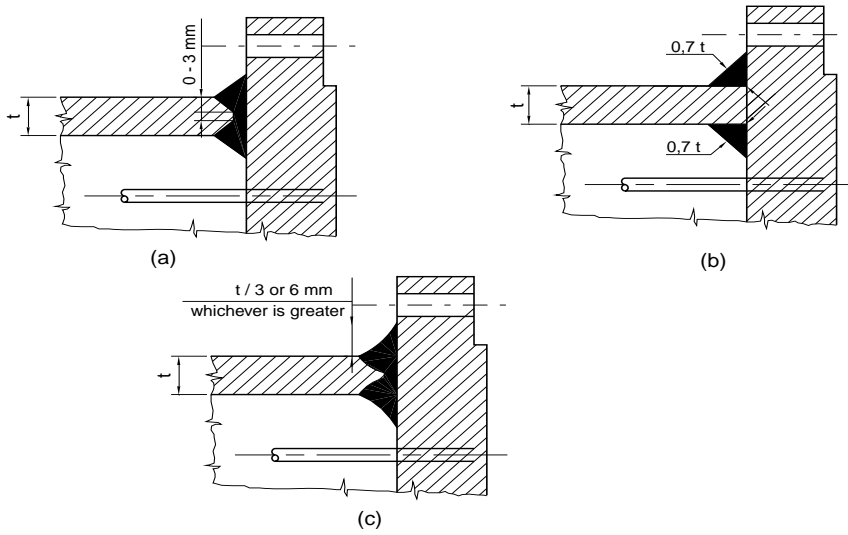


Figure 28 : Types of joints for tubesheets to shells (butt welded)

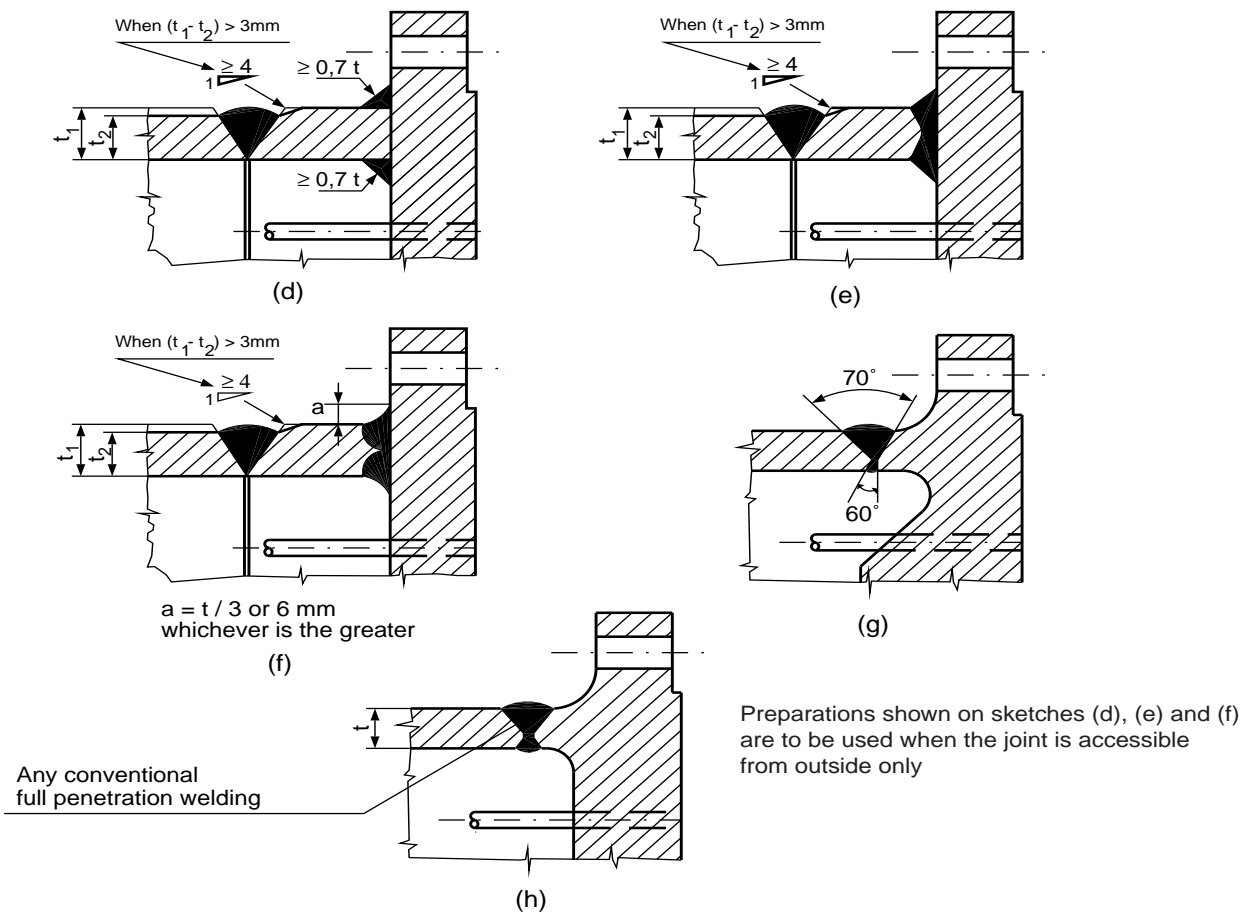
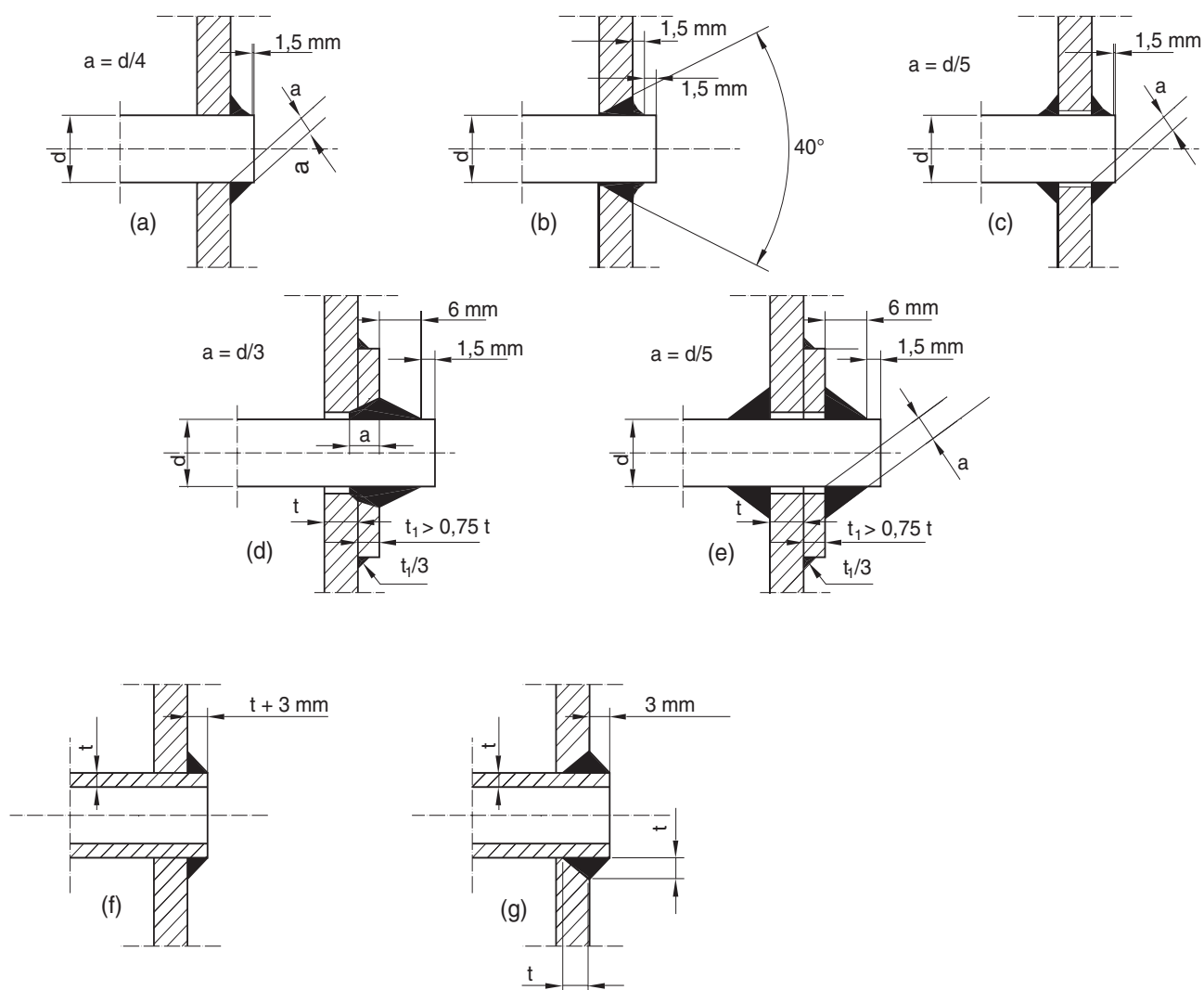


Figure 29 : Type of joints for stays and stay tubes



4.4.2 Abutting of parts to be welded

- Abutting of parts to be welded is to be such that surface misalignment of plates does not exceed:
 - 10% of the thickness of the plate with a maximum of 3 mm for longitudinal joints
 - 10% of the thickness of the plate plus 1 mm with a maximum of 4 mm for circumferential joints.
- For longitudinal joints, middle lines are to be in alignment within 10% of the thickness of the thinner plate with a maximum of 3 mm.
- Plates to be welded are to be suitably retained in position in order to limit deformation during welding. The arrangements are to be such as to avoid modification of the relative position of parts to be welded and misalignment, after welding, exceeding the limits indicated above.
- Temporary welds for abutting are to be carried out so that there is no risk of damage to vessel shells. Such welds are to be carefully removed after welding of the

vessel and before any heat treatment. Non-destructive testing of the corresponding zones of the shell may be required by the Surveyor if considered necessary.

- Accessories such as doubling plates, brackets and stiffeners are to be suitable for the surface to which they are to be attached.

4.5 Tolerances after construction

4.5.1 General

The sizes and shape of vessels are to be checked after welding for compliance with the design taking into account the tolerances given below. The Society reserves the right to stipulate smaller values for these tolerances for vessels subjected to special loads.

Any defect in shape is to be gradual and there is to be no flat area in way of welded joints.

Measurements are to be taken on the surface of the parent plate and not on the weld or other raised part.

4.5.2 Straightness

The straightness of cylindrical shells is to be such that their deviation from the straight line does not exceed 0,6% of their length, with a maximum of 15 mm for each 5 m of length.

4.5.3 Out-of-roundness

- a) Out-of-roundness of cylindrical shells is to be measured either when set up on end or when laid flat on their sides; in the second case, measures of diameters are to be repeated after turning the shell through 90° about its axis and out-of-roundness is to be calculated from the average of the two measures of each diameter.
- b) For any transverse section, the difference between the maximum and minimum diameters is not to exceed 1% of the nominal diameter D with a maximum of:

$$(D + 1250) / 200, \quad D \text{ being expressed in mm.}$$

For large pressure vessels, this limit may be increased by a maximum of 0,2% of the internal diameter of the vessel. Any possible out-of-roundness within the above limit is to be gradual and there are to be no localised deformations in way of the welded joints.

4.5.4 Irregularities

Irregularities in profile of cylindrical shells, checked by a 20° gauge, are not to exceed 5% of the thickness of the plate plus 3 mm. This value may be increased by 25% if the length of the irregularity does not exceed one quarter of the distance between two circumferential seams, with a maximum of 1 mm.

4.6 Preheating

4.6.1

- a) Preheating, to be effectively maintained during the welding operation, may be required by the Society when deemed necessary in relation to a number of circumstances, such as the type of steel, thickness of the base material, welding procedure and technique, type of restraint, and heat treatment after welding, if any.
- b) The preheating temperature will be determined accordingly. However, a preheating temperature of approximately 150°C is required for 0,5Mo or 1Cr0,5Mo type steel, and approximately 250°C for 2,25Cr1Mo type steel.
- c) These requirements also apply to welding of nozzles, fittings, steam pipes and other pipes subject to severe conditions.

4.7 Post-weld heat treatment

4.7.1 General

- a) When post-weld heat treatment of a vessel is to be carried out, such treatment is to consist of:
 - heating the vessel slowly and uniformly up to a temperature suitable for the grade of steel
 - maintaining this temperature for a duration determined in relation to the actual thickness t_A of the vessel and the grade of steel
 - slowly cooling the vessel in the furnace down to a temperature not exceeding 400°C, with subsequent cooling allowed out of the furnace in still air.
- b) As far as possible, vessels are to be heat treated in a single operation. However, when the sizes of the vessels are such that heat treatment requires several operations, care is to be taken such that all the parts of the vessels undergo heat treatment in a satisfactory manner. In particular, a cylindrical vessel of great length may be treated in sections in a furnace if the overlap of the heated sections is at least 1500 mm and if parts outside the furnace are lagged to limit the temperature gradient to an acceptable value.

4.7.2 Thermal stress relieving

Upon completion of all welding, including connections of nozzles, doublers and fittings, pressure vessels of classes 1 and 2, boilers and associated parts are to be subjected to an effective stress relieving heat treatment in the following cases:

- Pressure vessels of classes 1 and 2 containing fluids at a temperature not less than the ambient temperature, where the thickness exceeds that indicated in Tab 16
- Boilers and steam generators for thicknesses higher than 20 mm or, depending upon the type of steel, for lower thicknesses as required for class 1 pressure vessels.

Applications at temperatures less than the ambient temperature and/or steels other than those indicated above will be the subject of special consideration by the Society.

Stress relieving heat treatment will not be required when the minimum temperature of the fluid is at least 30°C higher than the KV-notch impact test temperature specified for the steel; this difference in temperature is also to be complied with for welded joints (both in heat-affected zones and in weld metal).

Pressure vessels and pipes of class 3 and associated parts are not required to be stress relieved, except in specific cases.

4.7.3 Heat treatment procedure

The temperature of the furnace at the time of introduction of the vessel is not to exceed 400°C.

- a) The heating rate above 400°C is not to exceed:
 - 1) 220°C per hour if the maximum thickness is not more than 25 mm, or
 - 2) $(5500/t_A)$ °C per hour, with a minimum of 55°C per hour, if the maximum thickness t_A , in mm, is more than 25 mm

b) The absolute value of the cooling rate in the furnace is not to exceed:

- 1) 280°C per hour if the maximum thickness is not more than 25 mm, or
- 2) $(7000/t_A)^\circ\text{C}$ per hour, with a minimum of 55°C per hour, if the maximum thickness t_A , in mm, is more than 25 mm.

Unless specially justified, heat treatment temperatures and duration for maintaining these temperatures are to comply with the values in Tab 17.

Table 16 : Thermal stress relieving

Grade	Thickness (mm) above which post-weld heat treatment is required	
	Boilers	Unfired pressure vessels
$R_m = 360 \text{ N/mm}^2$ Grade HA $R_m = 410 \text{ N/mm}^2$ Grade HA	14,5	14,5
$R_m = 360 \text{ N/mm}^2$ Grade HB $R_m = 410 \text{ N/mm}^2$ Grade HB	20	30
$R_m = 360 \text{ N/mm}^2$ Grade HD $R_m = 410 \text{ N/mm}^2$ Grade HD	20	38
$R_m = 460 \text{ N/mm}^2$ Grade HB $R_m = 510 \text{ N/mm}^2$ Grade HB	20	25
$R_m = 460 \text{ N/mm}^2$ Grade HD $R_m = 510 \text{ N/mm}^2$ Grade HD	20	35
0,3Mo 1Mn 0,5Mo 1Mn 0,5MoV 0,5Cr 0,5Mo	20	20
1Cr 0,5Mo 2,25Cr1Mo	all	all

Table 17 : Heat treatment procedure

Grade	Temperatures	Time per 25 mm of maximum thickness	Minimum time
Carbon steels	580-620°C	1 hour	1 hour
0,3Mo 1Mn 0,5Mo 1Mn 0,5MoV 0,5Cr 0,5Mo	620-660°C	1 hour	1 hour
1Cr 0,5Mo	620-660°C	1hour	2 hours
2,25Cr 1Mo	600-750°C (1)	2 hours	2 hours
(1) The temperature is to be chosen, with a tolerance of $\pm 20^\circ\text{C}$, in this temperature range in order to obtain the required mechanical characteristics			

4.7.4 Alternatives

When, for special reasons, heat treatment is carried out in conditions other than those given in [4.7.2], all details regarding the proposed treatment are to be submitted to the Society, which reserves the right to require tests or further investigations in order to verify the efficiency of such treatment.

4.7.5 Execution of heat treatment

Furnaces for heat treatments are to be fitted with adequate means for controlling and recording temperature; temperatures are to be measured on the vessel itself. The atmosphere in the furnaces is to be controlled in order to avoid abnormal oxidation of the vessel.

4.7.6 Treatment of test plates

Test plates are normally to be heated at the same time and in the same furnace as the vessel.

When separate heat treatment of test plates cannot be avoided, all precautions are to be taken such that this treatment is carried out in the same way as for the vessel, specifically with regard to the heating rate, the maximum temperature, the duration for maintaining this temperature and the cooling conditions.

4.7.7 Welding after heat treatment

- a) Normally, welding after heat treatment is only allowed if:
 - the throat of welding fillets does not exceed 10 mm
 - the largest dimension of openings in the vessel for the accessories concerned does not exceed 50 mm.
- b) Any welding of branches, doubling plates and other accessories on boilers and pressure vessels after heat treatment is to be submitted for special examination by the Society.

4.8 Welding samples

4.8.1 Test plates for welded joints

- a) Test plates of sufficient size, made of the same grade of steel as the shell plates, are to be fitted at each end of the longitudinal joints of each vessel so that the weld in the test plates is the continuation of these welded joints. There is to be no gap when passing from the deposited metal of the joint to the deposited metal of the test plate.
- b) No test plate is required for circumferential joints if these joints are made with the same process as longitudinal joints. Where this is not the case, or if there are only circumferential joints, at least one test plate is to be welded separately using the same welding process as for the circumferential joints, at the same time and with the same welding materials.
- c) Test plates are to be stiffened in order to reduce as far as possible warping during welding. The plates are to be straightened prior to their heat treatment which is to be carried out in the same conditions as for the corresponding vessel (see also [4.7.6]).

- d) After radiographic examination, the following test pieces are to be taken from the test plates:
- one test piece for tensile test on welded joint
 - two test pieces for bend test, one direct and one reverse
 - three test pieces for impact test
 - one test piece for macrographic examination.

4.8.2 Mechanical tests of test plates

- a) The tensile strength on welded joint is not to be less than the minimum specified tensile strength of the plate.
- b) The bend test pieces are to be bent through an angle of 180° over a former of 4 times the thickness of the test piece. There is to be no crack or defect on the outer surface of the test piece exceeding in length 1,5 mm transversely or 3 mm longitudinally. Premature failure at the edges of the test piece is not to lead to rejection. As an alternative, the test pieces may be bent through an angle of 120° over a former of 3 times the thickness of the test piece.
- c) The impact energy measured at 0°C is not to be less than the values given in Part D for the steel grade concerned.
- d) The test piece for macrographic examination is to permit the examination of a complete transverse section of the weld. This examination is to demonstrate good penetration without lack of fusion, large inclusions and similar defects. In case of doubt, a micrographic examination of the doubtful zone may be required.

4.8.3 Re-tests

- a) If one of the test pieces yields unsatisfactory results, two similar test pieces are to be taken from another test plate.
- b) If the results for these new test pieces are satisfactory and if it is proved that the previous results were due to local or accidental defects, the results of the re-tests may be accepted.

4.9 Specific requirements for class 1 vessels

4.9.1 General

The following requirements apply to class 1 pressure vessels, as well as to pressure vessels of other classes, whose scantlings have been determined using an efficiency of welded joint e greater than 0,90.

4.9.2 Non-destructive tests

- a) All longitudinal and circumferential joints of class 1 vessels are to be subject of 100% radiographic or equivalent examination with the following exceptions:
- for pressure vessels or parts designed to withstand external pressures only, at the Society's discretion, the extent may be reduced up to approximately 30% of the length of the joints. In general, the positions included in the examinations are to include all welding crossings;
 - for vessels not intended to contain toxic or dangerous matters, made of carbon steels having thickness

below 20 mm when the joints are welded by approved automatic processes at the Society's discretion, the extent may be reduced up to approximately 10% of the length of the joints. In general, the positions included in the examinations are to include all welding crossings;

- for circumferential joints having an external diameter not exceeding 175 mm, at the Society's discretion, the extent may be reduced up to approximately 10% of the total length of the joints.
- b) Fillet welds for parts such as doubling plates, branches or stiffeners are to undergo a spot magnetic particle test for at least 10% of their length. If magnetic particle tests cannot be used, it is to be replaced by liquid penetrant test.
- c) Welds for which non destructive tests reveal unacceptable defects, such as cracks or areas of incomplete fusion, are to be rewelded and are then to undergo a new non destructive examination

4.9.3 Number of test samples

- a) During production, at least one test plate for each 20 m of length (or fraction) of longitudinal weldings is to be tested as per [4.8.2].
- b) During production, at least one test plate for each 30 m of length (or fraction) of circumferential welding is to be tested as per [4.8.2].
- c) When several vessels made of plates of the same grade of steel, with thicknesses varying by not more than 5 mm, are welded successively, only one test plate may be accepted per each 20 m of length of longitudinal joints (or fraction) and per each 30 m of circumferential welding (or fraction) provided that the welders and the welding process are the same. The thickness of the test plates is to be the greatest thickness used for these vessels.

4.10 Specific requirements for class 2 vessels

4.10.1 General

For vessels whose scantlings have been determined using an efficiency of welded joint e greater than 0,90, see [4.9.1].

4.10.2 Non-destructive tests

All longitudinal and circumferential joints of class 2 vessels are to be subjected to 10% radiographic or equivalent examination. This extension may be extended at the Society's discretion based on the actual thickness of the welded plates.

As specified in Tab 10, where a joint efficiency of 0,75 is used in the formula for the calculation of the thickness of the vessel, the radiographic and the ultrasonic examinations may be omitted.

This assumes, however, that the Surveyor of the Society will adequately follow all the welding phases and that checks are completed by any non-destructive examinations deemed necessary.

4.10.3 Number of test samples

In general, the same requirements of [4.9.3] apply also to class 2 pressure vessels. However, test plates are required for each 50 m of longitudinal and circumferential weldings (or fraction).

4.11 Specific requirements for Class 3 vessels

4.11.1 For vessels whose scantlings have been determined using an efficiency of welded joint e greater than 0,90, see [4.9.1].

Heat treatment, mechanical tests and non-destructive tests are not required for welded joints of other Class 3 vessels.

5 Design and construction - Control and monitoring

5.1 Boiler control and monitoring system

5.1.1 Local control and monitoring

Means to effectively operate, control and monitor the operation of oil fired boilers and their associated auxiliaries are to be provided locally. The functional condition of the fuel, feed water and steam systems and the boiler operational status are to be indicated by pressure gauges, temperature indicators, flow-meter, lights or other similar devices.

5.1.2 Emergency shut-off

Means are to be provided to shut down boiler forced draft or induced draft fans and fuel oil service pumps from outside the space where they are located, in the event that a fire in that space makes their local shut-off impossible.

5.1.3 Water level indicators

- Each boiler is to be fitted with at least two separate means for indicating the water level. One of these means is to be a level indicator with transparent element. The other may be either an additional level indicator with transparent element or an equivalent device. Level indicators are to be of an approved type.
- The transparent element of level indicators is to be made of glass, mica or other appropriate material.
- Level indicators are to be located so that the water level is readily visible at all times. The lower part of the transparent element is not to be below the safety water level defined by the builder.
- Level indicators are to be fitted either with normally closed isolating cocks, operable from a position free

from any danger in case of rupture of the transparent element or with self-closing valves restricting the steam release in case of rupture of this element.

5.1.4 Water level indicators - Special requirements for water tube boilers

- For water tube boilers having an athwarships steam drum more than 4 m in length, a level indicator is to be fitted at each end of the drum.
- Water tube boilers serving turbine propulsion machinery shall be fitted with a high-water-level audible and visual alarm (see also Tab 19).*

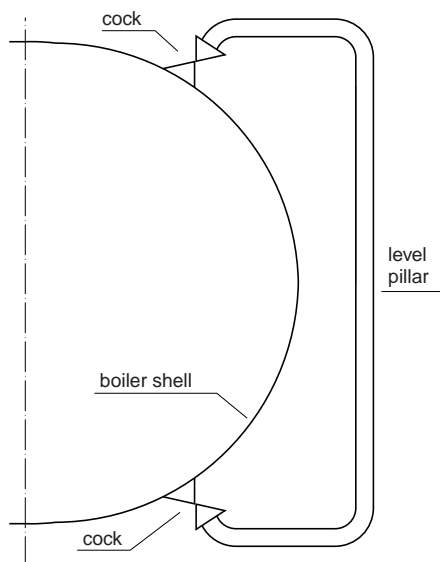
5.1.5 Water level indicators - Special requirements for fire tube boilers (vertical and cylindrical boilers)

- For cylindrical boilers, the two water level indicators mentioned in [5.1.3] are to be distributed at each end of the boiler; i.e. double front cylindrical boilers are to have two level indicators on each front.
- A system of at least two suitably located and remote controlled gauge-cocks may be considered as the equivalent device mentioned in [5.1.3] for cylindrical boilers having a design pressure lower than 1 MPa, for cylindrical boilers having a diameter lower than 2 m and for vertical boilers having height lower than 2,3 m. Gauge-cocks are to be fixed directly on the boiler shell.
- Where level indicators are not fixed directly on the boiler shell, but on level pillars, the internal diameter of such pillars is not to be less than the value d_N given in Tab 18. Level pillars are to be either fixed directly on the boiler shell or connected to the boiler by pipes fitted with cocks secured directly to the boiler shell. The internal diameter of these pipes d_C is not to be less than the values given in Tab 18. The upper part of these pipes is to be arranged so that there is no bend where condense water can accumulate. These pipes are not to pass through smoke boxes or uptakes unless they are located inside metallic ducts having internal diameter exceeding by not less than 100 mm the external diameter of the pipes. Fig 30 shows the sketch of a level pillar arrangement.

Table 18 : Minimum internal diameters d_N and d_C

Internal diameter of the boiler	d_N (mm)	d_C (mm)
$D > 3$ m	60	38
$2,30 \text{ m} \leq D \leq 3$ m	50	32
$D < 2,30$ m	45	26

Figure 30 : Level pillar arrangement



5.1.6 Pressure control devices

- Each boiler is to be fitted with a steam pressure gauge so arranged that its indications are easily visible from the stokehold floor. A steam pressure gauge is also to be provided for superheaters which can be shut off from the boiler they serve.
- Pressure gauges are to be graduated in units of effective pressure and are to include a prominent legible mark for the pressure that is not to be exceeded in normal service.
- Each pressure gauge is to be fitted with an isolating cock.
- Double front boilers are to have a steam pressure gauge arranged in each front.

5.1.7 Temperature control devices

Each boiler fitted with a superheater is to have an indicator or recorder for the steam temperature at the superheater outlet.

5.1.8 Automatic shut-off of oil fired propulsion and auxiliary boilers

- Each burner is to be fitted with a flame scanner designed to automatically shut off the fuel supply to the burner in the event of flame failure. In the case of failure of the flame scanner, the fuel to the burner is to be shut off automatically.
- A low water condition is to automatically shut off the fuel supply to the burners. The shut-off is to operate before the water level reaches a level so low as to affect the safety of the boiler and no longer be visible in the gauge glass. Means are to be provided to minimise the risk of shut-off provoked by the effect of roll and pitch and/or transients. This shut-off system need not be installed in auxiliary boilers which are under local

supervision and are not intended for automatic operation.

- Forced draft failure is to automatically shut off the fuel supply to the burners.
- Loss of boiler control power is to automatically shut off the fuel supply to the burners.

5.1.9 Alarms

Any actuation of the fuel-oil shut-off listed in [5.1.8] is to operate a visual and audible alarm.

5.1.10 Additional requirements for boilers fitted with automatic control systems

- The flame scanner required in [5.1.8] a) is to operate within 6 seconds from the flame failure.
- A timed boiler purge with all air registers open is to be initiated manually or automatically when boilers are fitted with an automatic ignition system. The purge time is based on a minimum of 4 air changes of the combustion chamber and furnace passes. Forced draft fans are to be operating and air registers and dampers are to be open before the purge time commences.
- Means are to be provided to bypass the flame scanner control system temporarily during a trial-for-ignition for a period of 15 seconds from the time the fuel reaches the burners. Except for this trial-for-ignition period, no means are to be provided to bypass one or more of the burner flame scanner systems unless the boiler is locally controlled.
- Where boilers are fitted with an automatic ignition system, and where residual fuel oil is used, means are to be provided for lighting of burners with igniters lighting properly heated residual fuel oil. In the case of flame failure, the burner is to be brought back into automatic service only in the low-firing position.
- An alarm is to be activated whenever a burner operates outside the limit conditions stated by the manufacturer.
- Immediately after normal shutdown, an automatic purge of the boiler equal to the volume and duration of the pre-purge is to occur. Following automatic fuel valve shut-off, the air flow to the boiler is not to automatically increase; post-purge in such cases is to be carried out under manual control.
- Propulsion and auxiliary boilers associated with propulsion machinery intended for centralised, unattended operations are to comply with the requirements of Chapter 3.

5.2 Pressure vessel instrumentation

5.2.1

- Pressure vessels are to be fitted with the necessary devices for checking pressure, temperature and level, where it is deemed necessary.
- In particular, each air pressure vessel is to be fitted with a local manometer.

5.3 Thermal oil heater control and monitoring

5.3.1 Local control and monitoring

Suitable means to effectively operate, control and monitor the operation of oil fired thermal oil heaters and their associated auxiliaries are to be provided locally. The functional condition of the fuel, thermal oil circulation, forced draft and flue gas systems is to be indicated by pressure gauges, temperature indicators, flow-meter, lights or other similar devices.

5.3.2 Flow control and monitoring

- a) A flow indicator of the thermal oil is to be provided.
- b) Oil fired or exhaust gas heaters are to be provided with a flow monitor limit-switch. If the flow rate falls below a minimum value the firing system is to be switched off and interlocked.

5.3.3 Manual control

At least the temperature control device on the oil side and flow monitoring are to remain operative in manual operation.

5.3.4 Leakage monitoring

Oil tanks are to be equipped with a leakage detector which, when actuated, shuts down and interlocks the thermal oil firing system. If the oil fired heater is on standby, the starting of the burner is to be blocked if the leakage detector is actuated.

5.4 Control and monitoring

5.4.1

In addition to those of this item [5.4], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Pt F Ch 3 also apply.

5.4.2

Tab 19, Tab 20, Tab 21 and Tab 22 summarise the control and monitoring requirements for main propulsion boilers, auxiliary boilers, oil fired thermal oil heaters and exhaust gas thermal oil heaters and incinerators, respectively.

Note 1: Some departures from Tab 19, Tab 20, Tab 21 and Tab 22 may be accepted by the Society in the case of ships with a restricted navigation notation.

6 Arrangement and installation

6.1 Foundations

6.1.1 For boilers and pressure vessels bolting down to their foundations, see Sec 1, [3.3.1]. Where necessary, they are also to be secured to the adjacent hull structures by suitable ties.

Where chocks are required to be fitted between the boilers and their foundations, they are to be of cast iron or steel.

6.2 Boilers

6.2.1 Thermal expansion

Means are to be provided to compensate thermal expansion of boilers.

6.2.2 Minimum distance of boilers from vertical bulkheads and fuel tanks

- a) The distance between boilers and vertical bulkheads is to be not less than the minimum distance necessary to provide access for inspection and maintenance of the structure adjacent to the boiler.
- b) In addition to the requirement in a), the distance of boilers from fuel oil tanks is to be such as to prevent the possibility that the temperature of the tank bulkhead may approach the flash point of the oil.
- c) In any event, the distance between a boiler and a vertical bulkhead is not to be less than 450 mm.

Table 19 : Main propulsion boilers

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Boiler			Auxiliary	
Identification of system parameter	Alarm	Indica-tion	Slow-down	Shut-down	Control	Stand by Start	Stop
Fuel oil							
• Fuel oil delivery pressure or flow	L						
• Fuel oil temperature after heater or viscosity fault	L+H	local					
• Master fuel oil valve position (open / close)		local					
• Fuel oil input burner valve position (open / close)		local					
Combustion							
• Flame failure of each burner	X						
• Failure of atomizing fluid	X						
• Boiler casing and economizer outlet smoke temperature (in order to detect possible fire out-break)	H						
	HH			X			
Air							
• Air register position		local					
General steam							
• Superheated steam pressure	L+H	local					
					X		
• Superheated steam temperature	H	local					
• Lifting of safety valve (or equivalent: high pressure alarm for instance)	X						
• Water level inside the drum of each boiler	L+H	local (1)					
	LL			X			
					X		
(1) Duplication of level indicator is required							

Table 20 : Auxiliary boilers

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Boiler			Auxiliary	
Identification of system parameter	Alarm	Indica-tion	Slow-down	Shut-down	Control	Stand by Start	Stop
Water level	L+H	local					
	LL			X			
Circulation stopped (when forced circulation boiler)	X			X			
Fuel oil temperature or viscosity (2)	L+H	local					
Flame failure	X			X			
Temperature in boiler casing (Fire)	H						
Steam pressure	H (1)	local		X			
(1) When the automatic control does not cover the entire load range from zero load							
(2) Where heavy fuel is used							

Table 21 : Thermal oil system

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control					
			System			Auxiliary		
			Alarm	Indica- tion	Slow- down	Shut- down	Control	Stand by Start
Identification of system parameter								
Thermal fluid temperature heater outlet	H	local		X				
Thermal fluid pressure pump discharge	H	local		X				
Thermal fluid flow through each heating element	L	local		X				
Expansion tank level	L	local		X (1)				
Expansion tank temperature	H							
Forced draft fan stopped	X			X				
Heavy fuel oil temperature or viscosity	H+L	local						
Burner flame failure	X			X				
Flue gas temperature heater inlet (When exhaust gas heater)	H			X (2)				
(1) Stop of burner and fluid flow								
(2) Stop of the flue gas only								

Table 22 : Incinerators

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control					
			Incinerator			Auxiliary		
			Alarm	Indica- tion	Slow- down	Shut- down	Control	Stand by Start
Identification of system parameter								
Flame failure	X			X				
Furnace temperature	H			X				
Exhaust gas temperature	H							
Fuel oil pressure		local						
Fuel oil temperature or viscosity (1)	H+L	local						
(1) Where heavy fuel is used								

6.2.3 Minimum distance of boilers from double bottom

- a) Where double bottoms in way of boilers may be used to carry fuel oil, the distance between the top of the double bottom and the lower metal parts of the boilers is not to be less than:
- 600 mm, for cylindrical boilers
 - 750 mm, for water tube boilers.
- b) The minimum distance of vertical tube boilers from double bottoms not intended to carry oil may be 200 mm.

6.2.4 Minimum distance of boilers from ceilings

- a) A space sufficient for adequate heat dissipation is to be provided on the top of boilers.
- b) Oil tanks are not permitted to be installed in spaces above boilers.

6.2.5 Drip trays and gutterways

Boilers are to be fitted with drip trays and gutterways in way of burners so arranged as to prevent spilling of oil into the bilge.

6.2.6 Hot surfaces

Hot surfaces with which the crew are likely to come into contact during operation are to be suitably guarded or insulated. See Sec 1, [3.7.1].

6.2.7 Registers fitted in the smoke stacks of oil fired boilers

Where registers are fitted in smoke stacks, they are not to obstruct more than two thirds of the cross-sectional area of gas passage when closed. In addition, they are to be provided with means for locking them in open position when the boiler is in operation and for indicating their position and degree of opening.

6.3 Pressure vessels

6.3.1 Safety devices on multiple pressure vessels

Where two or more pressure vessels are interconnected by a piping system of adequate size so that no branch of piping may be shut off, it is sufficient to provide them with one safety valve and one pressure gauge only.

6.4 Thermal oil heaters

6.4.1 In general, the requirements of [6.2] for boilers are also applicable to thermal oil heaters.

7 Material test, workshop inspection and testing, certification

7.1 Material testing

7.1.1 General

Materials, including welding consumables, for the constructions of boilers and pressure vessels are to be certified by the material manufacturer in accordance with the appropriate material specification.

7.1.2 Boilers, other steam generators, and oil fired and exhaust gas thermal oil heaters

In addition to the requirement in [7.1.1], testing of materials intended for the construction of pressure parts of boilers, other steam generators, oil fired thermal oil heaters and exhaust gas thermal oil heaters is to be witnessed by the Surveyor.

7.1.3 Class 1 pressure vessels and heat exchangers

In addition to the requirement in [7.1.1], testing of materials intended for the construction of pressure parts of class 1 pressure vessels and heat exchangers is to be witnessed by the Surveyor.

This requirement may be waived at the Society's discretion for mass produced small pressure vessels (such as accumulators for valve controls, gas bottles, etc.).

7.2 Workshop inspections

7.2.1 Boilers and individually produced class 1 and 2 pressure vessels

The construction, fitting and testing of boilers and individually produced class 1 and 2 pressure vessels are to be attended by the Surveyor, at the builder's facility.

7.2.2 Mass produced pressure vessels

Construction of mass produced pressure vessels which are type approved by the Society need not be attended by the Surveyor.

7.3 Hydrostatic tests

7.3.1 General

Hydrostatic tests of all class 1, 2 and 3 pressure vessels are to be witnessed by the Surveyor with the exception of mass produced pressure vessels which are built under the conditions stated in [7.2.2].

7.3.2 Testing pressure

a) Upon completion, pressure parts of boilers and pressure vessels are to be subjected to a hydraulic test under a pressure p_t defined below as a function of the design pressure p :

- $p_t = 1,5 p$ where $p \leq 4 \text{ MPa}$
- $p_t = 1,4 p + 0,4$ where $4 \text{ MPa} < p \leq 25 \text{ MPa}$
- $p_t = p + 10,4$ where $p > 25 \text{ MPa}$

b) The test pressure may be determined as a function of a pressure lower than p ; however, in such case, the setting and characteristics of the safety valves and other over-pressure protective devices are also to be determined and blocked as a function of this lower pressure.

c) If the design temperature exceeds 300°C , the test pressure p_t is to be as determined by the following formula:

$$p_t = 1,5 \cdot \frac{K_{100}}{K} \cdot p$$

where:

- p : Design pressure, in MPa
- K_{100} : Permissible stress at 100°C , in N/mm^2
- K : Permissible stress at the design temperature, in N/mm^2

d) Consideration is to be given to the reduction of the test pressure below the values stated above where it is necessary to avoid excessive stress. In any event, the general membrane stress is not to exceed 90% of the yield stress at the test temperature.

e) Economisers which cannot be shut off from the boiler in any working condition are to be submitted to a hydraulic test under the same conditions as the boilers.

f) Economisers which can be shut off from the boiler are to be submitted to a hydraulic test at a pressure determined as a function of their actual design pressure p .

7.3.3 Hydraulic test of boiler and pressure vessel accessories

a) Boilers and pressure vessel accessories are to be tested at a pressure p_t which is not less than 1,5 times the design pressure p of the vessels to which they are attached.

b) The test pressure may be determined as a function of a pressure lower than p ; however, in such case, the setting and characteristics of the safety valves and other over-pressure protective devices are also to be determined and blocked as a function of this lower pressure.

7.3.4 Hydraulic test procedure

a) The hydraulic test specified in [7.3.1] is to be carried out after all openings have been cut out and after execution of all welding work and of the heat treatment, if any. The vessel to be tested is to be presented without lagging, paint or any other lining and the pressure is to be maintained long enough for the Surveyor to proceed with a complete examination.

b) Hydraulic tests of boilers are to be carried out either after installation on board, or at the manufacturer's plant. Where a boiler is hydrotested before installation on board, the Surveyor may, if deemed necessary,

request to proceed with a second hydraulic test on board under a pressure at least equal to 1,1 p. For this test, the boiler may be fitted with its lagging. However, the Surveyor may require this lagging to be partially or entirely removed as necessary.

- c) For water tube boilers, the hydraulic test may also be carried out separately for different parts of the boiler upon their completion and after heat treatment. For drums and headers, this test may be carried out before drilling the tube holes, but after welding of all appendices and heat treatment. When all parts of the boiler have been separately tested and following assembly the boiler is to undergo a hydraulic test under a pressure of 1,25 p.

7.3.5 Hydraulic tests of condensers

Condensers are to be subjected to a hydrostatic test at the following test pressures:

- Steam space: 0,1 MPa
- Water space: maximum pressure which may be developed by the pump with closed discharge valve increased by 0,07 MPa. However, the test pressure is not to be less than 0,2 MPa. When the characteristics of the

pump are not known, the hydrostatic test is to be carried out at a pressure not less than 0,35 MPa.

7.4 Certification

7.4.1 Certification of boilers and individually produced pressure vessels

Boilers and individually produced pressure vessels of classes 1 and 2 are to be certified by the Society in accordance with the procedures stated in Part D.

7.4.2 Mass produced pressure vessels

Small mass produced pressure vessels of classes 1 and 2 may be accepted provided they are type approved by the Society in accordance with the procedures stated in Part A.

7.4.3 Pressure vessels not required to be certified

The Manufacturer's certificate, including detail of tests and inspections, is to be submitted to the Society for pressure vessels not required to be certified by the Society. The Society reserves the right to require confirmatory hydrostatic tests in the presence of the Surveyor on a case by case basis, based on the criticality and service of the pressure vessel.

SECTION 4 STEAM TURBINES

1 General

1.1 Application

1.1.1 Propulsion turbines and turbines for essential services

The requirements of this Section apply to:

- a) all propulsion turbines
- b) turbines intended for auxiliary services essential for safety and navigation, or for driving cargo pumps in tankers.

1.1.2 Auxiliary turbines driving generators

In addition to the requirements contained in this Section, auxiliary turbines driving electric generators are to comply with those of Chapter 2.

1.2 Documentation to be submitted

1.2.1 For propulsion turbines and turbines intended for driving machinery for essential services, the plans and data listed in Tab 1 are to be submitted.

All listed plans are to be constructional plans complete with all dimensions and are to contain full indication of the types of materials employed.

2 Design and construction

2.1 Materials

2.1.1 Rotating components

- a) Rotors, shafts and discs of turbines are to be of forged steel. In general, the forgings are to have minimum tensile strength R_m within the limits in Tab 2.
- b) Rotors of small turbines may be built of special cast steels.
- c) Turbine blades are to be built of corrosion-resistant materials.

2.1.2 Static components

The casings and diaphragms of turbines are to be built of forged or cast steels capable of withstanding the pressures and temperatures to which they are subjected. Cast iron may be used for temperatures up to 300°C.

2.2 Design and constructional details

2.2.1 Rotors and stators

- a) All components of turbines are to be free from defects and are to be built and installed with tolerances and clearances such as to allow thermal expansion and to

minimise the distortions of casings and rotors in all expected service conditions.

- b) Particular care is to be devoted to preventing condensation water from accumulating in the blade spaces of the casings. Adequate drain tubes and cocks are to be arranged in a suitable position, in the lower parts of the casings. Cocks are to be easy to operate.
- c) When labyrinth packings are used, the steam supply pipes to the sealing system are to be so arranged that condensed steam may not enter the turbine.
- d) Particular attention is to be paid to the connection of pipes to the turbine stators in order to avoid abnormal loads in service.
- e) Smooth fillets are to be provided at changes of section of rotors, discs and blade roots. The holes in discs are to be well rounded and polished.

2.2.2 Bearings

- a) Turbine bearings are to be so located that their lubrication is not impaired by overheating from adjacent hot parts.
- b) Lubricating oil is to be prevented from dripping on high temperature parts.
- c) Suitable arrangements for cooling the bearings after the turbines have been stopped may also be required, at the discretion of the Society.

2.2.3 Turning gear

- a) Main propulsion turbines are to be equipped with turning gear for both directions of rotation. The rotors of auxiliary turbines are to be capable of being turned by hand.
- b) The engagement of turning gear is to be visually indicated at the control platform.
- c) An interlock is to be provided to ensure that the turbine cannot be started up when the turning gear is engaged.

2.2.4 Astern power for main propulsion

- a) The main propulsion turbine is to have sufficient power for running astern. The astern power is considered to be sufficient if it is able to attain astern revolutions equivalent to at least 70% of the rated ahead revolutions for a period of at least 15 minutes.
- b) For main propulsion machinery with reverse gearing, controllable pitch propellers or an electrical transmission system, astern running is not to cause any overloading of the propulsion machinery.
- c) During astern running, the main condenser and the ahead turbines are not to be excessively overheated.

Table 1 : Documents to be submitted

No.	A/I (1)	ITEM
1	I	Sectional assembly
2	A	Rotors and discs, revolving and stationary blades for each turbine
3	A	Fastening details of revolving and stationary blades
4	A	Casings
5	A	Schematic diagram of control and safety devices
6	I	General specification of the turbine, including an operation and instruction manual
7	I	Maximum power and corresponding maximum rotational speed, and the values of pressure and temperature at each stage
8	A	Material specifications of the major parts, including their physical, chemical and mechanical properties, the data relevant to rupture and creep at elevated temperatures, when the service temperature exceeds 400°C, the fatigue strength, the corrosion resistance and the heat treatments
9	I	Distribution box
10	A	Strength calculations of rotors, discs and blades and blade vibration calculations
11	A	Where the rotors, stators or other components of turbines are of welded construction, all particulars on the design of welded joints, welding conditions, heat treatments and non-destructive examinations after welding
(1) A = to be submitted for approval in four copies I = to be submitted for information in duplicate		

Table 2 : Limits of R_m

STEEL	R_m limits (N/mm ²)
Carbon and carbon-manganese steel	$400 < R_m < 600$
Alloy steels for rotors	$500 < R_m < 800$
Alloy steels for discs and other forgings	$500 < R_m < 1000$

2.2.5 Interlock

The simultaneous admission of steam to the ahead and astern turbines is to be prevented by interlocks. Brief overlapping of the ahead and astern valves during manoeuvring may be permitted.

2.2.6 Turbine exhaust

- To provide a warning to personnel in the vicinity of the exhaust end steam turbines of excessive pressure, sentinel valves or other equivalent means are to be provided at the exhaust end of all turbines. The valve discharge outlets are to be clearly visible and suitably guarded, as necessary.
- Where, in auxiliary steam turbines, the inlet steam pressure exceeds the pressure for which the exhaust casing and associated piping up to the exhaust valve are designed, means to relieve the excess pressure are to be provided.

2.2.7 Water accumulation prevention

- Non-return valves or other approved means are to be fitted in bled steam connections to prevent steam and water returning into the turbines.
- Bends are to be avoided in steam piping in which water may accumulate.

2.2.8 Steam strainers

Efficient steam strainers are to be provided close to the inlets to ahead and astern high pressure turbines or alternatively at the inlets to manoeuvring valves.

2.2.9 Emergency arrangements

- In single screw ships fitted with cross-compound main turbine installations the arrangements are to be such as to enable safe navigation when the steam supply to any one of the turbines is required to be isolated. For this emergency operation purpose the steam may be led directly to the low pressure (L.P.) turbine and either the high pressure (H.P.) or medium pressure (M.P.) turbine can exhaust direct to the condenser.
- Adequate arrangements and controls are to be provided for these operating conditions so that the pressure and temperature of the steam do not exceed those which the turbine and condenser can safely withstand.
- The necessary pipes and valves for these arrangements are to be readily available and properly marked.
- A fit-up test of all combinations of pipes and valves is to be performed prior to the first sea trials.
- The permissible power/speed when operating without one of the turbines (all combinations) is to be specified and information provided on board.
- The operation of the turbines under emergency conditions is to be assessed for the potential influence on shaft alignment and gear teeth loading conditions.
- Ships classed for unrestricted service and fitted with a steam turbine propulsion plant and only one main boiler are to be provided with means to ensure emergency propulsion in the event of failure of the main boiler.

2.3 Welded fabrication

2.3.1 The manufacturer's requirements relative to the welding of turbine rotors or major forged or cast pieces, where permitted, are to be readily identifiable when the plans are submitted to the Society for approval. Requirements relative to fabrication, welding, heat treatments, examinations, testing and acceptance will be stipulated on a case by case basis.

In general, all weldings are to be carried out by qualified welders in accordance with qualified welding procedures and using approved consumables.

2.4 Control and monitoring

2.4.1 General

In addition to those of this item [2.4], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

2.4.2 Governors

- a) Turbines for main propulsion machinery equipped with controllable pitch propellers, disengaging couplings or electrical transmission systems are to be fitted with an additional speed governor which, in the event of a sudden loss of load, prevents the revolutions from increasing to the trip speed given in [2.4.3].
- b) The speed increase of turbines driving electric generators - except those for electrical propeller drive - resulting from a change from full load to no-load may not exceed 5% on the resumption of steady running conditions. The transient speed increase resulting from a sudden change from full load to no-load conditions is not to exceed 10% and is to be separated by a sufficient margin from the trip speed.

2.4.3 Overspeed devices

- a) Each main and auxiliary turbine is to be provided with an overspeed protective device to prevent the rotational speed from exceeding the maximum rotational by more than 15%. The device is to be actuated by the turbine shaft.
- b) Where two or more steam turbines are coupled to the same gear wheel, the Society may accept the fitting of only one overspeed device for all the coupled turbines.
- c) For turbines driving electric generators, the overspeed protective device mentioned in a) is also to be fitted with a means for manual tripping.
- d) Where exhaust steam from auxiliary systems is led to the main turbine, provision is to be made to cut off the steam automatically when the overspeed protective device is activated.

2.4.4 Rotor axial displacement

A quick-closing valve is to be provided which automatically shuts off the steam supply in the event of axial displacement of the rotor beyond the permissible limits stated by the man-

ufacturer. The device controlling the valve is to be actuated by the turbine shaft.

2.4.5 Emergency oil supply

For the emergency lubricating oil supply, see Sec 10, [12.5].

2.4.6 Bearing lubrication failure

- a) Main ahead turbines are to be provided with a quick-closing valve which automatically shuts off the steam supply in the event of a dangerous reduction in oil pressure in the bearing lubricating system.
- b) This arrangement is to be such as to ensure the admission of steam to the astern turbine for braking purposes.
- c) Auxiliary turbines having governors operated other than hydraulically in which the lubricating oil is inherent in the system, are to be provided with an alarm device and a means of shutting off the steam supply in the case of lowering of oil pressure in the bearing lubricating oil system.

2.4.7 Shut-off arrangement

- a) Arrangements are to be provided for shutting off the steam to the main turbines by a suitable hand trip device controlling the steam admission valve situated at the control platform and at the turbine itself.
- b) Hand tripping for auxiliary turbines is to be arranged in the proximity of the turbine overspeed protective device.
- c) The hand trip device is any device which is operated manually irrespective of the way the action is performed, i.e. mechanically or by means of external power.
- d) The quick-closing valves are also to be manually operable at the turbine and from the control platform.
- e) Re-setting of the quick-closing valve device may be effected only at the turbine or from the control platform with the control valves in the closed position.
- f) Where the valves are operated by hydraulic oil systems fitted for automatic operation, they are to be fed by two pumps: one main pump and one standby pump. In any event, the standby pump is to be independent. In special cases, at the Society's discretion, a hand-operated pump may be accepted as a standby pump.
- g) The starting up of any turbine is to be possible only when the quick-closing devices are ready for operation.
- h) A quick-closing device is to be provided which automatically shuts off the steam supply in the event of an increase in pressure or water level in the condenser beyond the permissible limits.

2.4.8 Summary Tables

Tab 3 and Tab 4 summarise the minimum control and monitoring requirements for main propulsion and auxiliary turbines, respectively.

Note 1: Some departures from Tab 3 and Tab 4 may be accepted by the Society in the case of ships with a restricted navigation notation.

3 Arrangement and installation

3.1 Foundations

3.1.1 Foundations of turbines and connected reduction gears are to be designed and built so that hull movements do not give rise to significant movements between reduction gears and turbines. In any event, such movements are to be absorbed by suitable couplings.

3.2 Jointing of mating surfaces

3.2.1 The mating flanges of casings are to form a tight joint without the use of any interposed material.

3.3 Piping installation

3.3.1 Pipes and mains connected to turbine casings are to be fitted in such a way as to minimise the thrust loads and moments.

3.4 Hot surfaces

3.4.1 Hot surfaces with which the crew are likely to come into contact during operation are to be suitably guarded or insulated. See Sec 1, [3.7].

Table 3 : Main propulsion turbine

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Turbine			Auxiliary	
Identification of system parameter	Alarm	Indica- tion	Slow- down	Shut- down	Control	Stand by Start	Stop
• Main turbine speed		local					
	H			X			
					X		
• Main turbine axial displacement	X	local		X			
• Main turbine vibration	H	local					
Lubricating oil							
• Supply pressure		local					
	L			X (2)			
• Level of gravity tank	L (1)	local					
(1) Sensor to be located near the normal level							
(2) This is not to prevent astern operation for braking							

Table 4 : Auxiliary turbine

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Turbine			Auxiliary	
Identification of system parameter	Alarm	Indica- tion	Slow- down	Shut- down	Control	Stand by Start	Stop
Overspeed	H	local		X			
Rotor displacement	X	local		X			
Vibration	H	local					
Lubricating oil supply pressure	L			X			
Lubricating oil level in gravity tank	L						

3.5 Alignment

3.5.1 Particular care is to be taken in the alignment of turbine-reduction gearing, taking account of all causes which may alter the alignment from cold conditions to normal service conditions.

When a structural tank is fitted in way of the turbine or gearing foundations, the expected tank temperature variations are to be taken into account during alignment operations.

Propulsion turbines are to be fitted with indicators showing the axial movements of rotors with respect to casings and the sliding movements of casings on the sliding feet.

3.6 Circulating water system

3.6.1 The circulating water system with vacuum ejectors is to be so arranged that water may not enter the low pressure turbines.

3.7 Gratings

3.7.1 Gratings and any other structures in way of the sliding feet or flexible supports are to be so arranged that turbine casing expansion is not restricted.

3.8 Drains

3.8.1 Turbines and the associated piping systems are to be equipped with adequate means of drainage.

3.9 Instruments

3.9.1 Main and auxiliary turbines are to be fitted with calipers and micrometers of a suitable type for verifying the alignment of rotors and pinion and gear-wheel shafts.

This check is to be performed to the Surveyor's satisfaction at the time of installation.

4 Material tests, workshop inspection and testing, certification

4.1 Material tests

4.1.1 Parts to be tested

The materials for the construction of the parts listed in Tab 5 are to be tested in compliance with the requirements of Part D of the Rules.

Magnetic particle or liquid penetrant tests are required for the parts listed in Tab 5 and are to be effected in positions mutually agreed upon by the manufacturer and the Surveyor, where experience shows defects are most likely to occur.

For important structural parts of the turbine, in addition to the above-mentioned non-destructive tests, examination of welded seams by approved methods of inspection may be required.

Where there is evidence to doubt the soundness of any turbine component, non-destructive tests using approved detecting methods may be required.

4.1.2 Special auxiliary turbines

In the case of auxiliary turbines with a steam inlet temperature of up to 250°C, the extent of the tests stated in Tab 5 may be limited to the disc and shaft materials.

4.2 Inspections and testing during construction

4.2.1 Inspections during construction

The following inspections and tests are to be carried out in the presence of the Surveyor during the construction of all turbines which are indicated in [1.1.1]. For shipboard tests, see Sec 16, [3.5].

- material tests, as required (see [4.1])
- welded fabrication (see [4.2.2])
- non-destructive examination of turbine blades (see [4.2.3])
- hydrostatic tests (see [4.2.4])
- safety valves (see [4.2.5])
- thermal stability test of rotor (see [4.2.6])
- rotor balancing and overspeed test (see [4.2.7] and [4.2.8])
- shop trials (see [4.2.9]).

4.2.2 Welded fabrication

Welded fabrication and testing is to be attended by the Surveyor, as may be deemed necessary by the Society.

4.2.3 Turbine blades

When turbine blades are calculated using a permissible stress $K > R_m/4$, all turbine rotor blades are to be checked by dye penetrants or other equivalent method.

4.2.4 Hydrostatic tests

- a) Turbine and nozzle casings are to be subjected to a hydrostatic test at the greater of the following test pressures:
 - i) 1,5 times the working pressure
 - ii) 1,5 times the starting pressure
- b) However, the test pressure is not to be less than 0,2 N/mm².
- c) The turbine casings may be temporarily subdivided by diaphragms in order to obtain different pressure values for the various stages, if necessary.
- d) Where it is not possible to perform hydrostatic tests, the manufacturer may submit to the Society, for consideration, alternative proposals for testing the integrity of turbine casings and the absence of defects therein.
- e) For the bodies of quick-closing, safety, manoeuvring and control valves, the test pressure is to be 1,5 times the maximum allowable working pressure of the boiler (approval pressure). The sealing efficiency of these valves when closed is to be tested at 1,1 times the working pressure.
- f) Intermediate coolers and heat exchangers are to be subjected to a hydrostatic test at 1,5 times the working pressure.
- g) Pressure piping, valves and other fittings are to be subjected to hydrostatic tests in compliance with the normal requirements for these items.

4.2.5 Safety valves

All valves required in [2.4] are to be tested at their setting pressure in the presence of the Surveyor, as specified by the turbine manufacturer.

4.2.6 Thermal stability test of rotors

Solid forged and welded rotors of propulsion turbines are to be subjected to a thermal stability test where the service temperature exceeds 400°C. This test is to be carried out after heat treatment and rough machining or at a later stage of fabrication, in accordance with a procedure approved by the Society.

4.2.7 Balancing of rotors

Finished rotors, complete with all fittings and blades, are to be dynamically balanced in a balancing machine of appropriate sensitivity in relation to the size of the rotor. Normally this test is to be carried out with the primary part of the flexible coupling, if any.

4.2.8 Overspeed test of rotors

Finished rotors, complete with all fittings and blades, are to be subjected for at least 3 minutes to an overspeed test at the greater of the following values:

- 5% above the setting speed of the overspeed tripping device
- 15% above the maximum design speed.

The Society may waive this requirement provided that it can be demonstrated by the manufacturer, using an acceptable direct calculation procedure, that the rotor is able to safely withstand the above values of overspeed and that rotors are free from defects, as verified by means of non-destructive tests.

4.2.9 Shop trials

Where turbines are subjected to a trial run at the factory, the satisfactory functioning of the control, safety and monitor-

ing equipment is to be verified during the trial run. Such verification is in any event to take place not later than the commissioning of the plant aboard ship.

In general, propulsion steam turbines are to be subjected to a works trial under steam but without load, up to the service rotational speed, as far as possible. In the course of the works trials, the overspeed devices for both main and auxiliary turbines are to be set.

4.3 Certification

4.3.1 Turbines required to be certified

For turbines required to be certified as per [1.1.1], Society's certificates (C) (see Pt D, Ch 1, Sec 1, [4.2.1]) are required for material tests of rotating components and blades listed in Tab 4 and for works trials as per [4.2.1]. Provided the manufacturer has a quality assurance system accepted by the Society, a reduced number of inspections and tests in the presence of the Surveyor may be agreed.

4.3.2 Turbines not required to be certified

For turbines not required to be certified as per [1.1.1], manufacturer's certificates including details of tests and inspections carried out at the shop are to be submitted. The acceptance of these turbines is, however, subject to their satisfactory performance during dock and sea trials.

4.3.3 Type approved turbines

For mass produced turbines which are requested to be type approved by the Society, the tests and trials on a prototype are to be carried out in the presence of the Surveyor as stated in [4.3.1]. The minimum required attendance of the Surveyor at the production tests and trials will be agreed between the manufacturer and the Society on a case by case basis.

Table 5 : Material and non-destructive tests

Turbine component	Material tests (Mechanical properties and chemical composition)	Non-destructive tests	
		Magnetic particle or liquid penetrant	Ultrasonic or radiographic examination
Rotating parts (turbine rotors, shafts, stiff and flexible couplings, bolts for couplings and other dynamically stressed parts, integral pinions and gears)	all	all	sample
Stationary parts (castings and plates for casings)	all	spot as agreed between the Manufacturer and the Surveyor	-
Blades	sample	sample	sample
Piping and associated fittings	as required in the appropriate section of the Rules	as required in the appropriate section of the Rules	as required in the appropriate section of the Rules

SECTION 5 GAS TURBINES

1 General

1.1 Application

1.1.1 Propulsion turbines and turbines for essential services

The requirements of this Section apply to:

- a) all propulsion turbines
- b) turbines intended for auxiliary services essential for safety and navigation.

1.1.2 Turbines for auxiliary generators

In addition to the requirements contained in this Section, auxiliary turbines driving electric generators are to comply with the applicable requirements of Chapter 2 of the Rules.

1.1.3 Type approval

Turbines intended for propulsion and essential services are to be type approved by the Society.

1.2 Definition of rated power

1.2.1 Rated power is the maximum constant power that the turbine can develop at constant speed in the range of air inlet temperature between 0°C and 35°C. This power is to be considered with 0 intake and exhaust losses and with an air relative humidity of 60%.

1.3 Documentation to be submitted

1.3.1 For propulsion turbines and turbines intended for driving machinery for essential services, the plans listed in Tab 1 are to be submitted.

The listed constructional plans are to be complete with all dimensions and are to contain full indication of the types of materials used.

2 Design and Construction

2.1 Materials

2.1.1 Approved materials

a) Gas turbine materials are to fulfil the requirements imposed by the operating conditions of the individual components. In the choice of materials, account is to be taken of effects such as creep, thermal fatigue, oxidation and corrosion to which individual components are subject when in service. Evidence of the suitability of the materials is to be supplied to the Society in the form of details of their chemical and mechanical properties and of the heat treatment applied. Where composite materi-

als are used, their method of manufacture is to be described.

b) Turbine blades are to be built of corrosion and heat-resistant materials.

2.2 Stress analyses

2.2.1 Calculation

- a) The manufacturer is to submit the results of calculation of the stresses on each rotor under the most severe service conditions.
- b) Fatigue analysis on each rotor, taking into account the stress concentrations, is also to be submitted.
- c) The results of previous in-service experience on similar applications may be considered by the Society as an alternative to items a) and b) above.

The calculations and analyses (see also [1.3.1]) are to be carried out in accordance with criteria agreed by the Society. Data on the design service life and test results used to substantiate calculation assumptions are also to be provided.

2.2.2 Vibrations

The range of service speeds is not to give rise to unacceptable bending vibrations or to vibrations affecting the entire installation. Calculations of the critical speeds including details of their basic assumptions are to be submitted.

2.3 Design and constructional details

2.3.1 Rotors and stators

- a) All components of turbines and compressors are to be free from defects and are to be built and installed with tolerances and clearances in order to allow thermal expansion and to minimise the distortions of casings and rotors in all expected service conditions.
- b) Adequate drain tubes and cocks are to be arranged in a suitable position, in the lower parts of the casings. Cocks are to be easily operated.
- c) Suitable protective devices are to be provided in order to prevent heat, noise or possible failure of rotating parts from causing injury to personnel. If, to this end, the whole gas turbine is enclosed in a protective covering, the covering is to be adequately ventilated inside.
- d) Particular attention is to be paid to the connection in the casings of pipes to the turbine stators in order to avoid abnormal loads in service.
- e) Smooth fillets are to be provided at changes of sections of rotors, discs and blade roots. The holes in discs are to be well rounded and polished.

Table 1 : Documents to be submitted

No.	A/I (1)	ITEM
1	I	Sectional assembly
2	A	Detailed drawings of rotors, casings, blades, combustion chambers and heat exchangers (2)
3	A	Material specifications of the major parts, including their physical, chemical and mechanical properties, the data relevant to rupture and creep at elevated temperatures, the fatigue strength, the corrosion resistance and the heat treatments (2)
4	A	Where the rotors, stators or other components of turbines are of welded construction, all particulars on the design of welded joints, welding procedures and sequences, heat treatments and non-destructive examinations after welding (2)
5	I	General specification of the turbine, including instruction manual, description of structures and specification of the properties of fuel and lubricating oil to be used
6	I	Details of operating conditions, including the pressure and temperature curves in the turbine and compressor at the rated power and corresponding rotational speeds, and details of permissible temporary operation beyond the values for the rated power
7	A	Diagrammatic layout of the fuel system, including control and safety devices, and of the lubricating oil system
8	A	Cooling system layout, if applicable
9	I	Where applicable, background information on previous operating experience in similar applications
10	I	Maintenance and overhaul procedures
11	A	Stress and temperature analysis in blades, rotors and combustion chamber (2)
12	A	Life time calculation of hot and high stress parts (2)
13	A	Blade and rotor vibration analysis (2)
14	A	Details of automatic safety devices together with failure mode and effect analysis (2)
<p>(1) A = to be submitted for approval in four copies I = to be submitted for information in duplicate</p> <p>(2) As an alternative, the Society may, on a case by case basis, consider reviewing a number of selected packages relative to important and critical parts of the turbine, where all the design, construction, inspection, testing and acceptance criteria used by the manufacturer are clearly described, provided the Quality Assurance system of the manufacturer is approved and certified by the Society.</p>		

2.3.2 Access and inspection openings

- Access to the combustion chambers is to be ensured. Means are to be provided to inspect the burner cans or combustion chamber without having to remove the gas generator.
- Inspection openings are to be provided to allow the gas turbine flow path air to be inspected with special equipment, e.g. a bore-scope or similar, without the need for dismantling.

2.3.3 Bearings

- Turbine bearings are to be so located that their lubrication is not impaired by overheating from hot gases or adjacent hot parts.
- Lubricating oil or fuel oil is to be prevented from dripping on high temperature parts.
- Suitable arrangements for cooling the bearings after the turbines have been stopped are to be provided, if necessary to prevent bearing cooking.
- Roller bearings are to be identifiable and are to have a life adequate for their intended purpose. In any event, their life cannot be less than 40000 hours.

2.3.4 Turning gear

- Main propulsion turbines are to be equipped with turning gear or a starter for cranking. The rotors of auxiliary turbines are to be capable of being turned by hand.
- The engagement of the turning gear or starter is to be visually indicated at the control platform.
- An interlock is to be provided to ensure that the main turbine cannot be started up when the turning gear is engaged.

2.3.5 Cooling

The turbines and their external exhaust system are to be suitably insulated or cooled to avoid excessive outside temperature.

2.3.6 Air supply

- The air intake ducting is to be equipped to prevent extraneous substances from entering the compressor and turbine.
- Measures are to be taken to control the salinity of the combustion air, to meet the manufacturer's specification.

- c) Cleaning equipment is to be provided to remove deposits from compressors and turbines.
- d) Means are to be provided to prevent the formation of ice in the air intake.

2.3.7 Turbine exhaust arrangement

- a) The gas exhaust arrangement is to be designed in such a way as to prevent the entrance of gases into the compressor.
- b) Silencers or other equivalent arrangements are to be provided in the gas exhaust, to limit the airborne noise at one metre distance from the turbine to not more than 110 dB (A) in unmanned machinery spaces and not more than 90 dB (A) in manned spaces.

2.3.8 Multi-turbine installations

Multi-turbine installations are to have separate air inlets and exhaust systems to prevent recirculation through the idle turbine.

2.3.9 Fuel

- a) Where the turbine is designed to burn non-distillate fuels, a fuel treatment system is to be provided to remove, as far as practicable, the corrosive constituents of the fuel or to inhibit their action in accordance with the manufacturer's specification.
- b) Suitable means are to be provided to remove the deposits resulting from the burning of the fuel while avoiding abrasive or corrosive action, if applicable.
- c) Gas turbines burning boil-off gases of liquefied gas cargo tanks will be specially considered by the Society taking into account the requirements of Part E Chapter 9 Section 16.

2.3.10 Start-up equipment

- a) Gas turbines are to be fitted with start-up equipment enabling them to be started up from the "shutdown" condition.
- b) Provisions are to be made so that any dangerous accumulation of liquid or gaseous fuel inside the turbines is thoroughly removed before any attempt at starting or restarting.
- c) Starting devices are to be so arranged that firing operation is discontinued and the main fuel valve is closed within a pre-determined time when ignition is failed.
- d) The minimum number of starts is to be such as to satisfy the requirements of Sec 1, [1.4.4].

2.3.11 Astern power

For main propulsion machinery with reverse gearing, controllable pitch propellers or an electrical transmission system, astern running is not to cause any overloading of the propulsion machinery.

2.3.12 Emergency operation

- a) In installations with more than one propeller and connected shafting and more than one turbine, the failure of any gas turbine unit connected to a shafting line is not to affect the continued, independent operation of the remaining units.

- b) In installations with only one propeller and connected shafting, driven by two or more main turbines, care is to be taken to ensure that, in the event of one of the turbines failing, the others are able to continue operation independently.
- c) Ships classed for unrestricted service and fitted with only one propeller and connected shafting driven by a gas turbine are to be provided with means to ensure emergency propulsion in the event of failure of the main turbine.

2.4 Welded fabrication

2.4.1 The manufacturer's requirements relative to the welding of turbine rotors or major forged or cast pieces, where permitted, are to be readily identifiable by the Society in the plans submitted for approval.

In general, all weldings are to be carried out by qualified welders in accordance with qualified welding procedures using approved consumables.

2.5 Control and monitoring

2.5.1 General

In addition to those of this item [2.5], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

2.5.2 Governors and speed control system

- a) Propulsion turbines which may be operated in no-load conditions are to be fitted with a control system capable of limiting the speed to a value not exceeding 10% of the maximum continuous speed.
- b) Turbines for main propulsion machinery equipped with controllable pitch propellers, disengaging couplings or an electrical transmission system are to be fitted with a speed governor which, in the event of a sudden loss of load, prevents the revolutions from increasing to the trip speed.
- c) In addition to the speed governor, turbines driving electric generators are to be fitted with a separate overspeed protective device, with a means for manual tripping, adjusted so as to prevent the rated speed from being exceeded by more than 15%.
- d) The speed increase of turbines driving electric generators - except those for electrical propeller drive - resulting from a change from full load to no-load is not to exceed 5% on the resumption of steady running conditions. The transient speed increase resulting from a sudden change from full load to no-load conditions is not to exceed 10% and is to be separated by a sufficient margin from the trip speed. Alternative requirements may be considered by the Society on a case by case basis based on the actual turbine design and arrangement.

2.5.3 Monitoring system

The main operating parameters (pressure, temperature, rpm, etc.) are to be adequately monitored and displayed at the control console.

2.5.4 Emergency shut-off

- An emergency push-button shut-off device is to be provided at the control console.
- Any shut-off device provided in pursuance of the above is to shut off the fuel supply as near the burners as possible.

2.5.5 Quick-closing devices

- Re-setting of the quick-closing device may be effected only at the turbine or from the control platform with the fuel supply control valve in the closed position.
- When the devices are operated by hydraulic oil systems fitted for automatic operation, they are to be fed by two pumps: one main pump and one standby pump. In any event, the standby pump is to be independent. In special cases, a hand-operated pump may be accepted as a standby pump.
- The starting up of any turbine is to be possible only when the quick-closing devices are ready for operation.

2.5.6 Automatic temperature controls

The following turbine services are to be fitted with automatic temperature controls so as to maintain steady state conditions within the normal operating range of the main gas turbine:

- lubricating oil supply and discharge
- fuel oil supply (or, alternatively, automatic control of fuel oil viscosity)
- exhaust gas in specific locations of the flow gas path as determined by the manufacturer.

2.5.7 Summary table

Tab 2 indicates the minimum control, monitoring and shut-down requirements for main propulsion and auxiliary turbines.

Note 1: Some departures from Tab 2 may be accepted by the Society in the case of ships with a restricted navigation notation.

Table 2 : Main propulsion and auxiliary turbines

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Turbine			Auxiliary	
Identification of system parameter	Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start	Stop
• Control system failure	X						
• Automatic starting failure	X						
Mechanical monitoring of gas turbine							
• Speed		local					
	H			X			
• Rotor axial displacement (Not applicable to roller bearing)		local					
	H			X			
• Vibration	H	local					
• Performed number of cycle of rotating part	H						
Gas generator monitoring							
• Flame and ignition failure	X			X			
• Fuel oil supply pressure	L	local					
• Fuel oil supply temperature	H	local					
• Cooling medium temperature	H	local					
• Exhaust gas temperature or gas temperature in specific locations of flow gas path. (Alarm before shut-down)		local					
	H			X			
• Pressure at compressor inlet (alarm before shut-down)		local					
	L			X			
Lubricating oil							
• Turbine supply pressure		local					
	L			X			
• Differential pressure across lubricating oil filter	H	local					
• Bearing or lubricating oil (discharge) temperature	H	local					

3 Arrangement and installation

3.1 Foundations

3.1.1 Foundations of turbines and connected reduction gears are to be designed and built so that hull movements do not give rise to significant movements between reduction gears and turbines. In any event, such movements are to be absorbed by suitable couplings.

3.2 Joints of mating surfaces

3.2.1 The mating flanges of casings are to form a tight joint without the use of any interposed material.

3.3 Piping installation

3.3.1 Pipes and mains connected to turbine and compressor casings are to be fitted in such a way as to minimise the thrust loads and moments. If flexible hoses are used for this purpose, they are to comply with the requirements in Sec 10, [2.6].

3.4 Hot surfaces

3.4.1 Hot surfaces with which the crew are likely to come into contact during operation are to be suitably guarded or insulated. See Sec 1, [3.7].

3.5 Alignment

3.5.1

- a) Particular care is to be taken in the alignment of turbine-reduction gearing, taking account of all causes which may alter the alignment from cold conditions to normal service conditions.
- b) When a structural tank is fitted in way of the turbine or gearing foundations, the expected tank temperature variations are to be taken into account during alignment operations.
- c) Propulsion turbines are to be fitted with indicators showing the axial movements of rotors with respect to casings and the sliding movements of casings on the sliding feet. Such indicators are to be fitted in an easily visible position. This requirement does not apply to turbines fitted with roller bearings.

3.6 Gratings

3.6.1 Gratings and any other structures in way of the sliding feet or flexible supports are to be so arranged that turbine casing expansion is not restricted.

3.7 Drains

3.7.1 Turbines and the associated piping systems are to be equipped with adequate means of drainage.

3.8 Instruments

3.8.1 Main and auxiliary turbines are to be fitted with calipers and micrometers of a suitable type for verifying the alignment of rotors and pinion and gear-wheel shafts, when necessary.

At the time of installation on board, this check is to be performed in the presence and to the satisfaction of the Surveyor.

4 Material tests, workshop inspection and testing, certification

4.1 Type tests - General

4.1.1 Upon finalisation of the design for production of every new turbine type intended for installation on board ships, one turbine is to be presented for type testing as required below.

A type test carried out for a particular type of turbine at any manufacturer's works will be accepted for all turbines of the same type built by licensees and licensors.

Turbines which are subjected to type testing are to be tested in accordance with the scope specified below, it being taken for granted that:

- the turbine is optimised as required for the conditions of the type test
- the investigations and measurements required for reliable turbine operation have been carried out during preliminary internal tests by the turbine manufacturer
- the documentation to be submitted as required in [1.3.1] has been examined and, when necessary, approved by the Society and the latter has been informed regarding the nature and extent of investigations carried out during pre-production stages.

4.2 Type tests of turbines not admitted to an alternative inspection scheme

4.2.1 General

Turbines for which the Manufacturer is not admitted to testing and inspections according to an alternative inspection scheme (see Pt D, Ch 1, Sec 1, [3.2]), are to be type tested in the presence of the Surveyor in accordance with the following requirements.

The type test is subdivided into three stages:

- a) Stage A - Preliminary internal tests carried out by the manufacturer

Stage A includes functional tests and collection of operating values including testing hours during the internal tests, the relevant results of which are to be presented to the Surveyor during the type test. Testing hours of components which are inspected are to be stated by the manufacturer.

- b) Stage B - Type approval test

The type approval test is to be carried out in the presence of the Surveyor.

c) Stage C - Inspection of main turbine components

After completion of the test programme, the main turbine components are to be inspected.

The turbine manufacturer is to compile all results and measurements for the turbine tested during the type test in a type test report, which is to be submitted to the Society.

4.2.2 Stage A - Internal tests (functional tests and collection of operating data)

a) During the internal tests the turbine is to be operated at the load points considered important by the turbine manufacturer and the relevant operating values are to be recorded.

b) The load points may be selected according to the range of application.

c) Functional tests under normal operating conditions include:

1) The load points 25%, 50%, 75%, 100% of the rated power for which type approval is requested, to be carried out:

- along the nominal (theoretical) propeller curve and at constant speed, for propulsion turbines
- at constant speed, for turbines intended for generating sets.

2) The limit points of the permissible operating range.

These limit points are to be defined by the turbine manufacturer.

d) An alternative testing program may be agreed between the manufacturer and the Society on a case by case basis.

4.2.3 Stage B - Type approval tests in the presence of the Surveyor

During the type test, the tests listed below are to be carried out in the presence of the Surveyor and the results are to be recorded in a report signed by both the turbine manufacturer and the Surveyor.

Any departures from this programme are to be agreed upon by the manufacturer and the Society.

a) Load points

The load points at which the turbine is to be operated according to the power/speed diagram are those listed below. The data to be measured and recorded when testing the turbine at various load points are to include all necessary parameters for turbine operation.

The operating time per load point depends on the turbine characteristics (achievement of steady-state condition) and the time for collection of the operating values.

Normally, an operating time of 0,5 hour per load point can be assumed.

At the maximum continuous power as per the following item (1) an operating time of two hours is required. Two sets of readings are to be taken at a minimum interval of one hour.

- 1) test at maximum continuous power P: i.e. 100% output at 100% torque and 100% speed.
- 2) test at maximum permissible torque (normally 110% of nominal torque T) at 100% speed; or test at maxi-

imum permissible power and speed according to the nominal propeller curve.

3) tests at partial loads, e.g. 75%, 50%, 25% of maximum continuous power P and speed according to the nominal propeller curve.

b) Additional tests

- test at lowest turbine speed according to the nominal propeller curve
- starting tests
- governor tests
- testing and rating of the safety systems.

4.2.4 Evaluation of test results

The results of the tests and checks required by [4.2.3] will be evaluated by the attending Surveyor. Normally the main operating data to be recorded during the tests are those listed in [4.3.4].

The values of temperatures and pressures of media, such as cooling media, lubricating oil, exhaust gases, etc., are to be within limits which, in the opinion of the Surveyor, are appropriate for the characteristics of the turbine tested.

4.2.5 Stage C - Inspection of turbine components

Immediately after the test run as per [4.2.3], a selected number of components agreed between the manufacturer and the Society are to be presented for inspection to the Surveyor.

4.3 Type tests of turbines admitted to an alternative inspection scheme

4.3.1 General

Turbines admitted to testing and inspections according to an alternative inspection scheme (see Pt D, Ch 1, Sec 1, [3.2]) are to be type tested in the presence of the Surveyor in accordance with the following requirements.

The selection of the turbine to be tested from the production line is to be agreed upon with the Surveyor.

4.3.2 Type test

The programme of the type test is to be in general as specified below, P being the rated power and n the corresponding speed.

Any departures from this programme are to be agreed upon by the manufacturer and the Society.

- a) 6 hours at full power
- b) 10 hours shared at different partial loads (25%, 50%, 75% and 90% of power P);
- c) 2 hours at intermittent loads
- d) starting tests
- e) testing of speed governor, overspeed device and lubricating oil system failure alarm device
- f) testing of the minimum speed along the nominal (theoretical) propeller curve, for main propulsion turbines driving fixed pitch propellers, and of the minimum speed with no brake load, for main propulsion turbines driving controllable pitch propellers or for auxiliary turbines.

The tests at the above-mentioned outputs are to be combined together in working cycles which are to be repeated in succession for the entire duration within the limits indicated.

In particular, the full power test is to be carried out at the end of each cycle.

The partial load tests specified in (b) are to be carried out:

- along the nominal (theoretical) propeller curve and at constant speed, for propulsion turbines
- at constant speed, for turbines intended for generating sets.

In the case of prototype turbines, the duration and programme of the type test will be specially considered by the Society.

4.3.3 Alternatives

In cases of turbines for which the manufacturer submits documentary evidence proving successful service experience or results of previous bench tests, the Society may, at its discretion, allow a type test to be carried out, in the presence of the Surveyor according to a programme to be agreed upon in each instance.

4.3.4 Data to be recorded

During the type test, at least the following particulars are to be recorded:

- a) ambient air temperature, pressure and atmospheric humidity in the test room
- b) cooling medium temperature at the inlet of the turbine
- c) characteristics of the fuel and lubricating oil used during the test
- d) turbine speed
- e) brake power
- f) brake torque
- g) intake and exhaust losses
- h) lubricating oil pressure and temperature
- i) exhaust gas temperature in locations of the flow gas path selected by the manufacturer
- j) minimum starting air pressure and flow rate necessary to purge and start the turbine in cold condition, if applicable.

4.3.5 Inspection of main turbine components and evaluation of test results

The provisions of [4.2.4] and [4.2.5] are to be complied with, as far as applicable.

4.4 Material tests

4.4.1 The materials for the construction of the parts listed in Tab 3 are to be tested in compliance with the requirements of Part D.

Magnetic particle or liquid penetrant tests are required for the parts listed in Tab 3 and are to be effected in positions mutually agreed upon by the manufacturer and the Surveyor, where experience shows defects are most likely to occur.

For important structural parts of the turbine, in addition to the above-mentioned non-destructive tests, examination of welded seams by approved methods of inspection may be required.

Where there is evidence to doubt the soundness of any turbine component, non-destructive tests using approved detecting methods may be required.

4.5 Inspections and testing during construction

4.5.1 Inspections during construction

The following inspections and tests are to be carried out in the presence of a Surveyor during the construction of all turbines which are indicated in [1.1.1]. For on-board trials see Sec 16, [3.6].

- Material tests as required (See [4.4]).
- Welding fabrication (See [4.5.2]).
- Hydrostatic tests (See [4.5.3]).
- Rotor balancing and overspeed test (See [4.5.4], [4.5.5]).
- Shop trials (See [4.5.6]).

4.5.2 Welding fabrication

Welding fabrication and testing is to be attended by the Surveyor, as may be deemed necessary by the Society.

4.5.3 Hydrostatic tests

Finished casing parts and heat exchangers are to be subjected to hydrostatic testing at 1,5 times the maximum permissible working pressure. If it is demonstrated by other means that the strength of casing parts is sufficient, a tightness test at 1,1 times the maximum permissible working pressure may be accepted by the Society. Where the hydrostatic test cannot be performed, alternative methods for verifying the integrity of the casings may be agreed between the manufacturer and the Society on a case by case basis.

4.5.4 Balancing of rotors

Finished rotors, complete with all fittings and blades, are to be dynamically balanced in a balancing machine of appropriate sensitivity in relation to the size of the rotor. Normally this test is to be carried out with the primary part of the flexible coupling, if any.

4.5.5 Overspeed test of rotors

Finished rotors, complete with all fittings and blades, are to be subjected for at least 3 minutes to an overspeed test at the greater of the following values:

- 5% above the setting speed of the overspeed tripping device
- 15% above the maximum design speed.

The Society may waive this requirement provided that it can be demonstrated by the manufacturer, using an acceptable direct calculation procedure, that the rotor is able to safely withstand the above overspeed values and that rotors are free from defects, as verified by means of non-destructive tests.

Table 3 : Material and non-destructive tests

Turbine component	Material tests (Mechanical properties and chemical composition)	Non-destructive tests	
		Magnetic particle or liquid penetrant	Ultrasonic or radiographic examination
Rotating parts (compressors and turbine rotors, shafts, stiff and flexible couplings, bolts for couplings and other dynamically stressed parts, integral pinions and gears)	all	all	all
Stationary parts (castings for casings intended for a temperature exceeding 230°C and plates for casings intended for a temperature exceeding 370°C or pressure exceeding 4 Mpa)	all	spot as agreed between the Manufacturer and the Surveyor	-
Blades	sample	sample	sample
Piping and associated fittings	as required in the appropriate section of the Rules	as required in the appropriate section of the Rules	as required in the appropriate section of the Rules

4.5.6 Shop trials

For shop trials, see [4.2.3] and [4.3.2].

4.6 Certification**4.6.1 Type approval certificate and its validity**

Subject to the satisfactory outcome of the type tests and inspections specified in [4.2] or [4.3], the Society will issue to the turbine manufacturer a "Type Approval Certificate" valid for all turbines of the same type.

4.6.2 Testing certification

a) Turbines admitted to an alternative inspection scheme

Works' certificates (W) (see Pt D, Ch 1, Sec 1, [4.2.3]) are required for components and tests indicated in Tab 3 and tests and trials listed in [4.5.1]. However, the Society reserves the right to request that the shop trials be witnessed by a Surveyor on a case by case basis.

b) Turbines not admitted to an alternative inspection scheme

Society's certificates (C) (see Pt D, Ch 1, Sec 1, [4.2.1]) are required for material tests of rotating components and blades listed in Tab 3 and for works trials as per [4.5.3] and [4.5.4].

Works' certificates (W) (see Pt D, Ch 1, Sec 1, [4.2.3]) are required for the other items listed in Tab 3 and for trials described in [4.5.2] [4.5.5] and [4.5.6].

SECTION 6

GEARING

1 General

1.1 Application

1.1.1

Unless otherwise specified, the requirements of this section apply to:

- reduction and/or reverse gears intended for propulsion plants with a transmitted power of 220 kW and above
- other reduction and step-up gears with a transmitted power of 110 kW and above, intended for essential service auxiliary machinery.

All other gears are to be designed and constructed according to sound marine practice and delivered with the relevant works' certificate (see Pt D, Ch 1, Sec 1, [4.2.3]).

Gearing approved prior to the application date and having a documented satisfactory service experience may be exempted from application of these Rules.

The provisions of Article [2] apply only to cylindrical involute spur or helical gears with external or internal teeth.

Additional requirements for gears fitted to ships having an ice notation are given in Part F, Chapter 9.

Some departure from the requirements of this Section may be accepted by the Society in cases of gears fitted to ships having a restricted navigation notation.

Alternative calculations based on a recognized standard may be submitted by the manufacturer of the gears and will be given special consideration by the Society.

1.2 Documentation to be submitted

1.2.1 Documents

Before starting construction, all plans, specifications and calculations listed in Tab 1 are to be submitted to the Society.

Table 1 : Documents to be submitted for gearing

No.	I/A (1)	Document (2)
1	A	Constructional drawings of shafts and flanges
2	A	Constructional drawings of pinions and wheels, including: <ul style="list-style-type: none"> a) specification and details of hardening procedure: <ul style="list-style-type: none"> • core and surface mechanical characteristics • diagram of the depth of the hardened layer as a function of hardness values b) specification and details of the finishing procedure: <ul style="list-style-type: none"> • finishing method of tooth flanks (hobbing, shaving, lapping, grinding, shot-peening) • surface roughness for tooth flank and root fillet • tooth flank corrections (helix modification, crowning, tip-relief, end-relief), if any • grade of accuracy according to ISO 1328-1 1997
3	A	Shrinkage calculation for shrunk-on pinions, wheels rims and/or hubs with indication of the minimum and maximum shrinkage allowances
4	A	Calculation of load capacity of the gears
5	A / I (3)	Constructional drawings of casings
6	A	Functional diagram of the lubricating system, with indication of: <ul style="list-style-type: none"> • specified grade of lubricating oil • expected oil temperature in service • kinematic viscosity of the oil
7	A	Functional diagram of control, monitoring and safety systems
8	I	Longitudinal and transverse cross-sectional assembly of the gearing, with indication of the type of clutch
9	I	Data form for calculation of gears
<p>(1) A = to be submitted for approval, in four copies I = to be submitted for information, in duplicate.</p> <p>(2) Constructional drawings are to be accompanied by the specification of the materials employed including the chemical composition, heat treatment and mechanical properties and, where applicable, the welding details, welding procedure and stress relieving procedure.</p> <p>(3) "A" for welded casing, "I" otherwise</p>		

1.2.2 Data

The data listed in Tab 2 are to be submitted with the documents required in [1.2.1].

Table 2 : Data to be submitted for gearing

No.	Description of the data
1	Type of driving and driven machines and, if provided, type of flexible coupling
2	Maximum power transmitted by each pinion in continuous running and corresponding rotational speed, for all operating conditions, including clutching-in
3	Modules of teeth for pinion and wheels
4	Pressure angle and helix angle
5	Tooth profiles of pinions and wheels together with tip diameters and fillet radii
6	Operating centre distance
7	Addendum of the cutting tool
8	Common face width, operating pitch diameter
9	Data related to the bearings: <ul style="list-style-type: none"> • type, characteristics and designed service life of roller bearings • materials and clearances of plain bearings • position of each gear in relation to its bearings
10	Torsional vibration data (inertia and stiffness)

2 Design of gears - Determination of the load capacity

2.1 Symbols, units, definitions

2.1.1 Symbols and units

The meaning of the main symbols used in this Section is specified below.

Other symbols introduced in connection with the definition of influence factors are defined in the appropriate articles.

a	: Centre distance, in mm
b	: Common face width (for double helix gear, width of one helix), in mm
$b_{1,2}$: Face width of pinion, wheel
d	: Reference diameter, in mm
d_a	: Tip diameter, in mm
d_b	: Base diameter, in mm
d_f	: Root diameter, in mm
$d_{w1,2}$: Working diameter of pinion, wheel, in mm
x	: Addendum modification coefficient
z	: Number of teeth
z_n	: Virtual number of teeth

n	: Rotational speed, in rpm
U	: Reduction ratio
m_n	: Normal module, in mm
h	: Tooth depth, in mm
α_{Fen}	: Pressure angle at the outer point of single tooth pair contact in the normal section
α_n	: Normal pressure angle at reference cylinder, in degrees
α_t	: Transverse pressure angle at reference cylinder, in degrees
α_{tw}	: Transverse pressure angle at working pitch cylinder, in degrees
β	: Helix angle at reference cylinder, in degrees
β_b	: Base helix angle, in degrees
ε_α	: Transverse contact ratio
ε_β	: Overlap ratio
ε_γ	: Total contact ratio
ρ_{ao}	: Tip radius of the tool,
ρ_F	: Tooth root radius at the critical section, in mm
h_{Fe}	: Bending moment arm for tooth root bending stress for application of load at the outer point of single tooth pair contact, in mm
h_{fp}	: Basic rack dedendum, in mm
S_{Fn}	: Tooth root normal chord at critical section, in mm
χ_B	: Running-in factor (mesh misalignment)
Q	: Gearing quality class according to ISO 1328-1 1997
HB	: Brinell Hardness
HV	: Vickers hardness
R	: Minimum tensile strength of gear material, in N/mm ²
$R_{z(f)}$: Mean flank peak-to-valley roughness, in μm
$R_{z(f)'}^*$: Mean root peak-to-valley roughness, in μm
F_t	: Nominal tangential load, in N
σ_F	: Tooth root bending stress, in N/mm ²
σ_{FE}	: Endurance limit for tooth root bending stress, in N/mm ²
σ_{FP}	: Permissible tooth root bending stress, in N/mm ²
σ_H	: Contact stress (Hertzian pressure), in N/mm ²
$\sigma_{H,lim}$: Endurance limit for contact stress (Hertzian pressure), in N/mm ²
σ_{HP}	: Permissible contact stress (Hertzian pressure), in N/mm ²
v	: Linear velocity at working pitch diameter, in m/s

Subscripts:

- 1 for pinion, i.e. the gear having the smaller number of teeth
- 2 for wheel.

2.1.2 Geometrical definitions

In the calculation of surface durability, b is the common face width on the working pitch diameter.

In tooth strength calculations, b_1, b_2 are the face widths at the respective tooth roots. In any case b_1 and b_2 are not to be taken as greater than b by more than one module (m_n) on either side

For internal gears, $Z_2, a, d_2, d_{a2}, d_{b2}$ and d_{w2} are to be taken negative.

$$u = \frac{Z_2}{Z_1}$$

Note 1: $u > 0$ for external gears, $u < 0$ for internal gears.

$$\tan \alpha_t = \frac{\tan \alpha_n}{\cos \beta}$$

$$d_{1,2} = \frac{Z_{1,2} \cdot m_n}{\cos \beta}$$

$$d_{b1,2} = d_{1,2} \cdot \cos \alpha_t$$

$$d_{w1} = \frac{2a}{u + 1}$$

$$d_{w2} = \frac{2au}{u + 1}$$

where $a = 0,5 (d_{w1} + d_{w2})$

$$Z_{n1,2} = \frac{Z_{1,2}}{\cos^2 \beta_b \cos \beta}$$

$$m_t = \frac{m_n}{\cos \beta}$$

$$\text{inv } \alpha = \tan \alpha - \frac{\Pi \alpha}{180}; \quad \alpha [^\circ]$$

$$\text{inv } \alpha_{tw} = \text{inv } \alpha_t + 2 \tan \alpha_n \frac{x_1 + x_2}{Z_1 + Z_2} \text{ or}$$

$$\cos \alpha_{tw} = \frac{m_t (Z_1 + Z_2)}{2a} \cos \alpha_t$$

for external gears:

$$\varepsilon_\alpha = \frac{0,5 \cdot (d_{a1}^2 - d_{b1}^2)^{\frac{1}{2}} + 0,5 \cdot (d_{a2}^2 - d_{b2}^2)^{\frac{1}{2}} - (a \cdot \sin \alpha_{tw})}{\pi \cdot m_t \cdot \cos \alpha_t}$$

for internal gears:

$$\varepsilon_\alpha = \frac{0,5 \cdot (d_{a1}^2 - d_{b1}^2)^{\frac{1}{2}} - 0,5 \cdot (d_{a2}^2 - d_{b2}^2)^{\frac{1}{2}} - (a \cdot \sin \alpha_{tw})}{\pi \cdot m_t \cdot \cos \alpha_t}$$

$$\varepsilon_\beta = \frac{b \cdot \sin \beta}{\pi \cdot m_n}$$

$$\varepsilon_\gamma = \varepsilon_\alpha + \varepsilon_\beta$$

$$v = \pi d_{1,2} n_{1,2} / 60 \cdot 10^3$$

2.2 Principle

2.2.1

- a) The following requirements apply to cylindrical involute spur or helical gears with external or internal teeth, and

provide a method for the calculation of the load capacity with regard to:

- the surface durability (contact stress), and
- the tooth root bending stress.

The relevant formulae are provided in [2.4] and [2.5].

The influence factors common to the formulae are given in [2.3].

- b) Gears for which the conditions of validity of some factors or formulae are not satisfied will be given special consideration by the Society.
- c) Other methods of determination of load capacity will be given special consideration by the Society.

The nominal tangential load, F_t , tangential to the reference cylinder and perpendicular to the relevant axial plane, is calculated directly from the maximum continuous power transmitted by the gear set by means of the following equations:

$$T_{1,2} = \frac{30 \cdot 10^3 P}{\pi \cdot n_{1,2}}$$

$$F_t = 2000 \cdot T_{1,2} / d_{1,2}$$

2.3 General influence factors

2.3.1 General

General influence factors are defined in [2.3.2], [2.3.3], [2.3.4], [2.3.5] and [2.3.6]. Alternative values may be used provided they are derived from appropriate measurements.

2.3.2 Application factor K_A

The application factor K_A accounts for dynamic overloads from sources external to the gearing.

The values of K_A are given in Tab 3.

Table 3 : Values of K_A

Type of installation			K_A
Main gears (propulsion)	Diesel engine	with hydraulic coupling	1,00
		with elastic coupling	1,30
		with other type of coupling	1,50
	Turbine		1,00
Electric motor		1,00	
Auxiliary gears	Diesel engine	with hydraulic coupling	1,00
		with elastic coupling	1,20
		with other type of coupling	1,40
	Electric motor		1,00

2.3.3 Load sharing factor K_γ

The load sharing factor K_γ accounts for the uneven sharing of load on multiple path transmissions, such as epicyclic gears or dual tandem gears.

The values of K_γ are given in Tab 4.

Table 4 : Values of K_v

Type of gear		K_v
Dual tandem gear	without quill shaft (1)	1,15
	with quill shaft (1)	1,10
Epicyclic gear	with 3 planetary gears and less	1,00
	with 4 planetary gears	1,20
	with 5 planetary gears	1,30
	with 6 planetary gears and more	1,40
(1) A quill shaft is a torsionally flexible shaft intended for improving the load distribution between the gears.		

2.3.4 Dynamic factor K_v

The internal dynamic factor K_v accounts for the additional internal dynamic loads acting on the tooth flanks and due to the vibrations of pinion and wheel.

The values of K_v are given in Tab 5. They apply to cases where all the following conditions are satisfied:

$$\frac{v \cdot Z_1}{100} \sqrt{\frac{u^2}{1+u^2}} < 10 \text{ m/s}$$

- spur gears ($\beta = 0^\circ$) and helical gears with $\beta \leq 30^\circ$
- pinion with relatively low number of teeth, $z_1 < 50$
- solid disc wheels or heavy steel gear rim

and also when

$$\frac{v \cdot Z_1}{100} \sqrt{\frac{u^2}{1+u^2}} < 3 \text{ m/s}$$

in this case it is also applicable to gears having $\beta > 30^\circ$.

Table 5 : Values of K_v

Type of gear	K_v	K_2
Spur gear	$K_v = 1 + \left(\frac{K_1}{\frac{F_t}{K_A b}} + K_2 \right) \cdot \frac{v \cdot Z_1}{100} K_3 \sqrt{\frac{u^2}{1+u^2}}$ where K_1 has the values specified in Tab 6	$K_2 = 0,0193$
Helical gear	• if $\varepsilon_\beta \geq 1$: $K_v = 1 + \left(\frac{K_1}{\frac{F_t}{K_A b}} + K_2 \right) \cdot \frac{v \cdot Z_1}{100} K_3 \sqrt{\frac{u^2}{1+u^2}}$ where K_1 has the values specified in Tab 6	$K_2 = 0,0087$
	• if $\varepsilon_\beta < 1$: $K_v = K_{v\alpha} - \varepsilon_\beta \cdot (K_{v\alpha} - K_{v\beta})$ where $K_{v\alpha}$ is calculated as if the gear were of spur type	

Table 6 : Values of K_1

Type of gear	ISO grade of accuracy (1)					
	3	4	5	6	7	8
Spur gear	2,1	3,9	7,5	14,9	26,8	30,1
Helical gear	1,9	3,5	6,7	13,3	23,9	34,8
(1) ISO accuracy grades according to ISO 1328. In case of mating gears with different accuracy grades, the grade corresponding to the lower accuracy is to be used.						

For gears other than above, reference is to be made to ISO 6336-1 method B.

Factor K_3 is to be in accordance with the following:

- if

$$\frac{v \cdot Z_1}{100} \sqrt{\frac{u^2}{1+u^2}} \leq 0,2$$

then $K_3 = 2,0$

- if

$$\frac{v \cdot Z_1}{100} \sqrt{\frac{u^2}{1+u^2}} > 0,2$$

$$\text{then } K_3 = 2,071 - 0,357 \frac{v \cdot Z_1}{100} \sqrt{\frac{u^2}{1+u^2}}$$

2.3.5 Face load distribution factors $K_{H\beta}$ and $K_{F\beta}$

a) The face load distribution factors, $K_{H\beta}$ for contact stress and $K_{F\beta}$ for tooth root bending stress, account for the effects of non-uniform distribution of load across the face width.

b) The values of $K_{H\beta}$ and $K_{F\beta}$ are to be determined according to method C of ISO 6336-1:

F_m : mean transverse tangential load at the reference circle relevant to mesh calculation,

$$F_m = F_t \cdot K_A \cdot K_V$$

Note 1: The value of $K_{H\beta}$ is to be submitted and documented by the manufacturer of the gears.

c) If the hardest contact is at the end of the face width $K_{F\beta}$ is:

$$K_{F\beta} = K_{H\beta}^N$$

$$N = \frac{(b/h)^2}{1 + (b/h) + (b/h)^2}$$

where b/h is the smaller of b_1/h_1 and b_2/h_2 but is not to be taken lower than 3.

For double helical gears, the face width of only one helix is to be used.

d) In case of end relief or crowing: $K_{F\beta} = K_{H\beta}$

2.3.6 Transverse load distribution factors $K_{H\alpha}$ and $K_{F\alpha}$

The transverse load distribution factors, $K_{H\alpha}$ for contact stress, and $K_{F\alpha}$ for tooth root bending stress, account for the effects of pitch and profile errors on the transversal load distribution between two or more pairs of teeth in mesh.

The values of $K_{H\alpha}$ and $K_{F\alpha}$ are to be determined according to Method B of ISO 6336-1.

2.4 Calculation of surface durability

2.4.1 General

The criterion for surface durability is based on the contact stress (Hertzian pressure) on the pitch point or at the inner point of single pair contact.

The contact stress σ_H is not to exceed the permissible contact stress σ_{HP} .

2.4.2 Contact stress σ_H

The contact stress σ_H is to be determined as follows.

• for the pinion

$$\sigma_H = Z_B \cdot \sigma_{H0} \sqrt{K_A \cdot K_V \cdot K_{H\beta} \cdot K_{H\alpha}}$$

• for the wheel

$$\sigma_H = Z_D \cdot \sigma_{H0} \sqrt{K_A \cdot K_V \cdot K_{H\beta} \cdot K_{H\alpha}}$$

where:

σ_{H0} : calculated from the following formulae:

for external gears:

$$\sigma_{H0} = Z_H \cdot Z_E \cdot Z_\epsilon \cdot Z_\beta \sqrt{\frac{F_t}{d_1 \cdot b} \cdot \frac{u+1}{u}}$$

for internal gears:

$$\sigma_{H0} = Z_H \cdot Z_E \cdot Z_\epsilon \cdot Z_\beta \sqrt{\frac{F_t}{d_1 \cdot b} \cdot \frac{u-1}{u}}$$

K_A : Application factor (see [2.3.2]),

K_V : Load sharing factor (see [2.3.3]),

$K_{H\beta}$: Dynamic factor (see [2.3.4]),

$K_{H\alpha}$: Face load distribution factors (see [2.3.5]),

Z_B : Transverse load distribution factors (see [2.3.6]),

Z_D : Single pair tooth contact factor for pinion (see [2.4.4]),

Z_D : Single pair tooth contact factor for wheel (see [2.4.4]),

Z_H : Zone factor (see [2.4.5]),

Z_E : Elasticity factor (see [2.4.6]),

Z_ϵ : Contact ratio factor (see [2.4.7]),

Z_β : Helix angle factor (see [2.4.8]).

2.4.3 Permissible contact stress σ_{HP}

The permissible contact stress σ_{HP} is to be determined separately for pinion and wheel using the following formula:

$$\sigma_{HP} = \frac{\sigma_{Hlim}}{S_H} \cdot Z_L \cdot Z_V \cdot Z_R \cdot Z_W \cdot Z_X \cdot Z_N$$

where:

Z_L : Lubricant factor (see [2.4.9]),

Z_V : Velocity factor (see [2.4.9]),

Z_R : Roughness factor (see [2.4.9]),

Z_W : Hardness ratio factor (see [2.4.10]),

Z_X : Size factor for contact stress (see [2.4.11]),

Z_N : Life factor for contact stress is to be determined according to method B of ISO 6336-2, or assumed to be 1,

S_H : Safety factor for contact stress (see [2.4.12]).

2.4.4 Single pair tooth contact factors Z_B and Z_D

The single pair tooth contact factors Z_B for pinion and Z_D for wheel account for the influence of the tooth flank curvature on contact stresses at the inner point of single pair contact in relation to Z_H . These factors transform the contact stress determined at the pitch point to contact stresses considering the flank curvature at the inner point of single pair contact.

Z_B and Z_D are to be determined as follows:

a) for spur gears ($\epsilon_\beta = 0$):

• $Z_B = M_1$ or 1, whichever is the greater, where

$$M_1 = \frac{\tan \alpha_{tw}}{\sqrt{\left[\sqrt{\left(\frac{d_{a1}}{d_{b1}} \right)^2 - 1} - \frac{2\pi}{Z_1} \right] \cdot \left[\sqrt{\left(\frac{d_{a2}}{d_{b2}} \right)^2 - 1} - (\epsilon_\alpha - 1) \frac{2\pi}{Z_2} \right]}}$$

• $Z_D = M_2$ or 1, whichever is the greater, where

$$M_2 = \frac{\tan \alpha_{tw}}{\sqrt{\left[\sqrt{\left(\frac{d_{a2}}{d_{b2}} \right)^2 - 1} - \frac{2\pi}{Z_2} \right] \cdot \left[\sqrt{\left(\frac{d_{a1}}{d_{b1}} \right)^2 - 1} - (\epsilon_\alpha - 1) \frac{2\pi}{Z_1} \right]}}$$

b) for helical gears:

• with $\epsilon_\beta \geq 1$: $Z_B = Z_D = 1$.

- with $\varepsilon_\beta < 1$: Z_B and Z_D are to be determined by linear interpolation between:
 - Z_B and Z_D for spur gears, and
 - Z_B and Z_D for helical gears with $\varepsilon_\beta \geq 1$,

thus

- $Z_B = M_1 - \varepsilon_\beta (M_1 - 1)$ and $Z_B \geq 1$
- $Z_D = M_2 - \varepsilon_\beta (M_2 - 1)$ and $Z_D \geq 1$

For internal gears, Z_D is to be taken as 1,0.

2.4.5 Zone factor Z_H

The zone factor Z_H accounts for the influence on the Hertzian pressure of tooth flank curvature at the pitch point and transforms the tangential load at the reference cylinder to normal load at the pitch cylinder.

Z_H is to be determined as follows:

$$Z_H = \sqrt{\frac{2 \cdot \cos \beta_b \cdot \cos \alpha_{tw}}{(\cos \alpha_i)^2 \cdot \sin \alpha_{tw}}}$$

2.4.6 Elasticity factor Z_E

The elasticity factor Z_E accounts for the influence of the metal properties (module of elasticity E and Poisson's ratio ν) on the Hertzian pressure.

For steel gears, $Z_E = 189,8 \text{ N}^{1/2}/\text{mm}$.

In other cases, reference is to be made to ISO 6336-1.

2.4.7 Contact ratio factor Z_e

The contact ratio factor Z_e accounts for the influence of the transverse contact ratio and the overlap ratio on the specific surface load of gears.

Z_e is to be determined as follows:

a) for spur gears:

$$Z_e = \sqrt{\frac{4 - \varepsilon_\alpha}{3}}$$

b) for helical gears:

- for $\varepsilon_\beta < 1$

$$Z_e = \sqrt{\frac{4 - \varepsilon_\alpha}{3} \cdot (1 - \varepsilon_\beta) + \frac{\varepsilon_\beta}{\varepsilon_\alpha}}$$

- for $\varepsilon_\beta \geq 1$

$$Z_e = \sqrt{\frac{1}{\varepsilon_\alpha}}$$

2.4.8 Helix angle factor Z_β

The helix angle factor Z_β accounts for the influence of helix angle on surface durability, allowing for such variables as the distribution of load along the lines of contact.

Z_β is to be determined as follows:

$$Z_\beta = \sqrt{\frac{1}{\cos \beta}}$$

2.4.9 Lubrication, speed and roughness factors Z_L , Z_V and Z_R

The lubricant factor Z_L accounts for the influence of the type of the lubricant and of its viscosity. The velocity factor Z_V accounts for the influence of the pitch line velocity. The roughness factor Z_R accounts for the influence of the surface roughness on the surface endurance capacity.

The factors are to be determined for the softer material where gear pairs are of different hardness.

These factors are to be determined as follows:

a) Lubricant factor Z_L

$$Z_L = C_{ZL} + \frac{4 \cdot (1,0 - C_{ZL})}{\left(1,2 + \frac{134}{v_{40}}\right)^2}$$

where:

v_{40} : nominal kinematic viscosity of the oil at 40°C, mm²/s

C_{ZL} : • for $\sigma_{H,lim} < 850 \text{ N/mm}^2$
 $C_{ZL} = 0,83$

- for $850 \text{ N/mm}^2 \leq \sigma_{H,lim} \leq 1200 \text{ N/mm}^2$

$$C_{ZL} = 0,08 \left(\frac{\sigma_{H,lim} - 850}{305} \right) + 0,83$$

- for $\sigma_{H,lim} > 1200 \text{ N/mm}^2$

$$C_{ZL} = 0,91$$

b) Velocity factor Z_V

$$Z_V = C_{ZV} + \frac{2 \cdot (1,0 - C_{ZV})}{\sqrt{0,8 + \frac{32}{v}}}$$

where:

- for $\sigma_{H,lim} < 850 \text{ N/mm}^2$

$$C_{ZV} = 0,85$$

- for $850 \text{ N/mm}^2 \leq \sigma_{H,lim} \leq 1200 \text{ N/mm}^2$

$$C_{ZV} = C_{ZL} + 0,02$$

- for $\sigma_{H,lim} > 1200 \text{ N/mm}^2$

$$C_{ZV} = 0,93$$

c) Roughness factor Z_R

$$Z_R = \left(\frac{3}{R_{Z10(f)}} \right)^{C_{ZR}}$$

where:

$R_{Z10(f)}$: Mean relative flank peak-to-valley roughness for the gear pair

$$R_{Z10(f)} = R_{Z(f)} \sqrt[3]{\frac{10}{\rho_{red}}}$$

$R_{Z(f)}$: Mean flank peak-to-valley roughness of the gear pair,

$$R_{Z(f)} = \frac{R_{Z(f)1} + R_{Z(f)2}}{2}$$

ρ_{red} : Relative radius of curvature, equal to:

$$\rho_{red} = \frac{\rho_1 \cdot \rho_2}{\rho_1 + \rho_2} \quad \text{with:}$$

$$\rho_1 = 0,5 \cdot d_{b1} \cdot \tan \alpha_{tw}$$

$$\rho_2 = 0,5 \cdot d_{b2} \cdot \tan \alpha_{tw}$$

d_b being taken negative for internal gears,

If the roughness stated is an arithmetic mean roughness, i.e. R_a value (=CLA value) (=AA value) the following approximate relationship may be applied:

$$R_a = \text{CLA} = \text{AA} = R_z / 6$$

C_{ZR} : Coefficient having the following values:

- for $\sigma_{H,lim} < 850 \text{ N/mm}^2$
 $C_{ZR} = 0,15$
- for $850 \text{ N/mm}^2 \leq \sigma_{H,lim} \leq 1200 \text{ N/mm}^2$
 $C_{ZR} = 0,32 - \frac{\sigma_{H,lim}}{5000}$
- for $\sigma_{H,lim} > 1200 \text{ N/mm}^2$
 $C_{ZR} = 0,08$

2.4.10 Hardness ratio factor Z_W

The hardness ratio factor Z_W accounts for the increase of surface durability in the case of a soft steel gear meshing with a significantly ($\geq 200\text{HV}$) harder gear with a smooth surface in the following cases:

a) Surface-hardened pinion with through-hardened wheel

- for $HB < 130$

$$Z_W = 1,2 \cdot \left(\frac{3}{R_{ZH}}\right)^{0,15}$$

- for $130 \leq HB \leq 470$

$$Z_W = \left(1,2 - \frac{HB - 130}{1700}\right) \cdot \left(\frac{3}{R_{ZH}}\right)^{0,15}$$

- for $HB > 470$

$$Z_W = \left(\frac{3}{R_{ZH}}\right)^{0,15}$$

where:

HB : Brinell hardness of the tooth flanks of the softer gear of the pair

R_{ZH} : equivalent roughness, μm

$$R_{ZH} = \frac{R_{Z1} \cdot (10/\rho_{red})^{0,33} \cdot (R_{Z1}/R_{Z2})^{0,66}}{(V \cdot v_{40}/1500)^{0,33}}$$

ρ_{red} : relative radius of curvature

b) Through-hardened pinion and wheel

When the pinion is substantially harder than the wheel, the work hardening effect increases the load capacity of the wheel flanks. Z_W applies to the wheel only, not to the pinion.

- If $HB_1 / HB_2 < 1,2$

$$Z_W = 1$$

- if $1,2 \leq HB_1 / HB_2 \leq 1,7$

$$Z_W = 1 + \left(0,00898 \frac{HB_1}{HB_2} - 0,00829\right) \cdot (u - 1)$$

- if $HB_1 / HB_2 > 1,7$

$$Z_W = 1 + 0,00698 \cdot (u - 1)$$

If gear ratio $u > 20$ then the value $u = 20$ is to be used.

In any case, if calculated $Z_W < 1$ then the value $Z_W = 1,0$ is to be used.

2.4.11 Size factor Z_X

The size factor Z_X accounts for the influence of tooth dimensions on permissible contact stress and reflects the non-uniformity of material properties.

Z_X is to be determined as follows:

- for through-hardened steel: $Z_X = 1$

- for nitrided or nitrocarburised steel:
 $Z_X = 1,08 - 0,011 m_n$ with $0,75 \leq Z_X \leq 1$
- for case-hardened steels:
 $Z_X = 1,05 - 0,005 m_n$ with $0,90 \leq Z_X \leq 1$

2.4.12 Safety factor for contact stress S_H

The values to be adopted for the safety factor for contact stress S_H are given in Tab 7.

Table 7 : Safety factor for contact stress S_H

Type of installation		S_H
Main gears (propulsion)	single machinery	1,25
	duplicate machinery	1,20
Auxiliary gears		1,15

2.4.13 Endurance limit for contact stress $\sigma_{H,lim}$

The endurance limit for contact stress $\sigma_{H,lim}$ is the limit of repeated contact stress which can be permanently endured.

The endurance limit for contact stress $\sigma_{H,lim}$ is to be determined, in general, making reference to values indicated in the standard ISO 6336-5, for material quality MQ or as given in Tab 8 in relation to the type of steel employed and the heat treatment performed.

Table 8 : Endurance limit for contact stress

Type of steel and heat treatment	$\sigma_{H,lim}$ in N/mm^2
through-hardened carbon steels	$0,26 R + 350$
through-hardened alloy steels	$0,42 R + 330$
case-hardened alloy steels	1500
nitrided (nitriding steels)	1250
nitrided or induction-hardened (other steels)	1000

2.5 Calculation of tooth bending strength

2.5.1 General

The criterion for tooth bending strength is the permissible limit of local tensile stress in the root fillet.

The root stress σ_F is not to exceed the permissible tooth root bending stress σ_{FP} .

The root stress σ_F and the permissible root stress σ_{FP} are to be calculated separately for the pinion and the wheel.

2.5.2 Tooth root bending stress σ_F

The tooth root bending stress σ_F is to be determined as follows:

$$\sigma_F = \frac{F_t}{b \cdot m_n} \cdot Y_F \cdot Y_S \cdot Y_\beta \cdot Y_B \cdot Y_{DT} \cdot K_A \cdot K_\gamma \cdot K_V \cdot K_{F\beta} \cdot K_{F\alpha} \leq \sigma_{FP}$$

where:

Y_F : Tooth form factor (see [2.5.4])

- Y_S : Stress correction factor (see [2.5.5])
 Y_β : Helix factor (see [2.5.6])
 Y_B : Rim thickness factor (see [2.5.7]).
 Y_{DT} : Deep tooth factor (see [2.5.8]).
 K_A : Application factor (see [2.3.2])
 K_V : Load sharing factor (see [2.3.3])
 K_V : Dynamic factor (see [2.3.4])
 $K_{F\beta}$: Face load distribution factor (see [2.3.5])
 $K_{F\alpha}$: Transverse load distribution factor (see [2.3.6]).

2.5.3 Permissible tooth root bending stress σ_{FP}

The permissible tooth root bending stress σ_{FP} is to be determined separately for pinion and wheel using the following formula:

$$\sigma_{FP} = \frac{\sigma_{FE} \cdot Y_d \cdot Y_N}{S_F} \cdot (Y_{\delta relT} \cdot Y_{RrelT} \cdot Y_X)$$

where:

- σ_{FE} : Endurance limit for tooth root bending stress (see [2.5.9])
 Y_d : Design factor (see [2.5.10])
 Y_N : Life factor for bending stress (see [2.5.11])
 $Y_{\delta relT}$: Relative notch sensitive factor (see [2.5.12])
 Y_{RrelT} : Relative surface factor (see [2.5.13])
 Y_X : Size factor (see [2.5.14])
 S_F : Safety factor for tooth root bending stress (see [2.5.15]).

2.5.4 Tooth form factor Y_F

The tooth form factor Y_F takes into account the effect of the tooth form on the nominal bending stress assuming the load applied at the outer point of a single pair tooth contact.

In the case of helical gears, the form factors are to be determined in the normal section, i.e. for the virtual spur gear with the virtual number of teeth z_n .

Y_F is to be determined separately for the pinion and the wheel using the following formula:

$$Y_F = \frac{6 \cdot \frac{h_{Fe}}{m_n} \cdot \cos \alpha_{Fen}}{\left(\frac{s_{Fn}}{m_n}\right)^2 \cdot \cos \alpha_n}$$

where h_{Fe} , α_{Fen} and s_{Fn} are shown in Fig 1.

The parameters required for the calculation of Y_F are to be determined according to Method B of ISO 6336-3.

2.5.5 Stress correction factor Y_S

The stress correction factor Y_S is used to convert the nominal bending stress.

Y_S is to be determined separately for the pinion and for the wheel.

Y_S is to be determined as follows:

$$Y_S = (1,2 + 0,13L) \cdot q_s^{\left(\frac{1}{1,21 + (2,3/L)}\right)}$$

where:

- $L = \frac{s_{Fn}}{h_{Fe}}$
 s_{Fn} and h_{Fe} are taken from [2.5.4]
- the notch parameter q_s as defined in [2.5.12] is assumed to be within the range $1 \leq q_s < 8$.

2.5.6 Helix angle factor Y_β

The helix angle factor Y_β converts the tooth root stress of a virtual spur gear to that of the corresponding helical gear, taking into account the oblique orientation of the lines of mesh contact.

Y_β is to be determined as follows:

- for $\epsilon_\beta < 1$:
 $Y_\beta = 1 - \epsilon_\beta (\beta/120)$
- for $\epsilon_\beta > 1$:
 $Y_\beta = 1 - \beta/120$

Where $\beta > 30^\circ$, the value $\beta = 30^\circ$ is to be substituted for β in the above formulae.

2.5.7 Rim thickness factor Y_B

The rim thickness factor Y_B is a simplified factor used to de-rate thin rimmed gears. For critically loaded applications, this method should be replaced by a more comprehensive analysis.

Factor Y_B is to be determined as follows:

- a) for external gears:
- If $s_R / h \geq 1,2$
 $Y_B = 1$
 - if $0,5 < s_R / h < 1,2$

$$Y_B = 1,6 \cdot \ln\left(2,242 \frac{h}{s_R}\right)$$

where:

- s_R : Rim thickness of external gears, mm
 h : Tooth height, mm

The case $s_R / h \leq 5,0$ is to be avoided.

- b) for internal gears:
- If $s_R / m_n \geq 3,5$
 $Y_B = 1$
 - if $1,75 < s_R / m_n < 3,5$

$$Y_B = 1,15 \cdot \ln\left(8,324 \frac{m_n}{s_R}\right)$$

where:

- s_R : Rim thickness of internal gears, mm
 The case $s_R / m_n \leq 1,75$ is to be avoided.

2.5.8 Deep tooth factor Y_{DT}

The deep tooth factor Y_{DT} adjusts the tooth root stress to take into account high precision gears and contact ratios within the range of virtual contact ratio $2,05 \leq \epsilon_{\alpha n} \leq 2,5$, where:

$$\epsilon_{\alpha n} = \frac{\epsilon_\alpha}{\cos^2 \beta_b}$$

Factor Y_{DT} is to be determined as follows:

- if ISO accuracy grade ≤ 4 and $\epsilon_{an} > 2,5$
 $Y_{DT} = 0,7$
- if ISO accuracy grade ≤ 4 and $2,05 \leq \epsilon_{an} \leq 2,5$
 $Y_{DT} = 2,366 - 0,666 \epsilon_n$
- in all other cases
 $Y_{DT} = 1,0$

2.5.9 Endurance limit for tooth root bending stress σ_{FE}

The endurance limit for tooth root bending stress σ_{FE} is the local tooth root bending stress which can be permanently endured.

The bending endurance limit is to be determined, in general, according to ISO 6336-5, for material quality MQ or as given in Tab 9 in relation to the type of steel employed.

Figure 1 : Geometric elements of teeth

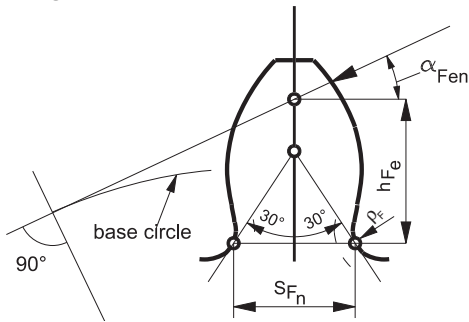


Table 9 : Values of endurance limit for tooth root bending stress σ_{FE}

Type of steel	σ_{FE} , in N/mm ²
Through-hardened carbon steel	0,17 R + 300 (1)
Through-hardened alloy steel	0,22 R + 340 (1)
Surface-hardened by means of flame or induction hardening	0,66 HV + 270
Nitriding steel, surface-hardened by means of gas nitriding	740
Alloy steels, surface-hardened by means of bath or gas nitriding	640 (1)
Case-hardened steels	840 (1)
(1) In case of shot peened tooth root the given value can be increased up to 20% for case hardened steels and up to 10% for through hardened steels.	

2.5.10 Design factor Y_d

The design factor Y_d takes into account the influence of load reversing and shrinkfit prestressing on the tooth root strength.

Y_d is to be determined as follows:

$Y_d = Y_{dr} \cdot Y_{ds}$

- for gears with occasional part load in reverse direction, such as main wheel in reverse gearboxes: $Y_{dr} = 0,9$
- for idler gears: $Y_{dr} = 0,7$
- otherwise $Y_{dr} = 1$

- for shrunk on pinions and wheel rims:

$Y_{ds} = 1 - \frac{\sigma_t}{\sigma_{FE}}$

where:

σ_t : shrinkage induced tangential stress in way of the tooth root.

- otherwise: $Y_{ds} = 1$

2.5.11 Life factor for bending stress Y_N

The life factor for bending stress Y_N accounts for the higher tooth root bending stress permissible if a limited life (number of cycles) is required.

Y_N assumed equal to Y_{NT} according to method B ISO 6336-3 or assumed to be as follows:

- for gears intended for ahead running: $Y_N = 1$
- for gear intended for astern running only: $Y_N = 1,25$
- for other intermittent running, Y_N will be specially considered by the Society.

2.5.12 Relative notch sensitivity factor $Y_{\delta rel T}$

The relative notch sensitivity factor $Y_{\delta rel T}$ indicates the extent to which the theoretically concentrated stress lies above the fatigue endurance limit.

$Y_{\delta rel T}$ is to be determined as follows:

$Y_{\delta rel T} = \frac{1 + \sqrt{0,2\rho'(1 + 2q_s)}}{1 + \sqrt{1,2\rho'}}$

where:

$q_s = \frac{S_{Fn}}{2 \cdot \rho_F}$

q_s : notch parameter

ρ' : slip-layer thickness, mm, taken from Tab 10

Table 10

Material	ρ' , in mm
Case hardened steels, flame or induction hardened steels	0,0030
through hardened steels (1), yield point $R_e =$	
500 N/mm ²	0,0281
600 N/mm ²	0,0194
800 N/mm ²	0,0064
1000 N/mm ²	0,0014
nitrided steels	0,1005
(1) The given values of ρ' can be interpolated for values of R_e not stated above	

2.5.13 Relative surface factor $Y_{Rrel T}$

The relative surface factor $Y_{Rrel T}$, takes into account the dependence of the root strength on the surface condition on the tooth root fillet, mainly the dependence on the peak to valley surface roughness.

The values to be adopted for $Y_{Rrel T}$ are given in Tab 11 in relation to the type of steel employed. They are valid only

when scratches or similar defects deeper than $2 R_z$ are not present.

Table 11 : Values of relative surface factor $Y_{Rrel T}$

Material	$R_z < 1$	$1 \leq R_z \leq 40$
Case-hardened steels, through-hardened steels ($\sigma_B \geq 800 \text{ N/mm}^2$)	1,120	$1,674 - 0,529 (R_z + 1)^{0,1}$
Normalised steels ($\sigma_B < 800 \text{ N/mm}^2$)	1,070	$5,306 - 4,203 (R_z + 1)^{0,01}$
Nitrided steels	1,025	$4,299 - 3,259 (R_z + 1)^{0,0058}$

2.5.14 Size factor Y_x

The size factor Y_x takes into account the decrease of the strength with increasing size.

The values to be adopted for Y_x are given in Tab 12 in relation to the type of steel employed and the value of the normal module m_n .

Table 12 : Values of size factor Y_x

Type of steel	Normal module	Value of Y_x
All types of steel	$m_n \leq 5$	1
Normalised through-hardened	$5 < m_n < 30$	$1,03 - 0,006 m_n$
	$m_n \geq 30$	0,85
Surface-hardened steels	$5 < m_n < 25$	$1,05 - 0,01 m_n$
	$m_n \geq 25$	0,80

2.5.15 Safety factor for tooth root bending stress S_F

The values to be adopted for the safety factor for tooth root bending stress S_F are given in Tab 13.

Table 13 : Values of safety factor for tooth root bending stress S_F

Type of installation		S_F
Main gears (propulsion)	single machinery	1,55
	duplicate machinery	1,4
Auxiliary gears	single machinery	1,4
	duplicate machinery	1,3

3 Design and construction - except tooth load capacity

3.1 Materials

3.1.1 General

- Forged, rolled and cast materials used in the manufacturing of shafts, couplings, pinions and wheels are to comply with the requirements of Part D.
- Materials other than steels will be given special consideration by the Society.

3.1.2 Steels for pinions and wheel rims

- Steels intended for pinions and wheels are to be selected considering their compatibility in service. In particular, for through-hardened pinion / wheel pairs, the hardness of the pinion teeth is to exceed that of the corresponding wheel. For this purpose, the minimum tensile strength of the pinion material is to exceed that of the wheel by at least 15 %.
- The minimum tensile strength of the core is not to be less than:
 - 750 N/mm² for case-hardened teeth
 - 800 N/mm² for induction-hardened or nitrided teeth

3.2 Teeth

3.2.1 Manufacturing accuracy

- The standard of accuracy of teeth of propulsion machinery gearing transmitting a power of 1000 kW and above is to correspond to that of quality class 4 as defined by ISO 1328-1.
- The standard of accuracy of teeth of propulsion machinery gearing transmitting a power lower than 1000 kW is to correspond to that of quality class 6 as defined by ISO 1328-1.
- A lower standard of accuracy (i.e. higher ISO quality classes) may be accepted for auxiliary machinery gearing and for particular cases of propulsion machinery gearing, subject to special consideration.
- Mean roughness (peak-to-valley) of shaved or ground teeth is not to exceed 4 μm .
- Wheels are to be cut by cutters with a method suitable for the expected type and quality. Whenever necessary, the cutting is to be carried out in a temperature-controlled environment.

3.2.2 Tooth root

Teeth are to be well faired and rounded at the root. The fillet radius at the root of the teeth, within a plane normal to the teeth, is to be not less than 0,25 m_n .

Profile-grinding of gear teeth is to be performed in such a way that no notches are left in the fillet.

3.2.3 Tooth tips and ends

- All sharp edges on the tips and ends of gear teeth are to be removed after cutting and finishing of teeth.
- Where the ratio b/d exceeds 0,3, the ends of pinion and wheel are to be chamfered to an angle between 45 and 60 degrees. The chamfering depth is to be at least equal to 1,5 m_n .

3.2.4 Surface treatment

- The hardened layer on surface-hardened gear teeth is to be uniform and extended over the whole tooth flank and fillet.
- Where the pinions and the toothed portions of the wheels are case-hardened and tempered, the teeth flanks are to be ground while the bottom lands of the teeth remain only case-hardened. The superficial hard-

ness of the case-hardened zone is to be at least equal to 56 C Rockwell units.

- c) Where the pinions and the toothed portions of the wheels are nitrided, the hardened layer is to comply with Tab 14.
- d) The use of other processes of superficial hardening of the teeth, such as flame hardening, will be given special consideration, in particular as regards the values to be adopted for $\sigma_{H,lim}$ and σ_{FE} .

Table 14 : Characteristics of the hardened layer for nitrided gears

Type of steel	Minimum thickness of hardened layer (mm) (1)	Minimum hardness (HV)
Nitriding steel	0,6	500 (at 0,25 mm depth)
Other steels	0,3	450 (surface)
(1) Depth of the hardened layer to core hardness. When the grinding of nitrided teeth is performed, the depth of the hardened layer to be taken into account is the depth after grinding.		

3.3 Wheels and pinions

3.3.1 General

Wheel bodies are to be so designed that radial deflexions and distortions under load are prevented, so as to ensure a satisfactory meshing of teeth.

3.3.2 Welding

- a) Where welding is employed for the construction of wheels, the welding procedure is to be submitted to the Society for approval. Welding processes and their qualification are to comply with Part D.
- b) Stress relieving treatment is to be performed after welding.
- c) Examination of the welded joints is to be performed by means of magnetic particle or dye penetrant tests to the satisfaction of the Surveyor. Suitable arrangements are to be made to permit the examination of the internal side of the welded joints.

3.3.3 Shrink-fits

The shrink assembly of:

- rim and wheel body
- wheel body and shaft

is to be designed according to Sec 7.

3.3.4 Bolting

The bolting assembly of:

- rim and wheel body
- wheel body and shaft

is to be designed according to Sec 7.

The nuts are to be suitably locked by means other than welding.

3.4 Shafts and bearings

3.4.1 General

Shafts and their connections, in particular flange couplings and shrink-fits connections, are to comply with the provisions of Sec 7.

3.4.2 Pinion and wheel shafts

The minimum diameter of pinion and gear wheel shafts is not to be less than the value d_s , in mm, given by the following formula:

$$d_s = \left\{ \left[\left(10,2 + \frac{28000}{R_{s,min}} \right) T \right]^2 + \left[\frac{170000}{412 + R_{s,min}} M \right]^2 \right\}^{\frac{1}{6}} \left(\frac{1}{1 - K_d^4} \right)^{\frac{1}{3}}$$

where:

$R_{s,min}$: minimum yield strength of the shaft material, in N/mm²

T : nominal torque transmitted by the shaft, in Nm

M : bending moment on the shaft, in Nm

K_d : coefficient having the following values:

- for solid shafts: $K_d = 0$
- for hollow shafts, K_d is equal to the ratio of the hole diameter to the outer shaft diameter.

Where $K_d \leq 0,3$: $K_d = 0$ may be taken.

Note 1: The values of d_s , T and M refer to the cross-section of the shaft concerned.

Note 2: In correspondence of keyways d_s shall be increased by 10%.

As an alternative to the above given formula, the Society may accept direct strength calculations showing that the equivalent stress represented in a diagram alternate stress/average stress falls below the lines defined by the points having coordinates:

$(R_m;0)$, $(0;\sigma_{fa}/1, 5)$

and

$(0, 8R_s;0)$, $(0;0, 8R_s)$

where σ_{fa} is the pure alternate bending fatigue limit for a survival probability not less than 80%.

3.4.3 Quill shafts

The minimum diameter of quill shafts subject to torque only is not to be less than the value d_{OS} , in mm, given by the following formula:

$$d_{OS} = \left[\left(7,65 + \frac{27000}{R_{s,min}} \right) \cdot \frac{T}{1 - K_d^4} \right]^{\frac{1}{3}}$$

$R_{s,min}$ and K_d being defined in [3.4.2].

3.4.4 Bearings

a) Thrust bearings and their supports are to be so designed as to avoid detrimental deflexions under load.

b) Life duration of bearings L_{10h} calculated according to ISO 281-1, is not be less than 40000 hours. Shorter durations may be accepted on the basis of the actual load

time distribution, and subject to the agreement of the owner.

3.5 Casings

3.5.1 General

Gear casings are to be of sufficient stiffness such that misalignment, external loads and thermal effects in all service conditions do not adversely affect the overall tooth contact.

3.5.2 Welded casings

- a) Carbon content of steels used for the construction of welded casings is to comply with the provisions of Part D.
- b) The welded joints are to be so arranged that welding and inspection can be performed satisfactorily. They are to be of the full penetration type.
- c) Welded casings are to be stress-relieved after welding.

3.5.3 Openings

Access or inspection openings of sufficient size are to be provided to permit the examination of the teeth and the structure of the wheels.

3.6 Lubrication and clutch control

3.6.1 General

- a) Manufacturers are to take care of the following points :
 - reliable lubrication of gear meshes and bearings is ensured :
 - over the whole speed range, including starting, stopping and, where applicable, manoeuvring
 - for all angles stated in Sec 1, [2.4]
 - in multi-propellers plants not fitted with shaft brakes, provision is to be made to ensure lubrication of gears likely to be affected by windmilling.
- b) Lubrication by means other than oil circulation under pressure will be given special consideration.

3.6.2 Pumps

- a) Gears intended for propulsion or other essential services are to be provided with:
 - 1) one main lubricating pump, capable of maintaining a sufficient lubrication of the gearbox in the whole speed range
 - 2) and one standby pump independently driven of at least the same capacity.
 - 3) an additional standby pump to the one required above, in case the failure of any pump prevents the propulsion from starting.
- b) In the case of:
 - 1) gears having a transmitted power not exceeding 375 kW
 - 2) or multi-engines plants,
 one of the pumps mentioned in a) may be a spare pump ready to be connected to the reduction gear lubricating oil system, provided disassembling and reassembling operations can be carried out on board in a short time.

- c) The requirements in a) 1), a) 2) and b) 1), b) 2) also apply to clutch control oil supply pumps.

With reference to the requirements in a) 1) and a) 2), in case the failure of any pump prevents the operation of the clutch, an additional stand-by pump is to be fitted.

3.6.3 Filtration

- a) Forced lubrication systems are to be fitted with a device which efficiently filters the oil in the circuit.
- b) When fitted to gears intended for propulsion machinery or machinery driving electric propulsion generators, such filters are to be so arranged that they can be easily cleaned without stopping the lubrication of the machines.

3.7 Control and monitoring

3.7.1

In addition to those of this item [3.7], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

3.7.2

Gears are to be provided with the alarms and safeguards listed in Tab 15.

Note 1: Some departures from Tab 15 may be accepted by the Society in the case of ships with a restricted navigation notation.

4 Installation

4.1 General

4.1.1 Manufacturers and shipyards are to take care directly that stiffness of gear seating and alignment conditions of gears are such as not to adversely affect the overall tooth contact and the bearing loads under all operating conditions of the ship.

4.2 Fitting of gears

4.2.1 Means such as stoppers or fitted bolts are to be arranged in the case of gears subject to propeller thrust. However, where the thrust is transmitted by friction and the relevant safety factor is not less than 2, such means may be omitted.

5 Certification, inspection and testing

5.1 General

5.1.1

- a) Inspection and testing of shafts and their connections (flange couplings, hubs, bolts, pins) are to be carried out in accordance with the provisions of Sec 7.
- b) For inspection of welded joints of wheels, refer to [3.3.2].

5.2 Workshop inspection and testing

5.2.1 Testing of materials

Chemical composition and mechanical properties are to be tested in accordance with the applicable requirements of Pt D, Ch 2, Sec 3 for the following items:

- pinions and wheel bodies
- rims
- plates and other elements intended for propulsion gear casings of welded construction.

5.2.2 Testing of pinion and wheel forgings

- Mechanical tests of pinions and wheels are to be carried out in accordance with:
 - Pt D, Ch 2, Sec 3, [5.6] for normalised and tempered or quenched and tempered forgings
 - Pt D, Ch 2, Sec 3, [5.7] for surface-hardened forgings.
- Non-destructive examination of pinion and wheel forgings is to be performed in accordance with Pt D, Ch 2, Sec 3, [5.8].

5.2.3 Balancing test

Rotating components, in particular gear wheel and pinion shaft assemblies with the coupling part attached, are to undergo a static balancing test.

Where $n^2.d \geq 1,5.10^9$, gear wheel and pinion shaft assemblies are also to undergo a dynamic balancing test.

5.2.4 Verification of cutting accuracy

Examination of the accuracy of tooth cutting is to be performed in the presence of the Surveyor. Records of measurements of errors, tolerances and clearances of teeth are to be submitted at the request of the Surveyor.

5.2.5 Meshing test

- A tooth meshing test is to be performed in the presence of the Surveyor. This test is to be carried out at a load sufficient to ensure tooth contact, with the journals located in the bearings according to the normal running conditions. Before the test, the tooth surface is to be coated with a thin layer of suitable coloured compound.
- The results of such test are to demonstrate that the tooth contact is adequately distributed on the length of the teeth. Strong contact marks at the end of the teeth are not acceptable.
- A permanent record of the tooth contact is to be made for the purpose of subsequent checking of alignment following installation on board.

5.2.6 Hydrostatic tests

- Hydraulic or pneumatic clutches are to be hydrostatically tested before assembly to 1,5 times the maximum working pressure of the pumps.
- Pressure piping, pumps casings, valves and other fittings are to be hydrostatically tested in accordance with the requirements of Sec 10, [21].

Table 15 : Reduction gears / reversing gears and clutch monitoring

Symbol convention H = High, HH = High High, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Main Engine			Auxiliary	
Identification of system parameter	Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start	Stop
Lubricating oil temperature		local					
Lubricating oil pressure		local					
	L						
Oil tank level		local					
Clutch control oil pressure	L						

SECTION 7

MAIN PROPULSION SHAFTING

1 General

1.1 Application

1.1.1 This Section applies to shafts, couplings, clutches and other shafting components transmitting power for main propulsion.

For shafting components in engines, turbines, gears and thrusters, see Sec 2, Sec 4, Sec 5, Sec 6 and Sec 12, respectively; for propellers, see Sec 8.

For vibrations, see Sec 9.

Additional requirements for navigation in ice are given in Pt F, Ch 9, Sec 3.

1.2 Documentation to be submitted

1.2.1 The Manufacturer is to submit to the Society the documents listed in Tab 1 for approval.

Plans of power transmitting parts and shaft liners listed in Tab 1 are to include the relevant material specifications.

2 Design and construction

2.1 Materials

2.1.1 General

The use of other materials or steels having values of tensile strength exceeding the limits given in [2.1.2], [2.1.3] and [2.1.4] will be considered by the Society in each case.

2.1.2 Shaft materials

In general, shafts are to be of forged steel having tensile strength, R_m , between 400 and 800 N/mm².

Where shafts may experience vibratory stresses close (i.e. higher than 80%) to the permissible stresses for transient operation, the materials are to have a specified minimum ultimate tensile strength (R_m) of 500 N/mm². Otherwise, materials having a specified minimum ultimate tensile strength (R_m) of 400 N/mm² may be used.

Table 1 : Documentation to be submitted

No.	Document (drawings, calculations, etc.)
1	Shafting arrangement (1)
2	Thrust shaft
3	Intermediate shafts
4	Propeller shaft
5	Shaft liners, relevant manufacture and welding procedures, if any
6	Couplings and coupling bolts
7	Flexible couplings (2)
8	Stern tube
9	Details of stern tube glands
10	Oil piping diagram for oil lubricated propeller shaft bearings
11	Shaft alignment calculation, see also [3.3]
<p>(1) This drawing is to show the entire shafting, from the main engine coupling flange to the propeller. The location of the thrust block, and the location and number of shafting bearings (type of material and length) are also to be shown.</p> <p>(2) The Manufacturer of the elastic coupling is also to submit the following data:</p> <ul style="list-style-type: none"> • allowable mean transmitted torque (static) for continuous operation • maximum allowable shock torque • maximum allowable speed of rotation • maximum allowable values for radial, axial and angular misalignment <p>In addition, when the torsional vibration calculation of main propulsion system is required (see Sec 9), the following data are also to be submitted:</p> <ul style="list-style-type: none"> • allowable alternating torque amplitude and power loss for continuous operation, as a function of frequency and/or mean transmitted torque • static and dynamic stiffness, as a function of frequency and/or mean transmitted torque • moments of inertia of the primary and secondary halves of the coupling • damping coefficient or damping capability • properties of rubber components • for steel springs of couplings: chemical composition and mechanical properties of steel employed. 	

2.1.3 Couplings, flexible couplings, hydraulic couplings

Non-solid-forged couplings and stiff parts of elastic couplings subjected to torque are to be of forged or cast steel, or nodular cast iron.

Rotating parts of hydraulic couplings may be of grey cast iron, provided that the peripheral speed does not exceed 40m/s.

2.1.4 Coupling bolts

Coupling bolts are to be of forged, rolled or drawn steel.

2.1.5 Shaft liners

Liners are to be of metallic corrosion resistant material complying with the applicable requirements of Part D and with the approved specification, if any; in the case of liners fabricated in welded lengths, the material is to be recognised as suitable for welding.

In general, they are to be manufactured from castings.

For small shafts, the use of liners manufactured from pipes instead of castings may be considered.

Where shafts are protected against contact with seawater not by metal liners but by other protective coatings, the coating procedure is to be approved by the Society.

2.1.6 Sterntubes

Sterntubes are to comply with the requirements of Pt B, Ch 9, Sec 2, [6.7].

2.2 Shafts - Scantling

2.2.1 General

For the check of the scantling, the methods given in [2.2.2] and [2.2.3] apply for intermediate shafts and propeller shafts, respectively. As an alternative, the direct stress calculation method as per [2.2.4] may be applied.

Transitions of diameters are to be designed with either a smooth taper or a blending radius. For guidance, a blending radius equal to the change in diameter is recommended.

2.2.2 Intermediate and thrust shafts (1/1/2017)

The minimum diameter of intermediate and thrust shafts is not to be less than the value d , in mm, given by the following formula:

$$d = F \cdot k \cdot \left[\frac{P}{n \cdot (1 - Q^4)} \cdot \frac{560}{R_m + 160} \right]^{1/3}$$

where:

- Q :
- in the case of solid shafts: $Q = 0$
 - in the case of hollow shafts: $Q =$ ratio of the hole diameter to the outer shaft diameter in the section concerned.

where $Q \leq 0,4$, $Q = 0$ is to be taken.

Hollow shafts whose longitudinal axis does not coincide with the longitudinal hole axis will be specially considered by the Society in each case.

- F :
- 95 for main propulsion systems powered by diesel engines fitted with slip type coupling, by turbines or by electric motors;
 - 100 for main propulsion systems powered by diesel engines fitted with other type of couplings.

- k :
- Factor whose value is given in Tab 2 depending upon the different design features of the shafts. For shaft design features other than those given in the Table, the value of k will be specially considered by the Society in each case.

- n :
- Speed of rotation of the shaft, in r.p.m., corresponding to power P

- P :
- Maximum continuous power of the propulsion machinery for which the classification is requested, in kW.

- R_m :
- Value of the minimum tensile strength of the shaft material, in N/mm². Whenever the use of a steel having R_m in excess of 800 N/mm² is allowed in accordance with [2.1], the value of R_m to be introduced in the above formula is not to exceed the following:

- for carbon and carbon manganese steels, a minimum specified tensile strength not exceeding 760 N/mm²
- for alloy steels, a minimum specified tensile strength not exceeding 800 N/mm².

Where materials with greater specified or actual tensile strengths than the limitations given above are used, reduced shaft dimensions are not acceptable when derived from the formula in this item [2.2.2] unless the Society verifies that the materials exhibit similar fatigue life as conventional steels (see Pt D, Ch 2, Sec 3, [3.8]).

In cases of stainless steels and in other particular cases, at the discretion of the Society, the value of R_m to be introduced in the above formula will be specially considered.

The scantlings of intermediate shafts inside tubes or sterntubes will be subject to special consideration by the Society. Where intermediate shafts inside sterntubes are water lubricated, the requirements of [2.4.7] are to be applied.

2.2.3 Propeller shafts

For propeller shafts in general a minimum specified tensile strength R_m to be introduced in the following formula not exceeding 600 N/mm² is to be taken for carbon, carbon manganese and alloy steel.

Where materials with greater specified or actual tensile strengths than the limitations given above are used, reduced shaft dimensions are not acceptable when derived from the formula in this item [2.2.3].

The minimum diameter of the propeller shaft is not to be less than the value d_p , in mm, given by the following formula:

$$d_p = 100 \cdot k_p \cdot \left[\frac{P}{n \cdot (1 - Q^4)} \cdot \frac{560}{R_m + 160} \right]^{1/3}$$

where:

k_p : Factor whose value, depending on the different constructional features of shafts, is given below.

The other symbols have the same meaning as in [2.2.2].

In cases of stainless steels and in other particular cases, at the discretion of the Society, the value of R_m to be introduced in the above formula will be specially considered. In general, the diameter of the part of the propeller shaft located forward of the forward sterntube seal may be gradually reduced to the diameter of the intermediate shaft.

The values of factor k_p to be introduced in the above formula are to be taken as follows:

k_p : $k_p = 1,26$, for propeller shafts where:

- the propeller is keyed on to the shaft taper in compliance with the requirements of [2.5.5]

$k_p = 1,22$, for propeller shafts where:

- the propeller is keyless fitted on to the shaft taper by a shrinkage method in compliance with Sec 8, [3.1.2], or the propeller boss is attached to an integral propeller shaft flange in compliance with [2.5.1]
- the sterntube of the propeller shaft is oil lubricated and provided with oil sealing glands approved by the Society or when the sterntube is water lubricated and the propeller shaft is fitted with a continuous liner.

The above values of k_p apply to the portion of propeller shaft between the forward edge of the aftermost shaft bearing and the forward face of the propeller boss or the forward face of the integral propeller shaft flange for the connection to the propeller boss. In no case is the length of this portion

of propeller shaft to be less than 2,5 times the rule diameter d_p obtained with the above formula.

The determination of factor k_p for shaft design features other than those given above will be specially considered by the Society in each case.

For the length of the propeller shaft between the forward edge of the aftermost shaft bearing and the forward edge of the forward sterntube seal:

- $k_p = 1,15$ is to be taken in any event.

2.2.4 Direct stress calculation method

Alternative calculation methods may be considered by the Society. Any alternative calculation method is to include all relevant loads on the complete dynamic shafting system under all permissible operating conditions. Consideration is to be given to the dimensions and arrangements of all shaft connections.

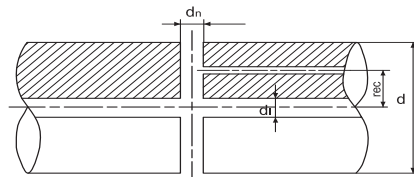
Moreover, an alternative calculation method is to take into account design criteria for continuous and transient operating loads (dimensioning for fatigue strength) and for peak operating loads (dimensioning for yield strength). The fatigue strength analysis may be carried out separately according to different criteria corresponding to different load assumptions, for example the following:

- low cycle fatigue criterion (typically lower than 10^4), i.e. the primary cycles represented by zero to full load and back to zero, including reversing torque if applicable
- high cycle fatigue criterion (typically much higher than 10^7), i.e. torsional vibration stresses permitted for continuous operation, reverse bending stresses and operation passing through a barred speed range or any other transient condition.

Table 2 : Values of factor k

For intermediate shafts with					For thrust shafts external to engines	
integral coupling flange and straight sections	shrink fit coupling	keyways, tapered or cylindrical connection	radial hole	longitudinal slot	on both sides of thrust collar	in way of axial bearing, where a roller bearing is used as a thrust bearing
1,00 (1)	1,00 (2)	1,10 (3) (4)	1,10 (5)	1,20 (6)	1,10 (1)	1,10

- (1) Value applicable in the case of fillet radii in accordance with the provisions of [2.5.1].
- (2) k refers to the plain shaft section only. Where shafts may experience vibratory stresses close to the permissible stresses for continuous operation, an increase in diameter to the shrink fit diameter is to be provided, e.g. a diameter increase of 1 to 2 % and a blending radius as described in [2.2.1].
- (3) Keyways are, in general, not to be used in installations with a barred speed range.
- (4) At a distance of not less than 0,2 d from the end of the keyway, the shaft diameter may be reduced to the diameter calculated using k = 1,0. Fillet radii in the transverse section of the bottom of the keyway are to be not less than 0,0125 d, d being the diameter as calculated above using k = 1,0.
- (5) Value applicable in the case of diameter of radial bore d_h not exceeding 0,3 d, d being as defined in (4). Cases foreseeing intersection between a radial and an eccentric (r_{ec}) axial bore (see figure below) are specially considered by the Society.



- (6) Subject to limitations: slot length (l)/outside diameter < 0,8, inner diameter (d_i)/outside diameter < 0,7 and slot width (e)/outside diameter > 0,15. The end rounding of the slot is not to be less than e/2. An edge rounding is preferably to be avoided as this increases the stress concentration slightly. The k values are valid for 1, 2 and 3 slots, i.e. with slots at, respectively, 360, 180 and 120 degrees apart.

Note 1: Explanation of k and C_k (for C_k see Sec 9, Tab 1)

The factors k (for low cycle fatigue) and C_k (for high cycle fatigue) take into account the influence of:

- the stress concentration factors (scf) relative to the stress concentration for a flange with fillet radius of 0,08 d (geometric stress concentration of approximately 1,45)

$$C_k = \frac{1,45}{scf} \quad \text{and} \quad k = \left(\frac{scf}{1,45} \right)^x$$

where the exponent x considers low cycle notch sensitivity.

- the notch sensitivity. The chosen values are mainly representative for soft steels (R_m < 600), while the influence of steep stress gradients in combination with high strength steels may be underestimated.
- the fact that the size factor c_D being a function of diameter only does not purely represent a statistical size influence, but rather a combination of this statistical influence and the notch sensitivity.

The actual values for k and C_k are rounded off.

Note 2: Stress concentration factor of slots

The stress concentration factor (scf) at the end of slots can be determined by means of the following empirical formulae using the symbols in (4)

$$scf = \alpha_{t(hole)} + 0,8 \cdot \frac{(l - e)/d}{\sqrt{\left(1 - \frac{d_i}{d}\right) \cdot \frac{e}{d}}}$$

This formula applies to:

- slots at 120 or 180 or 360 degrees apart.
- slots with semicircular ends. A multi-radii slot end can reduce the local stresses, but this is not included in this empirical formula.
- slots with no edge rounding (except chamfering), as any edge rounding increases the scf slightly.

α_{t(hole)} represents the stress concentration of radial holes (in this context e = hole diameter) and can be determined as :

$$\alpha_{t(hole)} = 2,3 - 3 \cdot \frac{e}{d} + 15 \cdot \left(\frac{e}{d}\right)^2 + 10 \cdot \left(\frac{e}{d}\right)^2 \cdot \left(\frac{d_i}{d}\right)^2$$

or simplified to α_{t(hole)} = 2,3.

Note 3: The determination of k factors for shafts other than those provided in this table will be given special consideration by the Society.

2.3 Liners

2.3.1 General

Metal liners or other protective coatings approved by the Society are required where propeller shafts are not made of corrosion-resistant material.

Metal liners are generally to be continuous; however, discontinuous liners, i.e. liners consisting of two or more separate lengths, may be accepted by the Society on a case by case basis, provided that:

- they are fitted in way of all supports
- the shaft portion between liners, likely to come into contact with sea water, is protected with a coating of suitable material with characteristics, fitting method and thickness approved by the Society.

2.3.2 Scantling

The thickness of metal liners fitted on propeller shafts or on intermediate shafts inside sterntubes is to be not less than the value t , in mm, given by the following formula:

$$t = \frac{d + 230}{32}$$

where:

d : Actual diameter of the shaft, in mm.

Between the sternbushes, the above thickness t may be reduced by 25%.

2.4 Stern tube bearings

2.4.1 Oil lubricated aft bearings of antifriction metal

- a) The length of bearings lined with white metal or other antifriction metal and with oil glands of a type approved by the Society is to be not less than twice the rule diameter of the shaft in way of the bearing.
- b) The length of the bearing may be less than that given in (a) above, provided the nominal bearing pressure is not more than 0,8 N/mm², as determined by static bearing reaction calculations taking into account shaft and propeller weight, as exerting solely on the aft bearing, divided by the projected area of the shaft.

However, the minimum bearing length is to be not less than 1,5 times its actual inner diameter.

2.4.2 Oil lubricated aft bearings of synthetic rubber, reinforced resin or plastic materials (1/1/2021)

- a) For bearings of synthetic rubber, reinforced resin or plastics material which are approved by the Society for use as oil lubricated sternbush bearings, the length of the bearing is to be not less than twice the rule diameter of the shaft in way of the bearing.
- b) The length of the bearing may be less than that given in (a) above provided the nominal bearing pressure is not more than 0,6 N/mm², as determined according to [2.4.1] b).

However, the minimum length of the bearing is to be not less than 1,5 times its actual inner diameter.

Where the material has proven satisfactory testing and operating experience, consideration may be given to an increased bearing pressure.

- c) Synthetic materials for application as oil lubricated stern tube bearings are to be Type Approved.

2.4.3 Water lubricated aft bearings of lignum vitae or antifriction metal

Where the bearing comprises staves of wood (known as "lignum vitae") or is lined with antifriction metal, the length of the bearing is to be not less than 4 times the rule diameter of the shaft in way of the bearing.

2.4.4 Water lubricated aft bearings of synthetic materials (1/1/2020)

- a) The length of the bearing is to be not less than 4 times the rule diameter of the shaft in way of the bearing.
- b) For a bearing of synthetic material, consideration may be given to a bearing length less than 4 times, but in no case less than 2 times, the rule diameter of the shaft in way of the bearing, provided the bearing design and material is substantiated by experiments to the satisfaction of the Society.
- c) Synthetic materials for application as water lubricated stern tube bearings are to be Type Approved.

2.4.5 Grease lubricated aft bearings (1/1/2021)

The length of grease lubricated bearings is to be not less than 4 times the rule diameter of the shaft in way of the bearing.

2.4.6 Oil or grease lubrication system

- a) For oil lubricated bearings, provision for oil cooling is to be made.
A gravity tank is to be fitted to supply lubricating oil to the sterntube; the tank is to be located above the full load waterline.
Oil sealing glands are to be suitable for the various sea water temperatures which may be encountered in service.
- b) Grease lubricated bearings will be specially considered by the Society.

2.4.7 Water circulation system

For water lubricated bearings, means are to be provided to ensure efficient water circulation. In the case of bearings lined with "lignum vitae" of more than 400 mm in diameter and bearings lined with synthetic materials, means for forced water circulation are to be provided. In the case of bearings of synthetic materials, water flow indicators or pump outlet pressure indicators are to be provided.

The water grooves on the bearings are to be of ample section such as to ensure efficient water circulation and be scarcely affected by wear-down, particularly for bearings of the plastic type.

The shut-off valve or cock controlling the water supply is to be fitted direct to the stuffing box bulkhead or in way of the water inlet to the sterntube, when this is fitted forward of such bulkhead.

2.5 Couplings

2.5.1 Flange couplings

- a) Flange couplings of intermediate and thrust shafts and the flange of the forward coupling of the propeller shaft are to have a thickness not less than 0,2 times the rule diameter of the solid intermediate shaft and not less than the coupling bolt diameter calculated for a tensile strength equal to that of the corresponding shaft.

Special consideration will be given by the Society to flanges having non-parallel faces, but in no case is the thickness of the flange to be less than the coupling bolt diameter.

The fillet radius at the base of solid forged flanges is to be not less than 0,08 times the actual shaft diameter.

The fillet may be formed of multi-radii in such a way that the stress concentration factor will not be greater than that for a circular fillet with radius 0,08 times the actual shaft diameter.

For non-solid forged flange couplings, the above fillet radius is not to cause a stress in the fillet higher than that caused in the solid forged flange as above.

Filletts are to have a smooth finish and are not to be recessed in way of nuts and bolt heads.

- b) Where the propeller is connected to an integral propeller shaft flange, the thickness of the flange is to be not less than 0,25 times the rule diameter of the aft part of the propeller shaft. The fillet radius at the base of the flange is to be not less than 0,125 times the actual diameter.

The strength of coupling bolts of the propeller boss to the flange is to be equivalent to that of the aft part of the propeller shaft.

- c) Non-solid forged flange couplings and associated keys are to be of a strength equivalent to that of the shaft.

They are to be carefully fitted and shrunk on to the shafts, and the connection is to be such as to reliably resist the vibratory torque and astern pull.

- d) For couplings of intermediate and thrust shafts and for the forward coupling of the propeller shaft having all fitted coupling bolts, the coupling bolt diameter in way of the joining faces of flanges is not to be less than the value d_B , in mm, given by the following formula:

$$d_B = 0,65 \cdot \left[\frac{d^3 \cdot (R_m + 160)}{n_B \cdot D_C \cdot R_{mB}} \right]^{0,5}$$

where:

- d : Rule diameter of solid intermediate shaft, in mm, taking into account the ice strengthening requirements of Pt F, Ch 9, Sec 3, where applicable
- n_B : Number of fitted coupling bolts
- D_C : Pitch circle diameter of coupling bolts, in mm
- R_m : Value of the minimum tensile strength of intermediate shaft material taken for calculation of d , in N/mm^2
- R_{mB} : Tensile strength of the fitted coupling bolts material taken for calculation, in N/mm^2 .

The value of the tensile strength of the bolt material taken for calculation R_{mB} is to comply with the following requirements:

- $R_m \leq R_{mB} \leq 1,7 R_m$
- $R_{mB} \leq 1000 N/mm^2$

- e) Flange couplings with non-fitted coupling bolts may be accepted on the basis of the calculation of bolt tightening, bolt stress due to tightening, and assembly instructions.

To this end, the torque based on friction between the mating surfaces of flanges is not to be less than 2,8 times the transmitted torque, assuming a friction coefficient for steel on steel of 0,18. In addition, the bolt stress due to tightening in way of the minimum cross-section is not to exceed 0,8 times the minimum yield strength (R_{eH}), or 0,2 proof stress ($R_{p0,2}$), of the bolt material.

Transmitted torque has the following meanings:

- For main propulsion systems powered by diesel engines fitted with slip type or high elasticity couplings, by turbines or by electric motors: the mean transmitted torque corresponding to the maximum continuous power P and the relevant speed of rotation n , as defined under [2.2.2].
- For main propulsion systems powered by diesel engines fitted with couplings other than those above-mentioned: the mean torque above increased by 20% or by the torque due to torsional vibrations, whichever is the greater.

The value 2,8 above may be reduced to 2,5 in the following cases:

- ships having two or more main propulsion shafts
- when the transmitted torque is obtained, for the whole functioning rotational speed range, as the sum of the nominal torque and the alternate torque due to the torsional vibrations, calculated as required in Sec 9.

2.5.2 Shrunk couplings

Non-integral couplings which are shrunk on the shaft by means of the oil pressure injection method or by other means may be accepted on the basis of the calculation of shrinking and induced stresses, and assembly instructions.

To this end, the force due to friction between the mating surfaces is not to be less than 2,8 times the total force due to the transmitted torque and thrust.

The value 2,8 above may be reduced to 2,5 in the cases specified under item e) of [2.5.1].

The values of 0,14 and 0,18 will be taken for the friction coefficient in the case of shrinking under oil pressure and dry shrink fitting, respectively.

In addition, the equivalent stress due to shrinkage determined by means of the von Mises-Hencky criterion in the points of maximum stress of the coupling is not to exceed 0,8 times the minimum yield strength (R_{eH}), or 0,2% proof stress ($R_{p0,2}$), of the material of the part concerned.

The transmitted torque is that defined under item e) of [2.5.1].

For the determination of the thrust, see Sec 8, [3.1.2].

2.5.3 Other couplings

Types of couplings other than those mentioned in [2.5.1] and [2.5.2] above will be specially considered by the Society.

2.5.4 Flexible couplings

- a) The scantlings of stiff parts of flexible couplings subjected to torque are to be in compliance with the requirements of Article [2].
- b) For flexible components, the limits specified by the Manufacturer relevant to static and dynamic torque, speed of rotation and dissipated power are not to be exceeded.
- c) Where all the engine power is transmitted through one flexible component only (ships with one propulsion engine and one shafting only), the flexible coupling is to be fitted with a torsional limit device or other suitable means to lock the coupling should the flexible component break.

In stiff transmission conditions with the above locking device, a sufficiently wide speed range is to be provided, free from excessive torsional vibrations, such as to enable safe navigation and steering of the ship. As an alternative, a spare flexible element is to be provided on board.

2.5.5 Propeller shaft keys and keyways

- a) Keyways on the propeller shaft cone are to have well rounded corners, with the forward end faired and preferably spooned, so as to minimize notch effects and stress concentrations.

When these constructional features are intended to obtain an extension of the interval between surveys of the propeller shaft in accordance with the relevant provisions of Pt A, Ch 2, Sec 2, [8.1], they are to be in compliance with Fig 1.

Different scantlings may be accepted, provided that at least the same reduction in stress concentration is ensured.

The fillet radius at the bottom of the keyway is to be not less than 1,25% of the actual propeller shaft diameter at the large end of the cone.

The edges of the key are to be rounded.

The distance from the large end of the propeller shaft cone to the forward end of the key is to be not less than 20% of the actual propeller shaft diameter in way of the large end of the cone.

Key securing screws are not to be located within the first one-third of the cone length from its large end; the edges of the holes are to be carefully faired.

- b) The sectional area of the key subject to shear stress is to be not less than the value A, in mm², given by the following formula:

$$A = 0,4 \cdot \frac{d^3}{d_{PM}}$$

where:

d : Rule diameter, in mm, of the intermediate shaft calculated in compliance with the requirements of [2.2.2], assuming:

$$R_m = 400 \text{ N/mm}^2$$

d_{PM} : Actual diameter of propeller shaft at mid-length of the key, in mm.

2.6 Control and monitoring

2.6.1 General

In addition to those given in this item [2.6], the requirements of Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

2.6.2 Propeller shaft monitoring

For the assignment of the propeller shaft monitoring system notation, see Pt F, Ch 5, Sec 2.

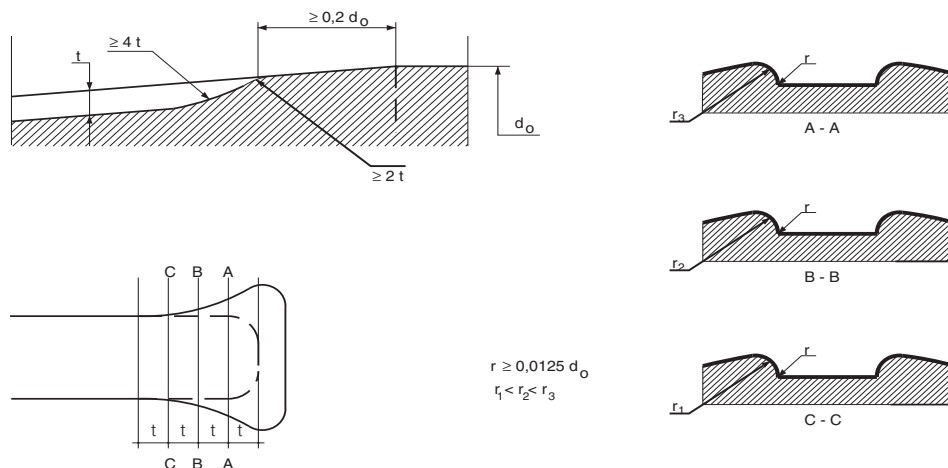
2.6.3 Indicators

The local indicators for main propulsion shafting to be installed on ships of 500 gross tonnage and upwards without automation notations are given in Tab 3. For monitoring of engines, turbines, gears, controllable pitch propellers and thrusters, see Sec 2, Sec 4, Sec 6, Sec 8 and Sec 12, respectively.

The indicators listed in Tab 3 are to be fitted at a normally attended position.

Note 1: Some departures from Tab 3 may be accepted by the Society in the case of ships with a restricted navigation notation

Figure 1 : Details of forward end of propeller shaft keyway



3 Arrangement and installation

3.1 General

3.1.1 The installation is to be carried out according to the instructions of the component Manufacturer or approved documents, when required.

3.1.2 The installation of sterntubes and/or associated non-shrunk bearings is subject to approval of procedures and materials used.

3.1.3 The joints between liner parts are not to be located in way of supports and sealing glands.

Metal liners are to be shrunk on to the shafts by pre-heating or forced on by hydraulic pressure with adequate interference; dowels, screws or other means of securing the liners to the shafts are not acceptable.

3.2 Protection of propeller shaft against corrosion

3.2.1 The propeller shaft surface between the propeller and the sterntube, and in way of propeller nut, is to be suitably protected in order to prevent any entry of sea water, unless the shaft is made of austenitic stainless steel.

3.3 Shaft alignment

3.3.1 In the case of propulsion shafting with turbines, direct coupled engines or bearings with offsets from a reference line, the relevant shaft alignment calculation is to be submitted for approval.

The Society may also require the above calculation in the case of special arrangements.

The alignment of the propulsion machinery and shafting and the spacing and location of the bearings are to be such as to ensure that the loads are compatible with the material used and the limits prescribed by the Manufacturer.

The calculation is to take into account thermal, static and dynamic effects; the results are to include the reaction forces of bearings, bending moments, shear stresses and other parameters (such as gap and sag of each flanged coupling or jacking loads) and instructions for the alignment procedure.

The alignment is to be checked on board by a suitable measurement method.

4 Material tests, workshop inspection and testing, certification

4.1 Material and non-destructive tests, workshop inspections and testing

4.1.1 Material tests

Shafting components are to be tested in accordance with Tab 4 and in compliance with the requirements of Part D.

Magnetic particle or liquid penetrant tests are required for the parts listed in Tab 4 and are to be effected in positions mutually agreed upon by the Manufacturer and the Surveyor, where experience shows defects are most likely to occur.

Table 3 : Shafting of propulsion machinery

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Main Engine			Auxiliary	
Identification of system parameter	Alarm	Indica- tion	Slow- down	Shut- down	Control	Stand by Start	Stop
Temperature of each shaft thrust bearing (non applicable for ball or roller bearings)	H		X				
Stern tube bush oil gravity tank level	L						

4.1.2 Hydrostatic tests

Parts of hydraulic couplings, clutches of hydraulic reverse gears and control units, hubs and hydraulic cylinders of controllable pitch propellers, including piping systems and associated fittings, are to be hydrostatically tested to 1,5 times the maximum working pressure.

Stern tubes, when machine-finished, and propeller shaft liners, when machine-finished on the inside and with an over-thickness not exceeding 3 mm on the outside, are to be hydrostatically tested to 0,2 MPa.

4.2 Certification**4.2.1 Testing certification**

Society's certificates (C) (see Pt D, Ch 1, Sec 1, [4.2.1]) are required for material tests of components in items 1 to 5 of Tab 4.

Works' certificates (W) (see Pt D, Ch 1, Sec 1, [4.2.3]) are required for hydrostatic tests of components indicated in [4.1.2] and for material and non-destructive tests of components in items of Tab 4 other than those for which Society's certificates (C) are required.

Table 4 : Material and non-destructive tests

Shafting component	Material tests (Mechanical properties and chemical composition)	Non-destructive tests	
		Magnetic particle or liquid penetrant	Ultrasonic
1) Coupling (separate from shafts)	all	if diameter \geq 250 mm	if diameter \geq 250 mm
2) Propeller shafts	all	if diameter \geq 250 mm	if diameter \geq 250 mm
3) Intermediate shafts	all	if diameter \geq 250 mm	if diameter \geq 250 mm
4) Thrust shafts	all	if diameter \geq 250 mm	if diameter \geq 250 mm
5) Cardan shafts (flanges, crosses, shafts, yokes)	all	if diameter \geq 250 mm	if diameter \geq 250 mm
6) Sterntubes	all	-	-
7) Sterntube bushes and other shaft bearings	all	-	-
8) Propeller shaft liners	all	-	-
9) Coupling bolts or studs	all	-	-
10) Flexible couplings (metallic parts only)	all	-	-
11) Thrust sliding-blocks (frame only)	all	-	-

SECTION 8 PROPELLERS

1 General

1.1 Application

1.1.1 Propulsion propellers

The requirements of this Section apply to propellers of any size and type intended for propulsion. They include fixed and controllable pitch propellers, including those ducted in fixed nozzles.

Additional requirements for navigation in ice are given in Pt F, Ch 9, Sec 3.

1.1.2 Manoeuvring thruster propellers

For manoeuvring thruster propellers see Sec 12.

1.2 Definitions

1.2.1 Solid propeller

A solid propeller is a propeller (including hub and blades) cast in one piece.

1.2.2 Built-up propeller

A built-up propeller is a propeller cast in more than one piece. In general, built up propellers have the blades cast separately and fixed to the hub by a system of bolts and studs.

1.2.3 Controllable pitch propellers

Controllable pitch propellers are built-up propellers which include in the hub a mechanism to rotate the blades in order to have the possibility of controlling the propeller pitch in different service conditions.

1.2.4 Nozzle

A nozzle is a circular structural casing enclosing the propeller.

1.2.5 Ducted propeller

A ducted propeller is a propeller installed in a nozzle.

1.2.6 Skewed propellers

Skewed propellers are propellers whose blades have a skew angle other than 0.

1.2.7 Highly skewed propellers and very highly skewed propellers

Highly skewed propellers are propellers having blades with skew angle between 25° and 50°. Very highly skewed propellers are propellers having blades with skew angle exceeding 50°.

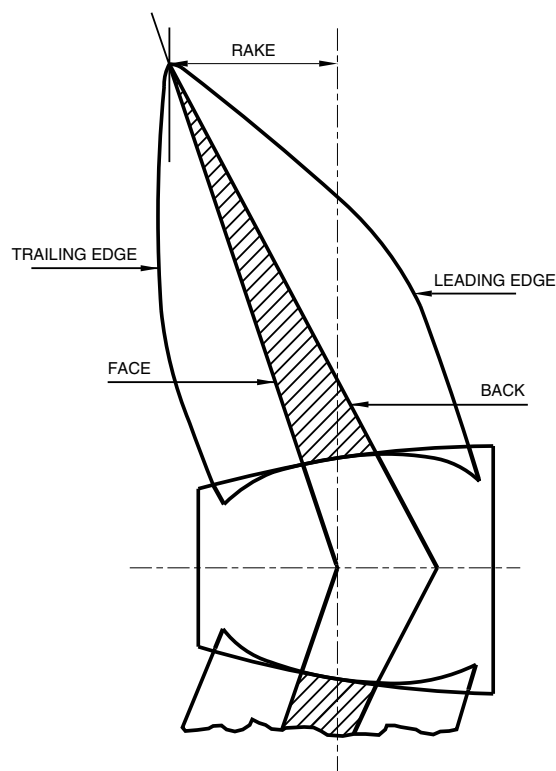
1.2.8 Leading edge

The leading edge of a propeller blade is the edge of the blade at side entering the water while the propeller rotates (see Fig 1).

1.2.9 Trailing edge

The trailing edge of a propeller blade is the edge of the blade opposite the leading edge (see Fig 1).

Figure 1 : Rake



1.2.10 Developed area ratio

Developed area ratio is the ratio of the total blade developed area to the area of the ring included between the propeller diameter and the hub diameter.

1.3 Documentation to be submitted

1.3.1 Solid propellers

The documents listed in Tab 1 are to be submitted for solid propellers intended for propulsion.

All listed plans are to be constructional plans complete with all dimensions and are to contain full indication of types of materials employed.

Table 1 : Documents to be submitted for solid propellers

No.	A/I (1)	ITEM
1	A	Sectional assembly
2	A	Blade and hub details
3	I	Rating (power, rpm, etc.)
4	A	Data and procedures for fitting propeller to the shaft
(1) A = to be submitted for approval in four copies I = to be submitted for information in duplicate		

1.3.2 Built-up and controllable pitch propellers

The documents listed in Tab 2, as applicable, are to be submitted for built-up and controllable pitch propellers intended for propulsion.

Table 2 : Documents to be submitted for built-up and controllable pitch propellers

No.	A/I (1)	ITEM
1	A/I	Same documents requested for solid propellers
2	A	Blade bolts and pre-tensioning procedures
3	I	Pitch corresponding to maximum propeller thrust and to normal service condition
4	A	Pitch control mechanism
5	A	Pitch control hydraulic system
(1) A = to be submitted for approval in four copies I = to be submitted for information in duplicate		

1.3.3 Very highly skewed propellers and propellers of unusual design

For very highly skewed propellers and propellers of unusual design, in addition to the documents listed in Tab 1 and Tab 2, as applicable, a detailed hydrodynamic load and stress analysis is to be submitted (see [2.4.2]).

2 Design and construction**2.1 Materials****2.1.1 Normally used materials for propeller hubs and blades**

- Tab 3 indicates the minimum tensile strength R_m (in N/mm^2), the density δ (in kg/dm^3) and the material factor f of normally used materials.
- Common bronze, special types of bronze and cast steel used for the construction of propeller hubs and blades are to have a minimum tensile strength of $400 N/mm^2$.
- Other materials are subject of special consideration by the Society following submission of full material specification.

Table 3 : Normally used materials for propeller blades and hub

Material	R_m	δ	f
Common brass	400	8,3	7,6
Manganese brass (Cu1)	440	8,3	7,6
Nickel-manganese brass (Cu2)	440	8,3	7,9
Aluminium bronze (Cu3 and Cu4)	590	7,6	8,3
Steel	440	7,9	9,0

2.1.2 Materials for studs

In general, steel (preferably nickel-steel) is to be used for manufacturing the studs connecting steel blades to the hub of built-up or controllable pitch propellers, and high tensile brass or stainless steel is to be used for studs connecting bronze blades.

2.2 Solid propellers - Blade thickness**2.2.1**

- The maximum thickness $t_{0,25}$, in mm, of the solid propeller blade at the section at 0,25 radius from the propeller axis is not to be less than that obtained from the following formula:

$$t_{0,25} = 3,2 \left[f \cdot \frac{1,5 \cdot 10^6 \cdot \rho \cdot M_T + 51 \cdot \delta \cdot \left(\frac{D}{100}\right)^3 \cdot B \cdot l \cdot N^2 \cdot h}{l \cdot z \cdot R_m} \right]^{0,5}$$

where:

- f : Material factor as indicated in Tab 3
- ρ : D/H
- H : Mean pitch of propeller, in m. When H is not known, the pitch $H_{0,7}$ at 0,7 radius from the propeller axis, may be used instead of H .
- D : Propeller diameter, in m
- M_T : Continuous transmitted torque, in kN.m; where not indicated, the value given by the following formula may be assumed for M_T :
$$M_T = 9,55 \cdot \left(\frac{P}{N}\right)$$
- P : Maximum continuous power of propulsion machinery, in kW
- N : Rotational speed of the propeller, in rev/min
- δ : Density of blade material, in kg/dm^3 , as indicated in Tab 3
- B : Expanded area ratio
- h : Rake, in mm
- l : Developed width of blade section at 0,25 radius from propeller axis, in mm
- z : Number of blades
- R_m : Minimum tensile strength of blade material, in N/mm^2 .

- b) The maximum thickness $t_{0,6}$, in mm, of the solid propeller blade at the section at 0,6 radius from the propeller axis is not to be less than that obtained from the following formula:

$$t_{0,6} = 1,9 \left[f \frac{1,5 \cdot 10^6 \cdot \rho_{0,6} \cdot M_T + 18,4 \cdot \delta \cdot \left(\frac{D}{100}\right)^3 \cdot B \cdot I \cdot N^2 \cdot h}{I_{0,6} \cdot Z \cdot R_m} \right]^{0,5}$$

where:

- $\rho_{0,6}$: $D/H_{0,6}$
 $H_{0,6}$: Pitch at 0,6 radius from the propeller axis, in m
 $I_{0,6}$: Developed width of blade section at 0,6 radius from propeller axis, in mm.

- c) The radius at the blade root is to be at least $\frac{3}{4}$ of the required minimum thickness $t_{0,25}$. As an alternative, constant stress fillets may also be considered. When measuring the thickness of the blade, the increased thickness due to the radius of the fillet at the root of the blade is not to be taken into account. If the propeller hub extends over 0,25 radius, the thickness calculated by the formula in a) is to be compared with the thickness obtained by linear interpolation of the actual blade thickness up to 0,25 radius.
- d) As an alternative to the above formulae, a detailed hydrodynamic load and stress analysis carried out by the propeller designer may be considered by the Society, on a case by case basis. The safety factor to be used in this analysis is not to be less than 8 with respect to the ultimate tensile strength of the propeller material R_m .

2.3 Built-up propellers and controllable pitch propellers

2.3.1 Blade thickness

- a) The maximum thickness $t_{0,35}$, in mm, of the blade at the section at 0,35 radius from the propeller axis is not to be less than that obtained from the following formula:

$$t_{0,35} = 2,7 \left[f \frac{1,5 \cdot 10^6 \cdot \rho_{0,7} \cdot M_T + 41 \cdot \delta \cdot \left(\frac{D}{100}\right)^3 \cdot B \cdot I_{0,35} \cdot N^2 \cdot h}{I_{0,35} \cdot Z \cdot R_m} \right]^{0,5}$$

where:

- $\rho_{0,7}$: $D/H_{0,7}$
 $H_{0,7}$: Pitch at 0,7 radius from the propeller axis, in m. The pitch to be used in the formula is the actual pitch of the propeller when the propeller develops the maximum thrust.
 $I_{0,35}$: Developed width of blade section at 0,35 radius from propeller axis, in mm.

- b) The maximum thickness $t_{0,6}$, in mm, of the propeller blade at the section at 0,6 radius from the propeller axis is not to be less than that obtained from the formula in [2.2.1], item b, using the value of $I_{0,35}$ in lieu of I .
- c) The radius at the blade root is to be at least $\frac{3}{4}$ of the required minimum thickness $t_{0,35}$. As an alternative, con-

stant stress fillets may also be considered. When measuring the thickness of the blade, the increased thickness due to the radius of the fillet at the root of the blade is not to be taken into account.

- d) As an alternative to the above formulae, a detailed hydrodynamic load and stress analysis carried out by the propeller designer may be considered by the Society, on a case by case basis. The safety factor to be used in this analysis is not to be less than 8 with respect to the ultimate tensile strength of the propeller blade material R_m .

2.3.2 Flanges for connection of blades to hubs

- a) The diameter D_f , in mm, of the flange for connection to the propeller hub is not to be less than that obtained from the following formula:

$$D_f = D_C + 1,8 d_{PR}$$

where:

- D_C : Stud pitch circle diameter, in mm
 d_{PR} : Diameter of studs.

- b) The thickness of the flange is not to be less than 1/10 of the diameter D_f .

2.3.3 Connecting studs

- a) The diameter d_{PR} , in mm, at the bottom of the thread of the studs is not to be less than that obtained from the following formula:

$$d_{PR} = \left(\frac{4,6 \cdot 10^7 \cdot \rho_{0,7} \cdot M_T + 0,88 \cdot \delta \cdot \left(\frac{D}{10}\right)^3 \cdot B \cdot I_{0,35} \cdot N^2 \cdot h_1}{n_{PR} \cdot Z \cdot D_C \cdot R_{m,PR}} \right)^{0,5}$$

where:

- h_1 : $h + 1,125 D_C$
 n_{PR} : Total number of studs in each blade,
 $R_{m,PR}$: Minimum tensile strength of stud material, in N/mm².

- b) The studs are to be tightened in a controlled manner such that the tension on the studs is approximately 60-70 % of their yield strength.
- c) The shank of studs may be designed with a minimum diameter equal to 0,9 times the root diameter of the thread.
- d) The studs are to be properly secured against unintentional loosening.

2.4 Skewed propellers

2.4.1 Skewed propellers

The thickness of skewed propeller blades may be obtained by the formulae in [2.2] and [2.3.1], as applicable, provided the skew angle is less than 25°.

2.4.2 Highly skewed propellers

- a) For solid and controllable pitch propellers having skew angles between 25° and 50°, the blade thickness, in mm, is not to be less than that obtained from the following formulae:

- 1) For solid propellers

$$t_{s-0,25} = t_{0,25} \cdot (0,92 + 0,0032\vartheta)$$

- 2) For built-up and controllable pitch propellers

$$t_{s-0,35} = t_{0,35} \cdot (0,9 + 0,004\vartheta)$$

- 3) For all propellers

$$t_{s-0,6} = t_{0,6} \cdot (0,74 + 0,0129\vartheta - 0,0001\vartheta^2)$$

$$t_{s-0,9} = t_{0,6} \cdot (0,35 + 0,0015\vartheta)$$

where:

$t_{s-0,25}$: Maximum thickness, in mm, of skewed propeller blade at the section at 0,25 radius from the propeller axis

$t_{0,25}$: Maximum thickness, in mm, of normal shape propeller blade at the section at 0,25 radius from the propeller axis, obtained by the formula in [2.2.1]

$t_{s-0,35}$: Maximum thickness, in mm, of skewed propeller blade at the section at 0,35 radius from the propeller axis

$t_{0,35}$: Maximum thickness, in mm, of normal shape propeller blade at the section at 0,35 radius from the propeller axis, obtained by the formula in [2.3.1]

$t_{s-0,6}$: Maximum thickness, in mm, of skewed propeller blade at the section at 0,6 radius from the propeller axis

$t_{0,6}$: Maximum thickness, in mm, of normal shape propeller blade at the section at 0,6 radius from the propeller axis, obtained by the formula in [2.2.1]

$t_{s-0,9}$: Maximum thickness, in mm, of skewed propeller blade at the section at 0,9 radius from the propeller axis

ϑ : Skew angle.

- b) As an alternative, highly skewed propellers may be accepted on the basis of a stress analysis, as stated in [2.4.3] for very highly skewed propellers.

2.4.3 Very highly skewed propellers

For very highly skewed propellers, the blade thickness is to be obtained by a stress analysis according to a calculation criteria accepted by the Society. The safety factor to be used in this direct analysis is not to be less than 9 with respect to the ultimate tensile strength of the propeller blade material, R_m .

2.5 Ducted propellers

2.5.1 The minimum blade thickness of propellers with wide tip blades running in nozzles is not to be less than the values obtained by the applicable formula in [2.2] or [2.3.1], increased by 10%.

2.6 Features

2.6.1 Blades and hubs

- a) All parts of propellers are to be free of defects and are to be built and installed with clearances and tolerances in accordance with sound marine practice.
- b) Particular care is to be taken with the surface finish of the blades.

2.6.2 Controllable pitch propellers pitch control system

- a) The general requirements given in Sec 10, [14] apply.
- b) Separate oil systems intended for the control of controllable pitch propellers are to include at least two power pumps, of such a capacity as to maintain normal control with any one pump out of action.
- c) In the case of propulsion plants comprising:
- more than one shaft line with the propellers fitted with their own control system,
 - or one engine with an output not exceeding 375 kW,
- one of the pumps mentioned in b) may be a spare pump ready to be connected to the oil control system, provided disassembling and reassembling operations can be carried out on board in a short time.
- d) However, when the propulsion plant comprises one or more engines, each with an output not exceeding 375 kW, the standby or spare pump may be omitted for the controllable pitch propellers provided that they are so designed as to be fixed mechanically in the "forward" position and that the capacity of the starting means ensures the numbers of starts required in such conditions.
- e) Pitch control systems are to be provided with an engine room indicator showing the actual setting of the blades. Further blade position indicators are to be mounted on the bridge and in the engine control room, if any.
- f) Suitable devices are to be fitted to ensure that an alteration of the blade setting cannot overload the propulsion plant or cause it to stall.
- g) Steps are to be taken to ensure that, in the event of failure of the control system, the setting of the blades
- does not change, or
 - assumes a final position slowly enough to allow the emergency control system to be put into operation.
- h) Controllable pitch propeller systems are to be equipped with means of emergency control enabling the controllable pitch propeller to operate should the remote control system fail. This requirement may be complied with by means of a device which locks the propeller blades in the "ahead" setting.
- i) Tab 4 indicates the monitoring requirements to be displayed at the control console. In addition, the general requirements given in Chapter 3 apply. In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

3 Arrangement and installation

3.1 Fitting of propeller on the propeller shaft

3.1.1 General

- Screw propeller hubs are to be properly adjusted and fitted on the propeller shaft cone.
- The forward end of the hole in the hub is to have the edge rounded to a radius of approximately 6 mm.
- In order to prevent any entry of sea water under the liner and onto the end of the propeller shaft, the arrangement of Fig 2 is generally to be adopted for assembling the liner and propeller boss.
- The external stuffing gland is to be provided with a sea-water resistant rubber ring preferably without joints. The clearance between the liner and the internal air space of the boss is to be as small as possible. The internal air space is to be filled with an appropriate protective material which is insoluble in sea water and non-corrodible or fitted with a rubber ring.
- All free spaces between the propeller shaft cone, propeller boss, nut and propeller cap are to be filled with a material which is insoluble in sea water and non-corrodible. Arrangements are to be made to allow any air present in these spaces to withdraw at the moment of filling. It is recommended that these spaces be tested under a pressure at least equal to that corresponding to the immersion of the propeller in order to check the tightness obtained after filling.
- For propeller keys and key area, see Sec 7, [2.5.5].

3.1.2 Shrinkage of keyless propellers

In the case of keyless shrinking of propellers, the following requirements apply:

- The meaning of the symbols used in the subparagraphs below is as follows:

A	: 100% theoretical contact area between propeller boss and shaft, as read from plans and disregarding oil grooves, in mm ²
d_{PM}	: Diameter of propeller shaft at the mid-point of the taper in the axial direction, in mm
d_H	: Mean outer diameter of propeller hub at the axial position corresponding to d_{PM} , in mm
K	: $K = d_H/d_{PM}$
F	: Tangential force at interface, in N
M_T	: Continuous torque transmitted; in N.m, where not indicated, M_T may be assumed as indicated in [2.2.1]
C	: <ul style="list-style-type: none"> • C = 1 for turbines, geared diesel engines, electrical drives and direct-drive reciprocating internal combustion engines with a hydraulic, electromagnetic or high elasticity coupling, • C = 1,2 for diesel engines having couplings other than those specified above. The Society reserves the right to increase the value of C if the shrinkage needs to absorb an extremely high pulsating torque,

T	: Temperature of hub and propeller shaft material, in °C, assumed for calculation of pull-up length and push-up load
V	: Ship speed at P power, in knots
S	: Continuous thrust developed for free running ship, in N
S_F	: Safety factor against friction slip at 35°C
θ	: Half taper of propeller shaft (for instance: taper = 1/15, $\theta = 1/30$)
μ	: Coefficient of friction between mating surfaces
p_{35}	: Surface pressure between mating surfaces, in N/mm ² , at 35°C
p_T	: Surface pressure, in N/mm ² , between mating surfaces at temperature T
p_0	: Surface pressure between mating surfaces, in N/mm ² , at 0°C
p_{MAX}	: Maximum permissible surface pressure, in N/mm ² , at 0°C
d_{35}	: Push-up length, in mm, at 35°C
d_T	: Push-up length, in mm, at temperature T
d_{MAX}	: Maximum permissible pull-up length, in mm, at 0°C
W_T	: Push-up load, in N, at temperature T
σ_{ID}	: Equivalent uni-axial stress in the boss according to the von Mises-Hencky criterion, in N/mm ²
α_p	: Coefficient of linear expansion of shaft material, in mm/(mm°C)
α_M	: Coefficient of linear expansion of boss material, in mm/(mm°C)
E_p	: Value of the modulus of elasticity of shaft material, in N/mm ²
E_M	: Value of the modulus of elasticity of boss material, in N/mm ²
ν_p	: Poisson's ratio for shaft material
ν_M	: Poisson's ratio for boss material
$R_{S,MIN}$: Value of the minimum yield strength (R_{eH}), or 0,2% proof stress ($R_{p0,2}$), of propeller boss material, in N/mm ² .

For other symbols not defined above, see [2.2].

- The manufacturer is to submit together with the required constructional plans specifications containing all elements necessary for verifying the shrinkage. Tests and checks deemed necessary for verifying the characteristics and integrity of the propeller material are also to be specified.
- The formulae and other provisions below do not apply to propellers where a sleeve is introduced between shaft and boss or in the case of hollow propeller shafts. In such cases, a direct shrinkage calculation is to be submitted to the Society.
- The taper of the propeller shaft cone is not to exceed 1/15.
- Prior to final pull-up, the contact area between the mating surfaces is to be checked and is not to be less than

70% of the theoretical contact area (100%). Non-contact bands extending circumferentially around the boss or over the full length of the boss are not acceptable.

- f) After final push-up, the propeller is to be secured by a nut on the propeller shaft. The nut is to be secured to the shaft.
- g) The safety factor s_f against friction slip at 35°C is not to be less than 2,8, under the combined action of torque and propeller thrust, based on the maximum continuous power P for which classification is requested at the corresponding speed of rotation N of the propeller, plus pulsating torque due to torsionals.
- h) For the oil injection method, the coefficient of friction μ is to be 0,13 in the case of bosses made of copper-based alloy and steel. For other methods, the coefficient of friction will be considered in each case by the Society.
- i) The maximum equivalent uni-axial stress in the boss at 0°C, based on the von Mises-Hencky criterion, is not to exceed 70% of the minimum yield strength (R_{eH}), or 0,2% proof stress ($R_{p0,2}$), of the propeller material, based on the test piece value. For cast iron, the value of the above stress is not to exceed 30% of the nominal tensile strength.
- j) For the formulae given below, the material properties indicated in the following items are to be assumed:

- Modulus of elasticity, in N/mm²:
Cast and forged steel: $E = 206000$
Cast iron: $E = 98000$
Type Cu1 and Cu2 brass: $E = 108000$
Type Cu3 and Cu4 brass: $E = 118000$
- Poisson's ratio:
Cast and forged steel: $\nu = 0,29$
Cast iron: $\nu = 0,26$
All copper based alloys: $\nu = 0,33$

- Coefficient of linear expansion in mm/(mm°C)
Cast and forged steel and cast iron: $\alpha = 12,0 \cdot 10^{-6}$
All copper based alloys: $\alpha = 17,5 \cdot 10^{-6}$

- k) For shrinkage calculation the formulae in the following items, which are valid for the ahead condition, are to be applied. They will also provide a sufficient margin of safety in the astern condition.

- Minimum required surface pressure at 35°C:

$$p_{35} = \frac{s_f S}{AB} \cdot \left[-s_f \theta + \left(\mu^2 + B \cdot \frac{F^2}{S^2} \right)^{0,5} \right]$$

where:

$$B = \mu^2 - s_f^2 \theta^2$$

- Corresponding minimum pull-up length at 35°C:

$$d_{35} = \frac{p_{35} d_{PM}}{2\theta} \cdot \left[\frac{1}{E_M} \cdot \left(\frac{K^2 + 1}{K^2 - 1} + \nu_M \right) + \frac{1 - \nu_P}{E_P} \right]$$

- Minimum pull-up length at temperature T ($T < 35^\circ\text{C}$):

$$d_T = d_{35} + \frac{d_{PM}}{2\theta} \cdot (\alpha_M - \alpha_P) \cdot (35 - T)$$

- Corresponding minimum surface pressure at temperature T:

$$p_T = p_{35} \cdot \frac{d_T}{d_{35}}$$

- Minimum push-up load temperature T:

$$W_T = A p_T \cdot (\mu + \theta)$$

- Maximum permissible surface pressure at 0°C:

$$p_{MAX} = \frac{0,7 R_{s,MIN} \cdot (K^2 - 1)}{(3K^4 + 1)^{0,5}}$$

- Corresponding maximum permissible pull-up length at 0°C:

$$d_{MAX} = d_{35} \cdot \frac{p_{MAX}}{p_{35}}$$

- Tangential force at interface:

$$F = \frac{2000 C M_T}{d_{PM}}$$

- Continuous thrust developed for free running ship; if the actual value is not given, the value, in N, calculated by one of the following formulae may be considered:

$$S = 1760 \cdot \frac{P}{V}$$

$$S = 57,3 \cdot 10^3 \cdot \frac{P}{H \cdot N}$$

3.1.3 Circulating currents

Means are to be provided to prevent circulating electric currents from developing between the propeller and the hull. A description of the type of protection provided and its maintenance is to be kept on board.

4 Testing and certification

4.1 Material tests

4.1.1 Solid propellers

Material used for the construction of solid propellers is to be tested in accordance with the requirements of Part D of the Rules in the presence of the Surveyor.

4.1.2 Built-up propellers and controllable pitch propellers

In addition to the requirement in [4.1.1], materials for studs and for all other parts of the mechanism transmitting torque are to be tested in the presence of the Surveyor.

4.2 Testing and inspection

4.2.1 Inspection of finished propeller

Finished propellers are to be inspected at the manufacturer's plant by the Surveyor. At least the following checks are to be carried out:

- visual examination of the entire surface of the propeller blades
- conformity to approved plans of blade profile
- liquid penetrant examination of suspected and critical parts of the propeller blade, to the satisfaction of the Surveyor.

4.2.2 Controllable pitch propellers

The complete hydraulic system for the control of the controllable pitch propeller mechanism is to be hydrotested at a pressure equal to 1,5 times the design pressure. The proper operation of the safety valve is to be tested in the presence of the Surveyor.

4.2.3 Balancing

Finished propellers are to be statically balanced. For built-up and controllable pitch propellers, the required static balancing of the complete propeller may be replaced by an individual check of blade weight and gravity centre position.

In addition, for propellers running above 500 rpm, dynamic balancing:

- is required, for cast copper alloy propellers
- may be required, for cast steel propellers.

4.3 Certification

4.3.1 Certification of propellers

Propellers having the characteristics indicated in [1.1.1] are to be individually tested and certified by the Society.

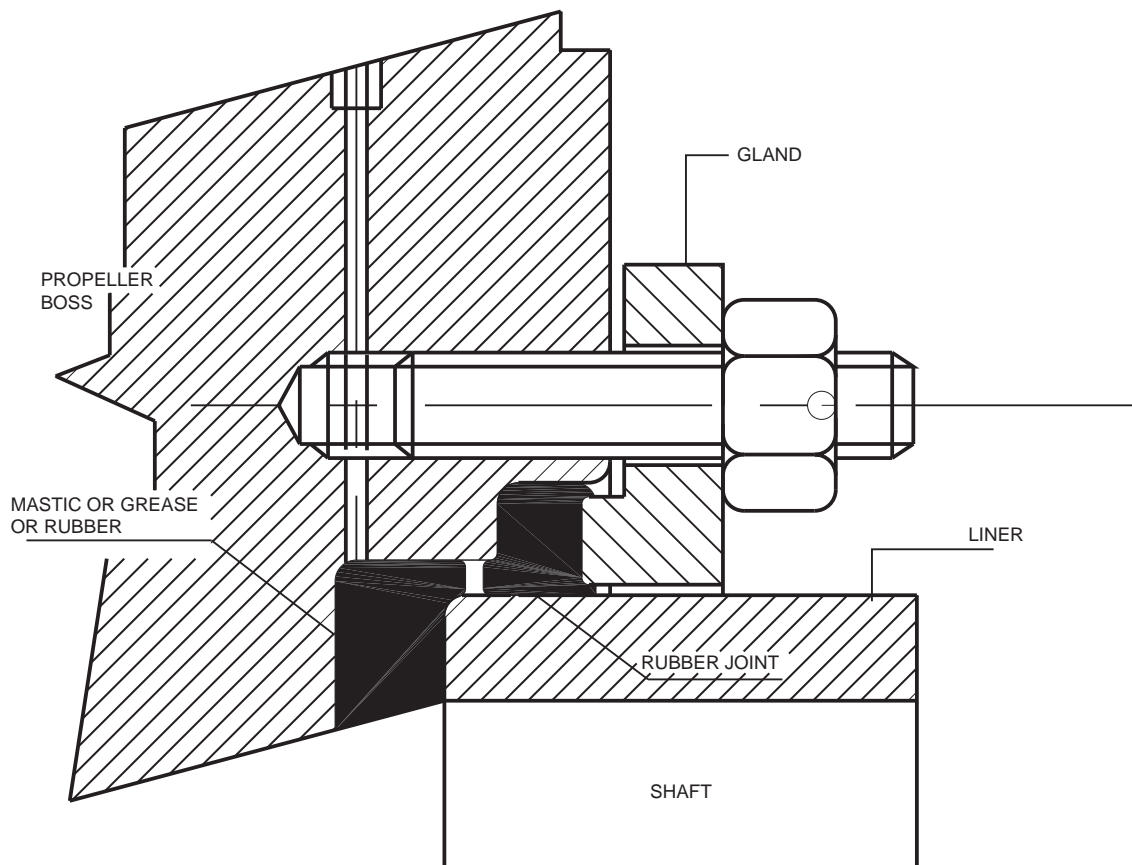
4.3.2 Mass produced propellers

Mass produced propellers may be accepted within the framework of the type approval program of the Society.

Table 4 : Controllable pitch propeller monitoring

Symbol convention H = High, HH = High high, L = Low, LL = Low low, X = function is required,	G = group alarm I = individual alarm R = remote	Monitoring		Automatic control			
				Main Engine		Auxiliary	
Identification of system parameter	Alarm	Indica- tion	Slow- down	Shut- down	Control	Stand by Start	Stop
Pump pressure	L						
Oil tank level	L						

Figure 2 : Example of sealing arrangement



SECTION 9

SHAFT VIBRATIONS

1 General

1.1 Application

1.1.1 The requirements of this Section apply to the shafting of the following installations:

- propulsion systems with prime movers developing 220 kW or more
- other systems with internal combustion engines developing 110 kW or more and driving auxiliary machinery intended for essential services.

1.1.2 Exemptions

The requirements of this Section may be waived at the Society's discretion in cases where satisfactory service operation of similar installations is demonstrated or in the case of ships classed for restricted navigation.

The requirements given in [3] may also be waived for ships fitted with two or more independent propulsion shaft lines, when the transmitted power per shaft line is below 2000 kW.

1.2 Submission of documentation

1.2.1

As the analysis of the vibration behaviour of systems is part of their design, the relevant documentation, as listed in [3.2] is to be promptly submitted for approval.

2 Design of systems in respect of vibrations

2.1 Principle

2.1.1 General

- Special consideration shall be given to the design, construction and installation of propulsion machinery systems so that any mode of their vibrations shall not cause undue stresses in these systems in the normal operating ranges.*
- Calculations are to be carried out for all the configurations of the system likely to have any influence on the torsional, bending or axial vibrations.
- Where torsional and axial vibrations may be coupled (e.g. due to helical gears), the effect of such vibrations is to be investigated.

2.1.2 Vibration levels

Systems are to have torsional, bending and axial vibrations both in continuous and in transient running acceptable to

the Manufacturers, and in accordance with the requirements of this section.

Where vibrations are found to exceed the limits stated in this Section, the designer or the builder of the plant is to propose corrective actions, such as:

- operating restrictions, provided that the owner is informed, or
- modification of the plant.

2.1.3 Condition of components

Systems are to be designed considering essential components in a non-ideal condition. In particular, the following conditions are to be considered:

- propulsion engine: cylinder malfunction,
- flexible coupling: possible variation of the stiffness or damping characteristics due to heating or ageing,
- vibration damper: possible variation of the damping coefficient.

2.2 Modifications of existing plants

2.2.1 Where substantial modifications of existing plants, such as:

- change of the running speed or power of the engine,
- replacement of an essential component of the system (propeller, flexible coupling, damper) by one of different characteristics, or
- connection of a new component,

are carried out, new vibration analysis is to be submitted for approval.

3 Torsional vibrations

3.1 General

3.1.1 The torsional vibration torques (or stresses) calculated in the various components of the installation are additional to those resulting from the mean power transmitted by such components. Where the scantling formulae given in Sec 7 and App 1 are applied, the vibratory torques are not to be taken into account unless otherwise stated.

3.2 Documentation to be submitted

3.2.1 Calculations

Torsional vibration calculations are to be submitted for the various configurations of the plants, showing:

- the equivalent dynamic system used for the modelling of the plant, with indication of:
 - inertia and stiffness values for all the components of the system
 - diameter and material properties of the shafts
- the natural frequencies
- the values of the vibratory torques or stresses in the components of the system for the most significant critical speeds and their analysis in respect of the Rules and other acceptance criteria
- the possible restrictions of operation of the plant.

3.2.2 Particulars to be submitted

The following particulars are to be submitted with the torsional vibration calculations:

- a) for turbines, multi-engine installations or installations with power take-off systems:
 - description of the operating configurations
 - load sharing law between the various components for each configuration
- b) for installations with controllable pitch propellers, the power/rotational speed values resulting from the combinator operation
- c) for prime movers, the service speed range and the minimum speed at no load
- d) for internal combustion engines:
 - manufacturer and type
 - nominal output and rotational speed
 - mean indicated pressure
 - number of cylinders
 - "V" angle
 - firing angles
 - bore and stroke
 - excitation data, such as the polynomial law of harmonic components of excitations
 - nominal alternating torsional stress considered for crankpin and journal

Note 1: The nominal alternating torsional stress is part of the basic data to be considered for the assessment of the crankshaft. It is defined in App 1.

- e) for turbines:
 - nominal output and rotational speed
 - power / speed curve and range of operation
 - number of stages, and load sharing between the stages
 - main excitation orders for each rotating disc
 - structural damping of shafts
 - external damping on discs (due to the fluid)
- f) for reduction or step-up gears, the speed ratio for each step
- g) for flexible couplings, the data required in Note 2 of Sec 7, Tab 1

- h) for torsional vibration dampers:
 - the manufacturer and type
 - the permissible heat dissipation
 - the damping coefficient
 - the inertial and stiffness properties, as applicable
- i) for propellers:
 - the number of blades
 - the excitation and damping data, if available
- j) for electric motors, generators and pumps, the drawing of the rotating parts, with their mass moment of inertia and main dimensions.

3.3 Definitions, symbols and units

3.3.1 Definitions

- a) Torsional vibration stresses referred to in this Article are the stresses resulting from the alternating torque corresponding to the synthesis of the harmonic orders concerned.
- b) The misfiring condition of an engine is the malfunction of one cylinder due to the absence of fuel injection (which results in a pure compression or expansion in the cylinder).

3.3.2 Symbols, units

The main symbols used in this Article are defined as follows:

- | | | |
|-------------|---|---|
| τ | : | Torsional vibration stress, as defined in [3.3.1], in N/mm ² |
| τ_1 | : | Permissible stress due to torsional vibrations for continuous operation, in N/mm ² |
| τ_2 | : | Permissible stress due to torsional vibrations for transient running, in N/mm ² |
| R_m | : | Tensile strength of the shaft material, in N/mm ² |
| C_R | : | Material factor, equal to:
$\frac{R + 160}{18}$ |
| d | : | Minimum diameter of the shaft, in mm |
| C_D | : | Size factor of the shaft, equal to:
$0,35 + 0,93 d^{-0,2}$ |
| N | : | Speed of the shaft for which the check is carried out, in rev/min |
| N_n | : | Nominal speed of the shaft, in rev/min |
| N_c | : | Critical speed, in rev/min |
| λ | : | Speed ratio, equal to N/N_n |
| C_λ | : | Speed ratio factor, equal to: <ul style="list-style-type: none"> • $3 - 2 \lambda^2$ for $\lambda < 0,9$ • $1,38$ for $0,9 \leq \lambda \leq 1,05$ |
| C_k | : | Factor depending on the shaft design features given in Tab 1. |

Table 1 : Values of C_k factors

Intermediate shafts						Thrust shafts external to engines		Propeller shafts	
with integral coupling flanges and straight sections	with shrink-fit couplings	with keyways, tapered connection	with keyways, cylindrical connection	with radial holes	with longitudinal slots	on both sides of thrust collar	in way of axial bearing where a roller bearing is used as a thrust bearing	for which (5) $k = 1,22$ or $k = 1,26$	for which (5) $k = 1,15$
1,00 (1)	1,00 (2)	0,60 (3)	0,45 (3)	0,50	0,30 (4)	0,85	0,85	0,55	0,80
<p>(1) Value applicable in the case of fillet radii in accordance with the provisions of Sec 7, [2.5.1].</p> <p>(2) C_k refers to the plain shaft section only. Where shafts may experience vibratory stresses close to the permissible stresses for continuous operation, an increase in diameter to the shrink fit diameter is to be provided, e.g. a diameter increase of 1 to 2 % and a blending radius as described in Sec 7, [2.2.1].</p> <p>(3) Keyways are, in general, not to be used in installations with a barred speed range.</p> <p>(4) $C_k = 0,3$ is a safe approximation within the limitations in (6) of Sec 7, Tab 2. More accurate estimate of the stress concentration factor (scf) may be determined from Note 2 of Sec 7, Tab 2 or by direct application of FE calculation. In which case: $C_k = 1,45/scf$ Note that the scf is defined as the ratio between the maximum local principal stress and $3^{0,5}$ times the nominal torsional stress (determined for the bored shaft without slots).</p> <p>(5) k is defined in Sec 7.</p> <p>Note 1: For explanation of C_k and stress concentration factor of slots, see Sec 7, Tab 2.</p> <p>Note 2: The determination of C_k factors for shafts other than those given in this table will be given special consideration by the Society.</p>									

3.4 Calculation principles

3.4.1 Method

- Torsional vibration calculations are to be carried out using a recognised method.
- Where the calculation method does not include harmonic synthesis, attention is to be paid to the possible superimposition of two or more harmonic orders of different vibration modes which may be present in some restricted ranges.

3.4.2 Scope of the calculations

- Torsional vibration calculations are to be carried out considering:
 - normal firing of all cylinders, and
 - misfiring of one cylinder.
- Where the torsional dynamic stiffness of the coupling depends on the transmitted torque, two calculations are to be carried out:
 - one at full load
 - one at the minimum load expected in service.
- For installations with controllable pitch propellers, two calculations are to be carried out:
 - one for full pitch condition
 - one for zero pitch condition.
- The calculations are to take into account all possible sources of excitation. Electrical sources of excitations, such as static frequency converters, are to be detailed.
- The natural frequencies are to be considered up to a value corresponding to 15 times the maximum service speed. Therefore, the excitations are to include harmonic orders up to the fifteenth.

3.4.3 Criteria for acceptance of the torsional vibration loads under normal firing conditions

- Torsional vibration stresses in the various shafts are not to exceed the limits defined in [3.5]. Higher limits calculated by an alternative method may be considered, subject to special examination by the Society.
The limit for continuous running τ_1 may be exceeded only in the case of transient running in restricted speed ranges, which are defined in [3.5.5]. In no case are the torsional vibration stresses to exceed the limit for transient running τ_2 .
Propulsion systems are to be capable of running continuously without restrictions at least within the speed range between $0,8 N_n$ and $1,05 N_n$. Transient running may be considered only in restricted speed ranges for speed ratios $\lambda \leq 0,8$.
Auxiliary machinery is to be capable of running continuously without restrictions at least within the range between $0,95 N_n$ and $1,1 N_n$. Transient running may be considered only in restricted speed ranges for speed ratios $\lambda \leq 0,95$.
- Torsional vibration levels in other components are to comply with the provisions of [3.6].

3.4.4 Criteria for acceptance of torsional vibration loads under misfiring conditions

- The provisions of [3.4.3] related to normal firing conditions also apply to misfiring conditions except that restricted speed ranges are also acceptable for $\lambda > 0,8$.
The restricted speed ranges in one-cylinder misfiring condition of single propulsion engine ships are to enable safe navigation.

- b) Where calculations show that the limits imposed for certain components may be exceeded under misfiring conditions, a suitable device is to be fitted to indicate the occurrence of such conditions.

3.5 Permissible limits for torsional vibration stresses in crankshaft, propulsion shafting and other transmission shafting

3.5.1 General

- a) The limits provided below apply to steel shafts. For shafts made of other material, the permissible limits for torsional vibration stresses will be determined by the Society after examination of the results of fatigue tests carried out on the material concerned.
- b) These limits apply to the torsional vibration stresses as defined in [3.3.1]. They relate to the shaft minimum section, without taking account of the possible stress concentrations.

3.5.2 Crankshaft

- a) Where the crankshaft has been designed in accordance with App 1, the torsional vibration stresses in any point of the crankshaft are not to exceed the following limits:

- $\tau_1 = \tau_N$ for continuous running
- $\tau_2 = 1,7 \tau_N$ for transient running,

where τ_N is the nominal alternating torsional stress on which the crankshaft scantling is based (see [3.2.2], Note 1).

- b) Where the crankshaft has not been designed in accordance with App 1, the torsional vibration stresses in any point of the crankshaft are not to exceed the following limits:

- $\tau_1 = 0,55 \cdot C_R \cdot C_D \cdot C_\lambda$ for continuous running
- $\tau_2 = 2,3 \tau_1$ for transient running.

3.5.3 Intermediate shafts, thrust shafts and propeller shafts

The torsional vibration stresses in any intermediate, thrust and propeller shafts are not to exceed the following limits:

- $\tau_1 = C_R \cdot C_k \cdot C_D \cdot C_\lambda$ for continuous running
- $\tau_2 = 1,7 \tau_1 \cdot C_k^{-0,5}$ for steady state conditions within barred speed range.

Note 1: For intermediate, thrust and propeller shafts, the material factor C_R is not to be taken as greater than 42,2.

3.5.4 Transmission shafting for generating sets and other auxiliary machinery

The torsional vibration stresses in the transmission shafting for generating sets and other auxiliary machinery, such as pumps or compressors, are not to exceed the following limits:

- $\tau_1 = 0,90 \cdot C_R \cdot C_D$ for continuous running
- $\tau_2 = 5,4 \tau_1$ for transient running.

3.5.5 Restricted speed ranges

- a) Where the stress amplitudes exceed the limiting values of τ_1 for continuous operation, including one cylinder

misfiring conditions, restricted speed ranges are to be imposed which are to be passed through rapidly;

- b) restricted speed ranges in one-cylinder misfiring conditions of single propulsion engine ships are to enable safe navigation;
- c) the barred speed range is to cover all speeds where the acceptance limits (τ_i) are exceeded. For controllable pitch propellers with the possibility of individual pitch and speed control, both full and zero pitch conditions are to be considered.

Additionally, the tachometer tolerance is to be added. At each end of the barred speed range the engine is to be stable in operation;

- d) the limits of the restricted speed range related to a critical speed N_c are to be calculated in accordance with the following formula:

$$\frac{16 \cdot N_c}{18 - \lambda} \leq N \leq \frac{(18 - \lambda) \cdot N_c}{16}$$

- e) where the resonance curve of a critical speed is obtained from torsional vibration measurements, the restricted speed range may be established considering the speeds for which the stress limit for continuous running τ_1 is exceeded;

- f) where restricted speed ranges are imposed, they are to be crossed out on the tachometers and an instruction plate is to be fitted at the control stations indicating that:

- the continuous operation of the engine within the considered speed range is not permitted
- this speed range is to be passed through rapidly.

3.6 Permissible vibration levels in components other than shafts

3.6.1 Gears

- a) The torsional vibration torque in any gear step is not to exceed 30% of the torque corresponding to the approved rating throughout the service speed range.

Where the torque transmitted at nominal speed is less than that corresponding to the approved rating, higher torsional vibration torques may be accepted, subject to special consideration by the Society.

- b) Gear hammering induced by torsional vibration torque reversal is not permitted throughout the service speed range, except during transient running at speed ratios $\lambda \leq 0,3$.

Where calculations show the existence of torsional vibration torque reversals for speed ratios $\lambda > 0,3$, the corresponding speed ranges are to be identified by appropriate investigations during sea trials and considered as restricted speed ranges in accordance with [3.5.5].

3.6.2 Generators

- a) In the case of alternating current generators, the torsional vibration amplitude at the rotor is not to exceed $\pm 2,5$ electrical degrees at service rotational speed under full load working conditions.

b) Vibratory inertia torques due to torsional vibrations and imposed on the rotating parts of the generator are not to exceed the values M_A , in N.m, calculated by the following formulae, as appropriate:

- for $0,95 \leq \lambda \leq 1,1$: $M_A = \pm 2,5 M_T$
- for $\lambda \leq 0,95$: $M_A = \pm 6 M_T$,

where:

M_T : Mean torque transmitted by the engine under full load running conditions, in N.m

Note 1: In the case of two or more generators driven by the same engine, the portion of M_T transmitted to each generator is to be considered.

λ : Speed ratio defined in [3.3.2].

3.6.3 Flexible couplings

a) Flexible couplings are to be capable of withstanding the mean transmitted torque and the torsional vibration torque throughout the service speed range, without exceeding the limits for continuous operation imposed by the manufacturer (permissible vibratory torque and power loss).

Where such limits are exceeded under misfiring conditions, appropriate restrictions of power or speed are to be established.

b) Flexible couplings fitted in generating sets are also to be capable of withstanding the torques and twist angles arising from transient criticals and short-circuit currents.

3.6.4 Dampers

a) Torsional vibration dampers are to be such that the permissible power loss recommended by the manufacturer is not exceeded throughout the service speed range.

b) Dampers for which a failure may lead to a significant vibration overload of the installation will be the subject of special consideration.

3.7 Torsional vibration measurements

3.7.1 General

a) The Society may require torsional vibration measurements to be carried out under its supervision in the following cases:

- where the calculations indicate the possibility of dangerous critical speeds in the operating speed range,
- where doubts arise as to the actual stress amplitudes or critical speed location, or
- where restricted speed ranges need to be verified.

b) Where measurements are required, a comprehensive report including the analysis of the results is to be submitted to the Society.

3.7.2 Method of measurement

When measurements are required, the method of measurement is to be submitted to the Society for approval. The type of measuring equipment and the location of the measurement points are to be specified.

4 Lateral vibrations of main propulsion systems

4.1 General

4.1.1

Main propulsion systems are to be free from excessive lateral vibration throughout the working speed range.

Failing this, provision is to be made to limit the vibration amplitudes by modifying the dynamic system or restricted speed ranges are to be imposed in the corresponding regions of speeds.

4.2 Calculations and measurements on board

4.2.1

Unless previous experience of similar installations proves it to be unnecessary, the Society, on the basis of the characteristics of the main propulsion system concerned, reserves the right to require lateral vibration calculations to be submitted and/or measurements on board to be taken using an apparatus accepted by the Society.

5 Axial vibrations of main propulsion systems

5.1 General

5.1.1

Main propulsion systems are to be free from excessive axial vibrations throughout the working speed range.

Failing this, provision is to be made to limit the vibration amplitudes by modifying the dynamic system, or restricted speed ranges are to be imposed in the corresponding regions of speeds.

5.2 Calculations and measurements on board

5.2.1

Unless previous experience of similar installations proves it to be unnecessary, the Society, on the basis of the characteristics of the main propulsion system concerned, reserves the right to require axial vibration calculations to be submitted and/or measurements on board to be taken using an apparatus accepted by the Society.

SECTION 10 PIPING SYSTEMS

1 General

1.1 Application

1.1.1

a) General requirements applying to all piping systems are contained in:

- [2] for their design and construction
- [3] for the welding of steel pipes
- [4] for the bending of pipes
- [5] for their arrangement and installation
- [21] for their certification, inspection and testing.

b) Specific requirements for ship piping systems and machinery piping systems are given in Articles [6] to [19].

1.2 Documentation to be submitted

1.2.1 Documents

The documents listed in Tab 1 are to be submitted.

1.2.2 Additional information

The information listed in Tab 2 is also to be submitted.

Table 1 : Documents to be submitted

No.	I/A (1)	Document (2)
1	A	Drawing showing the arrangement of the sea chests and ship side valves
2	A	Diagram of the bilge and ballast systems (in and outside machinery spaces)
3	A	Specification of the central priming system intended for bilge pumps, when provided
4	A	Diagram of the scuppers and sanitary discharge systems
5	A	Diagram of the air, sounding and overflow systems
6	A	Diagram of cooling systems (sea water and fresh water)
7	A	Diagram of fuel oil system
8	A	Drawings of the fuel oil tanks not forming part of the ship's structure
9	A	Diagram of the lubricating oil system
10	A	Diagram of the thermal oil system
11	A	Diagram of the hydraulic systems intended for essential services or located in machinery spaces
12	A	Diagram of steam system, including safety valve exhaust and drain pipes
13	A I	For high temperature steam pipes: <ul style="list-style-type: none"> • stress calculation note • drawing showing the actual arrangement of the piping in three dimensions
14	A	Diagram of the boiler feed water and condensate system
15	A	Diagram of the compressed air system
16	A	Diagram of the hydraulic and pneumatic remote control systems
17	A	Diagram of the remote level gauging system
18	I	Diagram of the exhaust gas system
19	A	Diagram of drip trays and gutterway draining system
20	A	Diagram of the oxyacetylene welding system
21	A	Drawings and specification of valves and accessories, where required in [2.7]
<p>(1) A = to be submitted for approval, in four copies; I = to be submitted for information, in duplicate.</p> <p>(2) Diagrams are also to include, where applicable, the (local and remote) control and monitoring systems and automation systems.</p>		

Table 2 : Information to be submitted (1/7/2020)

No.	I/A (1)	Document
1	I	Nature, service temperature and pressure of the fluids
2	A	Material, external diameter and wall thickness of the pipes
3	A	Type of the connections between pipe lengths, including details of the weldings, where provided
4	A	Material, type and size of the accessories
5	A	Capacity, prime mover and, when requested, location of the pumps
6	A	For plastic pipes: <ul style="list-style-type: none"> • the chemical composition • the physical and mechanical characteristics in function of temperature • the characteristics of inflammability and fire resistance • the resistance to the products intended to be conveyed
7	A	For fuel oil system : the diagram of the fuel oil system is to indicate the location of sampling points or a dedicated diagram of sampling points is to be presented together with the documentation relevant to the fuel system
(1) A = to be submitted for approval, in four copies; I = to be submitted for information, in duplicate.		

1.3 Definitions

1.3.1 Piping and piping systems

- a) Piping includes pipes and their connections, flexible hoses and expansion joints, valves and their actuating systems, other accessories (filters, level gauges, etc.) and pump casings.
- b) Piping systems include piping and all the interfacing equipment such as tanks, pressure vessels, heat exchangers, pumps and centrifugal purifiers, but do not include boilers, turbines, internal combustion engines and reduction gears.

Note 1: The equipment other than piping is to be designed in accordance with the relevant Sections of Chapter 1.

1.3.2 Design pressure

- a) The design pressure of a piping system is the pressure considered by the manufacturer to determine the scantling of the system components. It is not to be taken less than the maximum working pressure expected in this system or the highest setting pressure of any safety valve or relief device, whichever is the greater.
- b) The design pressure of a boiler feed system is not to be less than 1,25 times the design pressure of the boiler or the maximum pressure expected in the feed piping, whichever is the greater.
- c) The design pressure of steam piping located upstream of pressure reducing valves (high pressure side) is not to be less than the setting pressure of the boiler or superheater safety valves.
- d) The design pressure of a piping system located on the low pressure side of a pressure reducing valve where no safety valve is provided is not to be less than the maximum pressure on the high pressure side of the pressure reducing valve.
- e) The design pressure of a piping system located on the delivery side of a pump or a compressor is not to be less than the setting pressure of the safety valve for displace-

ment pumps or the maximum pressure resulting from the operating (head-capacity) curve for centrifugal pumps, whichever is the greater.

1.3.3 Design temperature

The design temperature of a piping system is the maximum temperature of the medium inside the system.

1.3.4 Flammable oils

Flammable oils include fuel oils, lubricating oils, thermal oils and hydraulic oils (having flashpoint lower than 150°C).

1.4 Symbols and units

1.4.1 The following symbols and related units are commonly used in this Section. Additional symbols, related to some formulae indicated in this Section, are listed wherever it is necessary.

p	: Design pressure, in MPa
T	: Design temperature, in °C
t	: Rule required minimum thickness, in mm
D	: Pipe external diameter, in mm.

1.5 Class of piping systems

1.5.1 Purpose of the classes of piping systems

Piping systems are subdivided into three classes, denoted as class I, class II and class III, for the purpose of acceptance of materials, selection of joints, heat treatment, welding, pressure testing and the certification of fittings.

1.5.2 Definitions of the classes of piping systems

- a) Classes I, II and III are defined in Tab 3
- b) The following systems are not covered by Tab 3:
 - cargo piping for oil tankers, gas tankers and chemical tankers, and
 - fluids for refrigerating plants.

2 General requirements for design and construction

2.1 Materials

2.1.1 General

Materials to be used in piping systems are to be suitable for the medium and the service for which the piping is intended.

2.1.2 Use of metallic materials

- Metallurgical materials are to be used in accordance with Tab 4.
- Materials for class I and class II piping systems are to be manufactured and tested in accordance with the appropriate requirements of Part D.
- Materials for class III piping systems are to be manufactured and tested in accordance with the requirements of acceptable national or international standards or specifications.
- Mechanical characteristics required for metallic materials are specified in Part D.

2.1.3 Use of plastics

- Plastics may be used for piping systems belonging to class III in accordance with App 3. The use of plastics for other systems or in other conditions will be given special consideration.
- Plastics intended for piping systems dealt with in this Section are to be of a type approved by the Society.

2.2 Thickness of pressure piping

2.2.1 Calculation of the thickness of pressure pipes

- The thickness t , in mm, of pressure pipes is to be determined by the following formula but, in any case, is not to be less than the minimum thickness given in Tab 5 to Tab 8.

$$t = \frac{t_0 + b + c}{1 - \frac{a}{100}}$$

where:

t_0 : Coefficient, in mm, equal to

$$t_0 = \frac{p \cdot D}{2Ke + p}$$

with:

p and D : as defined in [1.4.1],

K : Permissible stress defined in [2.2.2],

e : Weld efficiency factor to be:

- equal to 1 for seamless pipes and pipes fabricated according to a welding procedure approved by the Society,
- specially considered by the Society for other welded pipes, depending on the service and the manufacture procedure.

b : Thickness reduction due to bending defined in [2.2.3], in mm

c : Corrosion allowance defined in [2.2.4], in mm

a : Negative manufacturing tolerance percentage:

- equal to 10 for copper and copper alloy pipes, cold drawn seamless steel pipes and steel pipes fabricated according to a welding procedure approved by the Society,
- equal to 12,5 for hot laminated seamless steel pipes,
- subject to special consideration by the Society in other cases.

- The thickness thus determined does not take into account the particular loads to which pipes may be subjected. Attention is to be drawn in particular to the case of high temperature and low temperature pipes.

Table 3 : Class of piping systems

Media conveyed by the piping system	CLASS I	CLASS II	CLASS III
Fuel oil (1)	$p > 1,6$ or $T > 150$	other (2)	$p \leq 0,7$ and $T \leq 60$
Thermal oil	$p > 1,6$ or $T > 300$	other (2)	$p \leq 0,7$ and $T \leq 150$
Flammable Hydraulic oil (5)	$p > 1,6$ or $T > 150$	other (2)	$p \leq 0,7$ and $T \leq 60$
Lubricating oil	$p > 1,6$ or $T > 150$	other (2)	$p \leq 0,7$ and $T \leq 60$
Other flammable media: • heated above flashpoint, or • having flashpoint $< 60^{\circ}\text{C}$ and liquefied gas	without special safeguards (3)	with special safeguards (3)	
Oxyacetylene	irrespective of p		
Toxic media	irrespective of p, T		
Corrosive media	without special safeguards (3)	with special safeguards (3)	
Steam	$p > 1,6$ or $T > 300$	other (2)	$p \leq 0,7$ and $T \leq 170$
Air, gases, water, non-flammable hydraulic oil (4)	$p > 4$ or $T > 300$	other (2)	$p \leq 1,6$ and $T \leq 200$
Open-ended pipes (drains, overflows, vents, exhaust gas lines, boiler escape pipes)			irrespective of T
<p>(1) Valves under static pressure on fuel oil tanks belong to class II.</p> <p>(2) Pressure and temperature conditions other than those required for class I and class III.</p> <p>(3) Safeguards for reducing the possibility of leakage and limiting its consequences, e.g. pipes led in positions where leakage of internal fluids will not cause a potential hazard or damage to surrounding areas which may include the use of pipe ducts, shielding, screening, etc.</p> <p>(4) Valves and fittings fitted on the ship side and collision bulkhead belong to class II.</p> <p>(5) Steering gear piping belongs to class I irrespective of p and T</p> <p>Note 1: p : Design pressure, as defined in [1.3.2], in MPa.</p> <p>Note 2: T : Design temperature, as defined in [1.3.3], in °C.</p>			

Table 4 : Conditions of use of metallic materials in piping systems

Material	Allowable classes	Maximum design temperature (°C) (1)	Particular conditions of use
Carbon and carbon-manganese steels	III, II, I	400 (2)	Class I and II pipes are to be seamless drawn pipes (3)
Copper and aluminium brass	III, II, I	200	(4)
Copper-nickel	III, II, I	300	
Special high temperature resistant bronze	III, II, I	260	
Stainless steel	III, II, I	300	Austenitic stainless steel is not recommended for sea water systems
Spheroidal graphite cast iron	III, II	350	<ul style="list-style-type: none"> Spheroidal cast iron of the ferritic type according to the material rules of the Society may be accepted for bilge, ballast and cargo oil piping The use of this material for pipes, valves and fittings for other services, in principle Classes II and III, will be subject to special consideration Spheroidal cast iron pipes and valves fitted on ship's side should have specified properties to the Society's satisfaction, according to the intention of Regulation 22 of the 1966 Convention on Load Lines Minimum elongation is not to be less than 12% on a gauge length of $5,65.S^{0.5}$, where S is the actual cross-sectional area of the test piece
Grey cast iron	III II (5)	220	<p>Grey cast iron is not to be used for the following systems:</p> <ul style="list-style-type: none"> boiler blow-down systems and other piping systems subject to shocks, high stresses and vibrations bilge lines in tanks parts of scuppers and sanitary discharge systems located next to the hull below the freeboard deck or for passengers ships below the bulkhead deck ship side valves and fittings valves fitted on the collision bulkhead valves fitted to fuel oil and lubricating oil tanks under static pressure head class II fuel oil systems thermal oil systems
Aluminium and aluminium alloys	III, II, I (6)	200	<p>Aluminium and aluminium alloys are not to be used on the following systems:</p> <ul style="list-style-type: none"> flammable oil systems (6) sounding and air pipes of fuel oil tanks fire-extinguishing systems bilge system in boiler or machinery spaces or in spaces containing fuel oil tanks or pumping units scuppers and overboard discharges except for pipes led to the bottoms or to the shell above the freeboard deck or fitted at their upper end with closing means operated from a position above the freeboard deck boiler blow-down valves and pieces for connection to the shell plating.

(1) Maximum design temperature is not to exceed that assigned to the class of piping.

(2) Higher temperatures may be accepted if metallurgical behaviour and time dependent strength (ultimate tensile strength after 100000 hours) are in accordance with national or international standards or specifications and if such values are guaranteed by the steel manufacturer.

(3) Pipes fabricated by a welding procedure approved by the Society may also be used.

(4) Pipes made of copper and copper alloys are to be seamless.

(5) Use of grey cast iron is not allowed when the design pressure exceeds 1,3 MPa.

(6) Accessories of aluminium or aluminium alloys intended for flammable oil systems may be accepted subject to the satisfactory result of an endurance flame test to be carried out according to the "Rules for the type approval of flexible hoses and expansion joints" issued by the Society.

Note 1: On board oil tankers and chemical tankers aluminised pipes may be permitted in ballast tanks, in inerted cargo tanks and, provided the pipes are protected from accidental impact, in hazardous areas on open deck.

Table 5 : Minimum wall thickness for steel pipes

External diameter (mm)	Minimum nominal wall thickness (mm)		Minimum reinforced wall thickness (mm) (2)	Minimum extra-reinforced wall thickness (mm) (3)
	Sea water pipes, bilge and ballast systems (1)	Other piping systems (1)		
10,2 - 12,0	-	1,6	-	-
13,5 - 19,3	-	1,8	-	-
20,0	-	2,0	-	-
21,3 - 25,0	3,2	2,0	-	-
26,9 - 33,7	3,2	2,0	-	-
38,0 - 44,5	3,6	2,0	6,3	7,6
48,3	3,6	2,3	6,3	7,6
51,0 - 63,5	4,0	2,3	6,3	7,6
70,0	4,0	2,6	6,3	7,6
76,1 - 82,5	4,5	2,6	6,3	7,6
88,9 - 108,0	4,5	2,9	7,1	7,8
114,3 - 127,0	4,5	3,2	8,0	8,8
133,0 - 139,7	4,5	3,6	8,0	9,5
152,4 - 168,3	4,5	4,0	8,8	11,0
177,8	5,0	4,5	8,8	12,7
193,7	5,4	4,5	8,8	12,7
219,1	5,9	4,5	8,8	12,7
244,5 - 273,0	6,3	5,0	8,8	12,7
298,5 - 368,0	6,3	5,6	8,8	12,7
406,4 - 457,2	6,3	6,3	8,8	12,7

(1) Attention is drawn to the special requirements regarding:

- bilge and ballast systems
- scupper and discharge pipes
- sounding, air and overflow pipes
- ventilation systems
- oxyacetylene welding systems
- cargo lines (see Pt E, Ch 10, Sec 3).

(2) Reinforced wall thickness applies to bilge, ballast, vent, overflow and sounding pipes passing through fuel tank and bilge, vent, overflow, sounding and fuel pipes passing through ballast tanks.

(3) Extra-reinforced wall thickness applies to pipes connected to the shell.

Note 1: A different thickness may be considered by the Society on a case by case basis, provided that it complies with recognised standards.

Note 2: Where pipes and any integral pipe joints are protected against corrosion by means coating, lining, etc. at the discretion of the Society, thickness may be reduced by not more than 1 mm.

Note 3: The thickness of threaded pipes is to be measured at the bottom of the thread.

Note 4: The minimum thickness listed in this table is the nominal wall thickness and no allowance is required for negative tolerance or reduction in thickness due to bending.

Note 5: The minimum wall thickness for pipes larger than 450 mm nominal size is to be in accordance with a national or international standard and in any case not less than the minimum wall thickness of the appropriate column indicated for 450 mm pipe size.

Table 6 : Minimum wall thickness for copper and copper alloy pipes

External diameter (mm)	Minimum wall thickness (mm)	
	Copper	Copper alloy
8 - 10	1,0	0,8
12 - 20	1,2	1,0
25 - 44,5	1,5	1,2
50 - 76,1	2,0	1,5
88,9 - 108	2,5	2,0
133 - 159	3,0	2,5
193,7 - 267	3,5	3,0
273 - 457,2	4,0	3,5
470	4,0	3,5
508	4,5	4,0

Note 1: A different thickness may be considered by the Society on a case by case basis, provided that it complies with recognised standards.

Table 7 : Minimum wall thickness for stainless steel pipes

External diameter (mm)	Minimum wall thickness (mm)
up to 17,2	1,0
up to 48,3	1,6
up to 88,9	2,0
up to 168,3	2,3
up to 219,1	2,6
up to 273,0	2,9
up to 406,4	3,6
over 406,4	4

Note 1: A different thickness may be considered by the Society on a case by case basis, provided that it complies with recognised standards.

Table 8 : Minimum wall thickness for aluminium and aluminium alloy pipes

External diameter (mm)	Minimum wall thickness (mm)
0 - 10	1,5
12 - 38	2,0
43 - 57	2,5
76 - 89	3,0
108 - 133	4,0
159 - 194	4,5
219 - 273	5,0
above 273	5,5

Note 1: A different thickness may be considered by the Society on a case by case basis, provided that it complies with recognised standards.

Note 2: For sea water pipes, the minimum thickness is not to be less than 5 mm.

2.2.2 Permissible stress

a) The permissible stress K is given:

- in Tab 9 for carbon and carbon-manganese steel pipes,
- in Tab 10 for alloy steel pipes, and
- in Tab 11 for copper and copper alloy pipes,

as a function of the temperature. Intermediate values may be obtained by interpolation.

b) Where, for carbon steel and alloy steel pipes, the value of the permissible stress K is not given in Tab 9 or Tab 10, it is to be taken equal to the lowest of the following values:

$$\frac{R_{m,20}}{2,7} \quad \frac{R_e}{A} \quad \frac{S_R}{A} \quad S$$

where:

$R_{m,20}$: Minimum tensile strength of the material at ambient temperature (20°C), in N/mm²

R_e : Minimum yield strength or 0,2% proof stress at the design temperature, in N/mm²

S_R : Average stress to produce rupture in 100000 h at design temperature, in N/mm²

S : Average stress to produce 1% creep in 100000 h at design temperature, in N/mm²

A : Safety factor to be taken equal to:

- 1,6 when R_e and S_R values result from tests attended by the Society,
- 1,8 otherwise.

c) The permissible stress values adopted for materials other than carbon steel, alloy steel, copper and copper alloy will be specially considered by the Society.

2.2.3 Thickness reduction due to bending

a) Unless otherwise justified, the thickness reduction b due to bending is to be determined by the following formula:

$$b = \frac{Dt_0}{2,5\rho}$$

where:

ρ : Bending radius measured on the centre line of the pipe, in mm

D : as defined in [1.4.1]

t_0 : as defined in [2.2.1].

b) When the bending radius is not given, the thickness reduction is to be taken equal to:

$$\frac{t_0}{10}$$

c) For straight pipes, the thickness reduction is to be taken equal to 0.

2.2.4 Corrosion allowance

The values of corrosion allowance c are given for steel pipes in Tab 12 and for non-ferrous metallic pipes in Tab 13.

Table 9 : Permissible stresses for carbon and carbon-manganese steel pipes

Specified minimum tensile strength (N/mm ²)	Design temperature (°C)												
	≤50	100	150	200	250	300	350	400	410	420	430	440	450
320	107	105	99	92	78	62	57	55	55	54	54	54	49
360	120	117	110	103	91	76	69	68	68	68	64	56	49
410	136	131	124	117	106	93	86	84	79	71	64	56	49
460	151	146	139	132	122	111	101	99	98	85	73	62	53
490	160	156	148	141	131	121	111	109	98	85	73	62	53

Table 10 : Permissible stresses for alloy steel pipes

Type of steel	Specified minimum tensile strength (N/mm ²)	Design temperature (°C)											
		≤50	100	200	300	350	400	440	450	460	470		
1Cr1/2Mo	440	159	150	137	114	106	102	101	101	100	99		
2 1/4Cr1Mo annealed	410	76	67	57	50	47	45	44	43	43	42		
2 1/4Cr1Mo normalised and tempered below 750°C	490	167	163	153	144	140	136	130	128	127	116		
2 1/4Cr1Mo normalised and tempered above 750°C	490	167	163	153	144	140	136	130	122	114	105		
1/2Cr 1/2Mo 1/4V	460	166	162	147	120	115	111	106	105	103	102		

Type of steel	Specified minimum tensile strength (N/mm ²)	Design temperature (°C)											
		480	490	500	510	520	530	540	550	560	570		
1Cr1/2Mo	440	98	97	91	76	62	51	42	34	27	22		
2 1/4Cr1Mo annealed	410	42	42	41	41	41	40	40	40	37	32		
2 1/4Cr1Mo normalised and tempered below 750°C	490	106	96	86	79	67	58	49	43	37	32		
2 1/4Cr1Mo normalised and tempered above 750°C	490	96	88	79	72	64	56	49	43	37	32		
1/2Cr 1/2Mo 1/4V	460	101	99	97	94	82	72	62	53	45	37		

Table 11 : Permissible stresses for copper and copper alloy pipes

Material (annealed)	Specified minimum tensile strength (N/mm ²)	Design temperature (°C)										
		≤50	75	100	125	150	175	200	225	250	275	300
Copper	215	41	41	40	40	34	27,5	18,5				
Aluminium brass	325	78	78	78	78	78	51	24,5				
Copper-nickel 95/5 and 90/10	275	68	68	67	65,5	64	62	59	56	52	48	44
Copper-nickel 70/30	365	81	79	77	75	73	71	69	67	65,5	64	62

Table 12 : Corrosion allowance for steel pipes

Piping system	Corrosion allowance (mm)
Superheated steam	0,3
Saturated steam	0,8
Steam coils in cargo tanks and liquid fuel tanks	2,0
Feed water for boilers in open circuit systems	1,5
Feed water for boilers in closed circuit systems	0,5
Blow-down systems for boilers	1,5
Compressed air	1,0
Hydraulic oil	0,3
Lubricating oil	0,3
Fuel oil	1,0
Thermal oil	1,0
Fresh water	0,8
Sea water	3,0
Refrigerants referred to in Section 13	0,3
Cargo systems for oil tankers	2,0
Cargo systems for ships carrying liquefied gases	0,3

Note 1: For pipes passing through tanks, an additional corrosion allowance is to be considered in order to account for the external corrosion.

Note 2: The corrosion allowance may be reduced where pipes and any integral pipe joints are protected against corrosion by means of coating, lining, etc.

Note 3: When the corrosion resistance of alloy steels is adequately demonstrated, the corrosion allowance may be disregarded.

Table 13 : Corrosion allowance for non-ferrous metal pipes

Piping material (1)	Corrosion allowance (mm) (2)
Copper	0,8
Brass	0,8
Copper-tin alloys	0,8
Copper-nickel alloys with less than 10% of Ni	0,8
Copper-nickel alloys with at least 10% of Ni	0,5
Aluminium and aluminium alloys	0,5

(1) The corrosion allowance for other materials will be specially considered by the Society. Where their resistance to corrosion is adequately demonstrated, the corrosion allowance may be disregarded.

(2) In cases of media with high corrosive action, a higher corrosion allowance may be required by the Society.

2.2.5 Tees

As well as complying with the provisions of [2.2.1] to [2.2.4] above, the thickness t_T of pipes on which a branch is welded to form a Tee is not to be less than that given by the following formula:

$$t_T = \left(1 + \frac{D_1}{D}\right) \cdot t_0$$

where:

D_1 : External diameter of the branch pipe

D : as defined in [1.4.1]

t_0 : as defined in [2.2.1]

Note 1: This requirement may be dispensed with for Tees provided with a reinforcement or extruded.

2.3 Calculation of high temperature pipes

2.3.1 General

For main steam piping having a design temperature exceeding 400°C, calculations are to be submitted to the Society concerning the stresses due to internal pressure, piping weight and any other external load, and to thermal expansion, for all cases of actual operation and for all lengths of piping.

The calculations are to include, in particular:

- the components, along the three principal axes, of the forces and moments acting on each branch of piping
- the components of the displacements and rotations causing the above forces and moments
- all parameters necessary for the computation of forces, moments and stresses.

In way of bends, the calculations are to be carried out taking into account, where necessary, the pipe ovalisation and its effects on flexibility and stress increase.

A certain amount of cold springing, calculated on the basis of expected thermal expansion, is to be applied to the piping during installation. Such springing is to be neglected in stress calculations; it may, however, be taken into account in terms of its effect on thrusts on turbines and other parts.

2.3.2 Thermal stress

The combined stress σ_{ID} , in N/mm², due to thermal expansion, calculated by the following formula:

$$\sigma_{ID} = (\sigma^2 + 4\tau^2)^{0,5}$$

is to be such as to satisfy the following equation:

$$\sigma_{ID} \leq 0,75K_{20} + 0,25K_T$$

where:

σ : Value of the longitudinal stress due to bending moments caused by thermal expansion, increased, if necessary, by adequate factors for bends, in N/mm²; in general it is not necessary to take account of the effect of axial force

τ : Value of the tangential stress due to torque caused by thermal expansion, in N/mm²; in general it is not necessary to take account of the effect of shear force

- K_{20} : Value of the permissible stress for the material employed, calculated according to [2.2.2], for a temperature of 20°C, in N/mm²
- K_T : Value of the permissible stress for the material employed, calculated according to [2.2.2], for the design temperature T, in N/mm².

2.3.3 Longitudinal stresses

The sum of longitudinal stresses σ_L , in N/mm², due to pressure, piping weight and any other external loads is to be such as to satisfy the following equation:

$$\sigma_L \leq K_T$$

where K_T is defined in [2.3.2].

2.3.4 Alternative limits for permissible stresses

Alternative limits for permissible stresses may be considered by the Society in special cases or when calculations have been carried out following a procedure based on hypotheses other than those considered above.

2.4 Junction of pipes

2.4.1 General

- The number of joints in flammable oil piping systems is to be kept to the minimum necessary for mounting and dismantling purposes.
- Direct connections of pipe lengths may be made by direct welding, flanges, threaded joints or mechanical joints, and are to be to a recognised standard or of a design proven to be suitable for the intended purpose and acceptable to the Society.
The expression "mechanical joints" means devices intended for direct connection of pipe lengths other than by welding, flanges or threaded joints described in [2.4.2], [2.4.3] and [2.4.4] below.
- The gaskets and packings used for the joints are to suit the design pressure, the design temperature and the nature of the fluids conveyed.
- The junction between plastic pipes is to comply with App 3.

2.4.2 Welded connections

- Welding and non destructive testing of welds are to be carried out in accordance with [3]. Welded joints are to be used in accordance with Tab 15.

- Butt-welded joints are to be of full penetration type with or without special provision for a high quality of root side.

The expression "special provision for a high quality of root side" means that butt welds were accomplished as double welded or by use of a backing ring or inert gas back-up on first pass, or other similar methods accepted by the Society.

Butt welded joints with special provision for a high quality of root side may be used for piping of any Class and any outside diameter.

- Slip-on sleeve and socket welded joints are to have sleeves, sockets and weldments of adequate dimensions conforming to a standard recognised by the Society.

2.4.3 Flange connections

- The dimensions and configuration of flanges and bolts are to be chosen in accordance with a Standard recognised by the Society. This standard is to cover the design pressure and design temperature of the piping system.
- For non-standard flanges the dimensions of flanges and bolts are subject to special consideration by the Society.
- Flange material is to be suitable for the nature and temperature of the fluid, as well as for the material of the pipe on which the flange is to be attached.
- Flanges are to be attached to the pipes by welding or screwing in accordance with one of the designs shown in Fig 1.

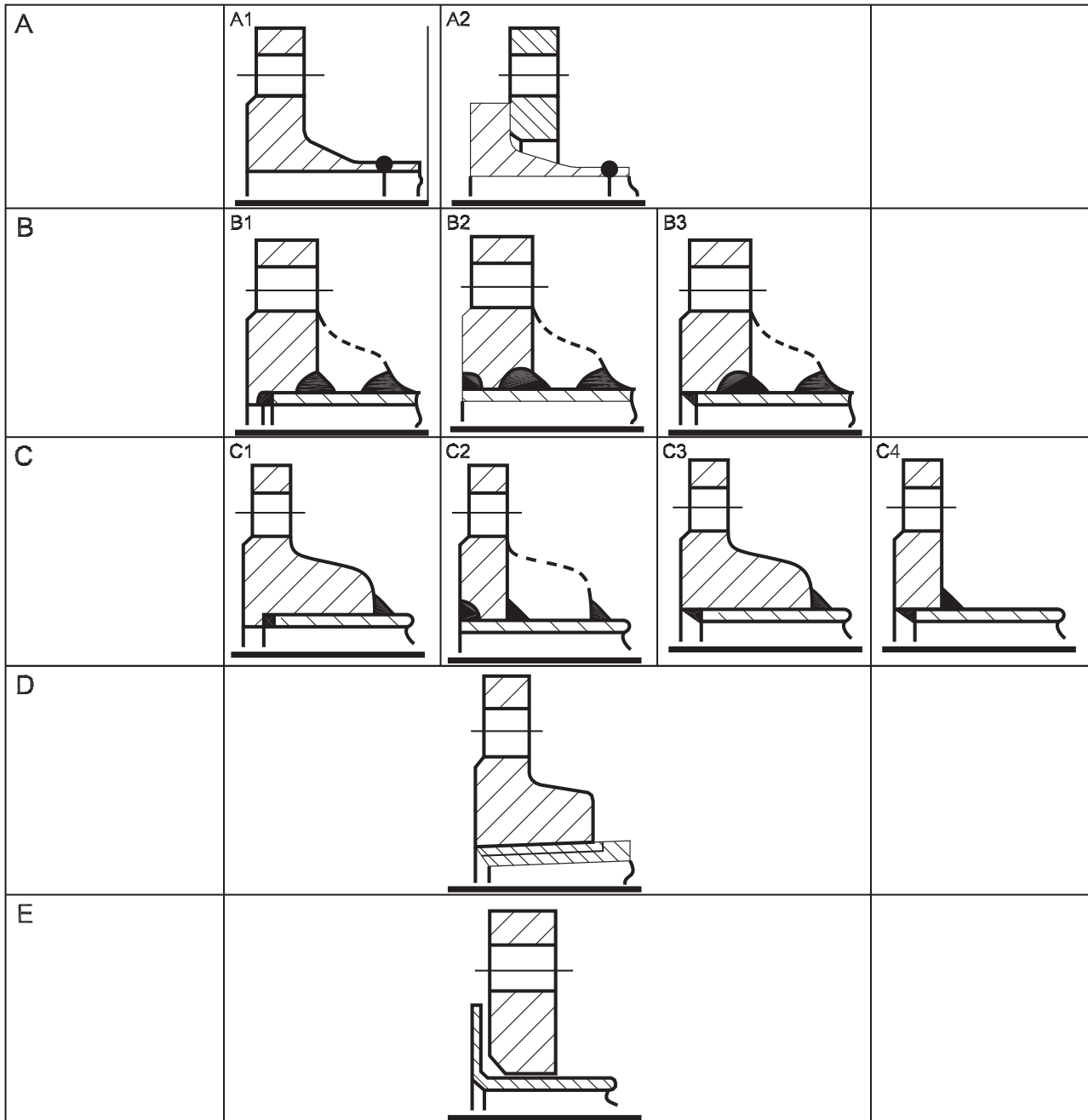
Permitted applications are indicated in Tab 14. However the Society may accept flange attachments in accordance with national or international standards that are applicable to the piping system and recognise the boundary fluids, design pressure and temperature conditions, external or cyclic loading and location.

2.4.4 Slip-on threaded joints

Slip-on threaded joints having pipe threads where pressure-tight joints are made on the threads with parallel or tapered threads, are to comply with requirements of a recognised national or international standard.

Slip-on threaded joints are to be used according to Tab 15.

Figure 1 : Types of metallic flange connections



Note 1: For type D, the pipe and flange are to be screwed with a tapered thread and the diameter of the screw portion of the pipe over the thread is not to be appreciably less than the outside diameter of the unthreaded pipe. For certain types of thread, after the flange has been screwed hard home, the pipe is to be expanded into the flange.

Note 2: For connections (C1), (C2), (C3) and (C4) the leg length of the fillet weld is to be in general equal to 1,5 times the pipe thickness but in no case is to be less than 6 mm.

Note 3: For connections (B1), (B2), (B3) and (C2) the dimension of the groove penetration in the flange is to be in general equal to the pipe thickness but in no case is to be less than 5 mm.

Table 14 : Types of flange connections required in relation to the class of piping and the type of media conveyed (1)

Class of piping → Type of media conveyed ↓	Class I	Class II	Class III
Toxic or corrosive media, flammable liquid media or liquefied gases	(A1)-(A2)-(B1)-(B2)-(B3) (2) (3) (4)	(A1)-(A2)-(B1)-(B2)-(B3)-(C1)-(C2)-(C3) (2) (4)	(A1)-(A2)-(B1)-(B2)-(B3)-(C1)-(C2)-(C3) (2) (4)
Lubricating and fuel oil	(A1)-(A2)-(B1)-(B2)-(B3)	(A1)-(A2)-(B1)-(B2)-(B3) - (C1)-(C2)-(C3)-(C4) (5)	(A1)-(A2)-(B1)-(B2)-(B3)-(C1)-(C2)-(C3)-(C4)
Steam and thermal oil	(A1)-(A2)-(B1)-(B2)-(B3) (3) (6)	(A1)-(A2)-(B1)-(B2)-(B3) - (C1)-(C2)-(C3)-(C4)-(D) (7)	(A1)-(A2)-(B1)-(B2)-(B3)-(C1)-(C2)-(C3)-(C4)-(D)
Other media, including water, air, gases, refrigerants, non flammable hydraulic oil (8)	(A1)-(A2)-(B1)-(B2)-(B3) (6)	(A1)-(A2)-(B1)-(B2)-(B3) - (C1)-(C2)-(C3)-(C4)-(D) (7)	(A1)-(A2)-(B1)-(B2)-(B3)-(C1)-(C2)-(C3)-(C4)-(D)-(E) (9)

(1) The types of flange connections given in the Table are those shown in Fig 1.

(2) Only type (A1) and (A2) flange connections are to be adopted for piping conveying flammable, toxic or corrosive liquid media or liquefied gases having a design pressure p (see item [1.3.2]) higher than 1 N/mm².

(3) For piping having a nominal diameter equal to or greater than 150 mm, only type (A1) and (A2) flange connections are to be adopted.

(4) For the cargo piping of chemical carriers the provisions of IBC Code Ch. 5, 5.3 apply. For the cargo piping of gas carriers, the provisions of IGC Code Ch. 5, 5.4 apply.

(5) Flange connections of type (C4) are only acceptable for piping having a design pressure p less than 1,6 N/mm² and design temperature T (see item [1.3.3]) less than 150°C.

(6) Only type (A1) and (A2) flange connections are to be adopted for piping having a design temperature T higher than 400°C.

(7) Flange connections of types (D) and (C4) are not acceptable for piping having a design temperature T exceeding 250°C.

(8) For piping of hydraulic power plants of steering gears, only flange connections of types required for Class I piping are to be used.

(9) Flange connections of type (E) are only acceptable for water piping and open ended lines (e.g. drain, overflow, air vent piping, etc.).

Table 15 : Use of welded and threaded metallic joints in piping systems

	Permitted classes of piping	Restrictions of use
Butt-welded joint (1)	III, II, I	no restrictions
Slip-on sleeve joint (2)	III	no restrictions
Sleeve threaded joint (tapered thread) (3)	I	not allowed for: <ul style="list-style-type: none"> • pipes with outside diameter of more than 33,7 mm • pipes inside tanks • piping systems conveying toxic or flammable media or services where fatigue, severe erosion or crevice corrosion is expected to occur.
	II, III	not allowed for: <ul style="list-style-type: none"> • pipes with outside diameter of more than 60,3 mm • pipes inside tanks • piping systems conveying toxic or flammable media or services where fatigue, severe erosion or crevice corrosion is expected to occur.
Sleeve threaded joint (parallel thread) (3)	III	not allowed for: <ul style="list-style-type: none"> • pipes with outside diameter of more than 60,3 mm • pipes inside tanks • piping systems conveying toxic or flammable media or services where fatigue, severe erosion or crevice corrosion is expected to occur.

(1) Welded butt-joints without special provisions for root side may be used for Classes II and III, any outside diameter.

(2) In particular cases, slip-on sleeve and socket welded joints may be allowed by the Society for piping systems of Class I and II having outside diameter $\leq 88,9$ mm except for piping systems conveying toxic media or services where fatigue, severe erosion or crevice corrosion is expected to occur.

(3) In particular cases, sizes in excess of those mentioned above may be accepted by the Society if in compliance with a recognised national and/or international standard.

2.4.5 Mechanical joints (1/1/2017)

Due to the great variations in design and configuration of mechanical joints, no specific recommendation regarding the method for theoretical strength calculations is given in these requirements. The mechanical joints are to be type approved by the Society according to the "Rules for the type approval of mechanical joints for pipes".

These requirements are applicable to pipe unions, compression couplings and slip-on joints as shown in Fig 2. Similar joints complying with these requirements may be acceptable.

The application and pressure ratings of different mechanical joints are to be approved by the Society.

Mechanical joints including pipe unions, compression couplings, slip-on joints and similar joints are to be of approved type for the service conditions and the intended application.

Where the application of mechanical joints results in reduction in pipe wall thickness due to the use of bite type rings or other structural elements, this is to be taken into account in determining the minimum wall thickness of the pipe to withstand the design pressure.

Material of mechanical joints is to be compatible with the piping material and internal and external media.

Mechanical joints are to be tested where applicable, to a burst pressure of 4 times the design pressure.

For design pressures above 20 MPa the required burst pressure will be specially considered by the Society.

Where appropriate, mechanical joints are to be of fire-resistant type as required by Tab 16.

Mechanical joints which in the event of damage could cause fire or flooding are not to be used in piping sections directly connected to ship's side below the bulkhead deck of passenger ships and freeboard deck of cargo ships or tanks containing flammable fluids.

The number of mechanical joints in flammable fluid systems is to be kept to a minimum. In general, flanged joints conforming to recognised standards are to be used.

Piping in which a mechanical joint is fitted is to be adequately adjusted, aligned and supported. Supports or hang-

ers are not to be used to force alignment of piping at the point of connection.

Slip-on joints are not to be used in pipelines in cargo holds, tanks, and other spaces which are not easily accessible, unless approved by the Society.

The application of these joints inside tanks may be permitted only for the same media that is in the tanks.

Usage of slip type slip-on joints as the main means of pipe connection is not permitted except for cases where compensation of axial pipe deformation is necessary.

Application of mechanical joints and their acceptable use for each service are indicated in Tab 16; dependence upon the Class of piping and pipe dimensions are indicated in Tab 17.

In particular, Tab 16 indicates systems where the various kinds of joints may be accepted. However, in all cases, acceptance of the joint type is to be subject to approval of the intended application, and subject to conditions of the approval and applicable requirements.

In particular cases, sizes in excess of those mentioned above may be accepted if in compliance with a national and/or international standard recognised by the Society.

Mechanical joints are to be tested in accordance with a program approved by the Society, which is to include at least the following:

- a) leakage test
- b) vacuum test (where necessary)
- c) vibration (fatigue) test
- d) fire endurance test (where necessary)
- e) burst pressure test
- f) pressure pulsation test (where necessary)
- g) assembly test (where necessary)
- h) pull out test (where necessary).

The installation of mechanical joints is to be in accordance with the Manufacturer's assembly instructions. Where special tools and gauges are required for installation of the joints, these are to be supplied by the Manufacturer.

Figure 2 : Examples of mechanical joints (1/1/2020)

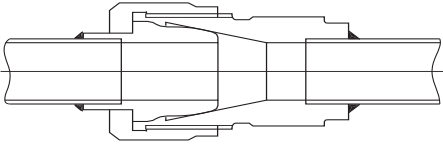
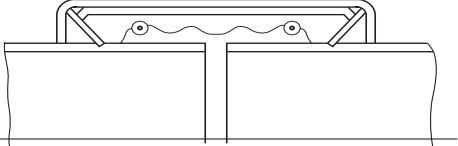
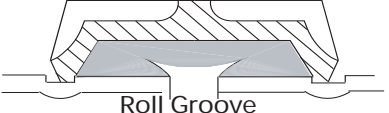
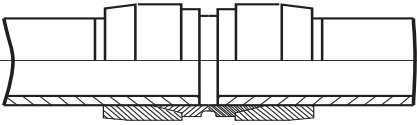
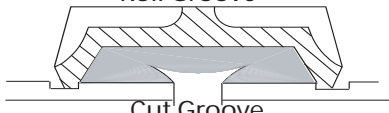
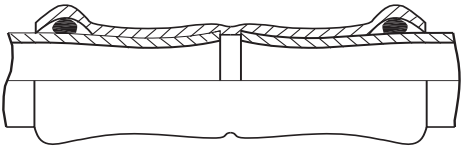
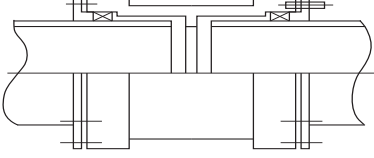
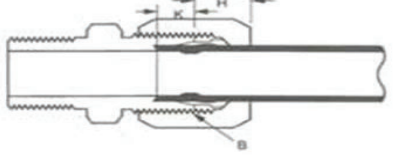
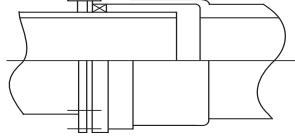
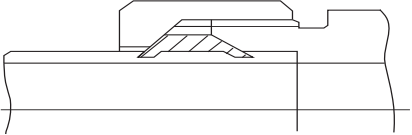
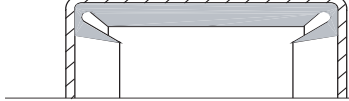
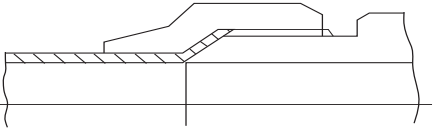
Pipe Unions		Slip-on Joints	
Welded and Brazed Types		Grip Type	
Compression couplings		Machine Grooved type	
Swage Type			
Press Type		Slip Type	
Typical Compression Type			
Bite Type			
Flared Type			

Table 16 : Application of mechanical joints (1/1/2020)

Systems		Kind of connections		
		Pipe Unions	Compression Couplings	Slip-on Joints
Flammable fluids (Flash point ≤ 60°)				
1	Cargo oil lines (4)	+	+	+
2	Crude oil washing lines (4)	+	+	+
3	Vent lines (3)	+	+	+
Inert gas				
4	Water seal effluent lines	+	+	+
5	Scrubber effluent lines	+	+	+
6	Main lines (2) (4)	+	+	+
7	Distributions lines (4)	+	+	+
Flammable fluids (Flash point > 60°)				
8	Cargo oil lines (4)	+	+	+
9	Fuel oil lines (2) (3)	+	+	+
10	Lubricating oil lines (2) (3)	+	+	+
11	Hydraulic oil (2) (3)	+	+	+
12	Thermal oil (2) (3)	+	+	+
Sea Water				
13	Bilge lines (1)	+	+	+
14	Water filled fire extinguishing systems, e.g. sprinkler systems (3)	+	+	+
15	Non water filled fire extinguishing systems, e.g. foam, drencher systems (3)	+	+	+
16	Fire main (not permanently filled) (3)	+	+	+
17	Ballast system (1)	+	+	+
18	Cooling water system (1)	+	+	+
19	Tank cleaning services	+	+	+
20	Non-essential systems	+	+	+
Fresh water				
21	Cooling water system (1)	+	+	+
22	Condensate return (1)	+	+	+
23	Non-essential system	+	+	+
Sanitary/Drains/Scuppers				
24	Deck drains (internal) (6)	+	+	+
25	Sanitary drains	+	+	+
26	Scuppers and discharge (overboard)	+	+	-
Sounding/Vent				
27	Water tanks/Dry spaces	+	+	+
28	Oil tanks (f.p.> 60°C) (2) (3)	+	+	+
Miscellaneous				
29	Starting/Control air (1)	+	+	-
Abbreviations:				
+ Application is allowed				
- Application is not allowed				
Footnotes - Table 16 - Fire resistance capability				
If mechanical joints include any components which readily deteriorate in case of fire the following footnotes are to be observed:				
(1) Inside machinery spaces of category A - approved fire resistant types				
(2) Slip on joints are not accepted inside machinery spaces of category A or accommodation spaces. May be accepted in other machinery spaces provided the joints are located in easily visible and accessible positions.				
(3) Approved fire resistant types except in cases where such mechanical joints are installed on open decks, as defined in SOLAS II-2/Reg. 9.2.3.3.2.2(10) and not used for fuel oil lines.				
(4) In pump rooms and open decks - approved fire resistant types.				
Footnotes - Table 16 - General				
(5) Slip type slip-on joints as shown in Fig 2. May be used for pipes on deck with a design pressure of 10 bar or less.				
(6) Only above bulkhead deck of passenger ships and freeboard deck of cargo ships.				

Systems		Kind of connections		
		Pipe Unions	Compression Couplings	Slip-on Joints
Flammable fluids (Flash point $\leq 60^\circ$)				
30	Service air (non-essential)	+	+	+
31	Brine	+	+	+
32	CO ₂ system (1)	+	+	-
33	Steam	+	+	+ (5)
Abbreviations: + Application is allowed - Application is not allowed Footnotes - Table 16 - Fire resistance capability If mechanical joints include any components which readily deteriorate in case of fire the following footnotes are to be observed: (1) Inside machinery spaces of category A - approved fire resistant types (2) Slip on joints are not accepted inside machinery spaces of category A or accommodation spaces. May be accepted in other machinery spaces provided the joints are located in easily visible and accessible positions. (3) Approved fire resistant types except in cases where such mechanical joints are installed on open decks, as defined in SOLAS II-2/Reg. 9.2.3.3.2.2(10) and not used for fuel oil lines. (4) In pump rooms and open decks - approved fire resistant types. Footnotes - Table 16 - General (5) Slip type slip-on joints as shown in Fig 2. May be used for pipes on deck with a design pressure of 10 bar or less. (6) Only above bulkhead deck of passenger ships and freeboard deck of cargo ships.				

Table 17 : Application of mechanical joints depending upon the class of piping (1/1/2020)

Types of joints	Classes of piping systems		
	Class I	Class II	Class III
Pipe Unions			
Welded and brazed type	yes (outside diameter $\leq 60.3\text{mm}$)	yes (outside diameter $\leq 60.3\text{mm}$)	yes
Compression Couplings			
Swage type	yes	yes	yes
Bite type	yes (outside diameter $\leq 60.3\text{mm}$)	yes (outside diameter $\leq 60.3\text{mm}$)	yes
Typical compression type	yes (outside diameter $\leq 60.3\text{mm}$)	yes (outside diameter $\leq 60.3\text{mm}$)	yes
Flared type	yes (outside diameter $\leq 60.3\text{mm}$)	yes (outside diameter $\leq 60.3\text{mm}$)	yes
Press type	not	not	yes
Slip-on joints			
Machine grooved type	yes	yes	yes
Grip type	not	yes	yes
Slip type	not	yes	yes
yes means application is allowed not means application is not allowed			

2.5 Protection against overpressure

2.5.1 General

- a) These requirements deal with the protection of piping systems against overpressure, with the exception of heat exchangers and pressure vessels, which are dealt with in Sec 3, [2.4].
- b) Safety valves are to be sealed after setting.

2.5.2 Protection of flammable oil systems

Provisions shall be made to prevent overpressure in any flammable oil tank or in any part of the flammable oil systems, including the filling pipes served by pumps on board.

2.5.3 Protection of pump and compressor discharges

- a) Provisions are to be made so that the discharge pressure of pumps and compressors cannot exceed the pressure

for which the pipes located on the discharge of these pumps and compressors are designed.

- b) When provided on the pump discharge for this purpose, safety valves are to lead back to the pump suction or to any other suitable place.
- c) The discharge capacity of the safety valves installed on pumps and compressors is to be such that the pressure at the discharge side cannot exceed by more than 10% the design pressure of the discharge pipe in the event of operation with closed discharge.

2.5.4 Protection of pipes

- a) Pipes likely to be subjected to a pressure exceeding their normal working pressure are to be provided with safety valves or equivalent overpressure protecting devices.
- b) In particular, pipes located on the low pressure side of pressure reducing valves are to be provided with safety valves unless they are designed for the maximum pressure on the high pressure side of the pressure reducing valve. See also [1.3.2] and [2.9.1].
- c) The discharge capacity of the devices fitted on pipes for preventing overpressure is to be such that the pressure in these pipes cannot exceed the design pressure by more than 10%.

2.6 Flexible hoses and expansion joints

2.6.1 General

- a) The Society may permit the use of flexible hose assemblies (short lengths of hose normally with prefabricated end fittings ready for installation), for permanent connection between a fixed piping system and items of machinery, and expansion joints, both in metallic and non-metallic materials, provided they are approved for the intended service.
- b) Flexible hoses and expansion joints are to be of a type approved by the Society, designed in accordance with [2.6.2] and tested in accordance with [21.2.1].
- c) These requirements may also be applied to temporary connected flexible hoses or hoses of portable equipment, and media not indicated in d).
- d) Flexible hose assemblies as defined in a) may be accepted for use in fuel oil, lubricating, hydraulic and thermal oil systems, fresh water and sea water cooling systems, compressed air systems, bilge and ballast systems, and Class III steam systems. Flexible hoses in high pressure fuel oil injection systems are not accepted.
- e) Flexible hoses and expansion joints are to be installed in accordance with the requirements stated in [5.9.3].
- f) These requirements for flexible hose assemblies are not applicable to hoses intended to be used in fixed fire-extinguishing systems.

g) Specific requirements are given in:

- Part E, Chapter 7 for flexible hoses and expansion joints intended for cargo pipe lines of oil tankers
- Part E, Chapter 8 for flexible hoses and expansion joints intended for cargo pipe lines of chemical tankers
- Part E, Chapter 9 for flexible hoses and expansion joints intended for cargo pipe lines of liquefied gas carriers.

h) Flexible hoses and expansion joints intended for piping systems with a design temperature below the ambient temperature will be given special consideration by the Society.

i) The position of flexible hoses and expansion joints is to be clearly shown on the piping drawings submitted to the Society.

2.6.2 Design of flexible hoses and expansion joints (1/1/2017)

- a) Flexible hoses and expansion joints are to be made of materials resistant to the marine environment and to the fluid they are to convey. Metallic materials are to comply with [2.1].
- b) Flexible hoses are to be designed and constructed in accordance with recognised national or international standards acceptable to the Society.

c) Flexible hoses constructed of rubber materials and intended for use in bilge, ballast, compressed air, fuel oil, lubricating, hydraulic and thermal oil systems are to incorporate a single, double or more closely woven integral wire braid or other suitable material reinforcement.

Flexible hoses of plastics materials for the same purposes, such as Teflon or nylon, which are unable to be reinforced by incorporating closely woven integral wire braid are to have suitable material reinforcement as far as practicable.

d) Where rubber or plastic material hoses are to be used in oil supply lines to burners, the hoses are to have external wire braid protection in addition to the reinforcement mentioned above.

e) Flexible hoses for use in steam systems are to be of metallic construction.

f) Flexible hoses are to be complete with approved end fittings in accordance with the Manufacturer's specification. End connections that do not have a flange are to comply with [2.4.5] as applicable and each type of hose/fitting combination is to be subject to prototype testing to the same standard as that required by the hose with particular reference to pressure and impulse tests.

g) The use of hose clamps and similar types of end attachments is not acceptable for flexible hoses in piping systems for steam, flammable media, starting air systems or for sea water systems where failure may result in flooding. In other piping systems, the use of hose clamps may be accepted where the working pressure is less than 0,5

MPa and provided there are double clamps at each end connection.

- h) Flexible hoses and expansion joints are to be so designed as to withstand the bursting pressure requested by the "Rules for the type approval of flexible hoses and expansion joints".
- i) Flexible hose assemblies and expansion joints intended for installation in piping systems where pressure pulses and/or high levels of vibration are expected to occur in service are to be designed for the maximum expected impulse peak pressure and forces due to vibration. The tests required in [21.2.1] are to take into consideration the maximum anticipated in-service pressures, vibration frequencies and forces due to installation.
- j) Flexible hose assemblies and expansion joints constructed of non-metallic materials intended for installation in piping systems for flammable media and sea water systems where failure may result in flooding are to be of fire-resistant type, except in cases where such hoses are installed on open decks, as defined in SOLAS II-2/Reg. 9.2.3.3.2.2(10) and not used for fuel oil lines. Fire resistance is to be demonstrated by testing according to ISO 15540 and 15541.
- k) Flexible hose assemblies are to be selected for the intended location and application taking into consideration ambient conditions, compatibility with fluids under working pressure and temperature conditions consistent with the Manufacturer's instructions.

2.6.3 Conditions of use of expansion joints in sea water systems and within duct keels and tanks

- a) The use of non-metallic expansion joints on pipes connected to sea inlets and overboard discharges will be given special consideration by the Society. As a rule, the fitting of such joints between the ship side and the valves mentioned in [2.8.3] is not permitted. Furthermore, unless the above-mentioned valves are fitted with remote controls operable from places located above the freeboard deck, the expansion joints are to be arranged with guards which effectively enclose, but do not interfere with, the action of the expansion joints and reduce to the minimum practicable any flow of water into the machinery spaces in the event of failure of the flexible elements.
- b) Use of expansion joints in water lines for other services, including ballast lines in machinery spaces, in duct keels and inside double bottom water ballast tanks, and bilge lines inside double bottom tanks and deep tanks, will be given special consideration by the Society.

2.7 Valves and accessories

2.7.1 General

- a) Valves and accessories are normally to be built in accordance with a recognised standard.
Valves and fittings in piping systems are to be compatible with the pipes to which they are attached in respect of their strength (see [1.3.2] for design pressure) and are to be suitable for effective operation at the maximum working pressure they will experience in service.

Failing this, they are to be approved by the Society when they are fitted:

- in a class I piping system, or
 - in a class II piping system with a diameter exceeding 100 mm, or
 - on the ship side, on the collision bulkhead or on fuel tanks under static pressure.
- b) Shut-off valves are to be provided where necessary to isolate pumps, heat exchangers, pressure vessels, etc., from the rest of the piping system when necessary, and in particular:
 - to allow the isolation of duplicate components without interrupting the fluid circulation
 - for survey or repair purposes.

2.7.2 Design of valves and accessories

- a) Materials of valve and accessory bodies are to comply with the provisions of [2.1].
- b) Connections of valves and accessories with pipes are to comply with the provisions of [2.4].
- c) All valves and accessories are to be so designed as to prevent the loosening of covers and glands when they are operated.
- d) Valves are to be so designed as to shut with a right-hand (clockwise) motion of the wheels.
- e) Valves are to be provided with local indicators showing whether they are open or shut, unless this is readily apparent.

2.7.3 Valves with remote control

- a) All valves which are provided with remote control are also to be designed for local manual operation.
- b) The remote control system and means of local operation are to be independent. In this respect, arrangement of the local operation by means of a fixed hand pump will be specially considered by the Society.
- c) In the case of valves which are to be provided with remote control in accordance with the Rules, opening and/or closing of the valves by local manual means is not to render the remote control system inoperable.
- d) Power failure of the remote control system is not to cause an undesired change of the valve position.

2.8 Sea inlets and overboard discharges

2.8.1 General

Except where expressly stated in Article [8], the requirements of this sub-article do not apply to scuppers and sanitary discharges.

2.8.2 Design of sea inlets and overboard discharges

- a) All inlets and discharges in the shell plating are to be fitted with efficient and accessible arrangements for preventing the accidental admission of water into the ship.
- b) Sea inlets and overboard discharges are to be fitted with valves complying with [2.7] and [2.8.3].
- c) Machinery space main and auxiliary sea inlets and discharges in connection with the operation of machinery

are to be fitted with readily accessible valves between the pipes and the shell plating or between the pipes and fabricated boxes attached to the shell plating. The valves may be controlled locally and are to be provided with indicators showing whether they are open or closed.

- d) Sea inlets are to be so designed and arranged as to limit turbulence and to avoid the admission of air due to motion of the ship.
- e) Sea inlets are to be fitted with gratings complying with [2.8.4].
- f) Provisions are to be made for clearing sea inlet gratings.
- g) Sea chests are to be suitably protected against corrosion.

2.8.3 Valves

- a) Sea inlet and overboard discharge valves are to be secured:
 - directly on the shell plating, or
 - on sea chests built on the shell plating, with scantlings in compliance with Part B, or
 - on extra-reinforced and short distance pieces attached to the shell (see Tab 5).
- b) The bodies of the valves and distance pieces are to have a spigot passing through the plating without projecting beyond the external surface of such plating or of the doubling plates and stiffening rings, if any.
- c) Valves are to be secured by means of:
 - bolts screwed through the plating with a counter-sunk head, or
 - studs screwed in heavy pads themselves secured to the hull or chest plating, without penetration of the plating by the stud holes.
- d) The use of butterfly valves will be specially considered by the Society. In any event, butterfly valves not fitted with flanges are not to be used for water inlets or overboard discharges unless provisions are made to allow disassembling at sea of the pipes served by these valves without any risk of flooding.
- e) The materials of the valve bodies and connecting pieces are to comply with [2.1.2] and Tab 4.
- f) Ship side valves serving piping systems made of plastics are to comply with App 3, [3.7.1].

2.8.4 Gratings

- a) Gratings are to have a free flow area not less than twice the total section of the pipes connected to the inlet.
- b) When gratings are secured by means of screws with a countersunk head, the tapped holes provided for such screws are not to pass through the plating or doubling plates outside distance pieces or chests.
- c) Screws used for fixing gratings are not to be located in the corners of openings in the hull or of doubling plates.
- d) In the case of large sea inlets, the screws used for fixing the gratings are to be locked and protected from corrosion.
- e) When gratings are cleared by use of compressed air or steam devices, the chests, distance pieces and valves of

sea inlets and outlets thus arranged are to be so constructed as to withstand the maximum pressure to which they may be subjected when such devices are operating.

2.8.5 Ship side connections for blow-down of boilers

- a) Blow-down pipes of boilers are to be provided with cocks or valves placed as near the end of the pipes as possible, while remaining readily accessible and located above the engine room floor.
- b) Blow-down valves are to be so designed that it is easy to ascertain whether they are open or shut. Where cocks are used, the control keys are to be such that they cannot be taken off unless the cocks are shut. Where valves are used, the control-wheels are to be permanently fixed to the spindle.
- c) A protection ring is to be fitted on the shell plating, outside, at the end of the blow-down pipes. The spigot of the valve referred to in [2.8.3], item b), is to pass through this ring.

2.9 Control and monitoring

2.9.1 General

- a) Local indicators are to be provided for at least the following parameters:
 - pressure, in pressure vessels, at pump or compressor discharge, at the inlet of the equipment served, on the low pressure side of pressure reducing valves
 - temperatures, in tanks and vessels, at heat exchanger inlet and outlet
 - levels, in tanks and vessels containing liquids.
- b) Safeguards are to be provided where an automatic action is necessary to restore acceptable values for a faulty parameter.
- c) Automatic controls are to be provided where it is necessary to maintain parameters related to piping systems at a pre-set value.

2.9.2 Level gauges

Level gauges used in fuel oil systems, pressure lubricating oil systems and other flammable oil systems are to be of a type approved by the Society and are subject to the following conditions:

- in passenger ships, they are not to require penetration below the top of the tank and their failure or overfilling of the tanks is not to permit release of fuel
- in cargo ships, their failure or overfilling of the tank is not to permit release of fuel into the space. The use of cylindrical gauges is prohibited. The Society may permit the use of oil-level gauges with flat glasses and self-closing valves between the gauges and fuel tanks. Their glasses are to be made of heat-resistant material and efficiently protected against shocks.

The above level gauges are to be maintained in the proper condition to ensure their continued accurate functioning in service.

Note 1: On cargo ships of less than 500 tons gross tonnage and non-propelled ships:

- cylindrical gauges may be used provided they are fitted with self-closing valves at their lower end as well as at their upper end if the latter is below the maximum liquid level.
- in the case of tanks not subject to filling by power pumps, with the exception of fuel oil service tanks, the valves need not be of the self-closing type. Such valves are, however, to be readily accessible and instruction plates are to be fitted adjacent to them specifying that they are to be kept closed.

3 Welding of steel piping

3.1 Application

3.1.1

- a) The following requirements apply to welded joints belonging to class I or II piping systems.
They may also be applied to class III piping systems, at the discretion of the Society.
- b) This article does not apply to refrigerated cargo installation piping systems operating at temperatures lower than minus 40°C.
- c) The requirements for qualification of welding procedures are given in Part D.

3.2 General

3.2.1 Welding processes

- a) Welded joints of pipes are to be made by means of electric arc or oxyacetylene welding, or any other previously approved process.
- b) When the design pressure exceeds 0,7 MPa, oxyacetylene welding is not permitted for pipes with an external diameter greater than 100 mm or a thickness exceeding 6 mm.

3.2.2 Location of joints

The location of welded joints is to be such that as many as possible can be made in a workshop. The location of welded joints to be made on board is to be so determined as to permit their joining and inspection in satisfactory conditions.

3.3 Design of welded joints

3.3.1 Types of joints

- a) Except for the fixing of flanges on pipes in the cases mentioned in [2.4.4], Fig 1 and for the fixing of branch pipes, joints between pipes and between pipes and fittings are to be of the butt-welded type. However, for class I pipes with an internal diameter not exceeding 50 mm and for class II pipes, socket welded connections of approved types may be used.
- b) For butt-welded joints between pipes or between pipes and flanges or other fittings, correctly adjusted backing rings may be used; such rings are to be either of the same grade of steel as the elements to be welded or of such a grade as not to adversely influence the weld; if the backing ring cannot be removed after welding, it is to be correctly profiled.

3.3.2 Assembly of pipes of unequal thickness

If the difference of thickness between pipes to be butt-welded exceeds 10% of the thickness of the thinner pipe plus 1 mm, subject to a maximum of 4 mm, the thicker pipe is to be thinned down to the thickness of the thinner pipe on a length at least equal to 4 times the offset, including the width of the weld if so desired.

3.3.3 Accessories

- a) When accessories such as valves are connected by welding to pipes, they are to be provided with necks of sufficient length to prevent abnormal deformations during the execution of welding or heat treatment.
- b) For the fixing by welding of branch pipes on pipes, it is necessary to provide either a thickness increase as indicated in [2.2.5] or a reinforcement by doubling plate or equivalent.

3.4 Preparation of elements to be welded and execution of welding

3.4.1 General

Attention is drawn to the provisions of Sec 3, which apply to the welding of pressure pipes.

3.4.2 Edge preparation for welded joints

The preparation of the edges is preferably to be carried out by mechanical means. When flame cutting is used, care is to be taken to remove the oxide scales and any notch due to irregular cutting by matching, grinding or chipping back to sound metal.

3.4.3 Abutting of parts to be welded

- a) The elements to be welded are to be so abutted that surface misalignments are as small as possible.
- b) As a general rule, for elements which are butt-welded without a backing ring the misalignment between internal walls is not to exceed the lesser of:
 - the value given in Tab 18 as a function of thickness t and internal diameter d of these elements, and
 - $t/4$.

Where necessary, the pipe ends are to be bored or slightly expanded so as to comply with these values; the thickness obtained is not to be less than the Rule thickness.

- c) In the case of welding with a backing ring, smaller values of misalignment are to be obtained so that the space between the backing ring and the internal walls of the two elements to be assembled is as small as possible; normally this space is not to exceed 0,5 mm.
- d) The elements to be welded are to be adequately secured so as to prevent modifications of their relative position and deformations during welding.
- e) Tack welds should be made with an electrode suitable for the base metal; tack welds which form part of the finished weld should be made using approved procedures. When welding materials requiring preheating are employed, the same preheating should be applied during tack welding.

Table 18 : Maximum value of misalignment

d (mm)	t (mm)		
	$t \leq 6$	$6 < t \leq 10$	$10 < t$
$d < 150$	1,0	1,0	1,0
$150 \leq d < 300$	1,0	1,5	1,5
$d \geq 300$	1,0	1,5	2,0

3.4.4 Protection against adverse weather conditions

- Pressure pipes are to be welded, both on board and in the shop, away from draughts and sudden temperature variations.
- Unless special justification is given, no welding is to be performed if the temperature of the base metal is lower than 0°C.

3.4.5 Preheating

- Preheating is to be performed as indicated in Tab 19, depending on the type of steel, the chemical composition and the pipe thickness.
- The temperatures given in Tab 19 are based on the use of low hydrogen processes. Where low hydrogen processes are not used, the Society reserves the right to require higher preheating temperatures.

Table 19 : Preheating temperature

Type of steel		Thickness of thicker part (mm)	Minimum preheating temperature (°C)
C and C-Mn steels	$C + \frac{Mn}{6} \leq 0,40$	$t \geq 20$ (2)	50
	$C + \frac{Mn}{6} > 0,40$	$t \geq 20$ (2)	100
0,3 Mo		$t \geq 13$ (2)	100
1 Cr 0,5 Mo		$t < 13$	100
		$t \geq 13$	150
2,25 Cr 1 Mo (1)		$t < 13$	150
		$t \geq 13$	200
0,5 Cr 0,5 Mo 0,25 V (1)		$t < 13$	150
		$t \geq 13$	200
<p>(1) For 2,25 Cr 1 Mo and 0,5 Cr 0,5 Mo 0,25 V grades with thicknesses up to 6 mm, preheating may be omitted if the results of hardness tests carried out on welding procedure qualification are considered acceptable by the Society.</p> <p>(2) For welding in ambient temperature below 0°C, the minimum preheating temperature is required independent of the thickness unless specially approved by the Society.</p>			

3.5 Post-weld heat treatment

3.5.1 General

- As far as practicable, the heat treatment is to be carried out in a furnace. Where this is impracticable, and more

particularly in the case of welding on board, the treatment is to be performed locally by heating uniformly a circular strip, extending on at least 75 mm on both sides of the welded joint; all precautions are to be taken to permit accurate checking of the temperature and slow cooling after treatment.

- For austenitic and austenitic ferritic steels, post-weld head treatment is generally not required.

Table 20 : Heat treatment temperature

Type of steel	Thickness of thicker part (mm)	Stress relief treatment temperature (°C)
C and C-Mn steels	$t \geq 15$ (1) (3)	550 to 620
0,3 Mo	$t \geq 15$ (1)	580 to 640
1 Cr 0,5 Mo	$t \geq 8$	620 to 680
2,25 Cr 1 Mo 0,5 Cr 0,5 Mo 0,25 V	any (2)	650 to 720
<p>(1) Where steels with specified Charpy V notch impact properties at low temperature are used, the thickness above which post-weld heat treatment is to be applied may be increased, subject to the special agreement of the Society.</p> <p>(2) For 2,25Cr 1Mo and 0,5Cr 0,5Mo 0,25 V grade steels, heat treatment may be omitted for pipes having thickness lower than 8 mm, diameter not exceeding 100 mm and service temperature not exceeding 450°C.</p> <p>(3) For C and C-Mn steels, stress relieving heat treatment may be omitted up to 30 mm thickness, subject to the special agreement of the Society.</p>		

3.5.2 Heat treatment after welding other than oxyacetylene welding

- Stress relieving heat treatment after welding other than oxyacetylene welding is to be performed as indicated in Tab 20, depending on the type of steel and thickness of the pipes.
- The stress relieving heat treatment is to consist in heating slowly and uniformly to a temperature within the range indicated in the Table, soaking at this temperature for a suitable period, normally one hour per 25 mm of thickness with a minimum of half an hour, cooling slowly and uniformly in the furnace to a temperature not exceeding 400°C and subsequently cooling in still atmosphere.
- In any event, the heat treatment temperature is not to be higher than $(T_T - 20)^\circ\text{C}$, where T_T is the temperature of the final tempering treatment of the material

3.5.3 Heat treatment after oxyacetylene welding

Stress relieving heat treatment after oxyacetylene welding is to be performed as indicated in Tab 21, depending on the type of steel.

3.6 Inspection of welded joints

3.6.1 General

- The inspection of pressure pipe welded joints is to be performed at the various stages of the fabrication further to the qualifications defined in [3.1.1], item c).
- The examination mainly concerns those parts to be welded further to their preparation, the welded joints once they have been made and the conditions for carrying out possible heat treatments.
- The required examinations are to be carried out by qualified operators in accordance with procedures and techniques to the Surveyor's satisfaction.

Table 21 : Heat treatment after oxyacetylene welding

Type of steel	Heat treatment and temperature (°C)
C and C-Mn	Normalising 880 to 940
0,3 Mo	Normalising 900 to 940
1Cr-0,5Mo	Normalising 900 to 960 Tempering 640 to 720
2,25Cr-1Mo	Normalising 900 to 960 Tempering 650 to 780
0,5Cr-0,5Mo-0,25V	Normalising 930 to 980 Tempering 670 to 720

3.6.2 Visual examination

Welded joints, including the inside wherever possible, are to be visually examined.

3.6.3 Non-destructive examinations

- Non-destructive tests for class I pipes are to be performed as follows:
 - butt-welded joints of pipes with an external diameter exceeding 75 mm are to be subjected to full radiographic examination or equivalent
 - welded joints other than butt-welded joints and which cannot be radiographed are to be examined by magnetic particle or liquid penetrant tests
 - fillet welds of flange connections are to be examined by magnetic particle tests or by other appropriate non-destructive tests.
- Non-destructive tests for class II pipes are to be performed as follows:
 - butt-welded joints of pipes with an external diameter exceeding 100 mm are to be subjected to at least 10% random radiographic examination or equivalent
 - welded joints other than butt-welded joints are to be examined by magnetic particle tests or by other appropriate non-destructive tests
 - fillet welds of flange connections may be required to be examined by magnetic particle tests or by other appropriate non-destructive tests, at the discretion of the Surveyor.

3.6.4 Defects and acceptance criteria

- Joints for which non-destructive examinations reveal unacceptable defects are to be re-welded and subsequently to undergo a new non-destructive examination. The Surveyor may require that the number of joints to be subjected to non-destructive examination is larger than that resulting from the provisions of [3.6.3].
- The acceptance criteria of defects are:
 - for class I pipes, those defined in the "Rules for carrying out not-destructive examinations of welding" for the special quality level,
 - for class II pipes, those defined in the "Rules for carrying out not-destructive examinations of welding" for the normal quality level.

4 Bending of pipes

4.1 Application

4.1.1 This Article applies to pipes made of:

- alloy or non-alloy steels,
- copper and copper alloys.

4.2 Bending process

4.2.1 General

The bending process is to be such as not to have a detrimental influence on the characteristics of the materials or on the strength of the pipes.

4.2.2 Bending radius (1/7/2017)

The bending radius measured on the centreline of the pipe is not to be less than:

- twice the external diameter for copper and copper alloy pipes,
- 3 times the external diameter for cold bent steel pipes.

Smaller bending radius may be accepted for specific applications (pipe materials and geometries), based on the results of relevant studies that demonstrate that the strength characteristics of the pipe is not negatively affected by the bending.

4.2.3 Acceptance criteria

- The pipes are to be bent in such a way that, in each transverse section, the difference between the maximum and minimum diameters after bending does not exceed 10% of the mean diameter; higher values, but not exceeding 15%, may be allowed in the case of pipes which are not subjected in service to appreciable bending stresses due to thermal expansion or contraction.
- The bending is to be such that the depth of the corrugations is as small as possible and does not exceed 5% of their length.

4.2.4 Hot bending

- In the case of hot bending, all arrangements are to be made to permit careful checking of the metal tempera-

ture and to prevent rapid cooling, especially for alloy steels.

- b) Hot bending is to be generally carried out in the temperature range 850°C-1000°C for all steel grades; however, a decreased temperature down to 750°C may be accepted during the forming process.

4.3 Heat treatment after bending

4.3.1 Copper and copper alloy

Copper and copper alloy pipes are to be suitably annealed after cold bending if their external diameter exceeds 50 mm.

4.3.2 Steel

- a) After hot bending carried out within the temperature range specified in [4.2.4], the following applies:
- for C, C-Mn and C-Mo steels, no subsequent heat treatment is required,
 - for Cr-Mo and Cr-Mo-V steels, a subsequent stress relieving heat treatment in accordance with Tab 20 is required.
- b) After hot bending performed outside the temperature range specified in [4.2.4], a subsequent new heat treatment in accordance with Tab 21 is required for all grades.
- c) After cold bending at a radius lower than 4 times the external diameter of the pipe, a heat treatment in accordance with Tab 21 is required.

5 Arrangement and installation of piping systems

5.1 General

5.1.1 Unless otherwise specified, piping and pumping systems covered by the Rules are to be permanently fixed on board ship.

5.2 Location of tanks and piping system components

5.2.1 Flammable oil systems

Location of tanks and piping system components conveying flammable fluids under pressure is to comply with [5.10].

5.2.2 Piping systems with open ends

Attention is to be paid to the requirements for the location of open-ended pipes on board ships having to comply with the provisions of [5.5].

5.2.3 Pipe lines located inside tanks

- a) The passage of pipes through tanks, when permitted, requires special arrangements such as reinforced thick-

ness as per Tab 5 for steel pipes or tunnels, in particular for:

- bilge pipes
- ballast pipes
- scuppers and sanitary discharges
- air, sounding and overflow pipes
- fuel oil pipes.

- b) Junctions of pipes inside tanks are to be made by welding or welded reinforced flange connections. See also [2.4.3].

5.2.4 Overboard discharges

Overboard discharges are to be so located as to prevent any discharge of water into the lifeboats while they are being lowered.

5.2.5 Piping and electrical apparatus

The installation of piping near switchboards and other electrical apparatus is to comply with Ch 2, Sec 12, [6.1.7].

5.3 Passage through watertight bulkheads or decks

5.3.1 General

Item [5.3.2] applies to cargo ships.

Item [5.3.3] applies to cargo and passenger ships.

5.3.2 Penetration of watertight bulkheads and decks

- a) Where penetrations of watertight bulkheads and internal decks are necessary for piping and ventilation, arrangements are to be made to maintain the watertight integrity.
- b) Lead or other heat sensitive materials are not to be used in piping systems which penetrate watertight subdivision bulkheads or decks, where deterioration of such systems in the event of fire would impair the watertight integrity of the bulkhead or decks.

This applies in particular to the following systems:

- bilge system
 - ballast system
 - scuppers and sanitary discharge systems.
- c) Where bolted connections are used for piping passing through watertight bulkheads or decks, the bolts are to be screwed in heavy pads secured to the bulkhead or deck plating without penetration of the plating by the bolt holes. Where welded connections are used, they are to be welded on both sides of the bulkhead or deck plating.
- d) Penetrations of watertight bulkheads or decks by plastic pipes are to comply with App 3, [3.6.2].

5.3.3 Passage through the collision bulkhead

- a) *The collision bulkhead may be pierced below the bulkhead deck by not more than one pipe for dealing with fluid in the forepeak tank, provided that the pipe is fitted with a screw-down valve capable of being operated from above the bulkhead deck, the valve chest being secured inside the forepeak to the collision bulkhead.*

The Society may, however, authorise the fitting of this valve on the after side of the collision bulkhead provided that the valve is readily accessible under all service conditions and the space in which it is located is not a cargo space.

All valves are to be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable.

- b) If the forepeak is divided to hold two different kinds of liquids the Society may allow the collision bulkhead to be pierced below the bulkhead deck by two pipes, each of which is fitted as required in a), provided the Society is satisfied that there is no practical alternative to the fitting of such a second pipe and that, having regard to the additional subdivision provided in the forepeak, the safety of the ship is maintained.
- c) The remote operation device of the valve referred to in a) is to include an indicator to show whether the valve is open or shut.

5.4 Independence of lines

5.4.1 As a general rule, bilge and ballast lines are to be entirely independent and distinct from lines conveying liquid cargo, lubricating oil and fuel oil, with the exception of:

- pipes located between collecting boxes and pump suction
- pipes located between pumps and overboard discharges
- pipes supplying compartments likely to be used alternatively for ballast, fuel oil or liquid or dry cargoes, provided such pipes are fitted with blind flanges or other appropriate change-over devices, in order to avoid any mishandling.

5.5 Prevention of progressive flooding

5.5.1 Principle

- a) In order to comply with the subdivision and damage stability requirements of Pt F, Ch 13, Sec 11, provision is to be made to prevent any progressive flooding of a dry compartment served by any open-ended pipe, in the event that such pipe is damaged or broken in any other compartment by collision or grounding.
- b) For this purpose, if pipes are situated within assumed flooded compartments, arrangements are to be made to ensure that progressive flooding cannot thereby extend to compartments other than those assumed to be flooded for each case of damage. However, the Society may permit minor progressive flooding if it is demonstrated that its effects can be easily controlled and the safety of the ship is not impaired. Refer to Pt F, Ch 13, Sec 11.

5.5.2 Extent of damage

For the definition of the assumed transverse extent of damage, reference is to be made to Pt F, Ch 13, Sec 11.

5.5.3 Piping arrangement

- a) The assumed transverse extent of damage is not to contain any pipe with an open end in a compartment located outside this extent.

- b) Where the provisions of a) cannot be fulfilled, and after special examination by the Society, pipes may be situated within the assumed transverse extent of damage penetration provided that:

- either a closable valve operable from above the bulkhead deck is fitted at each penetration of a watertight subdivision and secured directly on the bulkhead, or
- a closable valve operable from above the bulkhead deck is fitted at each end of the pipe concerned, the valves and their control system being inboard of the assumed extent of damage, or
- the tanks to which the pipe concerned leads are regarded in the damage stability calculations as being flooded when damage occurs in a compartment through which the pipe passes.

- c) Valves required to be operable from above the bulkhead deck are to be fitted with an indicator to show whether the valve is open or shut.

Where the valve is remote controlled by other than mechanical means, and where the remote control system is located, even partly, within the assumed extent of damage penetration, this system is to be such that the valve is automatically closed by loss of power.

- d) Air and overflow pipes are to be so arranged as to prevent the possibility of flooding of other tanks in other watertight compartments in the event of any one tank being flooded.

This arrangement is to be such that in the range of positive residual righting levers beyond the angle of equilibrium stage of flooding, the progressive flooding of tanks or watertight compartments other than that flooded does not occur.

5.6 Provision for expansion

5.6.1 General

Piping systems are to be so designed and pipes so fixed as to allow for relative movement between pipes and the ship's structure, having due regard to:

- the temperature of the fluid conveyed
- the coefficient of thermal expansion of the pipes material
- the deformation of the ship's hull.

5.6.2 Fitting of expansion devices

All pipes subject to thermal expansion and those which, due to their length, may be affected by deformation of the hull, are to be fitted with expansion pieces or loops.

5.7 Supporting of the pipes

5.7.1 General

Unless otherwise specified, the fluid lines referred to in this Section are to consist of pipes connected to the ship's structure by means of collars or similar devices.

5.7.2 Arrangement of supports

Shipyards are to take care that :

- a) The arrangement of supports and collars is to be such that pipes and flanges are not subjected to abnormal bending stresses, taking into account their own mass, the metal they are made of, and the nature and characteristics of the fluid they convey, as well as the contractions and expansions to which they are subjected.
- b) Heavy components in the piping system, such as valves, are to be independently supported.

5.8 Protection of pipes

5.8.1 Protection against shocks (1/1/2020)

Pipes passing through cargo holds and 'tweendecks are to be protected against shocks by means of strong casings.

Seawater pipes located in spaces other than cargo holds where pipes may be subject to impacts (e.g. fish holds, chain lockers), are to be protected from mechanical damage.

5.8.2 Protection against corrosion and erosion

- a) Pipes are to be efficiently protected against corrosion, particularly in their most exposed parts, either by selection of their constituent materials, or by an appropriate coating or treatment.
- b) The layout and arrangement of sea water pipes are to be such as to prevent sharp bends and abrupt changes in section as well as zones where water may stagnate. The inner surface of pipes is to be as smooth as possible, especially in way of joints. Where pipes are protected against corrosion by means of galvanising or other inner coating, arrangements are to be made so that this coating is continuous, as far as possible, in particular in way of joints.
- c) If galvanised steel pipes are used for sea water systems, the water velocity is not to exceed 3 m/s.
- d) If copper pipes are used for sea water systems, the water velocity is not to exceed 2 m/s.
- e) Arrangements are to be made to avoid galvanic corrosion.

5.8.3 Protection against frosting

Pipes are to be adequately insulated against cold wherever deemed necessary to prevent frost.

This applies specifically to pipes passing through refrigerated spaces and which are not intended to ensure the refrigeration of such spaces.

5.8.4 Protection of high temperature pipes and components

- a) All pipes and other components where the temperature may exceed 220°C are to be efficiently insulated, as indicated in Sec 1, [3.7].
- b) Particular attention is to be paid to lagging in way of flanges.

5.9 Valves, accessories and fittings

5.9.1 General

Cocks, valves and other accessories are generally to be arranged so that they are easily visible and accessible for manoeuvring, control and maintenance. They are to be installed in such a way as to operate properly.

5.9.2 Valves and accessories

- a) In machinery spaces and tunnels, the cocks, valves and other accessories of the fluid lines referred to in this Section are to be placed:
 - above the floor,
 - or, when this is not possible, immediately under the floor, provided provision is made for their easy access and control in service.
- b) Control-wheels of low inlet valves are to rise at least 0,45 m above the lowest floor.

5.9.3 Flexible hoses and expansion joints

- a) Flexible hoses are to be so arranged as to be clearly visible and readily accessible at all times.
- b) In general, flexible hoses and expansion joints are to be limited to a length necessary to provide for relative movement between fixed and flexibly mounted items of machinery/equipment or systems.
- c) Flexible hose assemblies and expansion joints are not to be installed where they may be subjected to torsion deformation (twisting) under normal operating conditions.
- d) The adjoining pipes are to be suitably aligned, supported, guided and anchored.
- e) The number of flexible hoses and expansion joints is to be kept to a minimum.
- f) Where flexible hoses and expansion joints are intended to be used in piping systems conveying flammable fluids that are in close proximity to heated surfaces, the risk of ignition due to failure of the hose assembly and subsequent release of fluids is to be mitigated as far as practicable by the use of screens or other similar protection to the satisfaction of the Society.
- g) Expansion joints are to be protected against over-extension and over-compression.
- h) The installation of flexible hose assemblies and expansion joints is to be in accordance with the Manufacturer's instructions and use limitations with particular attention to the following, as applicable:
 - orientation
 - end connection support (where necessary)
 - avoidance of hose contact that could cause rubbing and abrasion
 - minimum bend radii.

5.9.4 Thermometers

Thermometers and other temperature-detecting elements in fluid systems under pressure are to be provided with pockets built and secured so that the thermometers and detecting elements can be removed while keeping the piping under pressure.

5.9.5 Pressure gauges

Pressure gauges and other similar instruments are to be fitted with an isolating valve or cock at the connection with the main pipe.

5.9.6 Nameplates

- a) Accessories such as cocks and valves on the fluid lines referred to in this Section are to be provided with nameplates indicating the apparatus and lines they serve except where, due to their location on board, there is no doubt as to their purpose.
- b) Nameplates are to be fitted at the upper part of air and sounding pipes.

5.10 Additional arrangements for flammable fluids

5.10.1 General

The requirements in [5.10.3] and [5.10.4] apply to:

- fuel oil systems, in all spaces
- lubricating oil systems, in machinery spaces
- other flammable oil systems, in locations where means of ignition are present.

5.10.2 Prohibition of carriage of flammable oils in forepeak tanks

In cargo ships of more than 400 tons gross tonnage and in passenger ships, fuel oil, lubricating oil and other flammable oils are not to be carried in forepeak tanks or tanks forward of the collision bulkhead.

5.10.3 Prevention of flammable oil leakage ignition

- a) As far as practicable, parts of the fuel oil and lubricating oil systems containing heated oil under pressure exceeding 0,18 MPa are to be placed above the platform or in any other position where defects and leakage can readily be observed.

The machinery spaces in way of such parts are to be adequately illuminated.

- b) No flammable oil tanks are to be situated where spillage or leakage therefrom can constitute a hazard by falling on:
 - hot surfaces, including those of boilers, heaters, steam pipes, exhaust manifolds and silencers
 - electrical equipment
 - air intakes
 - other sources of ignition.
- c) Parts of flammable oil systems under pressure exceeding 0,18 MPa such as pumps, filters and heaters are to comply with the provisions of b) above.
- d) Flammable oil lines are not to be located immediately above or near units of high temperature including boilers, steam pipelines, exhaust manifolds, silencers or other equipment required to be insulated in Sec 1, [3.7.1]. As far as practicable, flammable oil lines are to be arranged far from hot surfaces, electrical installations or other sources of ignition and to be screened or other-

wise suitably protected to avoid oil spray or oil leakage onto the sources of ignition.

Precautions are to be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces.

- e) Any relief valve of fuel oil and lubricating oil systems is to discharge to a safe position, such as an appropriate tank. See also item (a) of [9.1.7].

5.10.4 Provisions for flammable oil leakage containment

- a) Tanks used for the storage of flammable oils together with their fittings are to be so arranged as to prevent spillages due to leakage or overfilling.
- b) Drip trays with adequate drainage to contain possible leakage from flammable fluid systems are to be fitted:
 - under independent tanks (refer to App 4, [2.3.2])
 - under burners
 - under purifiers and any other oil processing equipment
 - under pumps, heat exchangers and filters
 - under valves and all accessories subject to oil leakage
 - surrounding internal combustion engines.
- c) The coaming height of drip trays is to suit the amount of potential oil spillage.
- d) Where drain pipes are provided for collecting leakages, they are to be led to an appropriate drain tank.

5.10.5 Drain tank

- a) The drain tank is not to form part of an overflow system and is to be fitted with an overflow alarm device.
- b) In ships required to be fitted with a double bottom, appropriate precautions are to be taken when the drain tank is constructed in the double bottom, in order to avoid flooding of the machinery space where drip trays are located, in the event of accidentally running aground.

5.10.6 Valves

All valves and cocks forming part of flammable oil systems are to be capable of being operated from readily accessible positions and, in machinery spaces, from above the working platform.

5.10.7 Level switches

Level switches fitted to flammable oil tanks are to be contained in a steel or other fire-resisting enclosure.

6 Bilge systems

6.1 Application

6.1.1

This Article does not apply to bilge systems of non-propelled ships and fishing vessels. See Part E, Chapter 19 and Part E, Chapter 20, respectively.

6.2 Principle

6.2.1 General

An efficient bilge pumping system shall be provided, capable of pumping from and draining any watertight compartment other than a space permanently appropriated for the carriage of fresh water, water ballast, fuel oil or liquid cargo and for which other efficient means of pumping are to be provided, under all practical conditions. Efficient means shall be provided for draining water from insulated holds.

Bilge pumping system is not intended at coping with water ingress resulting from structural or main sea water piping damage.

6.2.2 Availability of the bilge system

The bilge system is to be able to work while the other essential installations of the ship, especially the fire-fighting installations, are in service.

6.2.3 Bilge and ballast systems

The arrangement of the bilge and ballast pumping system shall be such as to prevent the possibility of water passing from the sea and from water ballast spaces into the cargo and machinery spaces, or from one compartment to another.

Provisions shall be made to prevent any deep tank having bilge and ballast connections being inadvertently flooded from the sea when containing cargo, or being discharged through a bilge pump when containing water ballast.

6.3 Design of bilge systems

6.3.1 General

- a) The bilge pumping system is to consist of pumps connected to a bilge main line so arranged as to allow the draining of all spaces mentioned in [6.2.1] through bilge branches, distribution boxes and bilge suction, except for some small spaces where individual suction by means of hand pumps may be accepted as stated in [6.6.3] and [6.6.4].
- b) If deemed acceptable by the Society, bilge pumping arrangements may be dispensed with in specific compartments provided the safety of the ship is not impaired.

6.3.2 Number and distribution of bilge suction

- a) Draining of watertight spaces is to be possible, when the ship is on an even keel and either is upright or has a list of up to 5°, by means of at least:
 - two suction in machinery spaces, including one branch bilge suction and one direct suction and, in addition, for spaces containing propulsion machinery, one emergency bilge suction
 - one suction in other spaces.

See also [6.5.5].

- b) Bilge suction are to be arranged as follows:
 - wing suction are generally to be provided except in the case of short and narrow compartments when a

single suction ensures effective draining in the above conditions

- in the case of compartments of unusual form, additional suction may be required to ensure effective draining under the conditions mentioned in [6.3.2], item a).
- c) In all cases, arrangements are to be made such as to allow a free and easy flow of water to bilge suction.

6.3.3 Prevention of communication between spaces - Independence of the lines

- a) Bilge lines are to be so arranged as to avoid inadvertent flooding of any dry compartment.
- b) Bilge lines are to be entirely independent and distinct from other lines except where permitted in [5.4].
- c) In ships designed for the carriage of flammable or toxic liquids in enclosed cargo spaces, the bilge pumping system is to be designed to prevent the inadvertent pumping of such liquids through machinery space piping or pumps.

6.4 Draining of cargo spaces

6.4.1 General

- a) Cargo holds are to be fitted with bilge suction connected to the bilge main.
- b) Drainage arrangements for cargo holds likely to be used alternatively for ballast, fuel oil or liquid or dry cargoes are to comply with [7.1].

6.4.2 Ships without double bottom

- a) In ships without double bottom, bilge suction are to be provided in the holds:
 - at the aft end in the centreline where the rise of floor exceeds 5°,
 - at the aft end on each side in other cases.
- b) Additional suction may be required if, due to the particular shape of the floor, the water within the compartment cannot be entirely drained by means of the suction mentioned in a) above.

6.4.3 Ships with double bottom

- a) In ships with double bottom, bilge suction are to be provided in the holds on each side aft. Where the double bottom plating extends from side to side, the bilge suction are to be led to wells located at the wings. Where the double bottom plating slopes down to the centreline by more than 5°, only one centreline well with a suction may be accepted.
- b) If the inner bottom is of a particular design, shows discontinuity or is provided with longitudinal wells, the number and position of bilge suction will be given special consideration by the Society.

6.4.4 Ships with holds over 30 m in length

In holds greater than 30 m in length, bilge suction are to be provided in the fore and aft ends.

6.4.5 Additional suctions

Additional suctions may be required in the forward part of holds in ships which are likely to navigate normally with a trim by the head.

6.4.6 Drainage of cargo spaces, other than ro-ro spaces, intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion

In cargo spaces, other than ro-ro spaces, intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, when fixed pressure water-spraying systems are fitted, in view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks during the operation of the fixed pressure water-spraying system, the following arrangements are to be provided:

- a) *the drainage and pumping arrangements are to be such as to prevent the build-up of free surfaces. In such case, the drainage system is to be sized to remove no less than 125% of the combined capacity of both the water-spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines developed by IMO [see Note 1]. The drainage system valves are to be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells are to be of sufficient holding capacity and are to be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible, the adverse effect upon stability of the added weight and free surface of water is to be taken into account to the extent deemed necessary by the Society in its approval of the stability information (see Note 2). Such information is to be included in the stability information supplied to the Master. See Pt B, Ch 3, App 2.*
- b) *for closed vehicles spaces, where fixed pressure water-spraying systems are fitted, means are to be provided to prevent the blockage of drainage arrangements, taking into account the guidelines developed by IMO (see Note 1).*

Note 1: see resolution MSC.1/Circ. 1320 "Guidelines for the drainage of fire-fighting water from closed vehicle and ro-ro spaces and special category spaces of passenger and cargo ships"

Note 2: see Resolution A.123(V).

6.5 Draining of machinery spaces

6.5.1 General

Where all the propulsion machinery, boilers and main auxiliaries are located in a single watertight space, the bilge suctions are to be distributed and arranged in accordance with the provisions of [6.5.5].

6.5.2 Branch bilge suction

The branch bilge suction is to be connected to the bilge main.

6.5.3 Direct suction

The direct suction is to be led direct to an independent power bilge pump and so arranged that it can be used independently of the main bilge line.

The use of ejectors for pumping through the direct suction will be given special consideration.

6.5.4 Emergency bilge suction

- a) The emergency bilge suction is to be led directly from the drainage level of the machinery space to a main circulating (or cooling) pump and fitted with a non-return valve.
- b) In ships where, in the opinion of the Society, the main circulating (or cooling) pump is not suitable for this purpose, the emergency bilge suction is to be led from the largest available independent power driven pump to the drainage level of the machinery space. Such a pump is not to be a bilge pump. Its capacity when the emergency suction is operating is to be at least equal to the required capacity of each bilge pump as determined in [6.7.4].
- c) The emergency bilge suction is to be located at the lowest possible level in the machinery spaces.

6.5.5 Number and distribution of suctions in propulsion machinery spaces

- a) In propulsion machinery spaces, bilge suctions are to include:
 - where the bottom of the space, bottom plating or top of the double bottom slope down to the centreline by more than 5°, at least two centreline suctions, i.e. one branch bilge suction and one direct suction, or
 - where the bottom of the space is horizontal or slopes down to the sides, at least two suctions, i.e. one branch bilge suction and one direct suction, on each side,
 - and one emergency bilge suction.
- b) If the tank top is of a particular design or shows discontinuity, additional suctions may be required.
- c) Where the propulsion machinery space is located aft, suctions are normally to be provided on each side at the fore end and, except where not practicable due to the shape of the space, on each side at the aft end of the space.
- d) In electrically propelled ships, provision is to be made to prevent accumulation of water under electric generators and motors.

6.5.6 Number and distribution of suctions in boiler and auxiliary machinery spaces

In boiler and auxiliary compartments, bilge suctions are to include:

- bilge branch suctions distributed as required in [6.4.2] to [6.4.5] for cargo holds
- one direct suction.

6.6 Draining of dry spaces other than cargo holds and machinery spaces

6.6.1 General

- Except where otherwise specified, bilge suction lines are to be branch bilge suction lines, i.e. suction lines connected to a bilge main.
- Draining arrangements of tanks are to comply with the provisions of [7].

6.6.2 Draining of cofferdams

- All cofferdams are to be provided with suction pipes led to the bilge main.
- Where cofferdams are divided by longitudinal watertight bulkheads or girders into two or more parts, a single suction pipe led to the aft end of each part is acceptable.

6.6.3 Draining of fore and aft peaks

- Where the peaks are not used as tanks and bilge suction lines are not fitted, drainage of both peaks may be effected by hand pump suction provided that the suction lift is well within the capacity of the pump and in no case exceeds 7,3 m.
- Except where permitted in [5.3.3], the collision bulkhead is not to be pierced below the freeboard deck.

6.6.4 Draining of spaces above fore and aft peaks

- Provision is to be made for the drainage of the chain lockers and watertight compartments above the fore peak tank by hand or power pump suction lines.
- Steering gear compartments or other small enclosed spaces situated above the aft peak tank are to be provided with suitable means of drainage, either by hand or power pump bilge suction lines. However, in the case of rudder stock glands located below the summer load line, the bilge suction lines of the steering gear compartment are to be connected to the main bilge system.
- If the compartments referred to in b) above are adequately isolated from the adjacent 'tweendecks, they may be drained by scuppers discharging to the tunnel (or machinery space in the case of ships with machinery aft) and fitted with self-closing cocks situated in well-lighted and visible positions.

Note 1: This arrangement is not applicable to ships required to comply with [5.5], and in particular to passenger ships, unless they are specially approved in relation to subdivision.

6.6.5 Draining of tunnels

- Tunnels are to be drained by means of suction lines connected to the main bilge system. Such suction lines are generally to be located in wells at the aft end of the tunnels.
- Where the top of the double bottom, in the tunnel, slopes down from aft to forward, an additional suction is to be provided at the forward end of this space.

6.6.6 Draining of refrigerated spaces

Provision is to be made for the continuous drainage of condensate in refrigerated and air cooler spaces. To this end,

valves capable of blanking off the water draining lines of such spaces are not to be fitted, unless they are operable from an easily accessible place located above the load waterline.

6.7 Bilge pumps

6.7.1 Number and arrangement of pumps

- For cargo ships, at least two power pumps connected to the main bilge system are to be provided, one of which may be driven by the propulsion machinery.
- Bilge pumps driven by the propulsion machinery are not allowed on ships exceeding 1000 gross tonnage.
- Each pump may be replaced by a group of pumps connected to the bilge main, provided their total capacity meets the requirements specified in [6.7.4].
- Alternative arrangements, such as the use of a hand pump in lieu of a power pump, will be given special consideration by the Society.

6.7.2 Use of ejectors

One of the pumps may be replaced by a hydraulic ejector connected to a high pressure water pump and capable of ensuring the drainage under similar conditions to those obtained with the other pump.

On passenger ships, the pump supplying the ejector is not to be used for other services.

6.7.3 Use of bilge pumps for other duties

Bilge pumps may be used for other duties, such as fire, general service, sanitary service or ballast provided that:

- such duties are of intermittent nature
- any failure of the piping systems connected to the bilge pumps does not render the bilge system inoperable
- pumps are immediately available for bilge duty when necessary.

6.7.4 Capacity of the pumps

- Each power bilge pump is to be capable of pumping water through the required main bilge pipe at a speed of not less than 2 m/s.
- The capacity of each pump or group of pumps is not to be less than:

$$Q = 0,00565 d^2$$

where:

- Q : Minimum capacity of each pump or group of pumps, in m³/h
- d : Internal diameter, in mm, of the bilge main as defined in [6.8.1].

Note 1: For cargo ships of less than 35 m in length:

- the speed of water to be considered for calculating the capacity may be reduced to 1,22 m/s
 - the capacity of each pump or group of pumps is not to be less than $Q = 0,00345 d^2$.
- If the capacity of one of the pumps or one of the groups of pumps is less than the Rule capacity, the deficiency may be compensated by an excess capacity of the other

pump or group of pumps; as a rule, such deficiency is not permitted to exceed 30% of the Rule capacity.

Note 2: This provision does not apply to passenger ships.

- d) The capacity of hand pumps is to be based on one movement once a second.
- e) Where an ejector is used in lieu of a driven pump, its suction capacity is not to be less than the required capacity of the pump it replaces.
- f) When fixed pressure water-spraying systems are fitted in closed vehicle spaces and closed ro-ro spaces, the requirements contained in the guidelines developed by IMO (see Note 3) are to be satisfied.

Note 3: see resolution MSC.1/Circ. 1320 "Guidelines for the drainage of fire-fighting water from closed vehicle and ro-ro spaces and special category spaces of passenger and cargo ships"

6.7.5 Choice of the pumps

- a) Bilge pumps are to be of the self-priming type. Centrifugal pumps are to be fitted with efficient priming means, unless an approved priming system is provided to ensure the priming of pumps under normal operating conditions.
- b) Circulating or cooling water pumps connected to an emergency bilge suction need not be of the self-priming type.
- c) Sanitary, ballast and general service pumps may be accepted as independent power bilge pumps if fitted with the necessary connections to the bilge pumping system.
- d) Hand pumps are to have a maximum suction height not exceeding 7,30 m and to be operable from a position located above the load waterline.

6.7.6 Connection of power pumps

- a) Bilge pumps and other power pumps serving essential services which have common suction or discharge are to be connected to the pipes in such a way that:
 - compartments and piping lines remain segregated in order to prevent possible intercommunication
 - the operation of any pump is not affected by the simultaneous operation of other pumps.
- b) The isolation of any bilge pump for examination, repair or maintenance is to be made possible without impeding the operation of the remaining bilge pumps.

6.7.7 Electrical supply of submersible pump motors

- a) Where submersible bilge pumps are provided, arrangements are to be made to start their motors from a convenient position above the bulkhead deck.
- b) Where an additional local-starting device is provided at the motor of a permanently installed submersible bilge pump, the circuit is to be arranged to provide for the disconnection of all control wires therefrom at a position adjacent to the starter installed on the deck.

6.8 Size of bilge pipes

6.8.1 Bilge main line

- a) The diameter of the bilge main is to be calculated according to the following formula:

$$d = 25 + 1,68\sqrt{L(B + D)}$$

where:

- d : The internal diameter of the bilge main, in mm
- L : Length of the ship is the length measured between perpendiculars taken at the extremities of the deepest subdivision load line, in m.
- B : Breadth of the ship is the extreme width from outside of frame to outside of frame at or below the deepest subdivision load line, in m.
- D : Moulded depth of the ship to the bulkhead deck, in m, provided that, in a ship having an enclosed cargo space on the bulkhead deck which is internally drained and which extends for the full length of the ship, D is measured to the next deck above the bulkhead deck. Where the enclosed cargo spaces cover a lesser length, D is to be taken as the moulded depth to the bulkhead deck plus lh/L where l and h are the aggregate length and height, respectively, of the enclosed cargo spaces, in m.

Note 1: In cargo ships fitted with side ballast tanks forming a double hull on the whole length of the holds, the diameter of the bilge main may be determined by introducing the actual breadth of the holds amidships as B in the above formula. The cross-section of the bilge main is, however, not to be less than twice the cross-section of the largest branch suction to these spaces.

- b) Where the bilge pumps are designed to pump from the machinery space only, the internal diameter d , in mm, of the bilge main may be less than that required in (a) but not less than that calculated with the following formula:

$$d = 35 + 3\sqrt{L_0(B + D)}$$

where:

- L_0 : Length of the engine room, in m
- B : Breadth of the ship, in m, as defined in a)
- D : Moulded depth of the ship to the bulkhead deck, in m, as defined in a)

In any case, the internal section of the bilge main is not to be less than twice that of the bilge suction pipes determined from [6.8.3].

- c) When fixed pressure water-spraying systems are fitted in closed vehicle spaces and closed ro-ro spaces, the requirements contained in the guidelines developed by IMO (see Note 2) are to be satisfied (see Note 3).

Note 2: see resolution MSC.1/Circ. 1320 "Guidelines for the drainage of fire-fighting water from closed vehicle and ro-ro spaces and special category spaces of passenger and cargo ships"

Note 3: the requirement in [6.8.1] c) need not be applied to cargo ships less than 500 GT.

- d) In no case is the actual internal diameter to be:
- more than 5 mm smaller than that obtained from the formula given in a) or b), or
 - less than 60 mm.

6.8.2 Distribution box branch pipes

The cross-section of any branch pipe connecting the bilge main to a bilge distribution box is not to be less than the sum of the cross-sections required for the two largest branch suction connections connected to this box. However, this cross-section need not exceed that of the bilge main.

6.8.3 Branch bilge suction pipes

- a) The internal diameter, in mm, of pipes situated between distribution boxes and suction connections in holds and machinery spaces is not to be less than the diameter given by the following formula (a smaller actual diameter may be accepted, as specified in [6.8.1], b):

$$d_1 = 25 + 2,16 \sqrt{L_1(B+D)}$$

where:

B and D : as defined in [6.8.1]

L_1 : Length of the compartment, in m.

d_1 is not to be less than 50 mm and need not exceed 100 mm.

- b) For ships other than passenger ships, which have side ballast tanks forming a double hull, the diameter of suction pipes in holds may be determined by introducing as B the actual breadth of the holds.
- c) When fixed pressure water-spraying systems are fitted in closed vehicle spaces and closed ro-ro spaces, the requirements contained in the guidelines developed by IMO (see Note 1) are to be satisfied (see Note 2).

Note 1: see resolution MSC.1/Circ. 1320 "Guidelines for the drainage of fire-fighting water from closed vehicle and ro-ro spaces and special category spaces of passenger and cargo ships".

Note 2: the requirement in [6.8.3] c) need not be applied to cargo ships less than 500 GT.

6.8.4 Direct suction other than emergency suction

- a) Direct suction connections are to be suitably arranged and those in a machinery space are to be of a diameter not less than that required for the bilge main.
- b) In cargo ships having separate machinery spaces of small dimensions, the size of the direct suction connections need not exceed that given in [6.8.3] for branch bilge suction connections.

6.8.5 Emergency suction in machinery spaces

- a) The diameter of emergency bilge suction pipes is to be:
- at least two thirds of the diameter of the pump inlet in the case of steamships
 - the same as the diameter of the pump inlet in the case of motorships.
- b) Where the emergency suction is connected to a pump other than a main circulating or cooling pump, the suction is to be the same diameter as the main inlet of the pump.

6.8.6 Bilge suction from tunnels

Bilge suction pipes to tunnel wells are not to be less than 65 mm in diameter. In ships up to 60 metres in length, this diameter may be reduced to 50 mm.

6.8.7 Scuppers in aft spaces

Any scupper provided for draining aft spaces and discharging to the tunnel is to have an internal diameter not less than 35 mm.

6.8.8 Bilge for small ships

For cargo ships of a length L, as defined in [6.8.1], under 20 m and assigned with a restricted navigation notation, as well as for sailing ships with or without auxiliary engine, the bilge system will be specially considered by the Society in each single case.

6.8.9 Bilge main for tankers

In tankers and other ships where the bilge pumps are designed to pump from the machinery space only, the internal diameter d, in mm, of the bilge main may be less than that required by the formula in [6.8.1] above, but it is to be not less than that obtained from the formula specified in Pt E, Ch 7, Sec 4.

6.9 Bilge accessories

6.9.1 Drain valves on watertight bulkheads

- a) The fitting of drain valves or similar devices is not allowed on the collision bulkhead.
- b) On other watertight bulkheads, the fitting of drain valves or similar devices is allowed unless practical alternative draining means exist. Such valves are to be easily accessible at all times and operable from above the freeboard deck. Means indicating whether the valves are open or closed are to be provided.

6.9.2 Screw-down non-return valves

- a) Accessories are to be provided to prevent intercommunication of compartments or lines which are to remain segregated from one another. For this purpose, non-return devices are to be fitted:
- on the pipe connections to bilge distribution boxes or to the alternative valves, if any
 - on direct and emergency suction connections in machinery spaces
 - on the suction connections of pumps which also have connections from the sea or from compartments normally intended to contain liquid
 - on flexible bilge hose connections
 - on the suction connections of water bilge ejectors
 - at the open end of bilge pipes passing through deep tanks
 - in compliance with the provisions for the prevention of progressive flooding, if applicable.
- b) Screw-down and other non-return valves are to be of a recognised type which does not offer undue obstruction to the flow of water.

6.9.3 Mud boxes

In machinery spaces and shaft tunnels, termination pipes of bilge suction pipes are to be straight and vertical and are to be led to mud boxes so arranged as to be easily inspected and cleaned.

The lower end of the termination pipe is not to be fitted with a strum box.

6.9.4 Strum boxes

- a) In compartments other than machinery spaces and shaft tunnels, the open ends of bilge suction pipes are to be fitted with strum boxes or strainers having holes not more than 10 mm in diameter. The total area of such holes is to be not less than twice the required cross-sectional area of the suction pipe.
- b) Strum boxes are to be so designed that they can be cleaned without having to remove any joint of the suction pipe.

6.9.5 Bilge wells

- a) The wells provided for draining the various compartments are to be made of steel plate and their capacity is not to be less than 0,15 m³. In small compartments, smaller cylindrical wells may be fitted.
- b) Bilge wells are to comply with the relevant provisions of Part B.

6.9.6 Liquid sealed traps

- a) The bilge line of refrigerated spaces is to be provided with liquid sealed traps of adequate size arranged for easy cleaning and refilling with brine. These traps are to be fitted with removable grids intended to hold back waste products when defrosting.
- b) Where drain pipes from separate refrigerated rooms join a common main, each of these pipes is to be provided with a liquid sealed trap.
- c) As a general rule, liquid sealed traps are to be fitted with non-return valves. However, for refrigerated spaces not situated in the ship bottom, non-return valves may be omitted, provided this arrangement does not impair the integrity of the watertight subdivision.

6.10 Materials

6.10.1 *All bilge pipes used in or under coal bunkers or fuel storage tanks or in boiler or machinery spaces, including spaces in which oil-settling tanks or fuel oil pumping units are situated, shall be of steel or other suitable material non-sensitive to heat.*

6.11 Bilge piping arrangement

6.11.1 Passage through double bottom compartments

Bilge pipes are not to pass through double bottom compartments. If such arrangement is unavoidable, the parts of bilge pipes passing through double bottom compartments are to comply with [5.2.3].

6.11.2 Passage through deep tanks

The parts of bilge pipes passing through deep tanks intended to contain water ballast, fresh water, liquid cargo or fuel oil are normally to be contained within pipe tunnels. Alternatively, such parts are to comply with [5.2.3]; the number of joints is to be as small as possible. These pipes are to be provided at their ends in the holds with non-return valves.

6.11.3 Provision for expansion

Where necessary, bilge pipes inside tanks are to be fitted with expansion bends. Sliding joints are not permitted for this purpose.

6.11.4 Connections

Connections used for bilge pipes passing through tanks are to be welded joints or reinforced welded flange connections.

6.11.5 Access to valves and distribution boxes

All distribution boxes and manually operated valves in connection with the bilge pumping arrangement shall be in positions which are accessible under ordinary circumstances

Hand-wheels of valves controlling emergency bilge suction pipes are to rise at least 0,45 m above the manoeuvring floor.

7 Ballast systems

7.1 Design of ballast systems

7.1.1 Independence of ballast lines

Ballast lines are to be entirely independent and distinct from other lines except where permitted in [5.4].

7.1.2 Prevention of undesirable communication between spaces or with the sea

Ballast systems in connection with bilge systems are to be so designed as to avoid any risk of undesirable communication between spaces or with the sea. See [6.2.3].

7.1.3 Alternative carriage of ballast water and fuel oil

- a) Oily ballast systems serving tanks intended for alternative carriage of fuel oil and water ballast are to be independent of clean ballast systems:
- serving the other ballast tanks, or
 - connected to tanks also intended to contain feed water.
- b) Where tanks are intended to alternatively contain fuel oil and ballast water, the relevant piping systems are to be arranged in accordance with [11.4.4].

7.1.4 Alternative carriage of ballast water or other liquids and dry cargo

Holds and deep tanks designed for the alternative carriage of water ballast, fuel oil or dry cargo are to have their filling and suction lines provided with blind flanges or appropriate change-over devices to prevent any mishandling.

7.1.5 Alternative carriage of ballast water and feed water

Where tanks are intended to alternatively contain ballast water and feed water, the suction line is to have removable elbows for connection to the ballast and feed water systems, so as to avoid any accidental interconnection between the two systems due to manoeuvring error.

The same arrangement is required for tanks intended for ballast and vegetable oils, or for other cargoes which may not come in contact with sea water.

7.2 Ballast pumping arrangement

7.2.1 Filling and suction pipes

- a) All tanks including aft and fore peak and double bottom tanks intended for ballast water are to be provided with suitable filling and suction pipes connected to special power driven pumps of adequate capacity.
- b) Small tanks used for the carriage of domestic fresh water may be served by hand pumps.
- c) Suctions are to be so positioned that the transfer of sea water can be suitably carried out in the normal operating conditions of the ship. In particular, two suction may be required in long compartments.

7.2.2 Pumps

At least two power pumps connected to the ballast system are to be provided, one of which may be driven by the propulsion machinery.

Bilge pumps may be used for ballast water transfer provided the provisions of [6.7.3] are fulfilled.

7.2.3 Passage of ballast pipes through tanks

If not contained in pipe tunnels, the parts of ballast pipes passing through tanks intended to contain fresh water, fuel oil or liquid cargo are to comply with [5.2.3].

7.3 Ballast Water Management Systems

7.3.1 (1/1/2017)

When a Ballast water Management (treatment) system is installed on board, the requirements in App 8 are to be complied with.

8 Scuppers and sanitary discharges

8.1 Application

8.1.1

- a) This Article applies to:
- scuppers and sanitary discharge systems, and
 - discharges from sewage tanks.
- b) Discharges in connection with machinery operation are dealt with in [2.8].

Note 1: Arrangements not in compliance with the provisions of this Article may be considered for the following ships:

- ships of less than 24 m in length
- cargo ships of less than 500 tons gross tonnage
- ships to be assigned restricted navigation notations
- non-propelled units.

8.2 Principle

8.2.1 (1/7/2017)

- a) Scuppers, sufficient in number and suitable in size, are to be provided to permit the drainage of water likely to accumulate in the spaces which are not located in the ship's bottom. The Society may permit the means of drainage to be dispensed with in any particular compartment if it is satisfied that, by reason of size or internal subdivision of such space, the safety of the ship is not impaired.
- b) The number of scuppers and sanitary discharge openings in the shell plating is to be reduced to a minimum either by making each discharge serve as many as possible of the sanitary and other pipes, or in any other satisfactory manner.

8.3 Drainage from spaces below the freeboard deck or within enclosed superstructures and deckhouses on the freeboard deck

8.3.1 Normal arrangement (1/7/2017)

Scuppers and sanitary discharges from spaces below the freeboard deck or from within superstructures and deckhouses on the freeboard deck fitted with doors complying with the provisions of Pt B, Ch 9, Sec 6 are to be led to:

- a) a suitable space, or spaces, of appropriate capacity, having a high water level alarm and provided with suitable

pumping arrangements for discharge overboard. In addition, it is to be ensured that:

- 1) the number, size and arrangement of the scuppers are such as to prevent unreasonable accumulation of free water,
- 2) the pumping arrangements take account of the requirements for any fixed pressure water-spraying fire-extinguishing system
- 3) water contaminated with petrol or other dangerous substances is not drained to machinery spaces or other spaces where sources of ignition may be present, and
- 4) where the enclosed cargo space is protected by a carbon dioxide fire-extinguishing system, the deck scuppers are fitted with means to prevent the escape of the smothering gas.

b) suitable sanitary tanks in the case of sanitary discharges.

8.3.2 Alternative arrangement (1/7/2017)

The scuppers and sanitary discharges may be led overboard provided that:

- the freeboard deck edge is not immersed when the ship heels 5°, and
- the inboard end of the discharge is located above the load waterline formed by a 5° heel, to port or starboard, at a draft corresponding to the assigned summer freeboard, and,
- the pipes are fitted with efficient means of preventing water from passing inboard in accordance with [8.6] and [8.7].

8.4 Drainage of superstructures or deck-houses not fitted with efficient weather-tight doors

8.4.1 (1/7/2017)

Scuppers leading from superstructures or deckhouses not fitted with doors complying with the requirements of Pt B, Ch 9, Sec 6 are to be led overboard, and subject to [8.3.2].

8.5 Drainage of cargo spaces, other than ro-ro spaces, intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion

8.5.1 Prevention of build-up of free surfaces

In cargo spaces, other than ro-ro spaces, intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion and fitted with a fixed pressure water-spraying fire-extinguishing system, the drainage arrangement is to be in compliance with the requirements contained in the guidelines developed by IMO (see Note 1) such as to prevent the build-up of free surfaces.

Note 1: see resolution MSC.1/Circ. 1320 "Guidelines for the drainage of fire-fighting water from closed vehicle and ro-ro spaces and special category spaces of passenger and cargo ships".

8.5.2 Scupper draining

Scuppers from cargo spaces, other than ro-ro spaces, intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion are not to be led to machinery spaces or other places where sources of ignition may be present.

8.6 Arrangement of discharges - General

8.6.1 Arrangement of discharges through the shell more than 450 mm below the freeboard deck or less than 600 mm above the summer load waterline (1/7/2017)

Scupper and discharge pipes originating at any level and penetrating the shell either more than 450 millimetres below the freeboard deck or less than 600 millimetres above the summer load waterline are to be provided with a non-return valve at the shell. Unless required by [8.7], this valve may be omitted if the piping is of substantial thickness, as per Tab 23.

8.6.2 Arrangement of discharges through the shell less than 450 mm below the freeboard deck and more than 600 mm above the summer load waterline (1/7/2017)

Scupper and discharge pipes penetrating the shell less than 450 millimetres below the freeboard deck and more than 600 millimetres above the summer load waterline are not required to be provided with a non-return valve at the shell, except for the cases indicated in [8.7].

8.7 Arrangement of discharges from enclosed spaces below the freeboard deck or on the freeboard deck

8.7.1 Normal arrangement (1/7/2017)

Each separate discharge led through the shell plating from enclosed spaces below the freeboard deck is to be provided with one automatic non-return valve fitted with positive means of closing it from above the freeboard deck or one automatic non-return valve and one sluice valve controlled from above the freeboard deck.

The requirements for non-return valves are applicable only to those discharges which remain open during the normal operation of the ship; For discharges which are to be kept closed at sea (such as gravity drain from topside ballast tanks), a single screw down valve operated from above the freeboard deck is acceptable.

Where a valve with positive means of closing is fitted, the operating position above the freeboard deck shall always be readily accessible and means shall be provided for indicating whether the valve is open or closed.

The position of the inboard end of discharges is related to the timber summer load waterline when a timber freeboard is assigned.

8.7.2 Alternative arrangement when the inboard end of the discharge pipe is above the summer waterline by more than 0,01 L (1/7/2017)

Where the vertical distance from the summer load waterline to the inboard end of the discharge pipe exceeds 0,01 L, the

discharge may have two automatic non-return valves without positive means of closing, provided that the inboard valve:

- is above the deepest subdivision load line, and
- is always accessible for examination under service conditions.

If the inboard non-return valve is not according to the above, a valve with positive means of closing controlled locally is to be fitted in between the shell plating and the inboard valve.

8.7.3 Alternative arrangement when the inboard end of the discharge pipe is above the summer waterline by more than 0,02 L

Where the vertical distance from the summer load waterline to the inboard end of the discharge pipe exceeds 0,02 L, a single automatic non-return valve without positive means of closing may be accepted subject to the approval of the Society.

Note 1: This requirement does not apply to ships for which the notation chemical tanker or liquefied gas carrier is requested.

8.7.4 Arrangement of discharges through manned machinery spaces (1/7/2017)

Where sanitary discharges and scuppers are lead overboard through the shell in way of manned machinery spaces, the fitting at the shell of a locally operated positive closing valve together with a non-return valve inboard may be accepted. The operating position of the valve will be given special consideration by the Society.

8.8 Summary table of overboard discharge arrangements

8.8.1 The various arrangements acceptable for scuppers and sanitary overboard discharges are summarised in Fig 3.

8.9 Valves and pipes

8.9.1 Materials

a) All shell fittings and valves are to be of steel, bronze or other ductile material. Valves of ordinary cast iron or

similar material are not acceptable. All scupper and discharge pipes are to be of steel or other ductile material. Refer to [2.1].

b) Plastic is not to be used for the portion of discharge line from the shell to the first valve.

8.9.2 Thickness of pipes (1/7/2017)

a) The thickness of scupper and discharge pipes led to the bilge or to draining tanks is not to be less than that required in [2.2].

b) The thickness of scupper and discharge pipes led to the shell is not to be less than the minimum thickness given in Tab 22 and Tab 23, for the part between the shell plating and the outermost valve.

8.9.3 Operation of the valves

a) Where valves are required to have positive means of closing, such means is to be readily accessible and provided with an indicator showing whether the valve is open or closed.

b) Where plastic pipes are used for sanitary discharges and scuppers, the valve at the shell is to be operated from outside the space in which the valve is located.

Where such plastic pipes are located below the summer waterline (timber summer load waterline), the valve is to be operated from a position above the freeboard deck.

Refer also to App 3.

8.10 Arrangement of scuppers and sanitary discharge piping

8.10.1 Overboard discharges and valve connections

a) Overboard discharges are to have pipe spigots extending through the shell plate and welded to it, and are to be provided at the internal end with a flange for connection to the valve or pipe flange.

b) Valves may also be connected to the hull plating in accordance with the provisions of [2.8.3], item c).

Figure 3 : Overboard discharge arrangement (1/7/2017)

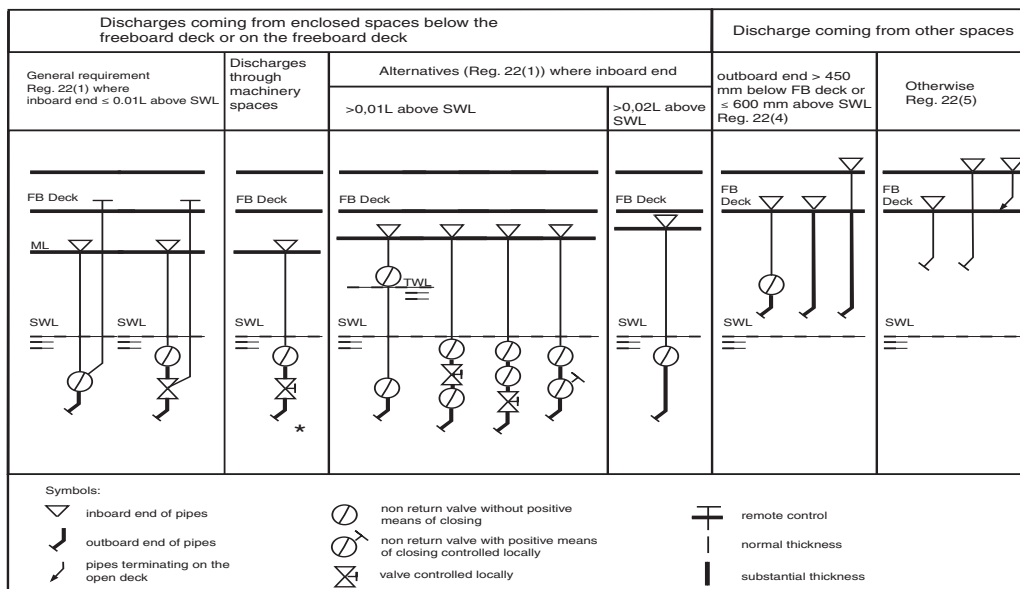


Table 22 : Thickness of scupper and discharge pipes led to the shell, according to their location

Applicable requirement →	[8.7.1]	[8.7.2]	[8.8.2]	[8.8.3]	[8.8.4]	[8.8.5]	[8.8.6] with valve	[8.8.6] without valve	[8.8.7]
Pipe location ↓									
Between the shell and the first valve	Thickness according to Tab 23, column 1, or 0,7 times that of the shell side plating, whichever is the greater (1)							NA	NA
Between the first valve and the inboard end	Thickness according to Tab 23, column 2							NA	NA
Below the freeboard deck	NA							Thickness according to Tab 23, column 1	Thickness according to Tab 23, column 2
Above the freeboard deck	NA							Thickness according to Tab 23, column 2	Thickness according to Tab 23, column 2
(1) However, this thickness is not required to exceed that of the plating.									
Note 1: NA = not applicable									

Table 23 : Minimum thickness of scupper and discharge pipes led to the shell

External diameter of the pipe d (mm)	Column 1 substantial thickness (mm)	Column 2 normal thickness (mm)
$d \leq 80,0$	7,00	4,50
155	9,25	4,50
180	10,00	5,00
220	12,50	5,80
$230 \leq d$	12,50	6,00

Note 1: Intermediate sizes may be determined by interpolation.

8.10.2 Passage through cargo spaces

Where scupper and sanitary discharge pipes are led through cargo spaces, the pipes and the valves with their controls are to be adequately protected by strong casings or guards.

8.10.3 Passage through tanks

- As a rule, scupper and sanitary discharge pipes are not to pass through fuel oil tanks.
- Where scupper and discharge pipes pass unavoidably through fuel oil tanks and are led through the shell within the tanks, the thickness of the piping is not to be less than that given in Tab 23, column 1 (substantial thickness). It need not, however, exceed the thickness of the adjacent Rule shell plating.
- Scupper and sanitary discharge pipes are normally not to pass through fresh and drinking water tanks.
- For passage through cargo oil tanks, see Pt E, Ch 7, Sec 4.

8.10.4 Passage through watertight bulkheads or decks

- The intactness of machinery space bulkheads and of tunnel plating required to be of watertight construction is not to be impaired by the fitting of scuppers discharging to machinery spaces or tunnels from adjacent compartments which are situated below the freeboard deck.
- Such scuppers may, however, be led into a strongly constructed scupper drain tank situated in the machinery space or tunnel, but close to the above-mentioned adjacent compartments and drained by means of a suction of appropriate size led from the main bilge line through a screw-down non-return valve.

8.10.5 Discharge in refrigerated spaces

No scupper pipe from non-refrigerated spaces is to discharge in refrigerated spaces.

8.10.6 Discharge from galleys and their stores

Discharges from galleys and their stores are to be kept separate from other discharges and be drained overboard or in separate drainage tanks; alternatively, discharges are to be provided with adequate devices against odours and overflow.

8.10.7 Discharge from aft spaces

Where spaces located aft of the aft peak bulkhead not intended to be used as tanks are drained by means of scuppers discharging to the shaft tunnel, the provisions of [6.6.4], item c) are to be complied with.

8.10.8 Scupper tank

- The scupper tank air pipe is to be led to above the freeboard deck.
- Provision is to be made to ascertain the level of water in the scupper tank.

9 Air, sounding and overflow pipes**9.1 Air pipes****9.1.1 Principle**

Air pipes are to be fitted to all tanks, double bottoms, cofferdams, tunnels and other compartments which are not fitted with alternative ventilation arrangements, in order to allow the passage of air or liquid so as to prevent excessive pressure or vacuum in the tanks or compartments, in particular in those which are fitted with piping installations. Their open ends are to be so arranged as to prevent the free entry of sea water in the compartments.

9.1.2 Number and position of air pipes

- Air pipes are to be so arranged and the upper part of compartments so designed that air or gas likely to accumulate at any point in the compartments can freely evacuate.
- Air pipes are to be fitted opposite the filling pipes and/or at the highest parts of the compartments, the ship being assumed to be on an even keel.
- In general, two air pipes are to be fitted for each compartment, except in small compartments, where only one air pipe may be accepted. When the top of the compartment is of irregular form, the position of air pipes will be given special consideration by the Society.
- Where only one air pipe is provided, it is not to be used as a filling pipe.

9.1.3 Location of open ends of air pipes

- Air pipes of double bottom compartments, tunnels, deep tanks and other compartments which can come into contact with the sea or be flooded in the event of hull damage are to be led to above the bulkhead deck or the freeboard deck.

Note 1: In ships not provided with a double bottom, air pipes of small cofferdams or tanks not containing fuel oil or lubricating oil may discharge within the space concerned.

- Air pipes of tanks intended to be pumped up are to be led to the open above the bulkhead deck or the freeboard deck.
- Air pipes other than those of fuel oil tanks may be led to enclosed cargo spaces situated above the freeboard deck, provided that such spaces are fitted with scuppers discharging overboard, which are capable of draining

all the water which may enter through the air pipes without giving rise to any water accumulation.

- d) Air pipes of tanks other than oil tanks may discharge through the side of the superstructure.
- e) The air pipe of the scupper tank is to be led to above freeboard deck.
- f) The location of air pipes for flammable oil tanks is also to comply with [9.1.7].

9.1.4 Height of air pipes

- a) The height of air pipes extending above the freeboard deck or superstructure deck from the deck to the point where water may have access below is to be at least:
 - 760 mm on the freeboard deck, and
 - 450 mm on the superstructure deck.

This height is to be measured from the upper face of the deck, including sheathing or any other covering, up to the point where water may penetrate inboard.

- b) Where these heights may interfere with the working of the ship, a lower height may be approved, provided the Society is satisfied that this is justified by the closing arrangements and other circumstances. Satisfactory means which are permanently attached are to be provided for closing the openings of the air pipes.
- c) The height of air pipes may be required to be increased on ships for the purpose of compliance with buoyancy calculations.
- d) The height of air pipes discharging through the side of the superstructure is to be at least 2,3 m above the summer load waterline.

Note 1: For ships to be assigned a restricted service notation, the height of air pipes may be reduced to:

- 450 mm on the freeboard deck,
- 300 mm on the superstructure deck.

9.1.5 Fitting of closing appliances

- a) Satisfactory appliances which are permanently attached are to be provided for closing the openings of air pipes in order to prevent the free entry of water into the spaces concerned.
- b) Closing appliances are to be of automatic type in the following cases:
 - when fitted on exposed parts of freeboard deck and first superstructure deck,
 - where, with the ship at its summer load waterline, the openings are immersed at an angle of heel of 40° or, at the angle of down-flooding if the latter is less than 40°,
 - where, as per [9.1.3], item c), air pipes terminate in enclosed spaces,
 - where, as per [9.1.4], item b), air pipes have a height lower than that required in [9.1.4], item a),
 - and for ships assigned timber freeboard.

See also Pt B, Ch 3, Sec 2, [2.1.2] and Pt F, Ch 13, Sec 11, [2.1.4].

- c) Automatic closing appliances are to be of a type approved by the Society. Requirements for type tests are given in [2.1.2.2].

- d) For ships subject to specific buoyancy or stability requirements, or for ships not subject to the 1966 International Convention on Load Lines in force, the fitting of closing appliances to air pipes will be given special consideration.
- e) Pressure/vacuum valves installed on cargo tanks, as per Part E, Chapter 7 and Part E, Chapter 8, can be accepted as closing appliances.

9.1.6 Design of closing appliances (1/1/2017)

- a) When closing appliances are requested to be of an automatic type, they are to comply with the following:
 - they are to be capable of preventing the free entry of water into the tanks;
 - they are to allow the passage of air or liquid to prevent excessive pressure or vacuum coming on the tank;
 - they are to be so designed that they withstand both ambient and working conditions up to an inclination of -40° to +40° without failure or damage;
 - they are to be so designed as to allow inspection of the closure and the inside of the casing as well as changing of the seals;
 - where they are of the float type, suitable guides are to be provided to ensure unobstructed operation under all working conditions of heel and trim up to an inclination of -40° to +40°;
 - efficient ball or float seating arrangements are to be provided for the closures. Bars, a cage or other devices are to be provided to prevent the ball or float from contacting the inner chamber in its normal state and made in such a way that the ball or float is not damaged when subjected to water impact due to a tank being overfilled;
 - they are to be self-draining;
 - the clear area through an air pipe closing appliance is to be at least equal to the area of the inlet;
 - the maximum allowable tolerances for wall thickness of floats is not to exceed $\pm 10\%$ of the nominal thickness;
 - their casings are to be of approved metallic materials adequately protected against corrosion;
 - closures and seats made of non-metallic materials are to be compatible with the media to be carried in the tank and with sea water at ambient temperatures between -25°C and 85°C;
 - the inner and outer chambers of an automatic air pipe head are to be of a minimum thickness of 6 mm. Where side covers are provided and their function is integral to providing functions of the closing device as outlined above, they shall have a minimum wall thickness of 6 mm. If the air pipe head can meet the tightness test in the "Rules for type approval and testing of air pipe closing devices" without the side covers attached, then the side covers are not considered to be integral to the closing device, in which case a wall thickness less than 6 mm can be acceptable for side covers;

- for galvanised steel air pipe heads, the zinc coating is to be applied by the hot method and the thickness is to be 70 to 100 microns;
 - for areas of the head susceptible to erosion (e.g. those parts directly subjected to ballast water impact when the tank is being pressed up, for example the inner chamber area above the air pipe, plus an overlap of 10° or more either side), an additional harder coating is to be applied. This is to be an aluminium bearing epoxy, or other equivalent, coating, applied over the zinc.
- b) Where closing appliances are not of an automatic type, provision is to be made for relieving vacuum when the tanks are being pumped out. For this purpose, a hole of approximately 10 mm in diameter may be provided in the bend of the air pipe or at any other suitable position in the closing appliance.
- c) Wooden plugs and trailing canvas are not permitted in position 1 or position 2, as defined in Pt B, Ch 1, Sec 2.

9.1.7 Special arrangements for air pipes of flammable oil tanks

- a) Air and overflow pipes and relief valves of fuel oil and thermal oil systems are to discharge to a position on the open deck where there is no risk of fire or explosion from the emergence of oils and vapour.

The open ends are to be fitted with flame screens made of corrosion resistant material and readily removable for cleaning and replacement. The clear area of such screens is not to be less than the cross-sectional area of the pipe.

- b) Air pipes of lubricating or hydraulic oil storage tanks not subject to flooding in the event of hull damage may be led to machinery spaces, provided that in the case of overflowing the oil cannot come into contact with electrical equipment, hot surfaces or other sources of ignition.
- c) The location and arrangement of vent pipes for fuel oil service, settling and lubrication oil tanks are to be such that in the event of a broken vent pipe there is no risk of ingress of seawater or rainwater.
- d) Air pipes of fuel oil service, settling and lubrication oil tanks likely to be damaged by impact forces are to be adequately reinforced.
- e) Where seawater or rainwater may enter fuel oil service, settling and lubrication oil tanks through broken air pipes, arrangements such as water traps with:
- automatic draining, or
 - alarm for water accumulation
- are to be provided.

9.1.8 Construction of air pipes

- a) Where air pipes to ballast and other tanks extend above the freeboard deck or superstructure deck, the exposed parts of the pipes are to be of substantial construction, with a minimum wall thickness of at least:
- 6,0 mm for pipes of 80 mm or smaller external diameter

- 8,5 mm for pipes of 165 mm or greater external diameter,

Intermediate minimum thicknesses may be determined by linear interpolation.

- b) Air pipes with height exceeding 900 mm are to be additionally supported.
- c) In each compartment likely to be pumped up, and where no overflow pipe is provided, the total cross-sectional area of air pipes is not to be less than 1,25 times the cross-sectional area of the corresponding filling pipes.
- d) The internal diameter of air pipes is not to be less than 50 mm, except for tanks of less than 2 m³.

9.1.9 Green sea loads

The requirements in [9.1.9] and in [9.1.10] apply to strength checks of air pipes and their closing devices located within the forward quarter length of the ship, for ships of length L 80 m or greater, where the height of the exposed deck in way of the item is less than 0,1L or 22 m above the summer load waterline, whichever is the lesser. However, these requirements do not apply to the pipes of cargo tank venting systems and inert gas systems in ships with one of the service notations **oil tanker ESP, chemical tanker ESP, FLS tanker and tanker**.

The pressures p, in kN/m² acting on air pipes and their closing devices may be calculated from:

$$p = 0,5 \rho V^2 C_d C_s C_p$$

where:

L : ship length as defined in Pt B, Ch 1, Sec 2, [3.1]

ρ : density of sea water (1,025 t/m³)

V : velocity of water over the fore deck
= 13,5m/sec for $d \leq 0,5 d_1$

$$= 13,5 \sqrt{2\left(1 - \frac{d}{d_1}\right)} \text{ m/sec}$$

for $0,5 d_1 < d < d_1$

d : distance from summer load waterline to exposed deck

d_1 : 0,1L or 22 m whichever is the lesser

C_d : shape coefficient

= 0,5 for pipes, 1,3 for air pipes in general, 0,8 for an air pipe of cylindrical form with its axis in the vertical direction.

C_s : slamming coefficient (3,2)

C_p : protection coefficient:

- (0,7) for pipes located immediately behind a breakwater or forecastle,
- (1,0) elsewhere and immediately behind a bulwark.

Forces acting in the horizontal direction on the pipe and its closing device may be calculated from the pressure specified in this requirement using the largest projected area of each component.

9.1.10 Strength Requirements

These requirements are additional to those specified in [9.1.6] a), in [21.2.2] and in [9.1.8] a).

- a) Bending moments and stresses in air pipes are to be calculated at critical positions: at penetration pieces, at weld or flange connections, at toes of supporting brackets. Bending stresses in the net section are not to exceed $0,8 \sigma_y$, where σ_y is the specified minimum yield stress, or 0,2% proof stress of the steel at room temperature. Irrespective of corrosion protection, a corrosion addition of 2,0 mm is then to be applied to the net section.
- b) For standard air pipes of 760 mm height closed by heads of not more than the tabulated projected area, pipe thicknesses and bracket heights are specified in Tab 24.

Where brackets are required, three or more radial brackets are to be fitted. Brackets are to be of at least 8 mm gross thickness, minimum 100 mm in length and height according to Tab 24, but need not extend over the joint flange for the head. Bracket toes at the deck are to be suitably supported.
- c) For other configurations, loads according to [9.1.9] are to be applied, and means of support determined in order to comply with the requirements specified in a). Where fitted, brackets are to be of suitable thickness and length according to their height. Pipe thickness is not to be taken less than as indicated in [9.1.8] a).
- d) All component parts and connections of the air pipe are to be capable of withstanding the loads defined in [9.1.9].

9.2 Sounding pipes

9.2.1 Principle

- a) Sounding devices are to be fitted to tanks intended to contain liquids as well as to all compartments which are not readily accessible at all times.
- b) For compartments normally intended to contain liquids, the following systems may be accepted in lieu of sounding pipes:
 - a level gauge of an approved type efficiently protected against shocks, or
 - a remote level gauging system of an approved type, provided an emergency means of sounding is available in the event of failure affecting such system.

Table 24 : 760 mm Air Pipe Thickness and Bracket Standards

Nominal pipe diameter (mm)	Minimum fitted gross thickness (mm)	Maximum projected area of head (cm ²)	Height (1) of brackets (mm)
65	6,0	-	480
80	6,3	-	460
100	7,0	-	380
125	7,8	-	300
150	8,5	-	300
175	8,5	-	300
200	8,5 (2)	1900	300 (2)
250	8,5 (2)	2500	300 (2)
300	8,5 (2)	3200	300 (2)
350	8,5 (2)	3800	300 (2)
400	8,5 (2)	4500	300 (2)

(1) Brackets (see [9.1.10]) need not extend over the joint flange for the head.
 (2) Brackets are required where the as fitted (gross) thickness is less than 10,5 mm, or where the tabulated projected head area is exceeded.
Note 1: For other air pipe heights, the relevant requirements in [9.1.10] are to be applied.

9.2.2 Position of sounding pipes

Sounding pipes are to be located as close as possible to suction pipes.

9.2.3 Termination of sounding pipes

- a) As a general rule, sounding pipes are to end above the bulkhead deck or the freeboard deck in easily accessible places and are to be fitted with efficient, permanently attached, metallic closing appliances.
- b) In machinery spaces and tunnels, where the provisions of a) cannot be satisfied, short sounding pipes led to readily accessible positions above the floor and fitted with efficient closing appliances may be accepted.

In ships required to be fitted with a double bottom, such closing appliances are to be of the self-closing type.

9.2.4 Special arrangements for sounding pipes of flammable oil tanks

- a) Where sounding pipes are used in flammable (except lubricating) oil systems, they are to terminate in the open air, where no risk of ignition of spillage from the sounding pipe might arise. In particular, they are not to terminate in passenger or crew spaces. As a general rule, they are not to terminate in machinery spaces. However, where the Society considers that this requirement is impracticable, it may permit termination in machinery spaces on condition that the following provisions are satisfied:

- 1) in addition, an oil-level gauge is provided meeting the provisions of [2.9.2]
 - 2) the sounding pipes terminate in locations remote from ignition hazards unless precautions are taken, such as the fitting of effective screens, to prevent the fuel oil in the case of spillage through the terminations of the sounding pipes from coming into contact with a source of ignition
 - 3) the terminations of sounding pipes are fitted with self-closing blanking devices and with a small diameter self-closing control cock located below the blanking device for the purpose of ascertaining before the blanking device is opened that fuel oil is not present. Provision is to be made so as to ensure that any spillage of fuel oil through the control cock involves no ignition hazard.
- b) For lubricating oil and fuel oil leakage tanks less than 2 m³, the oil-level gauge mentioned in a).1 and the control cock mentioned in a).3 need not be provided on condition that the sounding pipes are fitted with appropriate means of closure.
 - c) Short sounding pipes may be used for tanks other than double bottom tanks without the additional closed level gauge provided an overflow system is fitted.

9.2.5 Closing appliances

- a) Self-closing appliances are to be fitted with cylindrical plugs having counterweights such as to ensure automatic closing.
- b) Closing appliances not required to be of the self-closing type may consist of a metallic screw cap secured to the pipe by means of a chain or a shut-off valve.

9.2.6 Construction of sounding pipes

- a) Sounding pipes are normally to be straight. If it is necessary to provide bends in such pipes, the curvature is to be as small as possible to permit the ready passage of the sounding apparatus.
- b) In cargo ships, the sounding arrangement of compartments by means of bent pipes passing through other compartments will be given special consideration by the Society. Such an arrangement is normally accepted only if the compartments passed through are cofferdams or are intended to contain the same liquid as the compartments served by the sounding pipes.
- c) Bent portions of sounding pipes are to have reinforced thickness and be suitably supported.
- d) The internal diameter of sounding pipes is not to be less than 32 mm. Where sounding pipes pass through refrigerated spaces, or through the insulation of refrigerated

spaces in which the temperature may be below 0°C, their internal diameter is to be at least 60 mm.

- e) Doubling plates are to be placed under the lower ends of sounding pipes in order to prevent damage to the hull. When sounding pipes with closed lower ends are used, the closing plate is to have reinforced scantlings.

9.3 Overflow pipes

9.3.1 Principle

Overflow pipes are to be fitted to tanks:

- which can be filled by pumping and are designed for a hydrostatic pressure lower than that corresponding to the height of the air pipe, or
- where the cross-sectional area of air pipes is less than that prescribed in [9.1.8], item c).

9.3.2 Design of overflow systems

- a) Overflow pipes are to be led:
 - either outside,
 - or, in the case of fuel oil or lubricating oil, to an overflow tank of adequate capacity or to a storage tank having a space reserved for overflow purposes.
- b) Where tanks containing the same or different liquids are connected to a common overflow system, the arrangement is to be such as to prevent any risk of:
 - intercommunication between the various tanks due to movements of liquid when emptying or filling, or due to the inclination of the ship
 - overfilling of any tank from another assumed flooded due to hull damage.

For this purpose, overflow pipes are to be led to a high enough point above the deepest load waterline or, alternatively, non-return valves are to be fitted where necessary.

- c) Arrangements are to be made so that a compartment cannot be flooded from the sea through the overflow in the event of another compartment connected to the same overflow main being bilged. To this end, the openings of overflow pipes discharging overboard are as a rule to be placed above the deepest load waterline and are to be fitted where necessary with non-return valves on the plating, or, alternatively, overflow pipes from tanks are to be led to a point above the deepest load waterline.
- d) Where deep tanks which can be used to contain liquid or dry cargo or fuel oil are connected to a common overflow system, arrangements are to be made so that liquid or vapours from other compartments cannot enter such tanks when carrying dry cargo.

- e) Where tanks alternately containing fuel oil and ballast water are connected to a common overflow system, arrangements are to be made to prevent the ballast water overflowing into the tanks containing fuel oil and vice-versa.
- f) Additional requirements for ships subject to damage stability checks are given in [5.5.3].

9.3.3 Overflow tanks

- a) Overflow tanks are to have a capacity sufficient to receive the delivery of the pumps for at least 10 minutes.
- b) Overflow tanks are to be fitted with an air pipe complying with [9.1] which may serve as an overflow pipe for the same tank. When the vent pipe reaches a height exceeding the design head of the overflow tank, suitable means are to be provided to limit the actual hydrostatic head on the tank.
- Such means are to discharge to a position which is safe in the opinion of the Society.
- c) An alarm device is to be provided to give warning when the oil reaches a predetermined level in the tank, or alternatively, a sight-flow glass is to be provided in the overflow pipe to indicate when any tank is overflowing. Such sight-flow glasses are only to be placed on vertical pipes and in readily visible positions.

9.3.4 Specific requirements for construction of overflow pipes

- a) The internal diameter of overflow pipes is not to be less than 50 mm.
- b) In each compartment which can be pumped up, the total cross-sectional area of overflow pipes is not to be less than 1,25 times the cross-sectional area of the corresponding filling pipes.
- c) The cross-sectional area of the overflow main is not to be less than the aggregate cross-sectional area of the two largest pipes discharging into the main.

9.4 Constructional requirements applying to sounding, air and overflow pipes

9.4.1 Materials

- a) Sounding, air and overflow pipes are to be made of steel or any other material approved for the application considered.
- b) Exposed parts of sounding, air and overflow pipes are to be made of approved metallic materials.

9.4.2 Minimum thickness of steel pipes

The minimum thickness of sounding, air and overflow steel pipes is given in Tab 25.

Table 25 : Minimum wall thickness of sounding, air and overflow pipes

External diameter (mm)	Minimum wall thickness (mm) (1)
up to 168,3	4,5
177,8	5,0
193,7	5,4
219,1	5,9
above 244,5	6,3
(1) Applies only to structural tanks. For independent tanks, refer to Tab 5.	

9.4.3 Passage of pipes through certain spaces

- a) Air pipes and sounding pipes led through refrigerated cargo holds or spaces are to be suitably insulated.
- b) When sounding, air and overflow pipes made of steel are permitted to pass through ballast tanks or fuel oil tanks, they are to comply with [5.2.3].
- c) Sounding, air and overflow pipes passing through cargo holds are to be adequately protected.

9.4.4 Self-draining of pipes

Air pipes and overflow pipes are to be so arranged as to be self-draining when the ship is on an even keel.

9.4.5 Name plates

Nameplates are to be fixed at the upper part of air pipes and sounding pipes.

10 Cooling systems

10.1 Application

10.1.1 This article applies to all cooling systems using the following cooling media:

- sea water
- fresh water
- lubricating oil.

Air cooling systems will be given special consideration.

10.2 Principle

10.2.1 General

Sea water and fresh water cooling systems are to be so arranged as to maintain the temperature of the cooled media (lubricating oil, hydraulic oil, charge air, etc.) for propulsion machinery and essential equipment within the manufacturers' recommended limits during all operations, including starting and manoeuvring, under the inclination angles and the ambient conditions specified in Sec 1.

10.2.2 Availability of the cooling system

The cooling system is to be so designed that, in the event of one essential component being inoperative, the cooling of propulsion machinery is maintained. Partial reduction of the propulsion capability may be accepted, however, when it is demonstrated that the safe operation of the ship is not impaired.

10.3 Design of sea water cooling systems

10.3.1 General

- a) Sea water cooling of the propulsion engines, auxiliary engines and other essential equipment is to be capable of being supplied by two different means.
- b) Where required, standby pumps are not to be connected to the sea inlet serving the other sea water pumps, unless permitted under [10.7.1], item b).

10.3.2 Centralised cooling systems

- a) In the case of centralised cooling systems, i.e. systems serving a group of propulsion engines and/or auxiliary engines, reduction gears, compressors and other essential equipment, the following sea water pumps are to be arranged:
 - one main cooling water pump, which may be driven by the engines, of a capacity sufficient to provide cooling water to all the equipment served
 - one independently driven standby pump of at least the same capacity
- b) Where the cooling system is served by a group of identical pumps, the capacity of the standby pump needs only to be equivalent to that of each of these pumps.
- c) Ballast pumps or other suitable sea water pumps of appropriate capacity may be used as standby pumps, provided arrangements are made against overpressure in the cooling system.
- d) In ships having one or more propulsion engines, each with an output not exceeding 375 kW, the independent standby pump may be replaced by a complete spare pump of appropriate capacity ready to be connected to the cooling circuit.
- e) In cases of centralised cooling systems serving only a group of auxiliary engines, the second means of cooling may consist of a connection to a cooling water pump serving the propulsion plant, provided such pump is of sufficient capacity to provide cooling water to both propulsion plant and auxiliary engines.

10.3.3 Individual cooling of propulsion engines

- a) Individual cooling systems of propulsion engines are to include at least:
 - one main cooling water pump, which can be driven by the engine
 - one independently driven standby pump

Where the output of the engine does not exceed 375 kW, the following arrangements may be accepted:

- one main cooling water pump, which can be driven by the engine
 - one spare pump of appropriate capacity ready to be connected to the cooling circuit
- b) Where, in ships having more than one engine per propeller or having several propellers, each engine is served by its own cooling circuit, the second means requested in [10.3.1] is to be provided, consisting of:
 - a connection to an independently driven pump, such as a ballast pump or any other suitable sea water pump of sufficient capacity provided arrange-

ments against overpressure in the cooling system are made. (See [10.7.4], b)),

- or a complete spare pump identical to those serving the engines and ready to be connected to the cooling circuit.

This second means may be omitted, however, when safety justifications are provided as regards the propulsion and manoeuvring capabilities of the ship with one cooling circuit disabled.

10.3.4 Individual cooling of auxiliary engines

Where each auxiliary engine is served by its own cooling circuit, no second means of cooling is required.

10.3.5 Cooling of steam plants

- a) Steam plants are to be fitted with:
 - a main circulating pump
 - a standby pump capable of ensuring the circulation in the main condenser in the event of failure of the main circulating pump.
- b) Where the installation includes more than one propulsive unit, the standby pump is not required, provided a branch pipe is fitted between the discharges of the circulating pumps of each unit.
- c) In lieu of the main circulating pump, a sea inlet scoop system may be accepted, provided that an additional means is fitted to ensure the circulation of sea water to the condenser when the ship is manoeuvring. Such means may be:
 - an additional independent pump,
 - or a connection to an available pump of sufficient capacity.

10.3.6 Cooling of other essential equipment

- a) The second means of cooling required in [10.3.1] for essential equipment may consist of a connection to a ballast pump or other suitable sea water pump of sufficient capacity, provided arrangements are made against overpressure in the cooling system. (See [10.7.4], item b)).
- b) However, where such essential equipment is duplicate, this second means may be omitted when safety justifications are provided as regards the propulsion and manoeuvring capabilities of the ship with the cooling circuit of one set of equipment disabled.

10.4 Design of fresh water cooling systems

10.4.1 General

Fresh water cooling systems are to be designed according to the applicable requirements of [10.3].

10.4.2 Cooling systems

- a) Fresh water cooling systems of essential equipment are to include at least:
 - one main cooling water pump, which can be driven by the equipment
 - one independently driven standby pump.
- b) The standby pump may be omitted provided an emergency connection to a suitable sea water system is fitted

and arranged with a suitable change-over device. Provisions against overpressure in the cooling system are to be made in accordance with [10.7.4], item b).

- c) The standby pump may also be omitted in the case of redundancy of the cooled equipment.

10.4.3 Expansion tanks

Fresh water expansion tanks are to be provided with at least:

- a de-aerating device
- a water level indicator
- a filling connection
- a drain.

10.4.4 Detection of fuel oil or lubricating oil

A device is to be fitted in fresh water cooling systems comprising fuel oil or lubricating oil heat exchangers in order to detect any contamination of the water by fuel oil or lubricating oil.

10.5 Design of oil cooling systems

10.5.1 General

Oil cooling systems are to be designed according to the applicable requirements of [10.3].

10.5.2 Second means of cooling

The second means of cooling requested in [10.3.1] may consist of a satisfactory connection to a lubricating oil pump of sufficient capacity. Arrangements are to be made against overpressure in the cooling system.

10.6 Control and monitoring

10.6.1 General

In addition to those of this item [10.6], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

10.6.2 Alarms are to be provided for water cooling systems in accordance with Tab 26, in addition to the requirements stated for diesel engines in Sec 2 and for steam plants in Sec 4.

Note 1: Some departures from Tab 26 may be accepted by the Society in the case of ships with a restricted navigation notation.

10.7 Arrangement of cooling systems

10.7.1 Sea inlets

- a) At least two sea inlets complying with [2.8] are to be provided for the cooling system, one for each means of cooling required in [10.3.1].
- b) The two sea inlets may be connected by a cross-over supplying both main cooling pump and standby cooling pump.
- c) When the second means of cooling is a spare pump, the two sea inlets are to be provided in any event, both serving the main cooling pump.
- d) The sea inlets are to be low inlets, so designed as to remain submerged under all normal navigating conditions.

In general, one sea inlet is to be arranged on each side of the ship.

- e) One of the sea inlets may be that of the ballast pump or of the general service pump.

10.7.2 Coolers

- a) Coolers are to be fitted with isolating valves at the inlets and outlets.
- b) Coolers external to the hull (chest coolers and keel coolers) are to be fitted with isolating valves at the shell.

Table 26 : Cooling systems

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			System			Auxiliary	
Identification of system parameter	Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start	Stop
Sea water pump pressure or flow	L	local					
Fresh water pump pressure or flow	L	local					
Level in cooling water expansion tank	L	local					

10.7.3 Filters

- a) Where propulsion engines and auxiliary engines for essential services are directly cooled by sea water, both in normal service and in emergency operating conditions, filters are to be fitted on the suction of cooling pumps.
- b) These filters are to be so arranged that they can be cleaned without interrupting the cooling water supply.

10.7.4 Pumps

- a) Cooling pumps for which the discharge pressure may exceed the design pressure of the piping system are to be fitted with relief valves in accordance with [2.5].
- b) Where general service pumps, ballast pumps or other pumps may be connected to a cooling system, arrangements are to be made, in accordance with [2.5], to avoid overpressure in any part of the cooling system.

10.7.5 Air venting

Cocks are to be installed at the highest points of the pipes conveying cooling water to the water jackets for venting air or gases likely to accumulate therein. In the case of closed fresh water cooling systems, the cock is to be connected to the expansion tank.

11 Fuel oil systems

11.1 Application

11.1.1 Scope

This Article applies to all fuel oil systems supplying any kind of installation.

11.1.2 Requirements applying to fuel oil systems and not contained in this Section

Additional requirements are given:

- for independent fuel oil tanks, in App 4
- for fuel oil supply equipment forming part of engines, gas turbines, boilers, thermal heaters and incinerators, in the corresponding sections
- for the location and scantling of tanks forming part of the ship's structure, in Part B, Chapter 2 and Part B, Chapter 7.

11.2 Principle

11.2.1 General

- a) Fuel oil systems are to be so designed as to ensure the proper characteristics (purity, viscosity, pressure) of the fuel oil supply to engines and boilers.
- b) Fuel oil systems are to be so designed as to prevent:
 - overflow or spillage of fuel oil from tanks, pipes, fittings, etc.
 - fuel oil from coming into contact with sources of ignition
 - overheating and seizure of fuel oil.
- c) Fuel oils used for engines and boilers are to have a flashpoint complying with the provisions of Sec 1.

11.2.2 Availability of fuel systems

- a) Fuel oil systems are to be so designed that, in the event that any one essential auxiliary of such systems becomes inoperative, the fuel oil supply to boilers and engines can be maintained (see also [11.2.1] a)). Partial reduction of the propulsion capability may be accepted, however, when it is demonstrated that the safe operation of the ship is not impaired.
- b) Fuel oil tanks are to be so arranged that, in the event of damage to any one tank, complete loss of the fuel supply to essential services does not occur.
- c) Where engines and boilers are operated with heavy fuel oils, provisions are to be made to supply them with fuel oils which do not need to be heated.

11.3 General

11.3.1 Arrangement of fuel oil systems

- a) In a ship in which fuel oil is used, the arrangements for the storage, distribution and utilisation of the fuel oil are to be such as to ensure the safety of the ship and persons on board.
- b) The provisions of [5.10] are to be complied with.

11.3.2 Provision to prevent overpressure

Provisions are to be made to prevent overpressure in any oil tank or in any part of the fuel oil system. Any relief valve is to discharge to a safe position.

11.3.3 Ventilation

The ventilation of machinery spaces is to be sufficient under all normal conditions to prevent accumulation of oil vapour.

11.3.4 Access

Spaces where fuel oil is stored or handled are to be readily accessible.

11.4 Design of fuel oil filling and transfer systems

11.4.1 General

- a) A system of pumps and piping for filling and transferring fuel oil is to be provided.
- b) Provisions are to be made to allow the transfer of fuel oil from any storage, settling or service tank to another tank.

11.4.2 Filling systems

- a) Filling pipes of fuel oil tanks are to terminate on open deck or in filling stations isolated from other spaces and efficiently ventilated. Suitable coamings and drains are to be provided to collect any leakage resulting from filling operations.
- b) Arrangements are to be made to avoid overpressure in the filling lines which are served by pumps on board. Where safety valves are provided for this purpose, they are to discharge to the overflow tank referred to in [9.3.3] or to other safe positions deemed satisfactory.

11.4.3 Independence of fuel oil transfer lines

Except where permitted in [11.4.5], the fuel oil transfer piping system is to be completely separate from the other piping systems of the ship.

11.4.4 Simultaneous transfer of fuel oil and ballast water

Where, under the provisions of [7.1.3], tanks are intended to alternately contain fuel oil and ballast water, the piping arrangement is to be such that fuel may be transferred by means of fuel pumps to or from any tank while ballast pumps are simultaneously being used.

11.4.5 Alternative carriage of fuel oil, ballast water or other liquid and dry cargo

Where certain compartments are likely to contain alternatively fuel oil, ballast water and other liquid or dry cargo, the transfer pipes supplying these compartments are to be fitted with blind flanges or other appropriate change-over devices.

11.4.6 Transfer pumps

- a) At least two means of transfer are to be provided. One of these means is to be a power pump. The other may consist of:
 - a standby pump,
 - or, alternatively, an emergency connection to another suitable power pump.

Note 1: Where provided, purifiers may be accepted as means of transfer.

- b) Where necessary, transfer pumps are to be fitted on their discharge side with a relief valve leading back to the suction of the pump or to any other place deemed satisfactory.

11.5 Arrangement of fuel oil tanks and bunkers

11.5.1 Location of fuel oil tanks

- a) No fuel oil tank is to be situated where spillage or leakage therefrom can constitute a hazard by falling on heated surfaces.
- b) Fuel oil tanks and bunkers are not to be situated immediately above boilers or in locations where they could be subjected to high temperatures, unless specially agreed by the Society. In general, the distance between fuel oil tanks and boilers is not to be less than 450 mm. Where boilers are situated above double bottom fuel oil tanks, the distance between the double bottom tank top and the lower metallic part of the boilers is not to be less than:
 - 750 mm for water tube boilers,
 - 600 mm for cylindrical boilers.
- c) As far as practicable, fuel oil tanks are to be part of the ship's structure and are to be located outside machinery spaces of category A. Where fuel oil tanks, other than double bottom tanks, are necessarily located adjacent to or within machinery spaces of category A, at least one of their vertical sides is to be contiguous to the machinery space boundaries, and is preferably to have a common boundary with the double bottom tanks, and the

area of the tank boundary common with the machinery spaces is to be kept to a minimum. Where such tanks are situated within the boundaries of machinery spaces of category A, they are not to contain fuel oil having a flashpoint of less than 60 °C.

Note 1: Machinery spaces of category A are defined in Ch 4, Sec 1.

- d) The location of fuel oil tanks is to be in compliance with the requirements of Part B, Chapter 2, particularly as regards the installation of cofferdams, the separation between fuel oil tanks or bunkers and the other spaces of the ship, and the protection of these tanks and bunkers against any abnormal rise in temperature.
- e) Attention is drawn to the requirements of Pt E, Ch 7, Sec 4 regarding the segregation of fuel bunkers from the cargo area.

11.5.2 Use of free-standing fuel oil tanks

- a) In general the use of free-standing fuel oil tanks is to be avoided except on cargo ships, where their use is permitted in category A machinery spaces.
- b) For the design and the installation of independent tanks, refer to App 4.

11.6 Design of fuel oil tanks and bunkers

11.6.1 General (1/7/2020)

Tanks such as collector tanks, de-aerator tanks etc. are to be considered as fuel oil tanks for the purpose of application of this sub-article, and in particular regarding the valve requirements.

Tanks with a volume lower than 500 l will be given special consideration by the Society.

Main bunker tanks are to be arranged to limit the need to mix newly bunkered fuel with fuel already on-board. For this purpose at least 2 storage fuel oil tanks are to be provided. In this connection special consideration will be given in case of vessels lower than 200 GT and classed for restricted navigation.

11.6.2 Scantlings

- a) The scantlings of fuel oil tanks and bunkers forming part of the ship's structure are to comply with the requirements stated in Part B, Chapter 7.
- b) Scantlings of fuel oil tanks and bunkers which are not part of the ship's structure are to comply with App 4. For cases which are not contained in the Tables of that appendix, scantlings will be given special consideration by the Society.

11.6.3 Filling and suction pipes

- a) All suction pipes from fuel oil tanks and bunkers, including those in the double bottom, are to be provided with valves.
- b) For storage tanks, filling pipes may also be used for suction purposes.
- c) Where the filling pipes to fuel oil bunkers and tanks are not led to the upper part of the such bunkers and tanks, they are to be provided with non-return valves at their

ends, unless they are fitted with valves arranged in accordance with the requirements stated in [11.6.4].

11.6.4 Remote control of valves

- a) Every fuel oil pipe which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 l and above situated above the double bottom, is to be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space in which such tanks are situated in the event of a fire occurring in such space.

Note 1: For the location of the remote controls, refer to [11.11.4], item c).

- b) Such valves and cocks are also to include local control and on the remote and local controls it is to be possible to verify whether they are open or shut. (See [2.7.3].)
- c) In the special case of deep tanks situated in any shaft or pipe tunnel or similar space, valves are to be fitted on the tank but control in the event of fire may be effected by means of an additional valve on the pipe or pipes outside the tunnel or similar space. If such additional valve is fitted in the machinery space it is to be operated from a position outside this space.

11.6.5 Drain pipes (1/7/2020)

Where fitted, drain pipes are to be provided with self-closing valves or cocks.

A tank drain cock is not to be considered as a sampling point.

11.6.6 Air and overflow pipes (1/7/2020)

Air and overflow pipes are to comply with [9.1] and [9.3].

As far as practicable, the Service tank overflow return line to the settling tank is to be drawn from near the bottom of the service tank to the top of the settling tank to ensure any accumulating sediment in the service tank bottom is minimized.

11.6.7 Sounding pipes and level gauges

- a) Safe and efficient means of ascertaining the amount of fuel oil contained in any fuel oil tank are to be provided.
- b) Sounding pipes of fuel oil tanks are to comply with the provisions of [9.2].
- c) Oil-level gauges complying with [2.9.2] may be used in place of sounding pipes.
- d) Gauge cocks for ascertaining the level in the tanks are not to be used.

11.7 Design of fuel oil heating systems

11.7.1 General

- a) Where heavy fuel oil is used, a suitable heating system is to be provided for storage tanks, settling tanks and ser-

vice tanks in order to ensure that the fuel oil has the correct fluidity and the fuel pumps operate efficiently.

- b) Where necessary for pumping purposes, storage tanks containing heavy fuel oil are to be provided with heating systems.
- c) Where necessary, pumps, filters, pipes and fittings are to be provided with heat tracing systems.
- d) Where main or auxiliary engines are supplied with fuel oil which needs to be heated, arrangements are to be made so that the engines can still operate if one oil heating system or the heating power source is out of action. Such arrangements may consist of an alternative supply of the engines in accordance with [11.10.2].

11.7.2 Tank heating systems

- a) Fuel oil in storage tanks is not to be heated to temperatures within 10°C below the flashpoint of the fuel oil. Fuel oil in service tanks, settling tanks and any other tanks in the supply system may be heated above this limit, provided:
 - the length of the vent pipes from such tanks and/or a cooling device is sufficient for cooling the vapours to at least 10°C below the flashpoint of the fuel oil and a temperature sensor is fitted in the vent pipe and adjusted to give an alarm if the temperature should exceed a limit set at 10°C below the flashpoint of the fuel, or the outlet of the vent pipes is located 3 m away from a source of ignition
 - the vent pipes are fitted with suitable flame screens
 - there are no openings from the vapour space of the fuel tanks into machinery spaces (bolted manholes are acceptable)
 - enclosed spaces are not located directly over such fuel tanks, except for well ventilated cofferdams
 - electrical equipment is not fitted in the vapour space of the tanks, unless it is certified to be intrinsically safe.
- b) The temperature of the heating medium is not to exceed 220°C.
- c) Automatic control sensors are to be provided for each heated tank to maintain the temperature of the fuel oil below the limits prescribed in a) above.
- d) Heated tanks are to be provided with temperature measuring systems.

11.7.3 Fuel oil heaters

- a) Where steam heaters or heaters using other heating media are provided in fuel oil systems, they are to be fitted with at least a high temperature alarm or a low flow alarm in addition to a temperature control, except where temperatures dangerous for the ignition of the fuel oil cannot be reached.
- b) Electric heating of fuel oil is to be avoided as far as practicable.
- c) However, when electric heaters are fitted, means are to be provided to ensure that heating elements are permanently submerged during operation. In all cases a safety

temperature switch is to be fitted in order to avoid a surface temperature of 220°C and above. It is to be:

- independent from the automatic control sensor
 - designed to cut off the electrical power supply in the event of excessive temperature
 - provided with manual reset.
- d) Fuel oil heaters are to be fitted with relief valves leading back to the pump suction concerned or to any other place deemed satisfactory.

11.8 Design of fuel oil treatment systems

11.8.1 General (1/7/2020)

- a) Heavy fuel oils used in diesel engines are to be purified and filtered according to the engine manufacturer's requirements.
- b) Provisions are to be made to avoid inadvertent entry of non-purified heavy fuel into the daily service tanks, in particular through the overflow system.
- c) The capacity and arrangements of the fuel oil treatment system are to be suitable for ensuring availability of treated fuel oil for the Maximum Continuous Rating of the propulsion plant and normal operating load at sea of the generator plant.
- d) The capacity and arrangements of the fuel oil treatment system are to be determined on the basis of the requirements of the oil fuelled machinery manufacturer and the types of fuel (e.g. heavy fuel oil and marine diesel oil) to be bunkered to the ship.

11.8.2 Drains (1/7/2020)

- a) Settling tanks and daily service tanks, are to be provided with drains permitting the evacuation of water and impurities likely to accumulate in the lower part of such tanks.

If settling tanks are not provided, the fuel oil daily service tanks are to be designed and constructed in such a way as to direct water and sludge towards a drainage outlet.

- b) Efficient means are to be provided for draining oily water escaping from the drains.

11.8.3 Purifiers (1/7/2020)

- a) Where fuel oil needs to be purified, at least two purifiers are to be installed on board, each capable of efficiently purifying the amount of fuel oil necessary for the normal operation of the engines.

Note 1: On ships with a restricted navigation notation where fuel oil needs to be purified, one purifier only may be accepted.

- b) Subject to special consideration by the Society, the capacity of the standby purifier may be less than that required in a), depending on the arrangements made for

the fuel oil service tanks to satisfy the requirement in [11.10.2].

- c) The standby purifier may also be used for other services.
- d) Each purifier is to be provided with an alarm in case of failures likely to affect the quality of the purified fuel oil.
- e) The amount of water reaching the engine is to be not more than 0.3 % v/v or according to engine maker's recommendations.
- f) Every attempt is to be made to reduce the amount of catalyst fines to the lowest possible levels. The amount of catalyst fines reaching the engine is normally not to exceed 10 ppm Al+Si. Exceptionally, this might rise to 15 ppm for short periods (i.e. few hours).

Note: Particle size has a significant influence on the capacity of the centrifugal separators to lower the level of catalyst fines in the fuel, with particles of 2 microns or less being particularly difficult to remove. The presence of particles of 2 microns size or lower may cause difficulties in achieving the 10 ppm limit. Engine manufacturer recommendations are also to be referred to for any further system specific recommendations.

- g) Centrifugal separators are to be certified for a flow rating in accordance with a recognised standard, e.g. CEN Workshop Agreement (CWA) 15375 (latest revision).
- h) Centrifugal separators are to meet the safety requirements of a recognized standard, e.g. EN 12547, Centrifuges - Common safety requirements.

11.8.4 Sampling points (1/7/2020)

The fuel oil treatment system is to be provided with sampling points. The sampling points are to be located as follows:

- before and after the fuel cleaning equipment, and
- after the fuel oil service tank, before any fuel change over valve,
- before fuel enters the oil fuelled machinery.

Sampling points are to be provided at locations within the fuel oil system that enable samples of fuel oil to be taken in a safe manner.

A tank drain cock is not to be considered as a sampling point.

Sampling points are to be equipped with closable valve and permanent means of closure like plugs.

11.9 Fuel oil pumps

11.9.1 General (1/7/2020)

Fuel pump capacity is to ensure that fuel flow rate through the fuel system is sufficient to maintain the installed oil fuelled machinery's fuel consumption during normal operation at maximum continuous rating of the propulsion plant and normal operating load at sea of the generator plant.

Satisfactory fuel pump operation is to be verified according to the Society requirements after installation on board.

11.9.2 Fuel oil pumps arrangement (1/7/2020)

The fuel oil pumps used in fuel oil treatment and transfer systems and operating on RMF and DMF are to comply with the requirements in [11.9.3] that are applicable to primary

and secondary essential services fuel oil pumps (main and stand-by) which include: separator fuel oil supply pumps; booster pumps; feeder pumps; fuel valve cooling pumps (in systems which use fuel oil for this service); and fuel oil transfer pumps.

11.9.3 Requirements for fuel oil pumps arrangement (1/7/2020)

For ships intending to use RMF and/or DMF in non-restricted areas and marine fuels with a Sulphur content not exceeding 0.10 % m/m and minimum viscosity of 2.0 cSt in emission control areas, the fuel oil pumps arrangement is to be in compliance with SOLAS regulation II-II/26.3.4 as interpreted by MSC.1/Circ.1467 (reflecting IACS UI SC255).

11.10 Design of fuel supply systems

11.10.1 General (1/7/2020)

- a) In ships where heavy fuel oil and marine diesel oil are used, a change-over system from one fuel to the other is to be provided. This system is to be so designed as to avoid:
 - overheating of marine diesel oil
 - inadvertent ingress of heavy fuel oil into marine diesel oil tanks.
- b) When necessary, arrangements are to be made for cooling the marine diesel oil from engine return lines.
- c) The fuel oil treatment system is to be provided with redundancy so that failure of one system will not render the other system(s) inoperative. Arrangements are to ensure that any single failure in the system will not interrupt the supply of clean fuel to machinery used for propulsion and electrical generating purposes where the fuel conditioning system is installed between fuel oil service tanks and the inlet to the combustion system.

11.10.2 Fuel oil service tanks (1/7/2020)

- a) Two fuel oil service tanks for each type of fuel used on board necessary for propulsion and vital systems, or equivalent arrangements, are to be provided on each new ship, with a capacity of at least 8 h at maximum continuous rating of the propulsion plant and normal operating load at sea of the generator plant.
- b) Where main engines, auxiliary engines and boilers are operated with heavy fuel oil, the following equivalent arrangements may be accepted for fuel oil service tanks:
 - one heavy fuel oil service tank with a capacity of at least 8 h at maximum continuous rating of the propulsion plant and normal operating load at sea of the generator plant and of the auxiliary boiler
 - one marine diesel oil service tank with a capacity of at least 8 h at maximum continuous rating of the propulsion plant and normal operating load at sea of the generator plant and of the auxiliary boiler.
- c) Where main engine and auxiliary boilers are operated with heavy fuel oil and auxiliary engines are operated with marine diesel oil, the following equivalent arrangements may be accepted for fuel oil service tanks:
 - one heavy fuel oil service tank with a capacity of at least 8 h at maximum continuous rating of the pro-

pulsion plant and normal operating load at sea of the auxiliary boiler

- two marine diesel oil service tanks, each with a capacity of at least the higher of:
 - 8 h at normal operating load at sea of the auxiliary engines
 - 4 h at maximum continuous rating of the propulsion plant and normal operating load at sea of the generator plant and of the auxiliary boiler.

- d) The above calculated capacities are to be increased by the volume below the suction pipe due to the requirement in [11.10.4] a).

Note 1: The requirement in [11.10.2] need not be applied to cargo ships of less than 500 tons gross tonnage:

- intended for restricted service or
- having engines declared suitable for prolonged operation on untreated fuel oil.

11.10.3 Fuel oil supply to boilers

- a) In ships where boilers burning oil under pressure are installed to supply steam for propulsion purposes and essential services (such as propulsion machinery, machinery serving essential services or systems essential for propulsion and other essential services, e.g. heavy fuel oil heating system), the fuel oil supply system is to include at least two units, each one comprising:
 - a suction filter
 - an independent pump
 - a heater in the case of heavy fuel oil
 - a discharge filter.
- b) Alternative arrangements using double filters are acceptable provided the element of one such filter can be cleaned while the other operates.
- c) The fuel oil supply system is to be capable of supplying the fuel oil necessary to generate enough steam for propulsion purposes and essential services with one unit out of action.
- d) A quick-closing valve is to be provided on the fuel supply to the burners of each boiler, arranged to be easily operated in case of emergency, either directly or by remote control.
- e) The fuel supply to the burners is to be capable of being automatically cut off when required under Sec 3, [5.1.8].
- f) Burners are to comply with Section Sec 3, [2.2.5].
- g) Where burners are provided with fuel oil flow-back to the pump suctions or other parts under pressure, non-return devices are to be provided to prevent fuel oil from flowing back to the burners when the oil supply is cut off.
- h) For the starting-up of boilers, an auxiliary fuel oil unit not requiring power from shore is to be provided.
- i) Where fuel oil is supplied to the burners by gravity, a double filter satisfying the provisions of a) is to be provided in the supply line.
- j) Fuel oil supply systems are to be entirely separate from feed, bilge, ballast and other piping systems.

11.10.4 Fuel oil supply to internal combustion engines (1/7/2020)

a) The suction of engine fuel pumps are to be arranged at an appropriate distance above the tank drain point in order to prevent accumulated water and sludge being drawn into the fuel oil treatment system (e.g. 5% of the tank volume is below the suction pipe).

b) Suitable filters are to be provided on the fuel oil line to the injection pumps.

Fuel filters are to reduce the level of contaminants in the fuel to a level commensurate with the downstream equipment manufacturers' requirements.

Internal combustion engines intended for main propulsion are to be fitted with at least two filters, or similar devices, so arranged that one of the filters can be overhauled while the other is in use.

Note 1: Where the propulsion plant consists of:

- two or more engines, each one with its own filter, or
- one engine with an output not exceeding 375 kW, the second filter may be replaced by a readily accessible and easily replaceable spare filter.

c) Oil filters fitted in parallel are to be so arranged as to minimise the possibility of a filter under pressure being opened by mistake.

Filter chambers are to be provided with suitable means for:

- ventilating when put into operation
- de-pressurising before being opened.

Valves or cocks used for this purpose are to be fitted with drain pipes led to a safe location.

d) Oil filters are to be so located that in the event of a leakage the fuel oil cannot be pulverised onto the exhaust manifold.

e) When a fuel oil booster pump is fitted which is essential to the operation of the main engine, a standby pump, connected ready for immediate use, is to be provided.

The standby pump may be replaced by a complete spare pump of appropriate capacity ready to be connected, in the following cases:

- where two or more main engines are fitted, each with its own booster pump
- in ships having main engines each with an output not exceeding 375 kW.

For ships intending to use Heavy Fuel Oil (HFO) or Marine Diesel Oil (MDO) in some areas and marine fuels with a lower viscosity in other areas, either:

- each of the fuel oil pumps (main one and stand-by one) is suitable to supply both types of fuel at the required capacity for normal operation of propulsion machinery, or
- each of the fuel oil pumps (main one and stand-by one) is suitable to supply both types of fuel but one pump alone is not capable of delivering at the required capacity, then both pumps may operate in parallel to achieve the required capacity for normal operation of propulsion machinery but one additional (third) fuel oil pump shall be fitted. The additional

pump shall, when operating in parallel with one of the other pumps, be suitable for and capable of delivering fuel at the required capacity for normal operation of the propulsion machinery

- two separate fuel oil pumps (one main and one stand-by) are to be fitted, each capable of and suitable for supplying low viscosity fuels at the required capacity for normal operation of propulsion machinery.

f) Where fuel oils require pre-heating in order to have the appropriate viscosity when being injected in the engine, the following equipment is to be provided in the fuel oil line:

- one viscosity control and monitoring system
- two pre-heaters, one serving as a standby for the other.

g) In case of unrestricted navigation, automatic viscosity controllers are to be maintained as the primary means to control required injection viscosity, with automatic temperature control being only a secondary back up option. In case of restricted navigation, manual temperature control can be accepted.

h) Excess fuel oil from pumps or injectors is to be led back to the service or settling tanks, or to other tanks intended for this purpose.

i) De-aeration tanks fitted in pressurised fuel oil return lines are to be equipped with at least:

- an automatic venting valve or equivalent device discharging to the daily service tank
- a non-return valve in the return line from the engines.

j) Components of a diesel engine fuel system are to be designed considering the maximum peak pressure which will be experienced in service, including any high pressure pulses which are generated and transmitted back into the fuel supply and spill lines by the action of fuel injection pumps.

k) Connections within the fuel supply and spill lines are to be constructed having regard to their ability to prevent pressurised fuel oil leaks while in service and after maintenance.

l) In multi-engine installations which are supplied from the same fuel source, means of isolating the fuel supply and spill piping to individual engines, are to be provided. The means of isolation are not to affect the operation of the other engines and are to be operable from a position not rendered inaccessible by a fire on any of the engines.

m) For high pressure fuel oil pipes, refer to Sec 2.

11.11 Control and monitoring

11.11.1 General

In addition to those of this item [11.11], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

11.11.2 Monitoring

Alarms and safeguards are to be provided for fuel oil systems in accordance with Tab 27.

Note 1: Some departures from Tab 27 may be accepted by the Society in the case of ships with a restricted navigation notation.

Table 27 : Fuel oil systems

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			System			Auxiliary	
Identification of system parameter	Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start	Stop
Fuel oil overflow tank level	H (1)						
Air pipe water trap level on fuel oil tanks	H (2)						
Fuel oil temperature after heaters	H (4)	local		X (5)			
Sludge tank level		local					
Fuel oil settling tank and service tank temperature	H (3)	local					
Fuel oil level in daily service tank	L+H (1)	local					
Fuel oil daily service tank temperature	H (3)	local					
(1) Or sightglasses on the overflow pipe (2) Or alternative arrangement as per [9.1.7] item c) (3) Applicable where heating arrangements are provided (4) Or low flow alarm in addition to temperature control when heated by steam or other media (5) Cut off of electrical power supply when electrically heated							

11.11.3 Automatic controls

Automatic temperature control is to be provided for:

- steam heaters or heaters using other media
- electric heaters.

11.11.4 Remote controls

- The remote control arrangement of valves fitted on fuel oil tanks is to comply with [11.6.4].
- The power supply to:
 - fuel oil burning pumps,
 - transfer pumps and other pumps of the fuel oil system,
 - and fuel oil purifiers,
 is to be capable of being stopped from a position within the space containing the pumps and from another position located outside such space and always accessible in the event of fire within the space.
- Remote control of the valve fitted to the emergency generator fuel tank is to be in a separate location from that of other valves fitted to tanks in the engine room.
- The positions of the remote controls are also to comply with Chapter 3.

11.12 Construction of fuel oil piping systems

11.12.1 Materials

- Fuel oil pipes and their valves are to be of steel or other approved material, except that the use of flexible pipes may be accepted provided they comply with [2.6.2].
- Where the Society may permit the conveying of oil and combustible liquids through accommodation and service spaces, the pipes conveying oil or combustible liquids are to be of a material approved by the Society having regard to the fire risk.
- For valves fitted to fuel oil tanks and which are under a static pressure head, steel or nodular cast iron may be accepted. However, ordinary cast iron valves may be used in fuel piping systems where the design pressure is lower than 0,7 MPa and the design temperature is below 60°C.
- Internal galvanisation of fuel oil pipes and tank or bunker walls is to be avoided.

11.12.2 Pipe thickness

The thickness of pipes containing fuel oil is to be calculated for a design pressure according to Tab 28.

Table 28 : Definition of the design pressure for fuel oil systems

Working temperature → Working pressure ↓	T ≤ 60°C	T > 60°C
P ≤ 0,7 MPa	0,3 MPa or maximum working pressure, whichever is the greater	0,3 MPa or maximum working pressure, whichever is the greater
P > 0,7 MPa	maximum working pressure	1,4 MPa or maximum working pressure, whichever is the greater

11.12.3 Pipe connections

- a) Connections and fittings of pipes containing fuel oil are to be suitable for a design pressure according to Tab 28.
- b) Connections of pipes conveying heated fuel oil are to be made by means of close-fitting flanges, with joints made of a material impervious to oil heated to 160°C and as thin as possible.

11.13 Arrangement of fuel oil piping systems**11.13.1 Passage of fuel oil pipes through tanks**

- a) Fuel pipes are not to pass through tanks containing boiler feed water, fresh water, other flammable oil or liquid cargo, unless they are contained within tunnels.
- b) Transfer pipes passing through ballast tanks are to comply with [5.2.3].

11.13.2 Passage of pipes through fuel oil tanks

Boiler feed water, fresh water or liquid cargo pipes are not to pass through fuel oil tanks, unless such pipes are contained within tunnels.

11.13.3 Drains on fuel oil piping

Where fitted, drain pipes on fuel oil piping are to be provided with self-closing valves or cocks.

12 Lubricating oil systems**12.1 Application****12.1.1**

This Article applies to lubricating oil systems serving diesel engines, steam and gas turbines, reverse and reduction gears, for lubrication or control purposes.

It also applies to separate oil systems intended for the cooling of engine pistons.

12.2 Principle**12.2.1 General**

- a) Lubricating oil systems are to be so designed as to ensure reliable lubrication of the engines, turbines and other equipment, including electric motors, intended for propulsion:
 - over the whole speed range, including starting, stopping and, where applicable, manoeuvring

- for all the inclinations angles stated in Sec 1

- b) Lubricating oil systems are to be so designed as to ensure sufficient heat transfer and appropriate filtration of the oil.
- c) Lubricating oil systems are to be so designed as to prevent oil from entering into contact with sources of ignition.

12.2.2 Availability

- a) Lubricating oil systems are to be so designed that, in the event that any one pump is inoperative, the lubrication of the engines and other equipment is maintained. Partial reduction of the propulsion capability may be accepted, however, when it is demonstrated that the safe operation of the ship is not impaired.
- b) An emergency lubricating system, such as a gravity system, is to be provided to ensure sufficient lubrication of equipment which may be damaged due to a failure of the pump supply.

12.3 General**12.3.1 Arrangement of lubricating oil systems**

- a) The arrangements for the storage, distribution and utilisation of oil used in pressure lubrication systems are to be such as to ensure the safety of the ship and persons on board.
- b) The provisions of [5.10] are to be complied with, where applicable.

12.3.2 Filtration

- a) In forced lubrication systems, a device is to be fitted which efficiently filters the lubricating oil in the circuit.
- b) The filters provided for this purpose for main machinery and machinery driving electric propulsion generators are to be so arranged that they can be easily cleaned without stopping the lubrication of the machines.
- c) The fineness of the filter mesh is to comply with the requirements of the engine or turbine manufacturers.
- d) Where filters are fitted on the discharge side of lubricating oil pumps, a relief valve leading back to the suction or to any other convenient place is to be provided on the discharge of the pumps.

12.3.3 Purification

Where provided, lubricating oil purifiers are to comply with [11.8.3].

12.3.4 Heaters

Lubricating oil heaters are to comply with [11.7.3].

12.4 Design of engine lubricating oil systems

12.4.1 Lubrication of propulsion engines

- a) Main engines are to be provided with at least two power lubricating pumps, of such a capacity as to maintain normal lubrication with any one pump out of action.
- b) In the case of propulsion plants comprising:
 - more than one engine, each with its own lubricating pump, one of the pumps mentioned in a) may be a spare pump, provided the arrangements are such as to enable the ship to proceed at a full load speed of not less than 7 knots when one of the engines is out of service, or
 - one engine with an output not exceeding 375 kW, one of the pumps mentioned in a) may be a spare pump ready to be connected to the lubricating oil system, provided disassembling and reassembling operations can be carried out on board in a short time.

12.4.2 Lubrication of auxiliary engines

- a) For auxiliary engines with their own lubricating pump, no additional pump is required.
- b) For auxiliary engines with a common lubricating system, at least two pumps are to be provided. However, when such engines are intended for non-essential services, no additional pump is required.

12.5 Design of steam turbine lubrication systems

12.5.1 General

An alarm device is to be provided giving audible warning in the event of damage or of an appreciable reduction of the oil pressure.

12.5.2 Lubrication of propulsive turbines and turbogenerators

- a) Propulsive turbines and turbogenerators are to be provided with:
 - one main lubricating pump,
 - and one independently driven standby pump of at least the same capacity.
- b) Lubricating systems for propulsive turbines and turbogenerators are to be provided with a device which stops the steam supply to the turbines. (See [12.7.2].)

12.5.3 Emergency lubrication of propulsive turbines and turbogenerators

- a) Propulsive turbines and turbogenerators are to be provided with an emergency lubricating system arranged for automatic start. (See [12.7.2].)
- b) When a gravity system is provided for the purpose of a), it is to ensure an adequate lubrication for not less than six minutes and, in the case of turbogenerators, for a

period at least equal to the stopping period after unloading.

- c) When the emergency supply is fulfilled by means of an emergency pump, it is to be so arranged that its operation is not affected by a failure of the power supply.
- d) Suitable arrangements for cooling the bearings after stopping may also be required.

12.5.4 Lubrication of auxiliary turbines intended for essential services

- a) Auxiliary turbines intended for essential services are to be provided with:
 - one main lubricating pump,
 - and one independently driven standby pump of at least the same capacity.
- b) The standby pump is to be capable of supplying satisfactory lubrication to the turbines during starting and stopping operations.

12.6 Design of lubricating oil tanks

12.6.1 Remote control of valves

Lubricating oil tanks with a capacity of 500 litres and above are to be fitted with remote controlled valves in accordance with the provisions of [11.6.4]. Where it is determined that the unintended operation of a quick closing valve on the oil lubricating tank would endanger the safe operation of the main propulsion and essential auxiliary machinery remote controlled valves need not be installed.

Suction valves from storage tanks need not be arranged with remote controls provided they are kept closed except during transfer operations.

12.6.2 Filling and suction pipes

Filling and suction pipes are to comply with the provisions of [11.6.3].

12.6.3 Air and overflow pipes

Air and overflow pipes are to comply with the provisions of [9.1] and [9.3].

12.6.4 Sounding pipes and level gauges

- a) Safe and efficient means of ascertaining the amount of lubricating oil contained in the tanks are to be provided.
- b) Sounding pipes are to comply with the provisions of [9.2].
- c) Oil-level gauges complying with [2.9.2] may be used in place of sounding pipes.
- d) Gauge cocks for ascertaining the level in the tanks are not to be used.

12.6.5 Oil collecting tanks for engines

- a) In ships required to be fitted with a double bottom, wells for lubricating oil under main engines may be permitted by the Society provided it is satisfied that the arrangements give protection equivalent to that afforded by a double bottom complying with Pt B, Ch 4, Sec 4.
- b) Where, in ships required to be fitted with a double bottom, oil collecting tanks extend to the outer bottom, a valve is to be fitted on the oil drain pipe, located

between the engine sump and the oil drain tank. This valve is to be capable of being closed from a readily accessible position located above the working platform.

Alternative arrangements will be given special consideration.

- c) Oil collecting pipes from the engine sump to the oil collecting tank are to be submerged at their outlet ends.

12.7 Control and monitoring

12.7.1 General

In addition to those of this item [12.7], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

12.7.2 Monitoring

In addition to the requirements in Sec 2 for diesel engines, in Sec 4 for steam turbines, in Sec 5 for gas turbines and in Sec 6 for gears, alarms are to be provided for lubricating oil systems in accordance with Tab 29.

Note 1: Some departures from Tab 29 may be accepted by the Society in the case of ships with a restricted navigation notation.

12.8 Construction of lubricating oil piping systems

12.8.1 Materials

Materials used for oil piping system in machinery spaces are to comply with the provisions of [11.12.1].

12.8.2 Sight-flow glasses

The use of sight-flow glasses in lubricating systems is permitted, provided that they are shown by testing to have a suitable degree of fire resistance.

Table 29 : Lubricating oil systems

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			System			Auxiliary	
Identification of system parameter	Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start	Stop
Air pipe water trap level of lubricating oil tank (1)	H						
Sludge tank level		local					
(1) See [9.1.7]							

13 Thermal oil systems

13.1 Application

13.1.1 This Article applies to all thermal oil systems involving organic liquids heated below their initial boiling temperature at atmospheric pressure by means of:

- oil fired heaters,
- exhaust gas heaters,
- or electric heaters.

13.2 Principle

13.2.1 General

Thermal oil systems are to be so designed as to:

- avoid overheating of the thermal oil and contact with air
- take into account the compatibility of the thermal oil with the heated products in case of contact due to leakage of coils or heater tubes
- prevent oil from coming into contact with sources of ignition.

13.2.2 Availability

Thermal oil systems are to be so designed that, in the event that any one essential auxiliary is inoperative, the thermal

oil supply to essential services can be maintained. Partial reduction of the propulsion capability may be accepted, however, when it is demonstrated that the safe operation of the ship is not impaired.

13.3 General

13.3.1 Limitations on use of thermal oil

- The oil is to be used in the temperature ranges specified by the producer. The delivery temperature is, however, to be kept 50°C below the oil distillation point.
- Thermal oil is not to be used for the direct heating of:
 - accommodation,
 - fresh drinking water
 - liquid cargoes with flashpoints below 60°C, except where permitted in Part E, Chapter 7.

13.3.2 Location of thermal oil system components

Thermal oil heaters are normally to be located in spaces separated from main and auxiliary machinery spaces.

However, thermal oil heaters located in machinery spaces and protected by adequate screening may be accepted, subject to special consideration by the Society.

Note 1: For the purpose of application of Chapter 4, spaces where thermal oil heaters are located are to be considered as machinery spaces of category A.

13.3.3 Provision for quick drainage and alternative arrangements

- a) Inlet and outlet valves of oil fired and exhaust fired heaters are to be arranged for remote closing from outside the compartment where they are situated.

As an alternative, thermal oil systems are to be arranged for quick gravity drainage of the thermal oil contained in the system into a draining tank.

- b) The expansion tank is to be arranged for quick gravity drainage into a draining tank.

However, where the expansion tank is located in a low fire risk space, the quick drainage system may be replaced by a remote controlled closing device for isolating the expansion tank.

The quick drainage system and the alternative closing device are to be capable of being controlled from inside and outside the space containing the expansion tank.

13.3.4 Ventilation

- a) Spaces containing thermal oil heaters are to be suitably mechanically ventilated.
- b) Ventilation is to be capable of being stopped from outside these spaces.

13.4 Design of thermal oil heaters and heat exchangers

13.4.1 Thermal oil heaters

Oil fired and exhaust-fired thermal oil heaters are to be designed, equipped and controlled in accordance with the requirements specified in Sec 3.

13.4.2 Heat exchangers

Heat exchangers are to be designed and equipped in accordance with the requirements specified in Sec 3.

13.5 Design of storage, expansion and draining tanks

13.5.1 Storage and draining tanks

- a) The capacity of the storage tank is to be sufficient to compensate the losses expected in service.
- b) The capacity of the draining tank is to be sufficient to collect the quantity of thermal oil contained in the system, including the expansion tank.
- c) Storage and draining tanks may be combined.

13.5.2 Expansion tanks

- a) The capacity of the expansion tank is to be sufficient to allow volume variations, due to temperature changes, of all the circulating oil.
- b) The expansion tank is to be so designed, installed and connected to the circuit as to ensure that the temperature inside the tank remains below 50°C.

13.5.3 Drain pipes

Where provided, drains pipes of thermal oil tanks are to be fitted with self-closing valves or cocks.

13.5.4 Air pipes

- a) Air pipes fitted to the expansion and drainage tanks are to be suitably sized to allow the quick gravity drainage referred to in [13.3.3].
- b) The applicable requirements of [9.1] are to be complied with.

13.5.5 Overflow pipes

- a) The expansion tank is to be fitted with an overflow pipe led to the drainage tank. This overflow pipe may be combined with the quick draining line provided for in [13.3.3], item b).
- b) The applicable requirements of [9.3] are to be complied with.

13.5.6 Sounding pipes and level gauges

- a) Sounding pipes are to comply with the provisions of [9.2].
- b) Level gauges are to comply with the provisions of [2.9.2].

13.6 Design of circulation and heat exchange systems

13.6.1 Circulating pumps

At least two circulating pumps are to be provided, of such a capacity as to maintain a sufficient flow in the heaters with any one pump out of action.

However, for circulating systems supplying non-essential services, one circulating pump only may be accepted.

13.6.2 Filters

A device which efficiently filters the thermal oil is to be provided in the circuit.

In the case of essential services, the filters provided for this purpose are to be so arranged that they can be easily cleaned without stopping the thermal oil supply.

The fineness of the filter mesh is to comply with the requirements of the thermal oil heating installation manufacturer.

13.7 Control and monitoring

13.7.1 General

In addition to those of this item [13.7], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

13.7.2 Monitoring

In addition to the requirements specified in Sec 3, [5.3] for thermal heaters and heat exchangers, alarms and safeguards for thermal oil systems are to be provided in accordance with Sec 3, Tab 21.

Note 1: Some departures from Sec 3, Tab 21 may be accepted by the Society in the case of ships with a restricted navigation notation.

13.7.3 Remote control

- a) Remote control is to be arranged for:
- shut-off of circulating pumps
 - inlet and outlet valves of heaters (see item a) of [13.3.3])
 - quick drainage of expansion tank, or shut-off of the alternative devices (see item b) of [13.3.3])
 - shut-off of the fuel supply to the oil fired heaters or of the exhaust gas supply to the exhaust gas heaters (see Sec 3, [5.3]).
- b) Such control is to be possible from the space containing the thermal oil heaters and from another position located outside such space.

13.8 Construction of thermal oil piping systems

13.8.1 Materials

- a) Materials are to comply with the provisions of [11.12.1].
- b) Casings of pumps, valves and fittings are to be made of steel or other ductile material.

13.8.2 Pipe connections

- a) Pipe connections are to comply with Article [2.4] and to be suitable for the design temperature of the thermal oil system.
- b) Screw couplings of a type approved by the Society may be accepted for pipes of an outside diameter not exceeding 15 mm provided they are fitted with cutting rings or equivalent arrangements.
- c) The materials of the joints are to be impervious to thermal oil.

13.9 Thermal oil piping arrangements

13.9.1 Passage of thermal oil pipes through certain spaces

- a) Thermal oil pipes are not to pass through accommodation or public spaces or control stations.
- b) Thermal oil pipes passing through main and auxiliary machinery spaces are to be restricted as far as possible.

13.9.2 Discharge of relief valves

Relief valves are to discharge to the drain tank.

13.9.3 Provision for de-aerating

Provisions are to be made for automatic evacuation of air, steam and gases from the thermal oil system to a safe location.

14 Hydraulic systems

14.1 Application

14.1.1 Hydraulic installations intended for essential services

Unless otherwise specified, this Article applies to all hydraulic power installations intended for essential services, including:

- actuating systems of thrusters
- actuating systems of steering gear
- actuating systems of lifting appliances
- manoeuvring systems of hatch covers
- manoeuvring systems of stern, bow and side doors and bow visors
- manoeuvring systems of mobile ramps, movable platforms, elevators and telescopic wheelhouses
- starting systems of diesel engines and gas turbines
- remote control of valves.

14.1.2 Hydraulic installations located in spaces containing sources of ignition

Hydraulic power installations not serving essential services but located in spaces where sources of ignition are present are to comply with the provisions of [14.3.2], [14.3.3], [14.4.3] and [14.4.4].

14.1.3 Low pressure or low power hydraulic installations

Hydraulic power installations with a design pressure of less than 2,5 MPa and hydraulic power packs of less than 5 kW will be given special consideration by the Society.

14.1.4 Very high pressure hydraulic installations

Hydraulic power installations with a design pressure exceeding 35 MPa will be given special consideration by the Society.

14.2 Principle

14.2.1 General

Hydraulic systems are to be so designed as to:

- avoid any overload of the system
- maintain the actuated equipment in the requested position (or the driven equipment at the requested speed)
- avoid overheating of the hydraulic oil
- prevent hydraulic oil from coming into contact with sources of ignition.

14.2.2 Availability

- a) Hydraulic systems are to be so designed that, in the event that any one essential component becomes inoperative, the hydraulic power supply to essential services can be maintained. Partial reduction of the propulsion capability may be accepted, however, when it is demonstrated that the safe operation of the ship is not impaired. Such reduction of capability is not acceptable for steering gear.

- b) When a hydraulic power system is simultaneously serving one essential system and other systems, it is to be ensured that:
- any operation of such other systems, or
 - any failure in the whole installation external to the essential system
- does not affect the operation of the essential system.
- c) Provision b) applies in particular to steering gear.
- d) Hydraulic systems serving lifting or hoisting appliances, including platforms, ramps, hatch covers, lifts, etc., are to be so designed that a single failure of any component of the system may not result in a sudden undue displacement of the load or in any other situation detrimental to the safety of the ship and persons on board.

14.3 General

14.3.1 Definitions

- a) A power unit is the assembly formed by the hydraulic pump and its driving motor.
- b) An actuator is a component which directly converts hydraulic pressure into mechanical action.

14.3.2 Limitations of use of hydraulic oils

- a) Oils used for hydraulic power installations are to have a flashpoint not lower than 150°C and be suitable for the entire service temperature range.
- b) The hydraulic oil is to be replaced in accordance with the specification of the installation manufacturer.

14.3.3 Location of hydraulic power units

- a) Whenever practicable, hydraulic power units are to be located outside main engine or boiler rooms.
- b) Where this requirement is not complied with, shields or similar devices are to be provided around the units in order to avoid an accidental oil spray or mist on heated surfaces which may ignite oil.

14.4 Design of hydraulic systems

14.4.1 Power units

- a) Hydraulic power installations are to include at least two power units so designed that the services supplied by the hydraulic power installation can operate simultaneously with one power unit out of service. A reduction of the performance not affecting the safety of the ship may be accepted, except for steering gear.
- b) Low power hydraulic installations not supplying essential services may be fitted with a single power unit, provided that alternative means, such as a hand pump, are available on board.

14.4.2 Filtering equipment

- a) A device is to be fitted which efficiently filters the hydraulic oil in the circuit.
- b) Where filters are fitted on the discharge side of hydraulic pumps, a relief valve leading back to the suction or to any other convenient place is to be provided on the discharge of the pumps.

14.4.3 Provision for cooling

Where necessary, appropriate cooling devices are to be provided.

14.4.4 Provision against overpressure

- a) Safety valves of sufficient capacity are to be provided at the high pressure side of the installation.
- b) Safety valves are to discharge to the low pressure side of the installation or to the service tank.

14.4.5 Provision for venting

Cocks are to be provided in suitable positions to vent the air from the circuit.

14.5 Design of hydraulic tanks and other components

14.5.1 Hydraulic oil service tanks

- a) Service tanks intended for hydraulic power installations supplying essential services are to be provided with at least:
- a level gauge complying with [2.9.2]
 - a temperature indicator
 - a level switch complying with [14.6.3]. The level switch may be omitted in the case of hydraulic systems capable of being operated only in local position.
- b) The free volume in the service tank is to be at least 10% of the tank capacity.

14.5.2 Hydraulic oil storage tanks

- a) Hydraulic power installations supplying essential services are to include a storage tank of sufficient capacity to refill the whole installation should the need arise case of necessity.
- b) For hydraulic power installations of less than 5 kW, the storage means may consist of sealed drums or tins stored in satisfactory conditions.

14.5.3 Hydraulic accumulators

The hydraulic side of the accumulators which can be isolated is to be provided with a relief valve or another device offering equivalent protection in case of overpressure.

14.6 Control and monitoring

14.6.1 General

In addition to those of this item [14.6], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

14.6.2 Indicators

Arrangements are to be made for connecting a pressure gauge where necessary in the piping system.

14.6.3 Monitoring

Alarms and safeguards for hydraulic power installations intended for essential services, except steering gear, for

which the provisions of Sec 11 apply, are to be provided in accordance with Tab 30 .

Note 1: Some departures from Tab 30 may be accepted by the Society in the case of ships with a restricted navigation notation.

Note 2: Tab 30 does not apply to steering gear.

14.7 Construction of hydraulic oil piping systems

14.7.1 Materials

- Pipes are to be made of seamless steel. The use of welded steel pipes will be given special consideration by the Society.
- Casings of pumps, valves and fittings are to be made of steel or other ductile material.

Table 30 : Hydraulic oil systems

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			System			Auxiliary	
Identification of system parameter	Alarm	Indica- tion	Slow- down	Shut- down	Control	Stand by Start	Stop
Pump pressure	L						
Service tank level	L (1)						
(1) The low level alarm is to be activated before the quantity of lost oil reaches 100 litres or 50 % of the circuit volume , whichever is the less.							

15.2 Principle

15.2.1 General

Steam systems are to be so designed as to:

- avoid overpressure in any part of the steam piping system
- ensure the draining of condensate from the steam line.

15.2.2 Availability

- Where a single boiler is installed, the steam system may supply only non-essential services.
- Where more than one boiler is installed, the steam piping system is to be so designed that, in the event that any one boiler is out of action, the steam supply to essential services can be maintained.

15.3 Design of steam lines

15.3.1 General

- Every steam pipe and every connected fitting through which steam may pass is to be designed, constructed and installed such as to withstand the maximum working stresses to which it may be subjected.
- When the design temperature of the steam piping system exceeds 400°C, calculations of thermal stresses are to be submitted to the Society as specified in [2.3].
- Steam connections on boilers and safety valves are to comply with the applicable requirements of Sec 3.

15 Steam systems

15.1 Application

15.1.1 Scope

This Article applies to all steam systems intended for essential and non-essential services.

Steam systems with a design pressure of 10 MPa or more will be given special consideration.

15.3.2 Provision against overpressure

- If a steam pipe or fitting may receive steam from any source at a higher pressure than that for which it is designed, a suitable reducing valve, relief valve and pressure gauge are to be fitted.
- When, for auxiliary turbines, the inlet steam pressure exceeds the pressure for which the exhaust casing and associated piping up to the exhaust valves are designed, means to relieve the excess pressure are to be provided.

15.3.3 Provision for dumping

In order to avoid overpressure in steam lines due to excessive steam production, in particular in systems where the steam production cannot be adjusted, provisions are to be made to allow the excess steam to be discharged to the condenser by means of an appropriate dump valve.

15.3.4 Provision for draining

Means are to be provided for draining every steam pipe in which dangerous water hammer action might otherwise occur.

15.3.5 Steam heating pipes

- When heating coils are fitted in compartments likely to contain either fuel oil or liquid or dry cargoes, arrangements such as blind flanges are to be provided in order

to disconnect such coils in the event of carriage of dry or liquid cargoes which are not to be heated.

- b) The number of joints on heating coils is to be reduced to the minimum consistent with dismantling requirements.

15.3.6 Steam lines in cargo holds

- a) Live and exhaust steam pipes are generally not to pass through cargo holds, unless special provisions are made with the Society's agreement.
- b) Where steam pipes pass through cargo holds in pipe tunnels, provision is to be made to ensure the suitable thermal insulation of such tunnels.
- c) When a steam smothering system is provided for cargo holds, provision is to be made to prevent any damage of the cargo by steam or condensate leakage.

15.3.7 Steam lines in accommodation spaces

Steam lines are not to pass through accommodation spaces, unless they are intended for heating purposes.

15.3.8 Turbine connections

- a) A sentinel valve or equivalent is to be provided at the exhaust end of all turbines. The valve discharge outlets are to be visible and suitably guarded if necessary.
- b) Bled steam connections are to be fitted with non-return valves or other approved means to prevent steam and water returning to the turbines.

15.3.9 Strainers

- a) Efficient steam strainers are to be provided close to the inlets to ahead and astern high pressure turbines or, alternatively, at the inlets to manoeuvring valves.
- b) Where required by the manufacturer of the auxiliaries, steam strainers are also to be fitted in the steam lines supplying these auxiliaries.

16 Boiler feed water and condensate systems

16.1 Application

16.1.1 This Article applies to:

- feed water systems of oil fired and exhaust gas boilers
- steam drain and condensate systems.

16.2 Principle

16.2.1 General

Boiler feed water and condensate systems are to be so designed that:

- reserve feed water is available in sufficient quantity to compensate for losses
- feed water is free from contamination by oils or chlorides
- feed water for propulsion systems is suitably de-aerated.

16.2.2 Availability

- a) Feed water systems are to be so designed that, in the event of failure of any one component, the steam supply to essential services can be maintained or restored.

- b) Condensate systems are to be so designed that, in the event of failure:

- of one condensate pump,
- or of the arrangements to maintain vacuum in the condenser,

the steam supply to essential services can be maintained. Partial reduction of the propulsion capability may be accepted, however, when it is demonstrated that the safe operation of the ship is not impaired.

16.3 Design of boiler feed water systems

16.3.1 Number of feed water systems

- a) Every steam generating system which provides services essential for the safety of the ship, or which could be rendered dangerous by the failure of its feed water supply, is to be provided with not less than two separate feed water systems from and including the feed pumps, noting that a single penetration of the steam drum is acceptable.
- b) The requirement stated in a) may be dispensed with for boilers heated exclusively by engine exhaust gases or by steam for which one feed system is considered as sufficient, provided an alternative supply of steam is available on board.
- c) Each boiler is to be provided with feed regulators as specified in Sec 3, [5].

16.3.2 Feed pumps

- a) The following pumps are to be provided:
- at least one main feed pump of sufficient capacity to supply the boilers under nominal conditions,
 - and one standby feed pump.
- b) The capacity of the standby pump may be less than that of the main feed pumps provided it is demonstrated that, taking into account the reduction of the propulsion capability, the ship remains safely operable.
- c) Main feed pumps may be either independent or driven by the main turbines. The standby feed pump is to be independent.
- d) In twin-screw ships in which there is only one independent feed pump, each main turbine is to be fitted with a driven pump. Where all feed pumps are independent, they are to be so arranged as to be capable of dealing with the feed water necessary to supply steam either to both turbines or to one turbine only.
- e) Independent feed pumps for main boilers are to be fitted with a delivery control and regulating system.
- f) Unless overpressure is prevented by the feed pump characteristics, means are to be provided which will prevent overpressure in any part of the feed water system.
- g) The pressure head of feed pumps is to take into account the maximum service pressure in the boiler as well as the pressure losses in the discharge piping. The suction head of feed pumps is to be such as to prevent any risk of cavitation.

- h) Feed pumps and pipes are to be provided with valves so arranged that any one pump can be overhauled while the boilers are operating at full load.

16.3.3 Harbour feed pumps

- a) Where main turbine driven pumps are provided and there is only one independent pump, a harbour feed pump or an ejector is to be fitted in addition to provide the second means for feeding the boilers which are in use when the main turbine is not working.
- b) The harbour feed pump may be used for the general service of the ship, but in no case is this pump to be used to convey liquid fuel, lubricating oil or oily water.
- c) The suction pipes of the harbour feed pump from the hotwell, from reserve feed water tanks and from filters are to be fitted with non-return valves.

16.3.4 Feed water tanks

- a) All ships fitted with main boilers or auxiliary boilers for essential services are to be provided with reserve feed water tanks of sufficient capacity having regard to the service of the ship.
- b) Boilers are to be provided with means to supervise and control the quality of the feed water. Suitable arrangements are to be provided to preclude, as far as practicable, the entry of oil or other contaminants which may adversely affect the boiler.
- c) Feed water tanks are not to be located adjacent to fuel oil tanks. Fuel oil pipes are not to pass through feed water tanks.
- d) For main boilers, one or more evaporators are to be provided, the capacity of which is to compensate for the losses of feed water due to the operation of the machines, in particular where the fuel supplied to the boilers is atomised by means of steam.

16.3.5 Provision for de-aerating feed water

A de-aerator is to be provided to ensure the de-aeration of the feed water intended for main boilers before it enters such boilers.

16.4 Design of condensate systems

16.4.1 Condensers

- a) Appropriate arrangements, such as air ejectors, are to be provided to maintain vacuum in the main condenser or restore it to the required value.
- b) Cooling of the main condenser is to comply with the provisions of [10.3.5].

16.4.2 Condensate pumps

- a) Condensate pumps are to include at least:
- one main condensate pump of sufficient capacity to transfer the maximum amount of condensate produced under nominal conditions,
 - and one independently driven standby condensate pump.
- b) The standby condensate pump may be used for other purposes.

16.4.3 Condensate observation tanks

Any condensate from the steam heating pipes provided for fuel oil tanks and bunkers, cargo tanks and fuel oil or lubricating oil heaters is to be led to an observation tank or some other device of similar efficiency located in a well-lighted and readily accessible position .

16.5 Control and monitoring

16.5.1 General

In addition to those of this item [16.5], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

16.5.2 General

The provisions of this sub-article apply only to feed water and condensate systems intended for propulsion.

16.5.3 Monitoring

Alarms and safeguards are to be provided for feed water and condensate systems in accordance with Tab 31.

Note 1: Some departures from Tab 31 may be accepted by the Society in the case of ships with a restricted navigation notation.

16.5.4 Automatic controls

Automatic level control is to be provided for:

- de-aerators,
- condensers.

16.6 Arrangement of feed water and condensate piping

16.6.1

- a) Feed water pipes are not to pass through fuel oil or lubricating oil tanks.
- b) Pipes connected to feed water tanks are to be so arranged as to prevent the contamination of feed water by fuel oil, lubricating oil or chlorides.

17 Compressed air systems

17.1 Application

17.1.1 This Article applies to compressed air systems intended for essential services, and in particular to:

- starting of engines,
- control and monitoring.

17.2 Principle

17.2.1 General

- a) Compressed air systems are to be so designed that the compressed air delivered to the consumers:
- is free from oil and water,
 - does not have an excessive temperature.
- b) Compressed air systems are to be so designed as to prevent overpressure in any part of the systems.

17.2.2 Availability

- a) Compressed air systems are to be so designed that, in the event of failure of one air compressor or one air receiver intended for starting, control purposes or other essential services, the air supply to such services can be maintained.
- b) The compressed air system for starting main engines and auxiliary engines for essential services is to be so arranged that it is possible to ensure the initial charge of air receiver(s) without the aid of a power source outside the ship.

17.3 Design of starting air systems

17.3.1 Initial charge of starting air receivers

- a) Where, for the purpose of [17.2.2], an emergency air compressor is fitted, its driving engine is to be capable of being started by hand-operated devices. Independent electrical starting batteries may also be accepted.
- b) A hand compressor may be used for the purpose of [17.2.2] only if it is capable of charging within one hour an air receiver of sufficient capacity to provide 3 consecutive starts of a propulsion engine or of an engine capable of supplying the energy required for operating one of the main compressors.

Table 31 : Boiler feed and condensate system

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control					
			System			Auxiliary		
			Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start
Identification of system parameter								
Sea water flow or equivalent	L							
Condenser pressure	H	local						
	HH			X				
Water level in main condenser (unless justified)	H	local						
Feed water salinity	H	local						
Feed water pump delivery pressure	L	local						
						X		
Feed water tank level	L							

17.3.2 Number and capacity of air compressors

- a) Where main and auxiliary engines are arranged for starting by compressed air, two or more air compressors are to be fitted with a total capacity sufficient to supply within one hour, the receivers being at atmospheric pressure, the quantity of air needed to satisfy the provisions of Sec 2, [5.1.1]. This capacity is to be approximately equally divided between the number of compressors fitted, excluding the emergency compressor fitted in pursuance of [17.3.1].
- b) At least one of the compressors is to be independent of the engines for which starting air is supplied and is to have a capacity of not less than 50% of the total required in a).

17.3.3 Number and capacity of air receivers

- a) Where main engines are arranged for starting by compressed air, at least two air receivers are to be fitted of approximately equal capacity and capable of being used independently.
- b) The total capacity of air receivers is to be sufficient to provide without replenishment the number of starts required in Sec 2, [5.1.1]. It is also to take into account the air delivery to other consumers, such as control systems,

whistle, etc., which are connected to the air receivers.

17.3.4 Air supply for starting the emergency generating set

Starting air systems serving main or auxiliary engines may be used for starting the emergency generator under the conditions specified in Sec 2, [5.1.3].

17.4 Design of control and monitoring air systems

17.4.1 Air supply

- a) The control and monitoring air supply to essential services is to be available from two sources of a sufficient capacity to allow normal operation with one source out of service.
- b) At least one air vessel fitted with a non-return valve is to be provided for control and monitoring purposes.
- c) Pressure reduction units used in control and monitoring air systems intended for essential services are to be duplicated, unless an alternative air supply is provided.
- d) Failure of the control air supply is not to cause any sudden change of the controlled equipment which may be detrimental to the safety of the ship.

17.4.2 Pressure control

Arrangements are to be made to maintain the air pressure at a suitable value in order to ensure satisfactory operation of the installation.

17.4.3 Air treatment

In addition to the provisions of [17.8.3], arrangements are to be made to ensure cooling, filtering and drying of the air prior to its introduction in the monitoring and control circuits.

17.5 Design of air compressors

17.5.1 Prevention of excessive temperature of discharged air

Air compressors are to be so designed that the temperature of discharged air cannot exceed 95°C. For this purpose, the air compressors are to be provided where necessary with:

- suitable cooling means
- fusible plugs or alarm devices set at a temperature not exceeding 120°.

17.5.2 Prevention of overpressure

- a) Air compressors are to be fitted with a relief valve complying with [2.5.3].
- b) Means are to be provided to prevent overpressure whenever water jackets or casings of air compressors may be subjected to dangerous overpressure due to leakage from air pressure parts.
- c) Water space casings of intermediate coolers of air compressors are to be protected against any overpressure which might occur in the event of rupture of air cooler tubes.

17.5.3 Crankcase relief valves

Air compressors having a crankcase volume of at least 0,6 m³ are to be fitted with crankcases explosion relief valves satisfying the provisions of Sec 2, [4.3.4].

17.5.4 Provision for draining

Air compressors are to be fitted with a drain valve.

17.6 Control and monitoring of compressed air systems

17.6.1 General

In addition to those of this item [17.6], the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

17.6.2 Monitoring

Alarms and safeguards are to be provided for compressed air systems in accordance with Tab 32.

Note 1: Some departures from Tab 32 may be accepted by the Society in the case of ships with a restricted navigation notation.

17.6.3 Automatic controls

Automatic pressure control is to be provided for maintaining the air pressure in the air receivers within the required limits.

17.7 Materials

17.7.1 Pipes and valve bodies in control and monitoring air systems and in other air systems intended for non-essential services may be made of plastic in accordance with the provisions of App 3.

17.8 Arrangement of compressed air piping systems

17.8.1 Prevention of overpressure

Means are to be provided to prevent overpressure in any part of compressed air systems. Suitable pressure relief arrangements are to be provided for all systems.

17.8.2 Air supply to compressors

- a) Provisions are to be made to reduce to a minimum the entry of oil into air pressure systems.
- b) Air compressors are to be located in spaces provided with sufficient ventilation.

17.8.3 Air treatment and draining

- a) Provisions are to be made to drain air pressure systems.
- b) Efficient oil and water separators, or filters, are to be provided on the discharge of compressors, and drains are to be installed on compressed air pipes wherever deemed necessary.

17.8.4 Lines between compressors, receivers and engines

All discharge pipes from starting air compressors are to be lead directly to the starting air receivers, and all starting air pipes from the air receivers to main or auxiliary engines are to be entirely separate from the compressor discharge pipe system.

17.8.5 Protective devices for starting air mains

Non-return valves and other safety devices are to be provided on the starting air mains of each engine in accordance with the provisions of Sec 2, [5.1.1].

18 Exhaust gas systems

18.1 General

18.1.1 Application

This Article applies to:

- exhaust gas pipes from engines and gas turbines
- smoke ducts from boilers and incinerators.

18.1.2 Principle

Exhaust gas systems are to be so designed as to:

- limit the risk of fire
- prevent gases from entering manned spaces
- prevent water from entering engines.

18.2 Design of exhaust systems

18.2.1 General

Exhaust systems are to be so arranged as to minimise the intake of exhaust gases into manned spaces, air conditioning systems and engine intakes.

18.2.2 Limitation of exhaust line surface temperature

- a) Exhaust gas pipes and silencers are to be either water cooled or efficiently insulated where:
 - their surface temperature may exceed 220°C, or
 - they pass through spaces of the ship where a temperature rise may be dangerous.
- b) The insulation of exhaust systems is to comply with the provisions of Sec 1, [3.7.1].

18.2.3 Limitation of pressure losses

Exhaust gas systems are to be so designed that pressure losses in the exhaust lines do not exceed the maximum values permitted by the engine or boiler manufacturers.

Table 32 : Compressed air systems

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			System			Auxiliary	
Identification of system parameter	Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start	Stop
Compressor lubricating oil pressure (except where splash lubrication)	L						
Air pressure after reducing valves	L+H	local					
Starting air pressure before main shut-off valve	L	local + R (1)					
Air vessel pressure	L+H						
(1) Remote indication is required if starting of air compressor are remote controlled, from wheelhouse for example							

18.2.4 Intercommunication of engine exhaust gas lines or boiler smoke ducts

- a) Exhaust gas from different engines is not to be led to a common exhaust main, exhaust gas boiler or economiser, unless each exhaust pipe is provided with a suitable isolating device.
- b) Smoke ducts from boilers discharging to a common funnel are to be separated to a height sufficient to prevent smoke passing from a boiler which is operating to a boiler out of action.

18.2.5 Exhaust gas pipe terminations

- a) Where exhaust pipes are led overboard close to the load waterline, means are to be provided to prevent water from entering the engine or the ship.
- b) Where exhaust pipes are water cooled, they are to be so arranged as to be self-draining overboard.

18.2.6 Control and monitoring

A high temperature alarm is to be provided in the exhaust gas manifolds of thermal oil heaters to detect any outbreak of fire.

18.3 Materials

18.3.1 General

Materials of exhaust gas pipes and fittings are to be resistant to exhaust gases and suitable for the maximum temperature expected.

18.3.2 Use of plastics

The use of non-metallic materials may be accepted in water cooled systems in accordance with the provisions of App 3.

18.4 Arrangement of exhaust piping systems

18.4.1 Provision for thermal expansion

- a) Exhaust pipes and smoke ducts are to be so designed that any expansion or contraction does not cause abnormal stresses in the piping system, and in particular in the connection with engine turboblowers.
- b) The devices used for supporting the pipes are to allow their expansion or contraction.

18.4.2 Provision for draining

- a) Drains are to be provided where necessary in exhaust systems, and in particular in exhaust ducting below

exhaust gas boilers, in order to prevent water flowing into the engine.

- b) Where exhaust pipes are water cooled, they are to be so arranged as to be self-draining overboard.

18.4.3 Flexible hoses

The use of flexible hoses in water cooled exhaust systems will be given special consideration by the Society.

18.4.4 Silencers

Engine silencers are to be so arranged as to provide easy access for cleaning and overhaul.

18.5 Exhaust gas treatment systems

18.5.1 (1/1/2018)

When exhaust gas treatment systems are installed, they are to be in compliance with the requirements in [20].

19 Oxyacetylene welding systems

19.1 Application

19.1.1 This Article applies to centralised fixed plants for oxyacetylene welding installed on ships. It may also be applied, at the discretion of the Society, to other plants using liquefied gas, such as propane.

19.2 Definitions

19.2.1 Centralised plants for oxyacetylene welding

A centralised plant for oxyacetylene welding is a fixed plant consisting of a gas bottle room or other storage arrangement (see [19.4.1]), distribution stations and distribution piping, where the total number of acetylene and oxygen bottles exceeds 4.

19.2.2 Acetylene

Acetylene (C_2H_2) is assumed to be contained in pressurised gas bottles with pressure equal to 1,5-1,8 MPa at 15°C.

19.2.3 Oxygen

Oxygen (O_2) is assumed to be contained in pressurized gas bottles, with pressure equal to 15-20 MPa at 15°C.

19.2.4 Gas bottle rooms

A gas bottle room is a room containing acetylene and oxygen bottles, where distribution headers, non-return and stop valves, pressure reducing devices and outlets of supply lines to distribution stations are also installed.

19.2.5 Distribution stations

Distribution stations are adequately protected areas or cabinets equipped with stop valves, pressure regulating devices, pressure gauges, non-return valves and oxygen as well as acetylene hose connections for the welding torch.

19.3 Design of oxyacetylene welding systems

19.3.1 General

Except on pontoons and service working ships, no more than two distribution stations are normally permitted.

19.3.2 Acetylene and oxygen bottles

- The bottles are to be tested by the Society or by a body recognised by the Society.
- Bottles with a capacity exceeding 50 litres are not permitted.
- Bottles supplying the plant and spare bottles are to be installed in the gas bottle room. Installation within accommodation spaces, service spaces, control stations and machinery spaces is not permitted.
- Bottles are to be installed in a vertical position and are to be safely secured. The securing system is to be such as to allow the ready and easy removal of the bottles.

19.3.3 Piping systems

- Acetylene and oxygen piping systems are to comply with the following provisions:
 - all valves and fittings as well as welding torches and associated supply hoses are to be adapted to this specific service and suitable for the conditions expected in the different parts of the system
 - the connections between the various pipe sections are to be carried out by means of butt welding. Other types of connections including threaded connections and flange connections are not permitted.
 - only a minimum number of unavoidable connections are permitted provided they are located in a clearly visible position.
- High pressure lines (i.e. lines between bottles and pressure reducing devices) are to be installed inside the gas bottle room and are to comply with the following provisions:
 - acetylene piping is to be of stainless steel and seamless drawn
 - oxygen piping is to be of copper or stainless steel and seamless drawn
 - acetylene and oxygen piping and associated fittings are to be suitable for a design pressure of 29,5 MPa
 - a non-return valve is to be installed on the connection of each acetylene and oxygen bottle to the header
 - stop valves are to be provided on the bottles and kept shut when distribution stations are not working.
- Low pressure lines (i.e. lines between pressure reducing devices and distribution stations) are to comply with the following provisions:
 - pipes are to be of seamless steel
 - piping is to have a thickness of not less than:
 - 2,5 mm when installed in the open air,
 - 2 mm otherwise.

- supply lines to each distribution station are to include, at the station inlet:
 - a stop valve to be kept shut when the station is not working,
 - devices to protect the supply lines from back flow of gas or flame passage.
- d) Safety valves are to be provided on the low pressure side of the pressure reducing devices and led to the open air at least 3 m above the deck in a safe location where no source of ignition is present.

19.4 Arrangement of oxyacetylene welding systems

19.4.1 Gas bottle rooms

- a) The gas bottle room is to be located in an independent space over the highest continuous deck and provided with direct access from outside. The limiting bulkheads and decks are to be made of steel. The limiting bulkheads and decks between the room and other enclosed spaces are to be gas-tight.
- b) When the total number of gas bottles, including possible spare bottles which are not connected to the plant, does not exceed 8, acetylene and oxygen bottles may be installed in the same room. Otherwise, acetylene and oxygen bottles are to be separated by a gas-tight bulkhead.
- c) The bottle room is to be adequately insulated and fitted with ventilation systems capable of providing at least six air changes per hour based on the gross volume of the room. The ventilation system is to be independent of ventilation systems of other spaces. The space within 3 m from the mechanical ventilation exhaust or 1 m from the natural ventilation exhaust is to be considered a hazardous area. The fan is to be of non-sparking construction. Small storage spaces provided with sufficiently large openings for natural ventilation need not be fitted with mechanical ventilation.

Electrical equipment installed within the storage room, including the ventilation fan motor, is to be of the certified safe type.

Where no storage room is provided, the gas cylinders may be placed in an open storage area. In such cases they are to be shaded from heat sources and protected against mechanical, weather and se damage.

- d) The gas bottle room is not to be used for other services on board. Flammable oil or gas piping, except that related to the oxyacetylene welding plant, is not to be led through this room.

Note 1: On pontoons and service working ships, gas bottles may be installed on open deck in a safe position to the satisfaction of the Society. In such case, appropriate protection is to be provided:

- for gas bottles, against sunrays and atmospheric agents, by means of watertight covers,
- for the associated valves, piping and fittings, by means of steel covers, metal grids or similar devices.

Such means of protection are to be easily removable to allow bottle removal, when necessary.

When the total number of bottles exceeds 8, acetylene bottles are to be separated from oxygen bottles.

19.4.2 Distribution stations

Distribution stations are to be located in the engine room or in the workshop, in a well-ventilated position and protected against possible mechanical damage.

Note 1: On pontoons and service working ships, distribution stations may be installed in the open air, enclosed in a cabinet with a locked door, or in controlled access areas, to the satisfaction of the Society.

19.4.3 Piping

- a) Piping is not to be led through accommodation or service spaces.
- b) Piping is to be protected against any possible mechanical damage.
- c) In way of deck or bulkhead penetrations, piping is to be suitably enclosed in sleeves so arranged as to prevent any fretting of the pipe with the sleeve.

19.4.4 Signboards

Signboards are to be posted on board the ship in accordance with Tab 33.

Table 33 : Signboards

Location of the signboard	Signboard to be posted
in the gas bottle room	diagram of the oxyacetylene plant
	"no smoking"
in way of: <ul style="list-style-type: none"> • bottle stop valves • distribution station stop valves 	"to be kept shut when distribution stations are not working"
in way of the pressure reducing devices	indication of the maximum allowable pressure at the pressure reducing device outlet
in way of the safety valve discharge outlet	"no smoking"

20 Exhaust gas treatment systems

20.1 Application

20.1.1 (1/1/2018)

This Article applies to:

- exhaust gas cleaning systems (scrubbers)
- selective catalytic reduction (SCR) systems.

20.1.2 Applicability of other Rules (1/1/2018)

Exhaust gas treatment systems are regarded as non-essential services, therefore testing of materials and components is to be in compliance with the requirements for equipment intended to non essential services.

In this connection, however, equipment intended to ensure the ship safety or essential to ensure personnel safety (such as but not limited to valves connected to the outer shell, sea water piping, pipes conveying hazardous substances, exhaust gas by-pass valves), is anyway to be considered as intended to essential service for what concerns the certification, inspection and testing.

Further, when the additional class notations **EGCS-SO_x** or **EGCS-NO_x Tier 2** or **EGCS NO_x-Tier 3** are issued, the

EGCS and ancillary equipment is regarded as an essential service.

20.2 Efficiency

20.2.1 (1/1/2018)

When the additional class notations "EGCS-Sox" or "EGCS NOx" are issued, the efficiency of the equipment is to be certified against the requirements of the latest IMO Guidelines published at the Building Contract date.

20.3 Exhaust ducting

20.3.1 (1/1/2018)

The parts of the Exhaust gas treatment systems containing exhaust gas are to be in compliance with [18].

When the exhaust gas treatment system may influence the operation of essential machinery, arrangements are to be made to ensure the continuity of the service concerned also in case of possible failures of the exhaust gas treatment system (e.g. exhaust gas bypasses are to be arranged, to enable continued operation of engine intended to drive single essential users in case of filters clogging by particulate matter).

20.4 Materials

20.4.1 (1/1/2018)

Materials used for equipment and piping systems are to be suitable with fluids conveyed, taking into account their chemical reactivity.

Aluminium and galvanized pipes are to be avoided for equipment and piping systems in contact with fluids containing sodium hydroxide or acids.

Copper is to be avoided for equipment and piping systems in contact with fluids containing ammonia.

20.5 Use of hazardous substances

20.5.1 (1/1/2018)

When hazardous substances are produced, or loaded and stored on board or anyway used in connection with exhaust gas treatment systems, the arrangements are to take into account the risks involved in such a production, loading, storage and use.

Substances containing products listed in the IMDG Code are to be regarded as hazardous substances, unless documented otherwise.

20.6 Use of reductants in SCR systems

20.6.1 Use of aqueous and anhydrous ammonia (1/1/2018)

Aqueous and Anhydrous ammonia are not to be used as a reductant in a SCR except where it can be demonstrated that it is not practicable to use a urea based reductant.

Use of Anhydrous ammonia is to be agreed with the Flag Administration.

20.6.2 Use of urea based ammonia (1/1/2021)

Where urea based ammonia (e.g. AUS 40 - aqueous urea solution specified in ISO 18611-1) is used, the storage tank is to be arranged so that any leakage will be contained and

prevented from making contact with heated surfaces. All pipes or other tank penetrations are to be provided with manual closing valves attached to the tank. Tank and piping arrangements are to be approved.

The storage tank may be located within the engine room.

The storage tank is to be protected from excessively high or low temperatures applicable to the particular concentration of the solution. Depending on the operational area of the ship, this may necessitate the fitting of heating and/or cooling systems. The physical conditions recommended by applicable recognized standards (such as ISO 18611-3) are to be taken into account to ensure that the contents of the aqueous urea tank are maintained to avoid any impairment of the urea solution during storage.

If a urea storage tank is installed in a closed compartment, the area is to be served by an effective mechanical ventilation system of extraction type providing not less than 6 air changes per hour which is independent from the ventilation system of accommodation, service spaces, or control stations. The ventilation system is to be capable of being controlled from outside the compartment. A warning notice requiring the use of such ventilation before entering the compartment shall be provided outside the compartment adjacent to each point of entry. These requirements also apply to closed compartments normally entered by persons:

- when they are adjacent to the urea integral tanks and there are possible leak points (e.g. manhole, fittings) from these tanks; or
- when the urea piping systems pass through these compartments, unless the piping system is made of steel or other equivalent material with melting point above 925 degrees C and with fully welded joints.

Alternatively, where a urea storage tank is located within an engine room a separate ventilation system is not required when the general ventilation system for the space is arranged so as to provide an effective movement of air in the vicinity of the storage tank and is to be maintained in operation continuously except when the storage tank is empty and has been thoroughly ventilated.

Each urea storage tank is to be provided with temperature and level monitoring arrangements. High and low level alarms together with high and low temperature alarms are also to be provided.

Where urea based ammonia solution is stored in integral tanks, the following are to be considered during the design and construction:

- These tanks may be designed and constructed as integral part of the hull, (e.g. double bottom, wing tanks).
- These tanks are to be coated with appropriate anti-corrosion coating and cannot be located adjacent to any fuel oil and fresh water tank.
- These tanks are to be designed and constructed as per the structural requirements applicable to hull and primary support members for a deep tank construction.
- These tanks are to be included in the ship's stability calculation.

The reductant piping and venting systems are to be independent of other ship service piping and/or systems.

Reductant piping systems are not to be located in accommodation, service spaces, or control stations. The vent pipes of the storage tank are to terminate in a safe location on the weather deck and the tank venting system is to be arranged to prevent entrance of water into the urea tank.

Reductant tanks are to be of steel or other equivalent material with a melting point above 925 degrees C.

Pipes/piping systems are to be of steel or other equivalent material with melting point above 925 degrees C, except downstream of the tank valve, provided this valve is metal seated and arranged as fail-to-closed or with quick closing from a safe position outside the space in the event of fire; in such case, type approved plastic piping may be accepted even if it has not passed a fire endurance test. Reductant tanks and pipes/piping systems are to be made with a material compatible with reductant or coated with appropriate anti-corrosion coating.

For the protection of crew members, the ship is to have on board suitable personnel protective equipment. Eyewash are to be provided, the location and number of these eyewash stations and safety showers are to be derived from the detailed installation arrangements.

Urea storage tanks are to be arranged so that they can be emptied of urea and ventilated by means of portable or permanent systems.

21 Certification, inspection and testing of piping systems

21.1 Application

21.1.1 This Article defines the certification and workshop inspection and testing programme to be performed on:

- the various components of piping systems,
- the materials used for their manufacture.

On board testing is dealt with in Sec 16.

21.2 Type tests

21.2.1 Type tests of flexible hoses and expansion joints

- Type approval tests are to be carried out on flexible hoses or expansion joints of each type and of sizes to be agreed with the Society, in accordance with Tab 34 (see also the "Rules for the type approval of flexible hoses and expansion joints").
- The flexible hoses or expansion joints subjected to the tests are to be fitted with their connections.

Table 34 : Type tests to be performed for flexible hoses and expansion joints

Test	Flexible hoses and expansion joints in non-metallic material	Flexible hoses and expansion joints in metallic material
bursting test	X	X
fire-resistance test	X (1)	NR
vibration test (2)	X	X

Test	Flexible hoses and expansion joints in non-metallic material	Flexible hoses and expansion joints in metallic material
pressure impulse test	X (6)	NR
flexibility test	X (3)	NR
elastic deformation test	NR	X
cyclic expansion test (4)	NR	X
resistance of the material (5)	X	X
(1) only for flexible hoses and expansion joints used in flammable oil systems and, when required, in sea water systems. (2) the Society reserves the right to require the vibration test in case of installation of the components on sources of high vibrations. (3) only for flexible hoses conveying low temperature fluids. (4) the Society reserves the right to require the cyclic expansion test for piping systems subjected to expansion cycles (5) internal to the conveyed fluid to be demonstrated by suitable documentation and / or tests. (6) only for flexible hoses. Note 1: X = required, NR = not required.		

21.2.2 Type tests of air pipe closing devices

Type approval tests are to be carried out on each type and size of air pipe closing device, in accordance with Tab 35 and the "Rules for type approval and testing of air pipe closing devices".

21.3 Testing of materials

21.3.1 General

- Detailed specifications for material tests are given in Part D.
- Requirements for the inspection of welded joints are given in Part D.
- The requirements of this Article do not apply to piping systems subjected to low temperatures, such as cargo piping of liquefied gas carriers.

Table 35 : Type tests to be performed for air pipe closing appliances

Test to be performed	Type of air closing appliance	
	Float type	Other types
tightness test (1)	X	X
flow characteristic determination (2)	X	X
(1) the tightness test is to be carried out during immersing/emerging in water, in the normal position and at an inclination of 40 degrees. (2) pressure drop is to be measured versus flow rate using water. (3) only for non-metallic floats. Note 1: X = required		

Test to be performed	Type of air closing appliance	
	Float type	Other types
impact test of floats	X	
pressure loading test of floats	X (3)	
<p>(1) the tightness test is to be carried out during immersing/emerging in water, in the normal position and at an inclination of 40 degrees.</p> <p>(2) pressure drop is to be measured versus flow rate using water.</p> <p>(3) only for non-metallic floats.</p> <p>Note 1: X = required</p>		

21.3.2 Tests for materials

- a) Where required in Tab 36, materials used for pipes, valves and other accessories are to be subjected to the following tests:
- tensile test at ambient temperature
 - flattening test or bend test, as applicable
 - impact test as prescribed in the relevant section of Part D
 - tensile test at the design temperature, except if one of the following conditions is met:
 - the design temperature is below 200°C
 - the mechanical properties of the material at high temperature have been approved
 - the scantling of the pipes is based on reduced values of the permissible stress.
- b) Plastic materials are to be subjected to the tests specified in App 3.

21.4 Hydrostatic testing of piping systems and their components

21.4.1 General

Pneumatic tests are to be avoided wherever possible. Where such testing is absolutely necessary in lieu of the hydraulic pressure test, the relevant procedure is to be submitted to the Society for acceptance prior to testing.

21.4.2 Hydrostatic pressure tests of piping

- a) Hydrostatic pressure tests are to be carried out to the Surveyor's satisfaction for:
- all class I and II pipes and their integral fittings
 - all steam pipes, feed water pipes, compressed air pipes, and fuel oil and other flammable oil pipes with a design pressure greater than 0,35 MPa and their associated integral fittings.
- b) These tests are to be carried out after completion of manufacture and before installation on board and, where applicable, before insulating and coating.

Note 1: Classes of pipes are defined in [1.5.2].

- c) Pressure testing of small bore pipes (less than 15 mm) may be waived at the discretion of the Surveyor, depending on the application.
- d) Where the design temperature does not exceed 300°C, the test pressure is to be equal to 1,5 p.

- e) Where the design temperature exceeds 300°C, the test pressure is to be as follows:

- for carbon and carbon-manganese steel pipes, the test pressure is to be equal to 2 p
- for alloy steel pipes, the test pressure P_H is to be determined by the following formula, but need not exceed 2 p:

$$p_H = 1,5 \frac{K_{100}}{K_T} p$$

where:

K_{100} : permissible stress for 100°C, as stated in Tab 10

K_T : permissible stress for the design temperature, as stated in Tab 10.

Note 2: Where alloy steels not included in Tab 10 are used, the permissible stresses will be given special consideration.

Where it is necessary to avoid excessive stress in way of bends, branches, etc., the Society may give special consideration to the reduction of the test pressure to a value not less than 1,5 p. The membrane stress is in no case to exceed 90% of the yield stress at the testing temperature.

- f) While satisfying the condition stated in b), the test pressure of pipes located on the discharge side of centrifugal pumps driven by steam turbines is not to be less than the maximum pressure liable to be developed by such pumps with closed discharge at the operating speed of their overspeed device.
- g) When the hydrostatic test of piping is carried out on board, these tests may be carried out in conjunction with the tests required in [21.4.7]

21.4.3 Hydrostatic tests of valves, fittings and heat exchangers

- a) Valves and fittings non-integral with the piping system and intended for class I and II pipes are to be subjected to hydrostatic tests in accordance with standards recognised by the Society, at a pressure not less than 1,5 times the design pressure p defined in [1.3.2].
- b) Valves intended to be fitted on the ship side below the load waterline are to be subjected to hydrostatic tests under a pressure not less than 0,5 MPa.
- c) The shells of appliances such as heaters, coolers and heat exchangers which may be considered as pressure vessels are to be tested under the conditions specified in Sec 3.
- d) The nests of tubes or coils of heaters, coolers and heat exchangers are to be submitted to a hydraulic test under the same pressure as the fluid lines they serve.
- e) For coolers of internal combustion engines, see Sec 2.

21.4.4 Hydrostatic tests of fuel oil bunkers and tanks not forming part of the ship's structure

Fuel oil bunkers and tanks not forming part of the ship's structure are to be subjected to a hydrostatic test under a pressure corresponding to the maximum liquid level in such spaces or in the air or overflow pipes, with a minimum of 2,40 m above the top. The minimum height is to be 3,60 m

for tanks intended to contain fuel oil with a flashpoint below 60°C.

21.4.5 Hydrostatic tests of pumps and compressors

a) Cylinders, covers and casings of pumps and compressors are to be subjected to a hydrostatic test under a pressure at least equal to the pressure p_H determined by the following formulae:

- $p_H = 1,5 p$ where $p \leq 4$
- $p_H = 1,4 p + 0,4$ where $4 < p \leq 25$
- $p_H = p + 10,4$ where $p > 25$

where

- p_H : test pressure, in MPa
- p : design pressure, as defined in [1.3.2], in MPa.

p_H is not to be less than 0,4 MPa.

- b) While satisfying the condition stated in a), the test pressure for centrifugal pumps driven by steam turbines is not to be less than 1,05 times the maximum pressure likely to be recorded with closed discharge at the operating speed of the overspeed device.
- c) Intermediate coolers of compressors are to undergo a hydrostatic test under a pressure at least equal to the pressure p_H defined in a). When determining p_H , the pressure p to be considered is that which may result from accidental communication between the cooler and the adjoining stage of higher pressure, allowance being made for any safety device fitted on the cooler.
- d) The test pressure for water spaces of compressors and their intermediate coolers is not to be less than 1,5 times the design pressure in the space concerned, subject to a minimum of 0,2 MPa.
- e) For air compressors and pumps driven by diesel engines, see Sec 2.

21.4.6 Hydrostatic test of flexible hoses and expansion joints

a) Each flexible hose or expansion joint, together with its connections, is to undergo a hydrostatic test under a

pressure at least equal to 1,5 times the maximum service pressure.

- b) During the test, the flexible hose or expansion joint is to be repeatedly deformed from its geometrical axis.

21.4.7 Pressure tests of piping after assembly on board

After assembly on board, the following tightness tests are to be carried out in the presence of the Surveyor.

In general, all the piping systems covered by these requirements are to be checked for leakage under operational conditions and, if necessary, using special techniques other than hydrostatic testing. In particular, heating coils in tanks and liquid or gas fuel lines are to be tested to not less than 1,5 times the design pressure but in no case less than 0,4 MPa.

21.5 Testing of piping system components during manufacturing

21.5.1 Pumps

- a) Bilge and fire pumps are to undergo a performance test.
- b) Rotors of centrifugal feed pumps for main boilers are to undergo a balancing test.

21.5.2 Centrifugal separators (1/7/2020)

Centrifugal separators used for fuel oil and lubricating oil are to undergo a running test, normally with a fuel water mixture.

Each separator is to be tested to ensure that it is capable to prepare fuel with an amount of water not exceeding 0,3 % v/v.

21.6 Inspection and testing of piping systems

21.6.1 The inspections and tests required for piping systems and their components are summarised in Tab 36.

Table 36 : Inspection and testing at works for piping systems and their components (1/7/2019)

No.	Item	Tests for materials (1)		Inspections and tests for the product (1)			Reference to the Rules
		Tests required	Type of material certificate (2)	During manufacturing (NDT)	After completion (3)	Type of product certificate (2)	
1	Valves, pipes and fittings a) class I, $d \geq 50$ mm or class II, $d \geq 100$ mm	X	C	X (4)	X	C	[21.3.2] [3.6.2] [3.6.3] [21.4.3]; Pt D, Ch 2, Sec 2, [1.8]
	b) class I, $d < 50$ mm or class II, $d < 100$ mm	X	W	X (4)	X	C	[21.3.2] [3.6.2] [3.6.3] [21.4.3]; Pt D, Ch 2, Sec 2, [1.8]
	c) class III where "d" is the nominal diameter	X	W		X	W	[21.3.2]
2	Flexible hoses and expansion joints	X (5)	W		X	C	[21.3.2] [21.4.6]
3	Pumps and compressors						
	a) all	X	W		X	C	[21.4.5]
	b) bilge and fire pumps	X	W		X	C	[21.5.1]
	c) feed pumps for main boilers: • casing and bolts • main parts • rotor	X	C	X	X	C	Part D Part D [21.5.1]
d) forced circulation pumps for main boiler: • casing and bolts	X	C			C	Part D	
<p>(1) X = test is required (2) C = class certificate W = works' certificate (3) Visual examination and hydrostatic pressure test as required. (4) NDT on welding in case of welded construction. (5) If metallic. (6) 100% radiographic examination or equivalent on butt-welded joints of pipes with an external diameter exceeding 75 mm. Magnetic particle or liquid penetrant tests on other types of welded joints. (7) 10% radiographic examination or equivalent on butt-welded joints of pipes with an external diameter exceeding 100 mm. Magnetic particle or liquid penetrant tests on other types of welded joints. (8) C certificate for the piping systems mentioned in [21.4.2] a).</p>							

No.	Item	Tests for materials (1)		Inspections and tests for the product (1)			Reference to the Rules
		Tests required	Type of material certificate (2)	During manufacturing (NDT)	After completion (3)	Type of product certificate (2)	
4	Centrifugal separators				X	C	[21.5.2]
5	Prefabricated pipe lines						
	a) class I			X (4) (6)	X	C	[3.6.2] [3.6.3] [21.4.2]
	b) class II			X (4) (7)	X	C	[3.6.2] [3.6.3] [21.4.2]
	c) class III				X	W (8)	[21.4.2]
<p>(1) X = test is required (2) C = class certificate W = works' certificate (3) Visual examination and hydrostatic pressure test as required. (4) NDT on welding in case of welded construction. (5) If metallic. (6) 100% radiographic examination or equivalent on butt-welded joints of pipes with an external diameter exceeding 75 mm. Magnetic particle or liquid penetrant tests on other types of welded joints. (7) 10% radiographic examination or equivalent on butt-welded joints of pipes with an external diameter exceeding 100 mm. Magnetic particle or liquid penetrant tests on other types of welded joints. (8) C certificate for the piping systems mentioned in [21.4.2] a).</p>							

SECTION 11 STEERING GEAR

1 General

1.1 Application

1.1.1 Scope

Unless otherwise specified, the requirements of this Section apply to the steering gear systems of all mechanically propelled ships, and to the steering mechanism of thrusters used as means of propulsion.

1.1.2 Cross references

In addition to the those provided in this Section, steering gear systems are also to comply with the requirements of:

- Sec 16, as regards sea trials
- Pt B, Ch 10, Sec 1, as regards the rudder and the rudder stock
- Pt E, Ch 7, Sec 4, [7], when fitted to oil tankers, chemical tankers or gas carriers.

1.2 Documentation to be submitted

1.2.1 Documents to be submitted for all steering gear

Before starting construction, all plans and specifications listed in Tab 1 are to be submitted to the Society for approval.

Table 1 : Documents to be submitted for steering gear

No.	I / A (2)	Document (1)
1	I	Assembly drawing of the steering gear including sliding blocks, guides, stops and other similar components
2	I	General description of the installation and of its functioning principle
3	I	Operating manuals of the steering gear and of its main components
4	I	Description of the operational modes intended for steering in normal and emergency conditions
5	A	For hydraulic steering gear, the schematic layout of the hydraulic piping of power actuating systems, including the hydraulic fluid refilling system, with indication of: <ul style="list-style-type: none"> • the design pressure • the maximum working pressure expected in service • the diameter, thickness, material specification and connection details of the pipes • the hydraulic fluid tank capacity • the flashpoint of the hydraulic fluid
6	I	For hydraulic pumps of power units, the assembly longitudinal and transverse sectional drawings and the characteristic curves
7	A	Assembly drawings of the rudder actuators and constructional drawings of their components, with, for hydraulic actuators, indication of: <ul style="list-style-type: none"> • the design torque • the maximum working pressure • the relief valve setting pressure
8	I	Constructional drawings of the relief valves for protection of the hydraulic actuators, with indication of: <ul style="list-style-type: none"> • the setting pressure • the relieving capacity
9	A	Diagrams of the electric power circuits
10	A	Functional diagram of control, monitoring and safety systems including the remote control from the navigating bridge, with indication of the location of control, monitoring and safety devices
11	A	Constructional drawings of the strength parts providing a mechanical transmission of forces to the rudder stock (tiller, quadrant, connecting rods and other similar items), with the calculation notes of the shrink-fit connections

No.	I / A (2)	Document (1)
12	I/A	For azimuth thrusters used as steering means, the specification and drawings of the steering mechanism and, where applicable, documents 2 to 6 and 8 to 11 above
<p>(1) Constructional drawings are to be accompanied by the specification of the materials employed and, where applicable, by the welding details and welding procedures.</p> <p>(2) A = to be submitted for approval in four copies I = to be submitted for information in duplicate.</p>		

1.2.2 Additional documents

The following additional documents are to be submitted:

- analysis in relation to the risk of single failure, where required by [3.5.2]
- analysis in relation to the risk of hydraulic locking, where required by [3.5.5]
- failure analysis in relation to the availability of the hydraulic power supply, where required by [4.5.3], item b)
- fatigue analysis and/or fracture mechanics analysis, where required by Pt E, Ch 7, Sec 4, [7.3.3].

1.3 Definitions

1.3.1 Main steering gear

Main steering gear is the machinery, rudder actuators, steering gear power units, if any, and ancillary equipment and the means of applying torque to the rudder stock (e.g. tiller or quadrant) necessary for effecting movement of the rudder for the purpose of steering the ship under normal service conditions.

1.3.2 Steering gear power unit

Steering gear power unit is:

- in the case of electric steering gear, an electric motor and its associated electrical equipment
- in the case of electrohydraulic steering gear, an electric motor and its associated electrical equipment and connected pump
- in the case of other hydraulic steering gear, a driving engine and connected pump.

1.3.3 Auxiliary steering gear

Auxiliary steering gear is the equipment other than any part of the main steering gear necessary to steer the ship in the event of failure of the main steering gear but not including the tiller, quadrant or components serving the same purpose.

1.3.4 Power actuating system

Power actuating system is the hydraulic equipment provided for supplying power to turn the rudder stock, comprising a steering gear power unit or units, together with the associated pipes and fittings, and a rudder actuator. The power actuating systems may share common mechanical components, i.e. tiller, quadrant and rudder stock, or components serving the same purpose.

1.3.5 Rudder actuator

Rudder actuator is the component which directly converts hydraulic pressure into mechanical action to move the rudder.

1.3.6 Steering gear control system

Steering gear control system is the equipment by which orders are transmitted from the navigation bridge to the steering gear power units. Steering gear control systems comprise transmitters, receivers, hydraulic control pumps and their associated motors, motor controllers, piping and cables.

1.3.7 Maximum ahead service speed

Maximum ahead service speed is the greatest speed which the ship is designed to maintain in service at sea at the deepest seagoing draught.

1.3.8 Maximum astern speed

Maximum astern speed is the speed which it is estimated the ship can attain at the designed maximum astern power at the deepest seagoing draught.

1.3.9 Maximum working pressure

Maximum working pressure is the maximum expected pressure in the system when the steering gear is operated to comply with the provisions of [3.3.1], item b), or [4.3.1], item b).

1.4 Symbols

1.4.1 The following symbols are used for strength criteria of steering gear components:

V : Maximum service speed, in knots, with the ship on summer load waterline. When the speed is less than 10 knots, V is to be replaced by the value $(V+20)/3$

d_s : Rule diameter of the rudder stock in way of the tiller, in mm, as defined in Pt B, Ch 10, Sec 1

d_{se} : Actual diameter of the upper part of the rudder stock in way of the tiller, in mm
(in the case of a tapered coupling, this diameter is measured at the base of the assembly)

T_R : Rule design torque of the rudder stock given, in kN.m, by the following formula:

$$T_R = 13,5 \cdot d_s^3 \cdot 10^{-6}$$

T_E : For hand emergency operation, design torque due to forces induced by the rudder, in kN.m, given by the following formula:

$$T_E = 0,62 \cdot \left(\frac{V_E + 2}{V + 2} \right)^2 \cdot T_R$$

where:

- $V_E = 7$, where $V \leq 14$
- $V_E = 0,5 V$, where $V > 14$

T_G : For main hydraulic or electrohydraulic steering gear, torque induced by the main steering gear on the rudder stock when the pressure is equal to the setting pressure of the relief valves protecting the rudder actuators

Note 1: for hand-operated main steering gear, the following value is to be used:

$$T_G = 1,25.T_R$$

T_A : For auxiliary hydraulic or electrohydraulic steering gear, torque induced by the auxiliary steering gear on the rudder stock when the pressure is equal to the setting pressure of the relief valves protecting the rudder actuators

Note 2: for hand-operated auxiliary steering gear, the following value is to be used:

$$T_A = 1,25.T_E$$

T'_G : For steering gear which can activate the rudder with a reduced number of actuators, the value of T_G in such conditions

σ : Normal stress due to the bending moments and the tensile and compressive forces, in N/mm^2

τ : Tangential stress due to the torsional moment and the shear forces, in N/mm^2

σ_a : Permissible stress, in N/mm^2

σ_c : Combined stress, determined by the following formula:

$$\sigma_c = \sqrt{\sigma^2 + 3\tau^2}$$

R : Value of the minimum specified tensile strength of the material at ambient temperature, in N/mm^2

R_e : Value of the minimum specified yield strength of the material at ambient temperature, in N/mm^2

R'_e : Design yield strength, in N/mm^2 , determined by the following formulae:

- $R'_e = R_e$, where $R \geq 1,4 R_e$
- $R'_e = 0,417 (R_e + R)$ where $R < 1,4 R_e$

2 Design and construction - Requirements applicable to all ships

2.1 Mechanical components

2.1.1 General

- a) All steering gear components and the rudder stock are to be of sound and reliable construction to the satisfaction of the Society.
- b) Any non-duplicated essential component is, where appropriate, to utilise anti-friction bearings, such as ball bearings, roller bearings or sleeve bearings, which are to be permanently lubricated or provided with lubrication fittings.
- c) The construction is to be such as to minimise local concentration of stress.
- d) All steering gear components transmitting mechanical forces to the rudder stock, which are not protected against overload by structural rudder stops or mechanical buffers, are to have a strength at least equivalent to that of the rudder stock in way of the tiller.

2.1.2 Materials and welds

- a) All steering gear components transmitting mechanical forces to the rudder stock (such as tillers, quadrants, or similar components) are to be of steel or other approved ductile material complying with the requirements of Part D. In general, such material is to have an elongation of not less than 12% and a tensile strength not greater than $650 N/mm^2$.
- b) The use of grey cast iron is not permitted, except for redundant parts with low stress level, subject to special consideration by the Society. It is not permitted for cylinders.
- c) The welding details and welding procedures are to be submitted for approval.
- d) All welded joints within the pressure boundary of a rudder actuator or connecting parts transmitting mechanical loads are to be full penetration type or of equivalent strength.

2.1.3 Scantling of components

The scantling of steering gear components is to be determined considering the design torque M_T and the permissible value σ_a of the combined stress, as given in:

- Tab 2 for components which are protected against overloads induced by the rudder
- Tab 3 for components which are not protected against overloads induced by the rudder.

Table 2 : Scantling of components protected against overloads induced by the rudder

Conditions of use of the components	M_T	σ_a
Normal operation	T_G	<ul style="list-style-type: none"> if $T_G \leq 1,25 T_R$: $\sigma_a = 1,25 \sigma_0$ if $1,25 T_R < T_G < 1,50 T_R$: $\sigma_a = \sigma_0 T_G/T_R$ if $T_G \geq 1,50 T_R$: $\sigma_a = 1,50 \sigma_0$ where $\sigma_0 = 0,55 R'_e$
Normal operation, with a reduced number of actuators	T'_G	<ul style="list-style-type: none"> if $T'_G \leq 1,25 T_R$: $\sigma_a = 1,25 \sigma_0$ if $1,25 T_R < T'_G < 1,50 T_R$: $\sigma_a = \sigma_0 T_G/T_R$ if $T'_G \geq 1,50 T_R$: $\sigma_a = 1,50 \sigma_0$ where $\sigma_0 = 0,55 R'_e$
Emergency operation achieved by hydraulic or electrohydraulic steering gear	lower of T_R and $0,8 T_A$	$0,69 R'_e$
Emergency operation, with a reduced number of actuators	lower of T_R and $0,8 T'_G$	$0,69 R'_e$
Emergency operation achieved by hand	T_E	$0,69 R'_e$

Table 3 : Scantling of components not protected against overloads induced by the rudder

Conditions of use of the components	M_T	σ_a
Normal operation	T_R	$0,55 R'_e$
Normal operation, with a reduced number of actuators	lower of T_R and $0,8 T'_G$	$0,55 R'_e$
Emergency operation achieved by hydraulic or electrohydraulic steering gear	lower of T_R and $0,8 T_A$	$0,69 R'_e$
Emergency operation, with a reduced number of actuators	lower of T_R and $0,8 T'_G$	$0,69 R'_e$
Emergency operation achieved by hand	T_E	$0,69 R'_e$

2.1.4 Tillers, quadrants and rotors

a) The scantling of the tiller is to be determined as follows:

- the depth H_0 of the boss is not to be less than d_s
- the radial thickness of the boss in way of the tiller is not to be less than $0,4 \cdot d_s$
- the section modulus of the tiller arm in way of the end fixed to the boss is not to be less than the value Z_b , in cm^3 , calculated from the following formula:

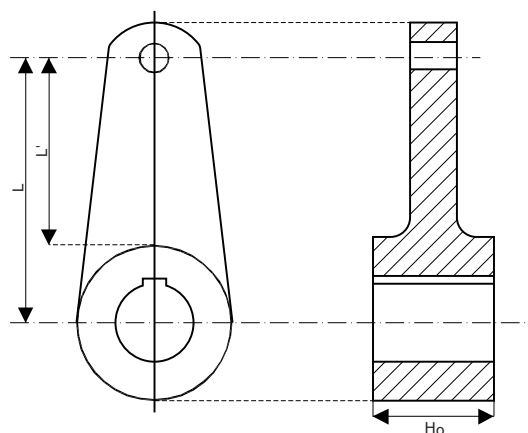
$$Z_b = \frac{0,147 \cdot d_s^3}{1000} \cdot \frac{L'}{L} \cdot \frac{R_e}{R'_e}$$

where:

L : Distance from the centreline of the rudder stock to the point of application of the load on the tiller (see Fig 1)

L' : Distance between the point of application of the above load and the root section of the tiller arm under consideration (see Fig 1)

- the width and thickness of the tiller arm in way of the point of application of the load are not to be less than one half of those required by the above formula
- in the case of double arm tillers, the section modulus of each arm is not to be less than one half of the section modulus required by the above formula.

Figure 1 : Tiller arm

- b) The scantling of the quadrants is to be determined as specified in a) for the tillers. When quadrants having two or three arms are provided, the section modulus of each arm is not to be less than one half or one third, respectively, of the section modulus required for the tiller.

Arms of loose quadrants not keyed to the rudder stock may be of reduced dimensions to the satisfaction of the Society, and the depth of the boss may be reduced by 10 per cent.

c) Keys are to satisfy the following provisions:

- the key is to be made of steel with a yield stress not less than that of the rudder stock and that of the tiller boss or rotor without being less than 235 N/mm²
- the width of the key is not to be less than 0,25.d_s
- the thickness of the key is not to be less than 0,10.d_s
- the ends of the keyways in the rudder stock and in the tiller (or rotor) are to be rounded and the keyway root fillets are to be provided with small radii of not less than 5 per cent of the key thickness.

d) Bolted tillers and quadrants are to satisfy the following provisions:

- the diameter of the bolts is not to be less than the value d_b, in mm, calculated from the following formula:

$$d_b = 153 \sqrt{\frac{T_R}{n(b + 0,5d_{se})} \cdot \frac{235}{R_{eb}}}$$

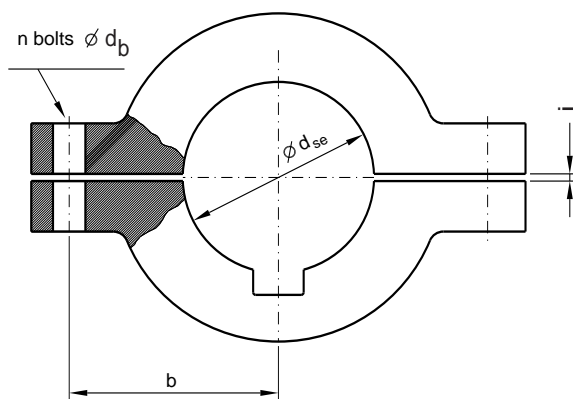
where:

- n : Number of bolts located on the same side in respect of the stock axis (n is not to be less than 2)
- b : Distance between bolts and stock axis, in mm (see Fig 2)
- R_{eb} : Yield stress, in N/mm², of the bolt material

- the thickness of the coupling flanges is not to be less than the diameter of the bolts
- in order to ensure the efficient tightening of the coupling around the stock, the two parts of the tiller are to be bored together with a shim having a thickness not less than the value j, in mm, calculated from the following formula:

$$j = 0,0015 \cdot d_s$$

Figure 2 : Bolted tillers



e) Shrink-fit connections of tiller (or rotor) to stock are to satisfy the following provisions:

- the safety factor against slippage is not to be less than:
 - 1 for keyed connections
 - 2 for keyless connections
- the friction coefficient is to be taken equal to:
 - 0,15 for steel and 0,13 for spheroidal graphite cast iron, in the case of hydraulic fit
 - 0,17 in the case of dry shrink fitting
- the combined stress according to the von Mises criterion, due to the maximum pressure induced by the shrink fitting and calculated in way of the most stressed points of the shrunk parts, is not to exceed 80 per cent of the yield stress of the material considered

Note 1: Alternative stress values based on FEM calculations may also be considered by the Society.

- the entrance edge of the tiller bore and that of the rudder stock cone are to be rounded or bevelled.

2.1.5 Piston rods

The scantling of the piston rod is to be determined taking into account the bending moments, if any, in addition to compressive or traction forces and is to satisfy the following provisions:

a) $\sigma_c \leq \sigma_a$

where:

σ_c : Combined stress as per [1.4.1]

σ_a : Permissible stress as per [2.1.3]

b) in respect of the buckling strength:

$$\frac{4}{\pi D_2^2} \cdot \left(\omega F_c + \frac{8M}{D_2} \right) \leq 0,9 \sigma_a$$

where:

D₂ : Piston rod diameter, in mm

F_c : Compression force in the rod, in N, when it extends to its maximum stroke

M : Possible bending moment in the piston rod, in N.mm, in way of the fore end of the cylinder rod bearing

ω : $= \alpha + (\beta^2 - \alpha)^{0,5}$

with:

$\alpha = 0,0072 (l_s/d_s)^2 \cdot R'_e/235$,

$\beta = 0,48 + 0,5 \alpha + 0,1 \alpha^{0,5}$,

l_s = Length, in mm, of the maximum unsupported reach of the cylinder rod.

2.2 Hydraulic system

2.2.1 General

a) The design pressure for calculations to determine the scantlings of piping and other steering gear components subjected to internal hydraulic pressure shall be at least 1,25 times the maximum working pressure to be expected under the operational conditions specified in [3] and [4], taking into account any pressure which may exist in the low pressure side of the system.

At the discretion of the Society, high cycle and cumulative fatigue analysis may be required for the design of

pipings and components, taking into account pulsating pressures due to dynamic loads.

- b) The power piping for hydraulic steering gear is to be arranged so that transfer between units can be readily effected.
- c) Arrangements for bleeding air from the hydraulic system are to be provided, where necessary.

The hydraulic piping system, including joints, valves, flanges and other fittings, is to comply with the requirements of Sec 10 for class I piping systems, and in particular with the requirements of Sec 10, [14], unless otherwise stated.

2.2.2 Materials

- a) Ram cylinders, pressure housings of rotary vane type actuators, hydraulic power piping, valves, flanges and fittings are to be of steel or other approved ductile material.
- b) In general, such material is to have an elongation of not less than 12% and a tensile strength not greater than 650 N/mm².

Grey cast iron may be accepted for valve bodies and redundant parts with low stress level, excluding cylinders, subject to special consideration.

2.2.3 Isolating valves

Shut-off valves, non-return valves or other appropriate devices are to be provided:

- to comply with the availability requirements of [3.5] or [4.5]
- to keep the rudder steady in position in case of emergency.

In particular, for all ships with non-duplicated actuators, isolating valves are to be fitted at the connection of pipes to the actuator, and are to be directly fitted on the actuator.

2.2.4 Flexible hoses

- a) Flexible hoses may be installed between two points where flexibility is required but are not to be subjected to torsional deflexion (twisting) under normal operation. In general, the hose is to be limited to the length necessary to provide for flexibility and for proper operation of machinery.
- b) Hoses are to be high pressure hydraulic hoses according to recognised standards and suitable for the fluids, pressures, temperatures and ambient conditions in question.
- c) They are to be of a type approved by the Society according to Sec 10, [2.6].

2.2.5 Relief valves

- a) *Relief valves shall be fitted to any part of the hydraulic system which can be isolated and in which pressure can be generated from the power source or from external forces. The setting of the relief valves shall not exceed the design pressure. The valves shall be of adequate size*

and so arranged as to avoid an undue rise in pressure above the design pressure.

- b) The setting pressure of the relief valves is not to be less than 1,25 times the maximum working pressure.
- c) The minimum discharge capacity of the relief valve(s) is not to be less than the total capacity of the pumps which can deliver through it (them), increased by 10%. Under such conditions, the rise in pressure is not to exceed 10% of the setting pressure. In this respect, due consideration is to be given to the foreseen extreme ambient conditions in relation to oil viscosity.

2.2.6 Hydraulic oil reservoirs

Hydraulic power-operated steering gear shall be provided with the following:

- *a low level alarm for each hydraulic fluid reservoir to give the earliest practicable indication of hydraulic fluid leakage. Audible and visual alarms shall be given on the navigation bridge and in the machinery space where they can be readily observed (for ships intended for operation with unattended machinery spaces the alarm is to be provided at a suitable main machinery control position).*
- *a fixed storage tank having sufficient capacity to recharge at least one power actuating system including the reservoir, where the main steering gear is required to be power operated. The storage tank shall be permanently connected by piping in such a manner that the hydraulic systems can be readily recharged from a position within the steering gear compartment and shall be provided with a contents gauge.*

Note 1: For cargo ships of less than 500 tons gross tonnage and for fishing vessels, the storage means may consist of a readily accessible drum, of sufficient capacity to refill one power actuating system if necessary.

2.2.7 Hydraulic pumps

- a) Hydraulic pumps are to be type tested in accordance with the provisions of [8.1.1].
- b) Special care is to be given to the alignment of the pump and the driving motor.

2.2.8 Filters

- a) *Hydraulic power-operated steering gear shall be provided with arrangements to maintain the cleanliness of the hydraulic fluid taking into consideration the type and design of the hydraulic system.*
- b) Filters of appropriate mesh fineness are to be provided in the piping system, in particular to ensure the protection of the pumps.

2.2.9 Accumulators

Accumulators, if fitted, are to be designed in accordance with Sec 10, [14.5.3].

2.2.10 Rudder actuators

- a) Rudder actuators, other than non-duplicated rudder actuators fitted to tankers, chemical carriers and gas carriers of 10000 gross tonnage and above, are to be designed in accordance with the relevant requirements

of Sec 3 for class I pressure vessels also considering the following provisions.

- b) The permissible primary general membrane stress is not to exceed the lower of the following values:

$$\frac{R}{A} \quad \text{or} \quad \frac{R_e}{B}$$

where A and B are given in Tab 4.

- c) Oil seals between non-moving parts, forming part of the external pressure boundary, are to be of the metal upon metal or equivalent type.
- d) Oil seals between moving parts, forming part of the external pressure boundary, are to be duplicated, so that the failure of one seal does not render the actuator inoperative. Alternative arrangements providing equivalent protection against leakage may be accepted.
- e) The strength and connection of the cylinder heads (or, in the case of actuators of the rotary type, the fixed vanes) acting as rudder stops are to comply with the provisions of [7.3.1].

Table 4 : Value of coefficients A and B

Coefficient	Steel	Cast steel	Nodular cast iron
A	3,5	4	5
B	1,7	2	3

2.3 Electrical systems

2.3.1 General design

The electrical systems of the main steering gear and the auxiliary steering gear are to be so arranged that the failure of one will not render the other inoperative.

2.3.2 Power circuit supply

- a) Electric or electrohydraulic steering gear comprising one or more power units is to be served by at least two exclusive circuits fed directly from the main switchboard; however, one of the circuits may be supplied through the emergency switchboard.
- b) Auxiliary electric or electrohydraulic steering gear, associated with main electric or electrohydraulic steering gear, may be connected to one of the circuits supplying the main steering gear.
- c) The circuits supplying electric or electrohydraulic steering gear are to have adequate rating for supplying all motors which can be simultaneously connected to them and may be required to operate simultaneously.
- d) When, in a ship of less than 1600 tons gross tonnage, auxiliary steering gear which is required by [3.3.2], item c) to be operated by power is not electrically powered or is powered by an electric motor primarily intended for other services, the main steering gear may be fed by one circuit from the main switchboard.
- e) Where the rudder stock is required to be over 230 millimetres in diameter in way of the tiller, excluding

strengthening for navigation in ice, an alternative power supply either from the emergency source of electrical power or from an independent source of power located in the steering gear compartment is to be provided, sufficient at least to supply the steering gear power unit such that the latter is able to perform the duties of auxiliary steering gear.

This power source is to be activated automatically, within 45 seconds, in the event of failure of the main source(s) of electrical power.

The independent source is to be used only for this purpose.

The alternative power source is also to supply the steering gear control system, the remote control of the power unit and the rudder angle indicator.

- f) In every ship of 10 000 tons gross tonnage and upwards, the alternative power supply is to have a capacity for at least 30 minutes of continuous operation and in any other ship for at least 10 minutes.

2.3.3 Motors and associated control gear

- a) To determine the required characteristics of the electric motors for power units, the breakaway torque and maximum working torque of the steering gear under all operating conditions are to be considered. The ratio of pull-out torque to rated torque is to be at least 1,6.
- b) Motors for steering gear power units may be rated for intermittent power demand.

The rating is to be determined on the basis of the steering gear characteristics of the ship in question; the rating is always to be at least:

- S3 - 40% for motors of electric steering gear power units
- S6 - 25% for motors of electrohydraulic steering gear power units and for converters.

- c) Each electric motor of a main or auxiliary steering gear power unit is to be provided with its own separate motor starter gear, located within the steering gear compartment.

2.3.4 Supply of motor control circuits and steering gear control systems

- a) Each control for starting and stopping of motors for power units is to be served by its own control circuits supplied from its respective power circuits.
- b) Any electrical main and auxiliary steering gear control system operable from the navigating bridge is to be served by its own separate circuit supplied from a steering gear power circuit from a point within the steering gear compartment, or directly from switchboard busbars supplying that steering gear power circuit at a point on the switchboard adjacent to the supply to the steering gear power circuit. The power supply systems are to be protected selectively.
- c) The remote control of the power unit and the steering gear control systems is to be supplied also by the alternative power source when required by [2.3.2], item e).

2.3.5 Circuit protection

- a) Short-circuit protection is to be provided for each control circuit and each power circuit of electric or electro-hydraulic main and auxiliary steering gear.
- b) No protection other than short-circuit protection is to be provided for steering gear control system supply circuits.
- c) Protection against excess current (e.g. by thermal relays), including starting current, if provided for power circuits, is to be for not less than twice the full load current of the motor or circuit so protected, and is to be arranged to permit the passage of the appropriate starting currents.
- d) Where fuses are fitted, their current ratings are to be two step higher than the rated current of the motors. However, in the case of intermittent service motors, the fuse rating is not to exceed 160% of the rated motor current.
- e) The instantaneous short-circuit trip of circuit breakers is to be set to a value not greater than 15 times the rated current of the drive motor.
- f) The protection of control circuits is to correspond to at least twice the maximum rated current of the circuit, though not, if possible, below 6 A.

2.3.6 Starting and stopping of motors for steering gear power units

- a) Motors for power units are to be capable of being started and stopped from a position on the navigation bridge and from a point within the steering gear compartment.
- b) Means are to be provided at the position of motor starters for isolating any remote control starting and stopping devices (e.g. by removal of the fuse-links or switching off the automatic circuit breakers).
- c) Main and auxiliary steering gear power units are to be arranged to restart automatically when power is restored after a power failure.

2.3.7 Separation

- a) Duplicated electric power circuits are to be separated as far as practicable.
- b) Cables for duplicated electric power circuits with their associated components are to be separated as far as practicable. They are to follow different routes separated both vertically and horizontally, as far as practicable, throughout their entire length.
- c) Duplicated steering gear control systems with their associated components are to be separated as far as practicable.
- d) Cables for duplicated steering gear control systems with their associated components are to be separated as far as practicable. They are to follow different routes separated both vertically and horizontally, as far as practicable, throughout their entire length.
- e) Wires, terminals and the components for duplicated steering gear control systems installed in units, control

boxes, switchboards or bridge consoles are to be separated as far as practicable.

Where physical separation is not practicable, separation may be achieved by means of a fire-retardant plate.

- f) All electrical components of the steering gear control systems are to be duplicated. This does not require duplication of the steering wheel or steering lever.
- g) If a joint steering mode selector switch (uniaxial switch) is employed for both steering gear control systems, the connections for the control systems are to be divided accordingly and separated from each other by an isolating plate or air gap.
- h) In the case of double follow-up control, the amplifier is to be designed and fed so as to be electrically and mechanically separated. In the case of non-follow-up control and follow-up control, it is to be ensured that the follow-up amplifier is protected selectively.
- i) Control circuits for additional control systems, e.g. steering lever or autopilot, are to be designed for all-pole disconnection.
- j) The feedback units and limit switches, if any, for the steering gear control systems are to be separated electrically and mechanically connected to the rudder stock or actuator separately.
- k) Actuators controlling the power systems of the steering gear, e.g. magnetic valves, are to be duplicated and separated.

2.4 Alarms and indications

2.4.1 Power units

- a) *In the event of a power failure to any one of the steering gear power units, an audible and visual alarm shall be given on the navigating bridge and at a suitable main machinery control position.*
- b) *Means for indicating that the motors of electric and electrohydraulic steering gear are running shall be installed on the navigating bridge and at a suitable main machinery control position.*
- c) *Where a three-phase supply is used, an alarm shall be provided that will indicate failure of any one of the supply phases.*
- d) *An overload alarm shall be provided for each motor of electric or electrohydraulic steering gear power units.*
- e) *The alarms required in c) and d) shall be both audible and visual and situated in a conspicuous position in the main machinery space or control room from which the main machinery is normally controlled and on the navigation bridge.*

2.4.2 Hydraulic system

- a) Hydraulic oil reservoirs are to be provided with the alarms required in [2.2.6].
- b) Where hydraulic locking, caused by a single failure, may lead to loss of steering, an audible and visual alarm, which identifies the failed system, is to be provided on the navigating bridge.

Note 1: This alarm is to be activated when, for example:

- the position of the variable displacement pump control system does not correspond with the given order, or
- an incorrect position in the 3-way valve, or similar, in the constant delivery pump system is detected.

2.4.3 Control system (1/7/2017)

a) *In the event of a failure of electrical power supply to the steering gear control systems, an audible and visual alarm shall be given on the navigating bridge and at a suitable main machinery control position.*

b) The most probable failures that may cause reduced or erroneous system performance (e.g. uncontrolled movements of rudder) are to be identified and automatically detected. All failure identified are to initiate audible and individual visual alarm on the navigation bridge.

At least the following failure scenarios are to be considered:

- Earth fault on AC and DC circuits
- Loop failures in closed loop systems, both command and feedback loops (normally short circuit, broken connections and earth faults)
- Data communication errors
- Programmable system failures (Hardware and software failures)
- Deviation between rudder order and feedback.

Note 1: Deviation alarm are to initiate if the rudder's actual position does not reach the set point within acceptable time limits for the closed loop control systems (e.g. follow-up control and

autopilot). Deviation alarm may be caused by mechanical, hydraulic or electrical failures.

c) An indication (or an alarm) is to be given on the navigating bridge in the event that the steering gear remote control system is not available (e.g. the steering gear control is from the local control position).

2.4.4 Rudder angle indication

The angular position of the rudder is to be:

a) indicated on the navigating bridge, if the main steering gear is power operated. The rudder angle indication is to be independent of the steering gear control system and be supplied through the emergency switchboard, or by an alternative and independent source of electrical power such as that referred to in [2.3.2], item e);

b) recognisable in the steering gear compartment.

2.4.5 (1/1/2021)

The failures (as defined but not limited to those in [2.4.3] a) and b) and in [2.4.2] b)) likely to cause uncontrolled movements of rudder are to be clearly identified and in the event of detection of such failure, the rudder is to stop in the current position without manual intervention or, subject to the discretion of the Society, is to return to the midship/neutral position.

2.4.6 Summary table

Displays and alarms are to be provided in the locations indicated in Tab 5.

Table 5 : Location of displays and alarms (1/7/2017)

Item	Display	Alarms (audible and visible)	Location		
			Navigation Bridge	Engine Control Room	Steering gear compartment
Power failure of each power unit		X	X	X	
Indication that electric motor of each power unit is running	X		X	X	
Overload of electric motor of each power unit		X	X	X (1)	
Phase failure of electric motor of each power unit		X	X	X (1)	
Low level of each hydraulic fluid reservoir		X	X	X (1)	
Power failure of each control system		X	X	X	
Hydraulic lock		X	X		
Rudder angle indicator	X		X		X
Remote control system not available	X		X		
Failures listed in [2.4.3] b)		X	X		
(1) or in the machinery space, for ships with attended machinery spaces.					

3 Design and construction - Requirements for cargo ships of 500 tons gross tonnage or more and for passenger ships

3.1 Application

3.1.1 The provisions of this Article apply in addition to those of Article [2].

3.2 General

3.2.1 Unless expressly provided otherwise, every ship shall be provided with main steering gear and auxiliary steering gear to the satisfaction of the Society.

3.3 Strength, performance and power operation of the steering gear

3.3.1 Main steering gear

The main steering gear and rudder stock shall be:

- a) of adequate strength and capable of steering the ship at maximum ahead service speed which shall be demonstrated,
- b) capable of putting the rudder over from 35° on one side to 35° on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same conditions, from 35° on either side to 30° on the other side in not more than 28s,
- c) operated by power where necessary to meet the requirements of b) and in any case when the Society requires a rudder stock of over 120 mm diameter in way of the tiller, excluding strengthening for navigation in ice, and
- d) so designed that they will not be damaged at maximum astern speed; however, this design requirement need not be proved by trials at maximum astern speed and maximum rudder angle.

3.3.2 Auxiliary steering gear

The auxiliary steering gear and rudder stock shall be:

- a) of adequate strength and capable of steering the ship at navigable speed and of being brought speedily into action in an emergency,
- b) capable of putting the rudder over from 15° on one side to 15° on the other side in not more than 60s with the ship at its deepest seagoing draught and running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater, and
- c) operated by power where necessary to meet the requirements of b) and in any case when the Society requires a rudder stock of over 230 mm diameter in way of the tiller, excluding strengthening for navigation in ice.

3.4 Control of the steering gear

3.4.1 Main and auxiliary steering gear control

Steering gear control shall be provided:

- a) for the main steering gear, both on the navigation bridge and in the steering gear compartment,

- b) where the main steering gear is arranged in accordance with [3.5.2], by two independent control systems, both operable from the navigation bridge and the steering gear compartment. This does not require duplication of the steering wheel or steering lever. Where the control system consists in a hydraulic telemotor, a second independent system need not be fitted, except in a tanker, chemical tanker or gas carrier of 10 000 gross tonnage and upwards,
- c) for the auxiliary steering gear, in the steering gear compartment and, if power operated, it shall also be operable from the navigation bridge and to be independent of the control system for the main steering gear.

3.4.2 Control systems operable from the navigating bridge

Any main and auxiliary steering gear control system operable from the navigating bridge shall comply with the following:

- if electrical, it shall be served by its own separate circuit supplied from a steering gear power circuit from a point within the steering gear compartment, or directly from switchboard busbars supplying that steering gear power circuit at a point on the switchboard adjacent to the supply to the steering gear power circuit,
- means shall be provided in the steering gear compartment for disconnecting any control system operable from the navigation bridge from the steering gear it serves,
- the system shall be capable of being brought into operation from a position on the navigating bridge,
- in the event of failure of electrical power supply to the control system, an audible and visual alarm shall be given on the navigation bridge, and
- short-circuit protection only shall be provided for steering gear control supply circuits.

3.5 Availability

3.5.1 Arrangement of main and auxiliary steering gear

The main steering gear and the auxiliary steering gear shall be so arranged that the failure of one will not render the other inoperative.

3.5.2 Omission of the auxiliary steering gear

Where the main steering gear comprises two or more identical power units, auxiliary steering gear need not be fitted, provided that:

- a) in a passenger ship, the main steering gear is capable of operating the rudder as required by paragraph [3.3.1] while any one of the power units is out of operation,
- b) in a cargo ship, the main steering gear is capable of operating the rudder as required by paragraph [3.3.1] while operating with all power units,
- c) the main steering gear is so arranged that after a single failure in its piping system or in one of the power units, the defect can be isolated so that steering capability can be maintained or speedily regained.

Steering gear other than of the hydraulic type is to achieve standards equivalent to the requirements of this paragraph to the satisfaction of the Society.

3.5.3 Hydraulic power supply

The hydraulic system intended for main and auxiliary steering gear is to be independent of all other hydraulic systems of the ship.

3.5.4 Non-duplicated components

Special consideration is to be given to the suitability of any essential component which is not duplicated.

3.5.5 Hydraulic locking

Where the steering gear is so arranged that more than one system (either power or control) can be simultaneously operated, the risk of hydraulic locking caused by single failure is to be considered.

4 Design and construction - Requirements for cargo ships of less than 500 tons gross tonnage and for fishing vessels

4.1 Application

4.1.1 The provisions of this Article apply in addition to those of Article [2].

4.2 General

4.2.1

Unless expressly provided otherwise, every ship is to be provided with main steering gear and auxiliary steering gear to the satisfaction of the Society.

The Society may accept an arrangement whereby the two steering gears units share common mechanical components (tiller, quadrant, rudder actuators) provided that any defect can be isolated so that steering capability can be maintained or speedily regained.

4.3 Strength, performance and power operation of the steering gear

4.3.1 Main steering gear

The main steering gear and rudder stock are to be:

- a) of adequate strength and capable of steering the ship at maximum ahead service speed, which is to be demonstrated,
- b) capable of putting the rudder over from 35° on one side to 35° on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same conditions, from 35° on either side to 30° on the other side in not more than 28s,
- c) operated by power where necessary to fulfil the requirements of b), and
- d) so designed that they will not be damaged at maximum astern speed; however, this design requirement need not be proved by trials at maximum astern speed and maximum rudder angle.

4.3.2 Auxiliary steering gear

The auxiliary steering gear is to be:

- a) of adequate strength and sufficient to steer the ship at navigable speed and capable of being brought speedily into action in an emergency,
- b) capable of putting the rudder over from 15° on one side to 15° on the other side in not more than 60s with the ship at its deepest seagoing draught and running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater, and
- c) operated by power where necessary to meet the requirements of b).

4.3.3 Hand operation

Hand operation of steering gear is permitted when it requires an effort less than 160 N.

4.4 Control of the steering gear

4.4.1 Control of the main steering gear

- a) Control of the main steering gear is to be provided on the navigation bridge.
- b) Where the main steering gear is arranged in accordance with [4.5.2], two independent control systems are to be provided, both operable from the navigation bridge. This does not require duplication of the steering wheel or steering lever.

4.4.2 Control of the auxiliary steering gear

- a) Control of the auxiliary steering gear is to be provided on the navigation bridge, in the steering gear compartment or in another suitable position.
- b) If the auxiliary steering gear is power operated, its control system is also to be independent of that of the main steering gear.

4.5 Availability

4.5.1 Arrangement of main and auxiliary means for actuating the rudder

The main steering gear and the auxiliary means for actuating the rudder are to be arranged so that a single failure in one will not render the other inoperative.

4.5.2 Omission of the auxiliary steering gear

Where the main steering gear comprises two or more identical power units, auxiliary steering gear need not be fitted, provided that the main steering gear is capable of operating the rudder:

- a) as required in [4.3.1], item b), while operating with all power units
- b) as required in [4.3.2], item b), while any one of the power units is out of operation.

The main steering gear is to be so arranged that, after a single failure in its piping system or in one of the power units, the defect can be isolated so that steering capability can be maintained or speedily regained.

The Society may accept the fitting of steering gear of proven service reliability even where it does not comply with the

requirements laid down here as far as the hydraulic system is concerned.

4.5.3 Hydraulic power supply

Hydraulic power installations supplying steering gear may also supply other equipment at the same time provided that the operation of the steering gear is not affected:

- a) by the operation of this equipment, or
- b) by any failure of this equipment or of its hydraulic supply piping.

5 Design and construction - Requirements for ships equipped with several rudders

5.1 Principle

5.1.1 General

In addition to the provisions of Articles [2], [3] and [4], as applicable, ships equipped with two or more aft rudders are to comply with the provisions of this Article.

5.1.2 Availability

Where the ship is fitted with two or more rudders, each having its own actuation system, the latter need not be duplicated.

5.1.3 Equivalent rudder stock diameter

Where the rudders are served by a common actuating system, the diameter of the rudder stock referred to in [3.3.1], item c) and in [3.3.2] item c) is to be replaced by the equivalent diameter d obtained from the following formula:

$$d = \sqrt[3]{\sum_j d_j^3}$$

with:

- d_j : Rule diameter of the upper part of the rudder stock of each rudder in way of the tiller, excluding strengthening for navigation in ice.

5.2 Synchronisation

5.2.1 General

A system for synchronising the movement of the rudders is to be fitted, either:

- by a mechanical coupling, or
- by other systems giving automatic synchronising adjustment.

5.2.2 Non-mechanical synchronisation

Where the synchronisation of the rudder motion is not achieved by a mechanical coupling, the following provisions are to be met:

- a) the angular position of each rudder is to be indicated on the navigation bridge,
- b) the rudder angle indicators are to be independent from each other and, in particular, from the synchronising system,
- c) in case of failure of the synchronising system, means are to be provided for disconnecting this system so that

steering capability can be maintained or rapidly regained. See also Pt E, Ch 7, Sec 4, [7.2.1].

6 Design and construction - Requirements for ships equipped with non-traditional propulsion and steering systems, such as thrusters

6.1 Principle

6.1.1 General

Ships equipped with non-traditional propulsion and steering systems, such as thrusters, are to comply with the provisions of this Section, as far as applicable, and with the content of this Article [6].

For ships fitted with propulsion and steering systems other than traditional arrangements, the main and auxiliary steering gear referred to in [3] and [4] may consist of thrusters of the following types:

- azimuth thrusters
- water-jets
- cycloidal propellers

complying with the provisions of Sec 12, as far as applicable.

6.1.2 Actuation system

Thrusters and other non-traditional propulsion and steering systems used as steering means are to be fitted with a main actuation system and an auxiliary actuation system.

When the ship is fitted with multiple non-traditional propulsion and steering systems, such as but not limited to those in [6.1.1], the above requirement is considered satisfied if each of the non-traditional propulsion and steering systems is equipped with its own dedicated steering gear in compliance with [6.2.3].

6.1.3 Control system

Where the steering means of the ship consists of two or more thrusters, their control system is to include a device ensuring an automatic synchronisation of the thruster rotation, unless each thruster is so designed as to withstand any additional forces resulting from the thrust exerted by the other thrusters.

6.1.4 Definition

"Declared steering angle limits" are the operational limits in terms of maximum steering angle, or equivalent according to the Manufacturer's guidelines for safe operation, also taking into account the vessel speed or propeller torque/speed or other limitation; the declared steering angle limits are to be declared by the directional control system Manufacturer; ship's manoeuvrability tests are to be carried out with steering angles not exceeding the declared angle limits.

6.2 Use of azimuth thrusters

6.2.1 Azimuth thrusters used as sole steering means

Where the ship is fitted with one azimuth thruster used as the sole steering means, this thruster is to comply with [3.3.1] or [4.3.1], as applicable, except that:

- a) the main actuation system is required to be capable of rotating the ship's directional control system from one side to the other at the declared steering angle limits at an average rotational speed of at least 2,4°/s with the ship running ahead at maximum ahead service speed and to be operated by power where the expected steering torque exceeds 1,5 kN·m
- b) the auxiliary actuation system is required to be capable of rotating the ship's directional control system from one side to the other at the declared steering angle limits at an average rotational speed of at least 0,5°/s with the ship running ahead at one half of the maximum ahead service speed, and to be operated by power in any ship having more than 2500 kW propulsion power per thruster unit or where the expected steering torque exceeds 3 kN·m.

6.2.2 Azimuth thrusters used as auxiliary steering gear

Where the auxiliary steering gear referred to in [3.2.1] or [4.2.1] consists of one or more azimuth thrusters, at least one such thruster is to be capable of:

- steering the ship at maximum ahead service speed
- being brought speedily into action in case of emergency
- an average rotational speed of at least 2,4°/s.

The auxiliary actuation system referred to in [6.1.2] need not be fitted.

6.2.3 Omission of the auxiliary actuation system

Where the steering means of the ship consists of two independent azimuth thrusters or more, the auxiliary actuation system referred to in [6.1.2] need not be fitted provided that:

- "the thrusters are so designed that the ship can be steered with any one thruster out of operation and each of the steering systems is arranged so that after a single failure in its piping or in one of the power units, ship steering capability (but not individual steering system operation) can be maintained or speedily regained (e.g. by the possibility of positioning the thruster in a neutral steering position in an emergency, if needed), and
- for passenger ships, each of the thrusters is fitted with two or more identical power units, capable of satisfying the requirements in [6.2.1] a) while any one of the power units is out of operation, or
- for cargo ships, each of the thrusters is fitted one or more identical power units, capable of satisfying the requirements in [6.2.1] a) while operating with all power units.

6.3 Use of water-jets

6.3.1

The use of water-jets as steering means is subject to the requirements given in [6.2] as far as applicable; other arrangements will be given special consideration by the Society.

7 Arrangement and installation

7.1 Steering gear room arrangement

7.1.1 The steering gear compartment shall be:

- a) readily accessible and, as far as practicable, separated from machinery spaces, and
- b) provided with suitable arrangements to ensure working access to steering gear machinery and controls. These arrangements shall include handrails and gratings or other non-slip surfaces to ensure suitable working conditions in the event of hydraulic fluid leakage.

7.2 Rudder actuator installation

7.2.1

- a) Rudder actuators are to be installed on foundations of strong construction so designed as to allow the transmission to the ship structure of the forces resulting from the torque applied by the rudder and/or by the actuator, considering the strength criteria defined in [2.1.3] and [7.3.1]. The structure of the ship in way of the foundations is to be suitably strengthened.
- b) Where the rudder actuators are bolted to the hull, the grade of the bolts used is not to be less than 8.8. Unless the bolts are adjusted and fitted with a controlled tightening, strong shocks are to be fitted in order to prevent any lateral displacement of the rudder actuator.

7.3 Overload protections

7.3.1 Mechanical rudder stops

- a) The steering gear is to be provided with strong rudder stops capable of mechanically stopping the rotation of the rudder at an angle slightly greater than its maximum working angle. Alternatively, these stops may be fitted on the ship to act on another point of the mechanical transmission system between the rudder actuator and the rudder blade.
- b) The scantlings of the rudder stops and of the components transmitting to the ship's structure the forces applied on these stops are to be determined for the greater value of the torques T_R or T_G .
Where $T_G \geq 1,5T_R$, the rudder stops are to be fitted between the rudder actuator and the rudder stock, unless the rudder stock as well as all the components transmitting mechanical forces between the rudder actuator and the rudder blade are suitably strengthened.

7.3.2 Rudder angle limiters

- a) Power-operated steering gear is to be provided with positive arrangements, such as limit switches, for stopping the gear before the rudder stops are reached. These

arrangements are to be synchronised with the gear itself and not with the steering gear control.

- b) Special consideration will be given to power-operated steering gear where the rudder may be oriented to more than 35°.

7.3.3 Relief valves

Relief valves are to be fitted in accordance with [2.2.5].

7.3.4 Buffers

Buffers are to be provided on all ships fitted with mechanical steering gear. They may be omitted on hydraulic gear equipped with relief valves or with calibrated bypasses.

7.4 Means of communication

7.4.1 *A means of communication is to be provided between the navigation bridge and the steering gear compartment.*

If electrical, it is to be fed through the emergency switchboard or to be sound powered.

7.5 Operating instructions

7.5.1 For steering gear comprising two identical power units intended for simultaneous operation, both normally provided with their own (partly or mutually) separate control systems, the following standard notice is either to be placed on a signboard fitted at a suitable place on the steering control post on the bridge or incorporated into the operation manual:

CAUTION

IN SOME CIRCUMSTANCES WHEN 2 POWER UNITS ARE RUNNING SIMULTANEOUSLY, THE RUDDER MAY NOT RESPOND TO THE HELM. IF THIS HAPPENS STOP EACH PUMP IN TURN UNTIL CONTROL IS REGAINED.

8 Certification, inspection and testing

8.1 Type tests of hydraulic pumps

8.1.1 Each type of power unit pump is to be subjected in the workshop to a type test of not less than 100 hours' duration.

The test arrangements are to be such that the pump may run both:

- in idling conditions, and
- at maximum delivery capacity at maximum working pressure.

During the test, idling periods are to be alternated with periods at maximum delivery capacity at maximum working pressure. The passage from one condition to another is to occur at least as quickly as on board.

During the test, no abnormal heating, excessive vibration or other irregularities are permitted.

After the test, the pump is to be disassembled and inspected.

Note 1: Type tests may be waived for a power unit which has been proven to be reliable in marine service.

8.2 Testing of materials

8.2.1 Components subject to pressure or transmitting mechanical forces

- a) Materials of components subject to pressure or transmitting mechanical forces, specifically:
- cylindrical shells of hydraulic cylinders, rams and piston rods
 - tillers, quadrants
 - rotors and rotor housings for rotary vane steering gear
 - hydraulic pump casings
 - and hydraulic accumulators, if any,

are to be duly tested, including examination for internal defects, in accordance with the requirements of Part D.

- b) A works' certificate may be accepted for low stressed parts, provided that all characteristics for which verification is required are guaranteed by such certificate.

8.2.2 Hydraulic piping, valves and accessories

Tests for materials of hydraulic piping, valves and accessories are to comply with the provisions of Sec 10, [21.3].

8.3 Inspection and tests during manufacturing

8.3.1 Components subject to pressure or transmitting mechanical forces

- a) The mechanical components referred to in [8.2.1] are to be subjected to appropriate non-destructive tests. For hydraulic cylinder shells, pump casings and accumulators, refer to Sec 3.
- b) Defects may be repaired by welding only on forged parts or steel castings of weldable quality. Such repairs are to be conducted under the supervision of the Surveyor in accordance with the applicable requirements of Part D.

8.3.2 Hydraulic piping, valves and accessories

Hydraulic piping, valves and accessories are to be inspected and tested during manufacturing in accordance with Sec 10, [21], for a class I piping system.

8.4 Inspection and tests after completion

8.4.1 Hydrostatic tests

- a) Hydraulic cylinder shells and accumulators are to be subjected to hydrostatic tests according to the relevant provisions of Sec 3.
- b) Hydraulic piping, valves and accessories and hydraulic pumps are to be subjected to hydrostatic tests according to the relevant provisions of Sec 10, [21.4].

8.4.2 Shipboard tests

After installation on board the ship, the steering gear is to be subjected to the tests detailed in Sec 16, [3.11].

8.4.3 Sea trials

For the requirements of sea trials, refer to Sec 16.

SECTION 12 THRUSTERS

1 General

1.1 Application

1.1.1

The requirements of this Section apply to the following types of thrusters:

- Transverse thrusters intended for manoeuvring developing power equal to 500 kW or more
- Thrusters intended for propulsion, steering and dynamic positioning developing power equal to 220 kW or more; for power less than 220 kW the requirements apply only to the propeller and relevant shaft.

For azimuth thrusters intended for dynamic positioning, the additional requirements in Pt F, Ch 13, Sec 6 are to be complied with.

For ships with an ice class notation, the additional requirements in Part F, Chapter 9 are to be complied with, except for transverse thrusters not intended for dynamic positioning.

1.1.2

Thrusters developing power less than that indicated in [1.1.1] are to be built in accordance with sound marine practice and tested as required in [3.2] to the satisfaction of the Surveyor.

1.2 Definitions

1.2.1 Transverse thruster

A transverse thruster is an athwartship thruster developing a thrust in a transverse direction for manoeuvring purposes.

1.2.2 Azimuth thruster

An azimuth thruster is a thruster which has the capability to develop thrust in any direction through 360°.

1.2.3 Water-jet

A water-jet is equipment constituted by a tubular casing (or duct) enclosing an impeller. The shape of the casing is such as to enable the impeller to produce a water-jet of such intensity as to give a positive thrust. Water-jets may have means for deviating the jet of water in order to provide a steering function.

1.2.4 Continuous duty thruster

A continuous duty thruster is a thruster which is designed for continuous operation, such as a propulsion thruster.

1.2.5 Intermittent duty thruster

An intermittent duty thruster is a thruster designed for operation at full power for a period not exceeding 1 hour, followed by operation at reduced rating for a limited period of time not exceeding a certain percentage of the hours in a day and a certain (lesser) percentage of the hours in a year. In general, athwartship thrusters are intermittent duty thrusters.

1.3 Thrusters intended for propulsion

1.3.1 In general, at least two azimuth thrusters are to be fitted in ships where these are the sole means of propulsion. Single azimuth thruster installations will be specially considered by the Society on a case by case basis.

Single water-jet installations are permitted.

1.4 Documentation to be submitted

1.4.1 Plans to be submitted for athwartship thrusters and azimuth thrusters

For thrusters:

- intended for propulsion, steering and dynamic positioning
- intended for manoeuvring developing power equal to 500 kW or more,

the plans listed in Tab 1 are to be submitted. Plans as per item 6 of Tab 1 are also to be submitted for thrusters developing power less than 500 kW.

1.4.2 Plans to be submitted for water-jets

The plans listed in Tab 2 are to be submitted.

1.4.3 Additional data to be submitted

The data and documents listed in Tab 3 are to be submitted by the manufacturer together with the plans.

2 Design and Construction

2.1 Materials

2.1.1 Propellers

For requirements relative to material intended for propellers, see Sec 8.

2.1.2 Other thruster components

For the requirements relative to materials intended for other parts of the thrusters, such as gears, shaft, couplings, etc., refer to the applicable parts of the Rules.

Table 1 : Plans to be submitted for athwartship thrusters and azimuth thrusters

No.	A/I (1)	ITEM
General requirements for all thrusters		
1	I	General arrangement of the thruster
2	A	Propeller, including the applicable details mentioned in Sec 8
3	A	Bearing details
4	A	Propeller and intermediate shafts
5	A	Gears, including the calculations according to Sec 6 for cylindrical gears or standards recognised by the Society for bevel gears
Specific requirements for transverse thrusters		
6	A	Structure of the tunnel showing the materials and their thickness
7	A	Structural equipment or other connecting devices which transmit the thrust from the propeller to the tunnel
8	A	Sealing devices (propeller shaft gland and thruster-tunnel connection)
9	A	For the adjustable pitch propellers: pitch control device and corresponding monitoring system
Specific requirements for rotating and azimuth thrusters		
10	A	Structural items (nozzle, bracing, etc.)
11	A	Structural connection to hull
12	A	Rotating mechanism of the thruster
13	A	Thruster control system
14	A	Piping systems connected to thruster
(1) A = to be submitted for approval in four copies I = to be submitted for information in duplicate		

Table 2 : Plans to be submitted for water-jets

No.	A/I (1)	ITEM
1	I	General arrangement of the water-jet
2	A	Casing (duct) (location and shape) showing the materials and the thicknesses as well as the forces acting on the hull
3	A	Details of the shafts, flanges, keys
4	I	Sealing gland
5	A	Bearings
6	A	Impeller
7	A	Steering and reversing buckets and their control devices as well as the corresponding hydraulic diagrams
(1) A = to be submitted for approval in four copies I = to be submitted for information in duplicate		

Table 3 : Data and documents to be submitted for athwartship thrusters, azimuth thrusters and water-jets

No.	A/I (1)	ITEM
1	I	Rated power and revolutions
2	I	Rated thrust
3	A	Material specifications of the major parts, including their physical, chemical and mechanical properties
4	A	Where parts of thrusters are of welded construction, all particulars on the design of welded joints, welding procedures, heat treatments and non-destructive examinations after welding
5	I	Where applicable, background information on previous operating experience in similar applications
(1) A = to be submitted for approval in four copies I = to be submitted for information in duplicate		

2.2 Transverse thrusters and azimuth thrusters

2.2.1 Prime movers

- a) Diesel engines intended for driving thrusters are to comply with the applicable requirements of Sec 2.
- b) Electric motors intended for driving thrusters and their feeding systems are to comply with the requirements of Chapter 2. In particular:
 - Provisions are to be made to prevent starting of the motors whenever there are insufficient generators in operation.
 - Intermittent duty thrusters will be the subject of special consideration by the Society.

2.2.2 Propellers

- a) For propellers of thrusters intended for propulsion, steering and dynamic positioning, the requirements of Sec 8 apply.
- b) For propellers of thrusters intended for manoeuvring only, the requirements of Sec 8 also apply, although the increase in thickness of 10% required in Sec 8, [2.5] does not need to be applied.

2.2.3 Shafts

- a) For propeller shafts of thrusters, the requirements of Sec 7 apply to the portion of propellershaft between the inner edge of the aftermost shaft bearing and the inner face of the propeller boss or the face of the integral propeller shaft flange for the connection to the propeller boss.
- b) For other shafts of thrusters, the requirement of Sec 6, [3.4.2] apply.

2.2.4 Gears

- a) Gears of thrusters intended for propulsion steering and dynamic positioning are to be in accordance with the

applicable requirements of Sec 6 for cylindrical gears or standards recognised by the Society for bevel gears, applying the safety factors for propulsion gears.

- b) Gears of thrusters intended for manoeuvring only are to be in accordance with the applicable requirements of Sec 6, for cylindrical gears or Standards recognised by the Society for bevel gears, applying the safety factors for auxiliary gears.

2.2.5 Nozzles and connections to hull for azimuth thrusters

- a) For the requirements relative to the nozzle structure, see Part B, Chapter 10.
- b) The scantlings of the nozzle connection to the hull and the welding type and size will be specially considered by the Society, which reserves the right to require detailed stress analysis in the case of certain high power installations.
- c) For steerable thrusters, the equivalent rudder stock diameter is to be calculated in accordance with the requirements of Part B, Chapter 10.

2.2.6 Transverse thruster tunnel

- a) The thickness of the tunnel is not to be less than the adjacent part of the hull.
- b) Special consideration will be given by the Society to tunnels connected to the hull by connecting devices other than welding.

2.2.7 Bearings

Bearing are to be identifiable and are to have a life adequate for the intended purpose. However, their life cannot be less than:

- 40 000 hours for continuous duty thrusters. For ships with restricted service, a lesser value may be considered by the Society.
- 5 000 hours for intermittent duty thrusters.

Table 4 : Azimuth thrusters

Symbol convention H = High, HH = High high, G = group alarm L = Low, LL = Low low, I = individual alarm X = function is required, R = remote	Monitoring		Automatic control				
			Thruster			Auxiliary	
Identification of system parameter	Alarm	Indication	Slow-down	Shut-down	Control	Stand by Start	Stop
Steering oil pressure	L						
Oil tank level	L						

2.3 Water-jets

2.3.1 Shafts

The diameter of the shaft supporting the impeller, measured at bottom of keyway or at spline inner diameter, is not to be less than the diameter d_2 , in mm, obtained by the following formula:

$$d_2 = 100fh \cdot \left(\frac{P}{N}\right)^{1/3}$$

where:

- P : Power, in kW
 N : Rotational speed, in rpm
 f : Calculated as follows:

$$f = \left(\frac{560}{R_m + 160}\right)^{1/3}$$

where R_m is the ultimate tensile strength of the shaft material, in N/mm²

- h : 1 when the shaft is only transmitting torque loads, and when the weight and thrust of the propeller are totally supported by devices located in the fixed part of the thruster
 1,22 otherwise.

The shafts are to be protected against corrosion by means of either a continuous liner or an oil-gland of an approved type, or by the nature of the material of the shaft.

2.3.2 Casings and impellers

Casings and impellers are subject of special consideration by the Society.

2.3.3 Steering performance

Steering performance and emergency steering availability are to be at least equivalent to the requirements in Sec 11, [6.2] and Sec 11, [6.3].

2.4 Alarm, monitoring and control systems

2.4.1 General

In addition to those of this item, the general requirements given in Chapter 3 apply.

In the case of ships with automation notations, the requirements in Part F, Chapter 3 also apply.

2.4.2 Steering thruster controls

- Controls for steering are to be provided from the navigating bridge, the machinery control station and locally.
- Means are to be provided to stop any running thruster at each of the control stations.
- A thruster angle indicator is to be provided at each steering control station. The angle indicator is to be independent of the control system.

2.4.3 Alarm and monitoring equipment

Tab 4 summarises the minimum alarm and monitoring requirements for propulsion and steering thrusters. See also Sec 11, [6].

3 Testing and certification

3.1 Material tests

3.1.1 Propulsion and steering thrusters

All materials intended for parts transmitting torque and for propeller/impeller blades are to be tested in accordance with the applicable requirements of Sec 6, [5.2] or Sec 7, [4.1] or Sec 8, [4.1] in the presence of a Surveyor.

3.1.2 Transverse thrusters

Material testing for parts of athwartship thrusters does not need to be witnessed by a Surveyor, provided full test reports are made available to him.

3.2 Testing and inspection

3.2.1 Thrusters

Thrusters are to be inspected as per the applicable requirements given in the Rules for the specific components.

3.2.2 Prime movers

Prime movers are to be tested in accordance with the requirements applicable to the type of mover used.

3.3 Certification

3.3.1 Certification of thrusters

Thrusters are to be individually tested and certified by the Society.

3.3.2 Mass produced thrusters

Mass produced thrusters may be accepted within the framework of the type approval program of the Society.

SECTION 13

REFRIGERATING INSTALLATIONS

1 General

1.1 Application

1.1.1 Refrigerating installations on all ships

The minimum safety requirements addressed in this Section are to be complied with for any refrigerating plant installed on board a ship to be classed by the Society. These requirements do not cover any operation or availability aspect of the plants, which are not the subject of class requirements, unless an additional notation is requested.

1.1.2 Additional notations

Where one or more of the following additional notations: **REFCARGO**, **REFCONT**, **REFSTORE**, **AIRCONT**, **PRECOOLING**, **QUICKFREEZE** is (are) requested, the requirements of Part F, Chapter 8 are to be complied with, as applicable.

2 Minimum design requirements

2.1 Refrigerating installation components

2.1.1 General

In general, the specific requirements stated in Part C of the Rules for various machinery and equipment are also applicable to refrigerating installation components.

2.1.2 Pressure vessels and heat exchangers

- Pressure vessels of refrigerating plants are to comply with the relevant requirements of Sec 3.
- Vessels intended to contain ammonia or toxic substances are to be considered as class 1 pressure vessels as indicated in Sec 3, [1.4].
- The materials used for pressure vessels are to be appropriate to the fluid that they contain. Where ammonia is the refrigerant, copper, bronze, brass and other copper alloys are not to be used.
- Notch toughness of steels used in low temperature plants is to be suitable for the thickness and the lowest design temperature. A check of the notch toughness properties may be required where the working temperature is below minus 40°C.

2.1.3 Piping systems

- Refrigerant pipes are generally to be regarded as pressure pipes.
- Refrigerant, brine and sea water pipes are to satisfy the requirements of Sec 10, as applicable.

- Refrigerant pipes are to be considered as belonging to the following classes:
 - class I: where they are intended for ammonia or toxic substances
 - class II: for other refrigerants
 - class III: for brine.
- In general, the pipes conveying the cooling medium are not to come into direct contact with the ship's structure; they are to be carefully insulated on their run outside the refrigerated spaces, and more particularly when passing through bulkheads and decks.
- The materials used for the pipes are to be appropriate to the fluids that they convey. Copper, brass, bronze and other copper alloys are not to be used for pipes likely to convey ammonia. Methods proposed for joining such pipes are to be submitted to the Society for consideration.
- Notch toughness of the steels used is to be suitable for the application concerned.
- Where necessary, cooling medium pipes within refrigerated spaces or embedded in insulation are to be externally protected against corrosion; for steel pipes, this protection is to be ensured by galvanisation or equivalent. All useful precautions are to be taken to protect the joints of such pipes against corrosion.
- The use of plastic pipes will be considered by the Society on a case by case basis.

2.2 Refrigerants

2.2.1 Prohibited refrigerants

The use of the following refrigerants is not allowed for ship-board installations:

- Methyl chloride
- R11 - Trichloromonofluoromethane (C Cl₃ F)
- Ethane
- Ethylene
- Other substances with lower explosion limit in air of less than 3,5%.

2.2.2 Statutory requirements (1/7/2020)

Particular attention is to be paid to any limitation on the use of refrigerants imposed by MARPOL Annex VI Regulation 12 and by the Administration of the State whose flag the ship is flying.

2.2.3 Toxic or flammable refrigerants

The arrangement of refrigerating machinery spaces of plants using toxic or flammable refrigerants will be the subject of special consideration by the Society.

For specific requirements on spaces intended for plants using ammonia as a refrigerant, see [2.3].

2.3 Special requirements for ammonia (R717)

2.3.1 Refrigerating machinery compartment

- a) The refrigerating machinery compartment and the compartments where ammonia bottles are stored are to be separated by gastight bulkheads from the accommodation spaces, the engine room (including the shaft tunnel) and other machinery spaces intended for essential services. This requirement does not apply to plants using less than 25 kg of ammonia.
- b) The space is to be arranged with a ventilation system, distinct from that of other spaces, having a capacity of at least 30 changes per hour. Provision is to be made for starting and stopping the ventilation fans from outside the refrigerated space.
- c) A fire-extinguishing water spray system is to be provided for any ammonia machinery space, in particular in way of the access doors. The actuating device is to be fitted closed to the entrance outside the protected space.
- d) At least two access doors are to be provided. One of these doors is to be used for emergency and is to lead directly to an open space. The doors are to open outwards and are to be self-closing.
- e) Where the access to a refrigerating machinery space is through an accommodation or machinery space, the ventilation of the former is to be such as to keep it under negative pressure with respect to the adjacent space, or, alternatively, the access is to be provided with an air lock.
- f) An independent bilge system is to be provided for the refrigerating machinery space.
- g) At least two sets of breathing apparatus and protective clothing are to be available outside and in the vicinity of the ammonia machinery space.
- h) All electrical equipment and apparatus in the space is to be arranged such that it may be shut off by a central switch located outside the space. This switch is not to control the ventilation system.
- i) The electrical equipment and apparatus in the space is to comply with the requirements for electrical installations in dangerous areas as per Ch 2, Sec 3, [10].

2.3.2 Ammonia in machinery spaces

When installation of ammonia is allowed in the machinery space in accordance with the provision of [2.3.1] a), the area where ammonia machinery is installed is to be served by a hood with a negative ventilation system, having a capacity of not less than 30 changes per hour, independent from any other ship ventilation system, so as to prevent any leakage of ammonia from dissipating into other areas.

2.3.3 Unattended machinery spaces

Where the refrigerating machinery spaces are not permanently attended, a gas detection system with an audible and visual alarm is to be arranged in a suitable location. This system is also to stop the compressor when a flammable gas concentration is reached.

2.3.4 Segregation

Ammonia piping is not to pass through accommodation spaces.

2.4 Special requirements for carbon dioxide (R744)

2.4.1 General (1/7/2019)

The requirements contained in Pt F, Ch 8, Sec 1, [1.3], [2.1.1], [2.1.2] and [3] apply.

In general, carbon dioxide as refrigerant may be used solely in indirect refrigerating systems.

Mechanical joints are to be made by means of flanges. Pipes passing through accommodation are to be joined only by welding.

2.4.2 Refrigerating machinery compartment (1/7/2019)

- a) The refrigerating machinery compartment and the compartments where carbon dioxide storage containers are located are to be separated by gastight bulkheads from the accommodation spaces, control stations, the engine room (including the shaft tunnel) and other machinery spaces intended for essential services such as those containing:
 - steering systems and steering control systems,
 - systems for fill, transfer and service of fuel oil and/or gas fuels,
 - fire and bilge pumps, sprinkler pumps or water mist pump units,
 - power generation systems;
- b) the space is to be arranged with an exhaust type ventilation system in the lower part of the space, distinct from that of other spaces, having a capacity of at least 10 changes per hour. Provision is to be made for starting and stopping the ventilation fans from outside refrigerating machinery compartment;
- c) the working pressure is to comply with the requirements in Pt F, Ch 8, Sec 1, [6.2];
- d) where the refrigerating machinery spaces are not permanently attended, a gas detection system with an audible and visual alarm is to be arranged in a suitable location.

SECTION 14

TURBOCHARGERS

1 General

1.1 Application

1.1.1 (1/7/2016)

These Rules apply to turbochargers with regard to design approval, type testing and certification and their matching on engines.

1.1.2 (1/7/2016)

Turbochargers are to be type approved, either separately or as a part of an engine. The requirements are written for exhaust gas driven turbochargers, but apply in principle also for engine driven chargers.

The requirements escalate with the size of the turbochargers. The parameter for size is the engine power (at MCR) supplied by a group of cylinders served by the actual turbocharger, (e.g. for a V-engine with one turbocharger for each bank the size is half of the total engine power).

1.1.3 (1/7/2016)

Turbochargers are categorized in three groups depending on served power by cylinder groups with:

- Category A: ≤ 1000 kW
- Category B: > 1000 kW and ≤ 2500 kW
- Category C: > 2500 kW

1.1.4 In the case of special types of turbochargers, the Society reserves the right to modify the requirements of this Section, demand additional requirements in individual cases and require that additional plans and data be submitted.

1.2 Documentation to be submitted

1.2.1 (1/7/2016)

The Manufacturer is to submit to the Society the following documents.

1.2.2 (1/7/2016)

For Category A turbochargers:

On request:

- containment test report;
- cross sectional drawing with principal dimensions and names of components;
- test program.

1.2.3 (1/7/2016)

For Category B and C turbochargers:

- cross sectional drawing with principal dimensions and materials of housing components for containment evaluation;
- documentation of containment in the event of disc fracture;
- operational data and limitations as;
- maximum permissible operating speed (rpm);
- alarm level for over-speed;
- maximum permissible exhaust gas temperature before turbine;
- alarm level for exhaust gas temperature before turbine;
- minimum lubrication oil inlet pressure;
- lubrication oil inlet pressure low alarm set point;
- maximum lubrication oil outlet temperature;
- lubrication oil outlet temperature high alarm set point;
- maximum permissible vibration levels, i.e. self- and externally generated vibration.

(Alarm levels may be equal to permissible limits but shall not be reached when operating the engine at 110% power or at any approved intermittent overload beyond the 110%);

- arrangement of lubrication system, all variants within a range;
- type test reports;
- test program.

1.2.4 (1/7/2016)

For Category C turbochargers:

- drawings of the housing and rotating parts including details of blade fixing;
- material specifications (chemical composition and mechanical properties) of all parts mentioned above;
- welding details and welding procedure of above mentioned parts, if applicable;
- documentation of safe torque transmission when the disc is connected to the shaft by an interference fit, see [2.2.4];
- information on expected lifespan, considering creep, low cycle fatigue and high cycle fatigue;
- operation and maintenance manuals (see Note 1).

Note 1: Applicable to two sizes in a generic range of turbochargers.

1.2.5 (1/7/2016)

When the turbochargers are manufactured by a licensee on the basis of a previously type approved licensor design, but using parts manufactured outside of the licensor premises and making use of other than the original licensor drawings and specifications, the licensee is to submit, for each turbocharger type, a list of all the drawings specified above, indi-

cating for each drawing the relevant number and revision status from both licensor and licensee.

Where the licensee proposes design modifications to components, the associated documents are to be submitted by the licensee to the Society for approval, with a Licensor statement confirming acceptance of the changes.

In all cases, the licensee is to provide the Surveyor entrusted to carry out the testing, with a complete set of the documents specified above.

2 Design and construction

2.1 Application

2.1.1 (1/7/2016)

The turbochargers shall be designed to operate under conditions given in Sec 1, [2.4] and Sec 1, [2.5].

The component lifetime and the alarm level for speed shall be based on 45°C air inlet temperature.

2.2 Materials

2.2.1 (1/7/2016)

The requirements of Sec 5, [2.1.1] are to be complied with, as far as applicable, at the Society's discretion.

2.3 Design

2.3.1 Stress analyses (1/7/2016)

- a) For Category B and C turbochargers, the manufacturer is to submit a calculation report concerning the stresses on each rotor under the most severe service conditions.
- b) The results of previous in-service experience on similar applications may be considered by the Society as an alternative to item a) above.

Data on the design service life and test results used to substantiate calculation assumptions are also to be provided.

2.3.2 Vibrations (1/7/2016)

The range of service speeds is not to give rise to unacceptable vibrations affecting the rotor and blades.

Calculations of the critical speeds including details of their basic assumptions are to be submitted for Category B and C turbochargers.

2.3.3 Containment (1/7/2016)

Turbochargers shall fulfil containment in the event of a rotor burst. This means that at a rotor burst no part may penetrate the casing of the turbocharger or escape through the air intake. For documentation purposes (test/calculation), it shall be assumed that the discs disintegrate in the worst possible way.

For category B and C, containment shall be documented by testing. Fulfilment of this requirement can be awarded to a generic range of turbochargers based on testing of one specific unit. Testing of a large unit is preferred as this is considered conservative for all smaller units in the generic range. In any case, it must be documented (e.g. by calcula-

tion) that the selected test unit really is representative for the whole generic range.

Note 1: A generic range means a series of turbocharger which are of the same design, but scaled to each other.

The minimum test speeds, relative to the maximum permissible operating speed, are:

- for the compressor: 120%
- for the turbine: 140% or the natural burst speed, whichever is lower.

Containment tests shall be performed at working temperature.

A numerical analysis (simulation) of sufficient containment integrity of the casing based on calculations by means of a simulation model may be accepted in lieu of the practical containment test, provided that:

- the numerical simulation model has been tested and its suitability/accuracy has been proven by direct comparison between calculation results and the practical containment test for a reference application (reference containment test). This test shall be performed at least once by the manufacturer for acceptance of the numerical simulation method in lieu of tests;
- the corresponding numerical simulation for the containment is performed for the same speeds as specified for the containment test;
- material properties for high-speed deformations are to be applied in the numeric simulation. The correlation between normal properties and the properties at the pertinent deformation speed are to be substantiated;
- the design of the turbocharger regarding geometry and kinematics is similar to the turbocharger that was used for the reference containment test. In general, totally new designs will call for a new reference containment test.

2.3.4 Disc-shaft shrinkage fit (1/7/2016)

For Category C turbochargers, in cases where the disc is connected to the shaft with interference fit, calculations shall substantiate safe torque transmission during all relevant operating conditions such as maximum speed, maximum torque and maximum temperature gradient combined with minimum shrinkage amount.

2.3.5 Bearings

- a) Turbine bearings are to be so located that their lubrication is not impaired by overheating from hot gases or adjacent hot parts.
- b) Lubricating oil is to be prevented from dripping on high temperature parts.
- c) Roller bearings are to be identifiable and are to have a life adequate for their intended purpose.

2.3.6 Welded fabrication

The manufacturer's requirements relative to the welding of turbine rotors or major forged or cast pieces, where permitted, are to be readily identifiable by the Society in the plans submitted for approval.

Requirements relative to fabrication, welding, heat treatments, examinations, testing and acceptance will be stipulated on a case by case basis.

In general, all welding is to be carried out by qualified welders in accordance with qualified welding procedures using approved consumables.

2.4 Alarms and Monitoring

2.4.1 (1/7/2016)

For all turbochargers of Categories B and C, indications and alarms as listed in Tab 1 are required.

2.4.2 (1/7/2016)

Indications may be provided at either local or remote locations.

Table 1 (1/7/2016)

Pos.	Monitored Parameters	Category of Turbochargers				Notes
		B		C		
		Alarm	Indication	Alarm	Indication	
1	Speed	High (4)	X (4)	High (4)	X (4)	
2	Exhaust gas at each turbocharger inlet, temperature	High (1)	X (1)	High	X	High temp. alarms for each cylinder at engine is acceptable (2)
3	Lub. oil at turbocharger outlet, temperature			High	X	If not forced system, oil temperature near bearings
4	Lub. oil at turbocharger outlet, temperature	Low	X	Low	X	Only for forced lubrication systems (3)
<p>(1) For Category B turbochargers, the exhaust gas temperature may be alternatively monitored at the turbocharger outlet, provided that the alarm level is set to a safe level for the turbine and that correlation between inlet and outlet temperatures is substantiated.</p> <p>(2) Alarm and indication of the exhaust gas temperature at turbocharger inlet may be waived if alarm and indication for individual exhaust gas temperature is provided for each cylinder and the alarm level is set to a value safe for the turbocharger.</p> <p>(3) Separate sensors are to be provided if the lubrication oil system of the turbocharger is not integrated with the lubrication oil system of the diesel engine or if it is separated by a throttle or pressure reduction valve from the diesel engine lubrication oil system.</p> <p>(4) On turbocharging systems where turbochargers are activated sequentially, speed monitoring is not required for the turbocharger(s) being activated last in the sequence, provided all turbochargers share the same intake air filter and they are not fitted with waste gates.</p>						

3 Type tests, material tests, workshop inspection and testing, certification

3.1 Type testing

3.1.1 (1/7/2016)

Applicable to Categories B and C.

3.1.2 (1/7/2016)

The type test for a generic range of turbochargers may be carried out either on an engine (for which the turbocharger is foreseen) or in a test rig.

3.1.3 (1/7/2016)

Turbochargers are to be subjected to at least 500 load cycles at the limits of operation. This test may be waived if the turbocharger together with the engine is subjected to this kind of low cycle testing, according to Sec 2 The suitability of the turbocharger for such kind of operation is to be preliminarily stated by the manufacture.

ability of the turbocharger for such kind of operation is to be preliminarily stated by the manufacture.

3.1.4 (1/7/2016)

The rotor vibration characteristics shall be measured and recorded in order to identify possible sub-synchronous vibrations and resonances.

3.1.5 (1/7/2016)

The type test shall be completed by a hot running test at maximum permissible speed combined with maximum permissible temperature for at least one hour. After this test, the turbo-charger shall be opened for examination, with focus on possible rubbing and the bearing conditions.

3.1.6 (1/7/2016)

Normally the surveyor's presence during the various parts of the type tests is required.

3.2 Workshop inspections and testing

3.2.1 (1/7/2016)

The manufacturer shall adhere to a quality system designed to ensure that the designer's specifications are met, and that manufacturing is in accordance with the approved drawings; the verification of compliance with this requirement is within the scope of a Type approval.

3.2.2 (1/7/2016)

For category C, this shall be verified by means of periodic product audits of an Alternative Certification Scheme (ACS) by the Society.

These audits shall focus on:

- chemical composition of material for the rotating parts;
- mechanical properties of the material of a representative specimen for the rotating parts and the casing;
- UT and crack detection of rotating parts;
- dimensional inspection of rotating parts;
- rotor balancing;
- hydraulic testing of cooling spaces to 4 bars or 1.5 times maximum working pressure, whichever is higher;
- overspeed test of all compressor wheels for a duration of 3 minutes at either 20% above alarm level speed at room temperature or 10% above alarm level speed at 45°C inlet temperature when tested in the actual housing with the corresponding pressure ratio. The overspeed test may be waived for forged wheels that are individually controlled by an approved non-destructive method.

3.3 Type approval certificate and its validity

3.3.1 (1/7/2016)

Subject to the satisfactory outcome of the type tests specified in [3.1] and a factory audit specified in [3.2.1], the

Society will issue to the turbocharger Manufacturer a Type Approval Certificate valid for all turbochargers of the same type.

Where changes are made to a turbocharger and upon satisfactory review of documents as per [1.2.2], the extension to the modified turbocharger of the validity of the type tests and containment test previously carried out will be evaluated on a case by case basis.

3.4 Testing certification

3.4.1 (1/7/2016)

Turbochargers shall be delivered with:

- For category C, a society certificate, which at a minimum cites the applicable type approval and the Alternative Certification Scheme, when applicable.
- For category B, a work's certificate, which at a minimum cites the applicable type approval, which includes production assessment according to [3.2.1].

3.4.2 (1/7/2016)

The same applies to replacement of rotating parts and casing.

3.4.3 (1/7/2016)

Rotating parts of category C turbochargers are to be marked for easy identification with the appropriate certificate.

3.4.4 (1/7/2016)

Alternatively to the Alternative Certification Scheme and periodic product audits according to [3.2.2] individual certification of a turbocharger and its parts may be made at the discretion of the Society. However, such individual certification of category C turbocharger and its parts shall also be based on test requirements specified in [3.2.2].

SECTION 15

ANCHOR WINDLASS

1 General

1.1 Application

1.1.1 (1/7/2018)

A windlass used for handling anchors, suitable for the size of chain cable and complying with the following criteria is to be fitted to the ship. Windlasses are also to comply with requirements given in Pt B, Ch 10, Sec 4, [3.7].

1.2 Standards of compliance

1.2.1 (1/7/2018)

The design, construction and testing of windlasses are to conform to an acceptable standard or code of practice. To be considered acceptable, the standard or code of practice is to specify criteria for stresses, performance and testing.

1.2.2 (1/7/2020)

The following are examples of standard recognized:

- SNAME T & R Bulletin 3-15:2018 - Guide to the Design and Testing of Anchor Windlasses for Merchant Ships
- ISO 7825:2017 - Deck machinery general requirements
- ISO 4568:2006 - Shipbuilding - Seagoing vessels - Windlasses and anchor capstans
- JIS F6714:1995 - Windlasses.

1.3 Documentation to be submitted

1.3.1 (1/7/2018)

The following plans showing the design specifications, the standard of compliance, engineering analyses and details of construction, as applicable, are to be submitted to the Society for evaluation:

- a) windlass design specifications; anchor and chain cable particulars; anchorage depth; performance criteria; standard of compliance;
- b) windlass arrangement plan showing all of the components of the anchoring/mooring system such as the prime mover, shafting, cable lifter, anchors and chain cables; mooring winches, wires and fairleads, if they form part of the windlass machinery; brakes; controls; etc;
- c) windlass arrangement plan showing all of the components of the anchoring/mooring system such as the prime mover, shafting, cable lifter, anchors and chain cables; mooring winches, wires and fairleads, if they form part of the windlass machinery; brakes; controls; etc;

d) hydraulic system, to include:

- 1) piping diagram along with system design pressure,
- 2) safety valves arrangement and settings,
- 3) material specifications for pipes and equipment,
- 4) typical pipe joints, as applicable, and
- 5) technical data and details for hydraulic motors;

e) electric one line diagram along with cable specification and size; motor controller; protective device rating or setting; as applicable;

f) control, monitoring and instrumentation arrangements;

g) engineering analyses for torque-transmitting and load-bearing components demonstrating their compliance with recognized standards or codes of practice. Analyses for gears are to be in accordance with a recognized standard;

h) plans and data for windlass electric motors including associated gears rated 100 kW and over;

i) calculations demonstrating that the windlass prime mover is capable of attaining the hoisting speed, the required continuous duty pull, and the overload capacity are to be submitted if the "load testing" including "overload" capacity of the entire windlass unit is not carried out at the shop (see b)).

2 Design and construction

2.1 Materials

2.1.1 (1/7/2018)

Materials used in the construction of torque-transmitting and load-bearing parts of windlasses are to comply with the requirements of Part D or of a national or international material standard. The proposed materials are to be indicated in the construction plans and are to be approved in connection with the design. All such materials are to be certified by the material manufacturers and are to be traceable to the manufacturers' certificates.

2.2 Welded fabrication

2.2.1 (1/7/2020)

Weld joint designs are to be shown in the construction plans and are to be approved in association with the approval of the windlass design. Welding procedures and welders are to be qualified in accordance with the requirements of Pt D, Ch 5. Welding consumables are to be approved by the Society in the case their type and grade fall within the scope of Pt D, Ch 5, Sec 2, [1] to [8]; when their type and grade fall outside the scope of Pt D, Ch 5, Sec 2, [1] to [8], the welding consumables are to comply with Pt D, Ch 5, Sec 2, [9], [10], [11] and [12] or to national or international standards. The degree of non-destructive

examination of welds and post-weld heat treatment, if any, are to be specified and submitted for consideration.

3 Design

3.1 General

3.1.1 Application (1/7/2018)

Along with and notwithstanding the requirements of the chosen standard of compliance, the following requirements are also to be complied with. In lieu of conducting engineering analyses and submitting them for review, approval of the windlass mechanical design may be based on a type test, in which case the testing procedure is to be submitted for consideration.

The structure and the support structure of windlasses and chain stopper are to comply with the requirements of Pt B, Ch 10, Sec 4, [3.7], [3.8], [3.9].

3.2 Mechanical design

3.2.1 Design loads (1/7/2018)

a) Holding loads

Calculations are to be made to show that, in the holding condition (single anchor, brake fully applied and chain cable lifter declutched), and under a load equal to 80% of the specified minimum breaking strength of the chain cable, the maximum stress in each load bearing component will not exceed yield strength (or 0.2% proof stress) of the material. For installations fitted with a chain cable stopper, 45% of the specified minimum breaking strength of the chain cable may instead be used for the calculation.

b) Inertia loads

The design of the drive train, including prime mover, reduction gears, bearings, clutches, shafts, cable lifter and bolting is to consider the dynamic effects of sudden stopping and starting of the prime mover or chain cable so as to limit inertial load.

3.2.2 Continuous Duty Pull (1/7/2018)

The windlass prime mover is to be able to exert for at least 30 minutes a continuous duty pull (e.g., 30-minute short time rating corresponding to S2-30 min. of IEC 60034-1), P_{C1} , in kN, corresponding to the grade and diameter, d , of the chain cables as given in Tab 1.

Table 1 : Continuous duty pull (1/7/2018)

Material of chain cables	Continuous duty pull, in kN
Mild steel	$P_{C1} = 0,0375 d^2$
High tensile strength steel	$P_{C1} = 0,0425 d^2$
Very high tensile strength steel	$P_{C1} = 0,0475 d^2$
Note 1: d: chain cable diameter, in mm.	

The values of the above table are applicable when using ordinary stockless anchors for anchorage depth down to 82.5 m.

For anchorage depth deeper than 82.5 m, a continuous duty pull P_{C2} , in kN, is to be taken as:

$$P_{C2} = P_{C1} + 0,00027 d^2 (D - 82,5)$$

where:

D : anchor depth, in m.

The anchor masses are to be taken as specified in Pt B, Ch 10, Sec 4, [2.1]. Also, the value of PC is based on the hoisting of one anchor at a time, and that the effects of buoyancy and hawse pipe efficiency (assumed to be 70%) have been accounted for. In general, stresses in each torque-transmitting component are not to exceed 40% of yield strength (or 0.2% proof stress) of the material under these loading conditions.

3.2.3 Overload capability (1/7/2018)

The windlass unit prime mover is to provide the necessary temporary overload capacity for breaking out the anchor.

The temporary overload capacity, or short term pull, is to be not less than 1,5 times the continuous duty pull P_C and it is to be provided for at least two minutes.

The speed in this overload period may be lower than the nominal speed specified in [3.2.4].

3.2.4 Hoisting speed (1/7/2018)

The mean speed of the chain cable during hoisting of the anchor and cable is to be at least 0.15 m/s. For testing purposes, the speed is to be measured over two shots of chain cable and initially with at least three shots of chain (82.5 m in length) and the anchor submerged and hanging free.

3.2.5 Brake capacity (1/7/2018)

The capacity of the windlass brake is to be sufficient to stop the anchor and chain cable when paying out the chain cable. Where a chain cable stopper is not fitted, the brake is to produce a torque capable of withstanding a pull equal to 80% of the specified minimum breaking strength of the chain cable without any permanent deformation of strength members and without brake slip. Where a chain cable stopper is fitted, 45% of the breaking strength may instead be applied.

3.2.6 Chain cable stopper (1/7/2018)

Chain cable stopper, if fitted, along with its attachments is to be designed to withstand, without any permanent deformation, 80% of the specified minimum breaking strength of the chain cable.

3.3 Hydraulic system

3.3.1 (1/7/2018)

Hydraulic systems where employed for driving windlasses are to comply with the requirements of Pt C, Ch 1, Sec 10, [14].

3.4 Electrical system

3.4.1 Electric motors (1/7/2018)

Electric motors are to meet the requirements of Pt C, Ch 2, Sec 4 and those rated 100 kW and over are to be certified. Motors exposed to weather are to have enclosures suitable for their location as provided for in the requirements of Pt C, Ch 2, Sec 3, [4]. Where gears are fitted, they are to meet the requirements of Pt C, Ch 2, Sec 8 and those rated 100 kW and over are to be certified.

3.4.2 Electrical circuits (1/7/2018)

Motor branch circuits are to be protected in accordance with the requirements of Pt C, Ch 2, Sec 3, [7.10] and cable sizing is to be in accordance with the requirements of Pt C, Ch 2, Sec 3, [9]. Electrical cables installed in locations subjected to the sea are to be provided with effective mechanical protection.

3.5 Protection of mechanical components

3.5.1 (1/7/2018)

To protect mechanical parts including component housings, a suitable protection system is to be fitted to limit the speed and torque at the prime mover. Consideration is to be given to a means to contain debris consequent to a severe damage of the prime mover due to overspeed in the event of uncontrolled rendering of the cable, particularly when an axial piston type hydraulic motor forms the prime mover.

3.6 Couplings

3.6.1 (1/7/2018)

Windlasses are to be fitted with couplings which are capable of disengaging between the cable lifter and the drive shaft. Hydraulically or electrically operated couplings are to be capable of being disengaged manually.

4 Workshop inspection and testing

4.1 General

4.1.1 (1/7/2018)

Windlasses are to be inspected during fabrication at the manufacturers' facilities by a Surveyor for conformance

with the approved plans. Acceptance tests, as specified in the specified standard of compliance, are to be witnessed by the Surveyor and include the test described in [4.2], as a minimum.

4.2 Tests

4.2.1 No-load test (1/7/2018)

The windlass is to be run without load at nominal speed in each direction for a total of 30 minutes. If the windlass is provided with a gear change, additional run in each direction for 5 minutes at each gear change is required.

4.2.2 Load test (1/7/2018)

The windlass is to be tested to verify that the continuous duty pull, overload capacity and hoisting speed as specified in [3.2] can be attained.

Where the manufacturing works does not have adequate facilities, these tests, including the adjustment of the overload protection, can be carried out on board ship. In these cases, functional testing in the manufacturer's works is to be performed under no-load conditions.

4.2.3 Brake capacity test (1/7/2018)

The holding power of the brake is to be verified either through testing or by calculation.

5 Marking

5.1 General

5.1.1 (1/7/2020)

Windlass shall be permanently marked with the following information:

- a) nominal size of the windlass (e.g. 100/3/45 is the size designation of a windlass for 100 mm diameter chain cable of Grade 3, with a holding load of 45 % of the breaking load of the chain cable);
- b) maximum anchorage depth, in metres.

SECTION 16 TESTS ON BOARD

1 General

1.1 Application

1.1.1 This Section covers shipboard tests, both at the moorings and during sea trials. Such tests are additional to the workshop tests required in the other Sections of this Chapter.

1.2 Purpose of shipboard tests

1.2.1 Shipboard tests are intended to demonstrate that the main and auxiliary machinery and associated systems are functioning properly, in particular in respect of the criteria imposed by the Rules. The tests are to be witnessed by a Surveyor.

1.3 Documentation to be submitted

1.3.1 A comprehensive list of the shipboard tests intended to be carried out by the shipyard is to be submitted to the Society.

For each test, the following information is to be provided:

- scope of the test
- parameters to be recorded.

2 General requirements for shipboard tests

2.1 Trials at the moorings

2.1.1 Trials at the moorings are to demonstrate the following:

- a) satisfactory operation of the machinery in relation to the service for which it is intended
- b) quick and easy response to operational commands
- c) safety of the various installations, as regards:
 - the protection of mechanical parts
 - the safeguards for personnel
- d) accessibility for cleaning, inspection and maintenance.

Where the above features are not deemed satisfactory and require repairs or alterations, the Society reserves the right to require the repetition of the trials at the moorings, either wholly or in part, after such repairs or alterations have been carried out.

2.2 Sea trials

2.2.1 Scope of the tests

Sea trials are to be conducted after the trials at the moorings and are to include the following:

- a) demonstration of the proper operation of the main and auxiliary machinery, including monitoring, alarm and safety systems, under realistic service conditions
- b) check of the propulsion capability when one of the essential auxiliaries becomes inoperative
- c) detection of dangerous vibrations by taking the necessary readings when required
- d) checks either deemed necessary for ship classification or requested by the interested parties and which are possible only in the course of navigation in open sea.

2.2.2 Exemptions

Exemption from some of the sea trials may be considered by the Society in the case of ships having a sister ship for which the satisfactory behaviour in service is demonstrated.

Such exemption is, in any event, to be agreed upon by the interested parties and is subject to the satisfactory results of trials at the moorings to verify the safe and efficient operation of the propulsion system.

3 Shipboard tests for machinery

3.1 Conditions of sea trials

3.1.1 Displacement of the ship

Except in cases of practical impossibility, or in other cases to be considered individually, the sea trials are to be carried out at a displacement as close as possible to the deadweight (full load).

3.1.2 Power of the machinery

- a) The power developed by the propulsion machinery in the course of the sea trials is to be as close as possible to the power for which classification has been requested. In general, this power is not to exceed the maximum continuous power at which the weakest component of the propulsion system can be operated. In cases of diesel engines and gas turbines, it is not to exceed the maximum continuous power for which the engine type concerned has been approved.
- b) Where the rotational speed of the shafting is different from the design value, thereby increasing the stresses in excess of the maximum allowable limits, the power developed in the trials is to be suitably modified so as to confine the stresses within the design limits.

3.1.3 Determination of the power and rotational speed

- a) The rotational speed of the shafting is to be recorded in the course of the sea trials, preferably by means of a continuous counter.
- b) In general, the power is to be determined by means of torsionometric readings, to be effected with procedures and instruments deemed suitable by the Society.

As an alternative, for reciprocating internal combustion engines and gas turbines, the power may be determined by measuring the fuel consumption and on the basis of the other operating characteristics, in comparison with the results of bench tests of the prototype engine.

Other methods of determining the power may be considered by the Society on a case by case basis.

3.2 Navigation and manoeuvring tests

3.2.1 Speed trials

- a) Where required by the Rules (see Pt A, Ch 1, Sec 2, [4.9.4]), the speed of the ship is to be determined using procedures deemed suitable by the Society.
- b) The ship speed is to be determined as the average of the speeds taken in not less than two pairs of runs in opposite directions.

3.2.2 Astern trials (1/7/2018)

- a) *The ability of the machinery to reverse the direction of thrust of the propeller in sufficient time, and so to bring the ship to rest within reasonable distance from maximum ahead service speed, shall be demonstrated and recorded.*
- b) *The stopping times, ship headings and distances recorded on trials, together with the results of trials to determine the ability of ships having multiple propellers to navigate and manoeuvre with one or more propellers inoperative, shall be available on board for the use of the Master or designated personnel.*
- c) *Where the ship is provided with supplementary means for manoeuvring or stopping, the effectiveness of such means shall be demonstrated and recorded as referred to in paragraphs a) and b).*
- d) Main propulsion systems are to undergo tests to demonstrate the astern response characteristics. The tests are to be carried out at least over the manoeuvring range of the propulsion system and from all control positions. A test plan is to be provided by the yard and accepted by the surveyor. If specific operational characteristics have been defined by the manufacturer these shall be included in the test plan.
- e) The reversing characteristics of the propulsion plant, including the blade pitch control system of controllable pitch propellers, are to be demonstrated and recorded during trials.

For electric propulsion systems, see [3.7].

3.3 Tests of boilers

3.3.1 General

The satisfactory operation of the main and auxiliary boilers supplying essential services is to be ascertained in all operating conditions during the trials at the moorings and the sea trials.

3.3.2 Tests to be performed

After installation on board, the following tests are to be carried out in the presence of the Surveyor:

- a) Test in the hot condition of boilers and superheaters
- b) Accumulation tests and setting of safety valves of boilers and superheaters
 - Safety valves are to be set to lift at a pressure not exceeding 103% of the design pressure
 - For boilers fitted with superheaters, the safety valves of the latter are to be set to lift before or, at the latest, at the same time as the valves of the saturated steam chest
- c) Verification that, at the maximum steaming rate, the boiler pressure does not exceed 110% of the design pressure when the stop valves of the boiler, except those which must remain open for the burning operation, are closed. The boiler is to be fed so that the water level remains normal throughout the test. The test is to last:
 - 15 minutes for fire tube boilers
 - 7 minutes for water tube boilers.
- d) Test and simulation of all safety devices, alarms, shut-off and automatic starting of standby equipment.

3.3.3 Alternative requirement

- a) When it is recognised, for certain types of boilers, that accumulation tests might endanger the superheaters, the omission of such tests may be considered.
- b) Such omission can be permitted, however, only if the drawings and the size of safety valves have been reviewed by the Society, and provided that the safety valves are of a type whose relieving capacity has been established by a test carried out in the presence of the Surveyor, or in other conditions deemed equivalent to those of the actual boiler.
- c) When the Society does not agree to proceed with an accumulation test, the valve manufacturer is to supply, for each safety valve, a certificate specifying its relieving capacity for the working conditions of the boiler. In addition, the boiler manufacturer is to supply a certificate specifying the maximum steam capacity of the boiler.

3.4 Tests of diesel engines

3.4.1 General (1/7/2018)

- a) The purpose of the shipboard testing is to verify compatibility with power transmission and driven machinery in the system, control systems and auxiliary systems necessary for the engine and integration of engine / shipboard

control systems, as well as other items that had not been dealt with in the FAT (Factory Acceptance Testing)

- b) Where the machinery installation is designed for residual or other special fuels, the ability of engines to burn such fuels is to be demonstrated.
- c) Tests other than those listed below may be required by statutory instruments (e.g. EEDI verification).

3.4.2 Starting capacity (1/7/2018)

Starting manoeuvres are to be carried out in order to verify that the capacity of the starting media satisfies the required number of start attempts.

3.4.3 Monitoring and alarm system (1/7/2018)

The monitoring and alarm systems are to be checked to the full extent for all engines, except items already verified during the works trials.

3.4.4 Test loads (1/7/2018)

Test loads for various engine applications are given below in [3.4.5] to [3.4.9]. In addition, the scope of the trials may be expanded depending on the engine application, service experience, or other relevant reasons.

3.4.5 Main propulsion engines driving fixed propeller or impellers (1/7/2018)

- a) at rated engine speed n_0 : at least 4 hours
- b) at engine speed $n = 1,032 n_0$ for 30 minutes

Note 1: The test in b) is to be performed only where permitted by the engine adjustment, see Note 3 to Sec 2, [7.4.4].

- c) at approved intermittent overload (if applicable): testing for duration as agreed with the manufacturer
- d) minimum engine speed to be determined
- e) the ability of reversible engines to be operated in reverse direction is to be demonstrated.

Note 2: To be carried out during stopping tests according to Resolution MSC.137 (76), see [3.4.10] for additional requirements in the case of a barred speed range.

Note 3: The test in e) may be performed during the dock or sea trials.

3.4.6 Main propulsion engines driving controllable pitch propellers (1/7/2018)

- a) At rated engine speed n_0 with a propeller pitch leading to rated engine power (or to the maximum achievable power if 100% cannot be reached): at least 4 hours
- b) At approved intermittent overload (if applicable): testing for duration as agreed with the manufacturer
- c) With reverse pitch suitable for manoeuvring, see [3.4.10] for additional requirements in the case of a barred speed range.

3.4.7 Engines driving generators for electrical propulsion and/or main power supply (1/7/2018)

- a) At 100% power (rated electrical power of generator): at least 60 min
- b) At 110% power (rated electrical power of generator): at least 10 min
- c) Demonstration of the generator prime movers' and governors' ability to handle load steps as described in Sec 2.

Note 1: Each engine is to be tested 100% electrical power for at least 60 min and 110% of rated electrical power of the generator for at least 10 min. This may, if possible, be done during the electrical propulsion plant test, which is required to be tested with 100% propulsion power (i.e. total electric motor capacity for propulsion) by distributing the power on as few generators as possible. The duration of this test is to be sufficient to reach stable operating temperatures of all rotating machines or for at least 4 hours. When some of the gen. set(s) cannot be tested due to insufficient time during the propulsion system test mentioned above, those required tests are to be carried out separately.

3.4.8 Propulsion engines also driving power take off (PTO) generator (1/7/2018)

- a) 100% engine power (MCR) at corresponding speed n_0 : at least 4 hours
- b) 100% propeller branch power at engine speed n_0 (unless already covered in a): 2 hours
- c) 100% PTO branch power at engine speed n_0 : at least 1 hour.

3.4.9 Engines driving auxiliaries (1/7/2018)

- a) 100% power (MCR) at corresponding speed n_0 : at least 30 min
- b) Approved intermittent overload: testing for duration as approved. shipboard generating sets, account is to be taken of the times needed to actuate the generator's overload protection system.

3.4.10 Torsional vibrations (1/7/2018)

Barred speed range

Where a barred speed range is required, passages through this barred speed range, both accelerating and decelerating, are to be demonstrated. The times taken are to be recorded and are to be equal to or below those times stipulated in the approved documentation, if any. This also includes when passing through the barred speed range in reverse rotational direction, especially during the stopping test.

Note 1: Applies both for manual and automatic passing-through systems.

The ship's draft and speed during all these demonstrations is to be recorded. In the case of a controllable pitch propeller, the pitch is also to be recorded.

The engine is to be checked for stable running (steady fuel index) at both upper and lower borders of the barred speed range. Steady fuel index means an oscillation range less than 5% of the effective stroke (idle to full index).

3.5 Tests of steam turbines

3.5.1 Main propulsion turbines

Main turbines are to be subjected during dock trials and subsequent sea trials to the following tests:

- operation at rated rpm for at least 3 hours
- reversing manoeuvres
- in free route astern at least 70% of the ahead revolutions for a period of at least 15 minutes. The astern trial is to be limited to 30 minutes or in accordance with the Manufacturer's recommendation to avoid overheating of the turbine due to the effects of "windage" and friction.

During astern and subsequent forward operation, the steam pressures and temperatures and the relative expansion are not to assume magnitudes liable to endanger the safe operation of the plant.

During the trials all safety, alarm, shut-off and control systems associated to the turbine are to be tested or properly simulated.

3.5.2 Auxiliary turbines

Turbines driving electric generators or auxiliary machines are to be run for at least 4 hours at their rated power and for 30 minutes at 110% of rated power.

During the trials all safety, alarm, shut-off and control systems associated to the turbine are to be tested or properly simulated.

3.6 Tests of gas turbines

3.6.1 Main propulsion turbines

Main turbines are to be subjected during dock trials and subsequent sea trials to the following tests:

- operation at rated rpm for at least 3 hours
- ship reversing manoeuvres.

During the various operations, the pressures, temperatures and relative expansion are not to assume magnitudes liable to endanger the safe operation of the plant.

During the trials all safety, alarm, shut-off and control systems associated to the turbine are to be tested or properly simulated.

3.6.2 Auxiliary turbines

Turbines driving electric generators or auxiliary machines are to be run for at least 4 hours at their rated power and for 30 minutes at 110% of rated power.

During the trials all safety, alarm, shut-off and control systems associated to the turbine are to be tested or properly simulated.

3.7 Tests of electric propulsion system

3.7.1 Dock trials

- a) The dock trials are to include the test of the electrical production system, the power management and the load limitation.

- b) A test of the propulsion plant at a reduced power, in accordance with dock trial facilities, is to be carried out. During this test, the following are to be checked:

- Electric motor rotation speed variation
- Functional test, as far as practicable (power limitation is to be tested with a reduced value)
- Protection devices
- Monitoring and alarm transmission including interlocking system.

- c) Prior to the sea trials, an insulation test of the electric propulsion plant is to be carried out.

3.7.2 Sea trials

Testing of the performance of the electric propulsion system is to be effected in accordance with an approved test program.

This test program is to include at least:

- a) Speed rate of rise
- b) Endurance test:
 - 4 hours at 100% rated output power
 - 2 hours at the maximum continuous output power normally used at sea
 - 10 minutes at maximum astern running power
- c) Check of the crash astern operation in accordance with the sequence provided to reverse the speed from full ahead to full astern, in case of emergency. During this test, all necessary data concerning any effects of the reversing of power on the generators are to be recorded, including the power and speed variation
- d) Test of functionality of electric propulsion, when manoeuvring and during the ship turning test
- e) Test of power management performance: reduction of power due to loss of one or several generators to check, in each case, the power limitation and propulsion availability.

3.8 Tests of gears

3.8.1 Tests during sea trials

During the sea trials, the performance of reverse and/or reduction gearing is to be verified, both when running ahead and astern.

In addition, the following checks are to be carried out:

- check of the bearing and oil temperature
- detection of possible gear hammering, where required by Sec 9, [3.6.1]
- test of the monitoring, alarm and safety systems.

3.8.2 Check of the tooth contact

- a) Prior to the sea trials, the tooth surfaces of the pinions and wheels are to be coated with a thin layer of suitable coloured compound.

Upon completion of the trials, the tooth contact is to be inspected. The contact marking is to appear uniformly

distributed without hard bearing at the ends of the teeth and without preferential contact lines.

The tooth contact is to comply with Tab 1.

- b) The verification of tooth contact at sea trials by methods other than that described above will be given special consideration by the Society.
- c) In the case of reverse and/or reduction gearing with several gear trains mounted on roller bearings, manufactured with a high standard of accuracy and having an input torque not exceeding 20 000 N-m, the check of the tooth contact may be reduced at the Society's discretion.

Such a reduction may also be granted for gearing which has undergone long workshop testing at full load and for which the tooth contact has been checked positively.

In any case, the teeth of the gears are to be examined by the Surveyor after the sea trials. Subject to the results, additional inspections or re-examinations after a specified period of service may be required.

Table 1 : Tooth contact for gears

Heat treatment and machining	Percentage of tooth contact	
	across the whole face width	of the tooth working depth
quenched and tempered, cut	70	40
<ul style="list-style-type: none"> • quenched and tempered, shaved or ground • surface-hardened 	90	40

3.9 Tests of main propulsion shafting and propellers

3.9.1 Shafting alignment

Where alignment calculations are required to be submitted in pursuance of Sec 7, [3.3.1], the alignment conditions are to be checked on board as follows:

- a) shafting installation and intermediate bearing position, before and during assembling of the shafts:
 - optical check of the relative position of bushes after fitting
 - check of the flanged coupling parameters (gap and sag)
 - check of the centring of the shaft sealing glands
- b) engine (or gearbox) installation, with floating ship:
 - check of the engine (or gearbox) flanged coupling parameters (gap and sag)
 - check of the crankshaft deflections before and after the connection of the engine with the shaft line, by measuring the variation in the distance between adjacent webs in the course of one complete revolution of the engine

Note 1: The ship is to be in the loading conditions defined in the alignment calculations.

- c) load on the bearings:
 - check of the intermediate bearing load by means of jack-up load measurements

- check of the bearing contact area by means of coating with an appropriate compound.

3.9.2 Shafting vibrations

Torsional, bending and axial vibration measurements are to be carried out where required by Sec 9. The type of the measuring equipment and the location of the measurement points are to be specified.

3.9.3 Bearings

The temperature of the bearings is to be checked under the machinery power conditions specified in [3.1.2].

3.9.4 Stern tube sealing gland

The stern tube oil system is to be checked for possible oil leakage through the stern tube sealing gland.

3.9.5 Propellers

- a) For controllable pitch propellers, the functioning of the system controlling the pitch from full ahead to full astern position is to be demonstrated. It is also to be checked that this system does not induce any overload of the engine.
- b) The proper functioning of the devices for emergency operations is to be tested during the sea trials.

3.10 Tests of piping systems

3.10.1 Functional tests

During the sea trials, piping systems serving propulsion and auxiliary machinery, including the associated monitoring and control devices, are to be subjected to functional tests at the nominal power of the machinery. Operating parameters (pressure, temperature, consumption) are to comply with the values recommended by the equipment manufacturer.

3.10.2 Performance tests

The Society reserves the right to require performance tests, such as flow rate measurements, should doubts arise from the functional tests.

3.11 Tests of steering gear

3.11.1 General

- a) The steering gear is to be tested during the sea trials under the conditions stated in [3.1] in order to demonstrate, to the Surveyor's satisfaction, that the applicable requirements of Sec 11 are fulfilled.
- b) For controllable pitch propellers, the propeller pitch is to be set at the maximum design pitch approved for the maximum continuous ahead rotational speed.
- c) If the ship cannot be tested at the deepest draught, steering gear trials shall be conducted at a displacement as close as reasonably possible to full-load displacement as required by Section 6.1.2 of ISO 19019:2005 on the conditions that either the rudder is fully submerged (zero speed waterline) and the vessel is in an acceptable trim condition, or the rudder load and torque at the specified trial loading condition have been predicted and extrapolated to the full load condition. In any case, the speed of ship corresponding to the number of maxi-

imum continuous revolution of main engine and maximum design pitch applies.

3.11.2 Tests to be performed

Tests of the steering gear are to include at least:

- a) functional test of the main and auxiliary steering gear with demonstration of the performances required by Sec 11, [3.3] and Sec 11, [4.3].
- b) test of the steering gear power units, including transfer between steering gear power units
- c) test of the isolation of one power actuating system, checking the time for regaining steering capability
- d) test of the hydraulic fluid refilling system
- e) test of the alternative power supply required by Sec 11, [2.3.2], item e)
- f) test of the steering gear controls, including transfer of controls and local control
- g) test of the means of communication between the navigation bridge, the engine room and the steering gear compartment
- h) test of the alarms and indicators
- i) where the steering gear design is required to take into account the risk of hydraulic locking, a test is to be performed to demonstrate the efficiency of the devices intended to detect this.

Note 1: Tests d) to i) may be carried out either during the mooring trials or during the sea trials.

Note 2: For ships of less than 500 tons gross tonnage and for fishing vessels, the Society may accept departures from the above list, in particular to take into account the actual design features of their steering gear.

Note 3: Azimuth thrusters are to be subjected to the above tests, as far as applicable.

3.12 Tests of anchor windlasses

3.12.1 General (1/7/2018)

- a) Each windlass is to be tested under working conditions after installation onboard to demonstrate satisfactory operation. Each unit is to be independently tested for braking, clutch functioning, lowering and hoisting of chain cable and anchor, proper riding of the chain over the cable lifter, proper transit of the chain through the

hawse pipe and the chain pipe, and effecting proper stowage of the chain and the anchor;

- b) it is to be confirmed that anchors properly seat in the stored position and that chain stoppers function as designed if fitted. The mean hoisting speed, as specified in Sec 15, [3.2.4], is to be measured and verified. The braking capacity is to be tested by intermittently paying out and holding the chain cable by means of the application of the brake. Where the available water depth is insufficient, the proposed test method is to be specially considered by the Society.

4 Inspection of machinery after sea trials

4.1 General

4.1.1

- a) For all types of propulsion machinery, those parts which have not operated satisfactorily in the course of the sea trials, or which have caused doubts to be expressed as to their proper operation, are to be disassembled or opened for inspection.

Machinery or parts which are opened up or disassembled for other reasons are to be similarly inspected.

- b) Should the inspection reveal defects or damage of some importance, the Society may require other similar machinery or parts to be opened up for inspection.
- c) An exhaustive inspection report is to be submitted to the Society for information.

4.2 Diesel engines

4.2.1

- a) In general, for all diesel engines, the following items are to be verified:
 - the deflection of the crankshafts, by measuring the variation in the distance between adjacent webs in the course of one complete revolution of the engine
 - the cleanliness of the lubricating oil filters.
- b) In the case of propulsion engines for which power tests have not been carried out in the workshop, some parts, agreed upon by the interested parties, are to be disassembled for inspection after the sea trials.

APPENDIX 1

CHECK FOR SCANTLINGS OF CRANKSHAFTS FOR DIESEL ENGINES

1 General

1.1 Application

1.1.1

- a) The requirements for the check of scantlings of crankshaft given in this Appendix apply to diesel engines as per Sec 2, [5.1.1] a) and b) capable of continuous operation of their maximum continuous power P as defined in Sec 2, [1.5.3], at the nominal maximum speed n . Where a crankshaft design involves the use of surface treated fillets, or when fatigue parameter influences are tested, or when working stresses are measured, the relevant documents with calculations/analysis are to be submitted to the Society in order to demonstrate equivalence to these requirements.
- b) The requirements of this Appendix apply only to solid forged and semi-built crankshafts of forged or cast steel, with one crankthrow between main bearings.

1.2 Documentation to be submitted

1.2.1

Required data for the check of the scantlings are indicated in the specific Society form as per item 1) of Sec 2, Tab 1.

1.3 Principles of calculation

1.3.1

The design of crankshafts is based on an evaluation of safety against fatigue in the highly stressed areas.

The calculation is also based on the assumption that the areas exposed to highest stresses are:

- fillet transitions between the crankpin and web as well as between the journal and web,
- outlets of crankpin oil bores.

When journal diameter is equal to or larger than crankpin diameter, the outlets of main journal oil bores are to be formed in a similar way to the crankpin oil bores; otherwise, separate documentation of fatigue safety may be required.

Calculation of crankshaft strength consists initially in determining the nominal alternating bending (see [2.1]) and nominal alternating torsional stresses (see [2.2]) which, multiplied by the appropriate stress concentration factors (see [3]), result in an equivalent alternating stress (uni-axial

stress) (see [5]). This equivalent alternating stress is then compared with the fatigue strength of the selected crankshaft material (see [6]). This comparison will show whether or not the crankshaft concerned is dimensioned adequately (see [7]).

2 Calculation of stresses

2.1 Calculation of alternating stresses due to bending moments and radial forces

2.1.1 Assumptions

The calculation is based on a statically determined system, composed of a single crankthrow supported in the centre of adjacent main journals and subject to gas and inertia forces. The bending length is taken as the length between the two main bearing mid-points (distance L_3 , see Fig 1).

The bending moments M_{BR} , M_{BT} are calculated in the relevant section based on triangular bending moment diagrams due to the radial component F_R and tangential component F_T of the connecting rod force, respectively (see Fig 1a)).

For crankthrows with two connecting rods acting upon one crankpin, the relevant bending moments are obtained by superposition of the two triangular bending moment diagrams according to phase (see Fig 1b)).

- a) Bending moments and radial forces acting in web

The bending moment M_{BRF} and the radial force Q_{RF} are taken as acting in the centre of the solid web (distance L_1) and are derived from the radial component of the connecting rod force.

The alternating bending and compressive stresses due to bending moments and radial forces are to be related to the cross-section of the crank web. This reference section results from the web thickness W and the web width B (see Fig 2).

Mean stresses are disregarded.

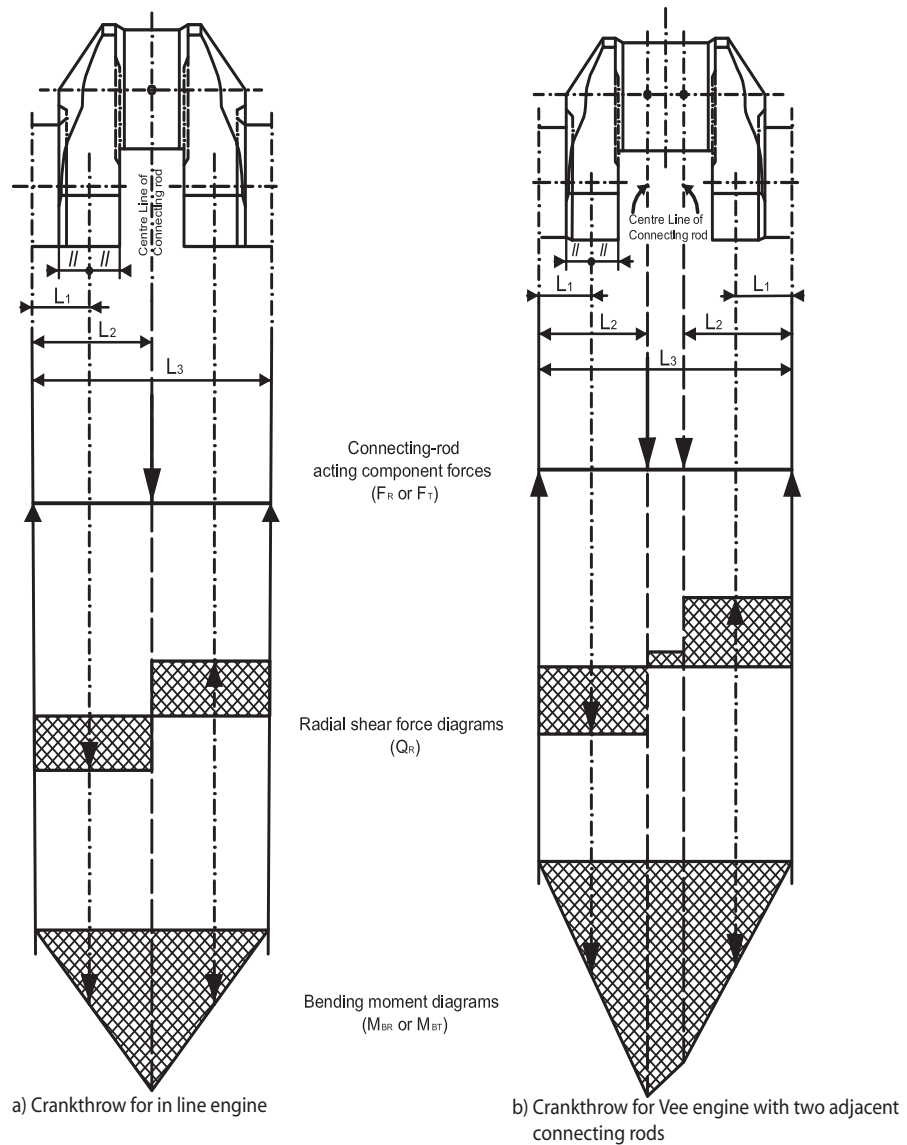
- b) Bending acting in outlet of crankpin oil bore

The two relevant bending moments are taken in the crankpin cross-section through the oil bore (see Fig 3).

The alternating stresses due to these bending moments are to be related to the cross-sectional area of the axially bored crankpin.

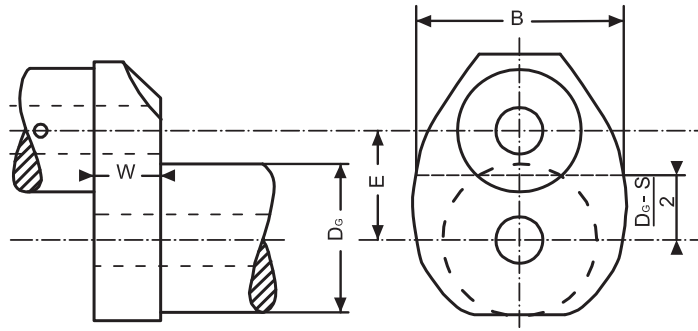
Mean bending stresses are disregarded.

Figure 1 : Crankthrow of solid crankshaft



L1 = Distance between main journal centre line and crankweb centre
 (see also Fig 2 for crankshaft without overlap)
 L2 = Distance between main journal centre line and connecting-rod centre
 L3 = Distance between two adjacent main journal centre lines

Figure 2 : Reference area of crankweb cross-section



Overlapped crankshaft

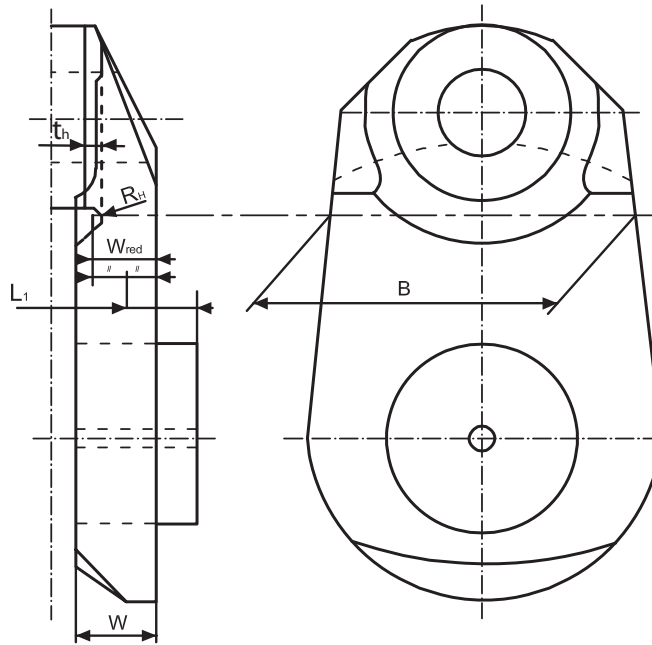
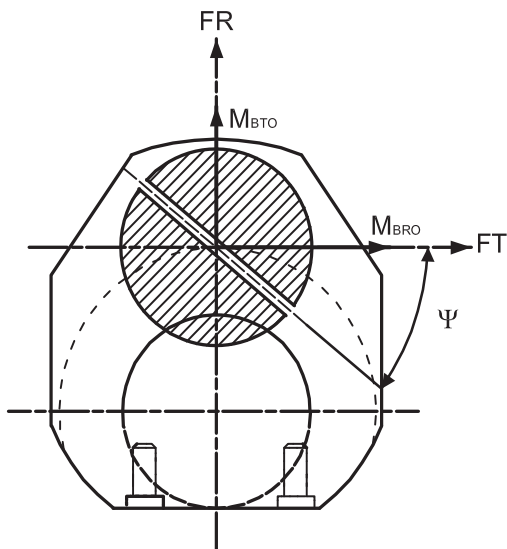


Figure 3 : Crankpin section through the oil bore



M_{BR0} is the bending moment of the radial component of the connecting-rod force

M_{BTO} is the bending moment of the tangential component of the connecting-rod force

2.1.2 Calculation of nominal alternating bending and compressive stresses in web

- a) The radial and tangential forces due to gas and inertia loads acting upon the crankpin at each connecting rod position will be calculated over one working cycle.

Using the forces calculated over one working cycle and taking into account the distance from the main bearing mid-point, the time curve of the bending moments M_{BRF} , M_{BRO} , M_{BTO} and radial forces Q_{RF} as defined in [2.1.1]b) and [2.1.1]c) will then be calculated.

In the case of V-type engines, the bending moments - progressively calculated from the gas and inertia forces - of the two cylinders acting on one crankthrow are superposed according to phase. Different designs (forked connecting rod, articulated type connecting rod or adjacent connecting rods) are to be taken into account.

Where there are cranks of different geometrical configurations in one crankshaft, the calculation is to cover all crank variants.

The decisive alternating values will then be calculated according to:

$$X_N = \pm \frac{1}{2} [X_{max} - X_{min}]$$

where:

- X_N : is considered as alternating force, moment or stress
 X_{max} : is maximum value within one working cycle
 X_{min} : is minimum value within one working cycle

- b) The calculation of the nominal alternating bending and compressive stresses in the web cross-section is as follows:

$$\sigma_{BFN} = \pm \frac{M_{BRFN}}{W_{eqw}} \cdot 10^3 \cdot K_e$$

$$\sigma_{QFN} = \pm \frac{Q_{RFN}}{F} \cdot K_e$$

where:

σ_{BFN} [N/mm²]: nominal alternating bending stress related to the web.

M_{BRFN} [Nm]: alternating bending moment related to the centre of the web (see Fig 1).

$$M_{BRFN} = \pm \frac{1}{2} [M_{BRFmax} - M_{BRFmin}]$$

W_{eqw} [mm³]: section modulus related to the cross-section of the web.

$$W_{eqw} = \frac{B \cdot W^2}{6}$$

K_e : empirical factor considering to some extent the influence of adjacent crank and bearing restraint with:

$K_e = 0,8$ for 2-stroke engines

$K_e = 1,0$ for 4-stroke engines

σ_{QFN} [N/mm²]: nominal alternating compressive stress due to radial force related to the web

Q_{RFN} [N] : alternating radial force related to the web (see Fig 1)

$$Q_{RFN} = \pm \frac{1}{2} [Q_{RFmax} - Q_{RFmin}]$$

F [mm²] : area related to the cross-section of the web
 $F = B \cdot W$

- c) The calculation of nominal alternating bending stress in the outlet of the crankpin oil bore is as follows :

$$\sigma_{BON} = \pm \frac{M_{BON}}{W_e} \cdot 10^3$$

where:

σ_{BON} [N/mm²]: nominal alternating bending stress related to the crankpin diameter

M_{BON} [Nm]: alternating bending moment calculated at the outlet of the crankpin oil bore

$$M_{BON} = \pm \frac{1}{2} [M_{BOmax} - M_{BOmin}]$$

with:

$$M_{BO} = M_{BTO} \cdot \cos \psi + M_{BRO} \cdot \sin \psi$$

ψ [°] : angular position (see Fig 3)

W_e [mm³]: section modulus related to the cross-section of the axially bored crankpin

$$W_e = \frac{\pi}{32} \left[\frac{D^4 - D_{BH}^4}{D} \right]$$

2.1.3 Calculation of alternating bending stresses in fillets

The calculation of stresses is to be carried out for the crankpin fillet as well as for the journal fillet.

For the crankpin fillet:

$$\sigma_{BH} = \pm (\alpha_B \cdot \sigma_{BFN})$$

where:

σ_{BH} [N/mm²]: alternating bending stress in the crankpin fillet

α_B [-] : stress concentration factor for bending in the crankpin fillet (determination - see [3])

For the journal fillet (not applicable to semi-built crankshafts):

$$\sigma_{BG} = \pm (\beta_B \cdot \sigma_{BFN} + \beta_Q \cdot \sigma_{QFN})$$

where:

σ_{BG} [N/mm²]: alternating bending stress in the journal fillet

β_B [-] : stress concentration factor for bending in the journal fillet (determination - see [3])

β_Q [-] : stress concentration factor for compression due to radial force in the journal fillet (determination - see [3]).

2.1.4 Calculation of alternating bending stresses in the outlet of the crankpin oil bore

$$\sigma_{BO} = \pm (\gamma_B \cdot \sigma_{BON})$$

where:

σ_{BO} [N/mm²]: alternating bending stress in the outlet of the crankpin oil bore

γ_B [-] : stress concentration factor for bending in the crankpin oil bore (determination - see [3]).

2.2 Calculation of alternating torsional stresses

2.2.1 General

The calculation for nominal alternating torsional stresses is to be undertaken by the engine Manufacturer according to the information contained in [2.2.2].

The Manufacturer is to specify the maximum nominal alternating torsional stress.

2.2.2 Calculation of nominal alternating torsional stresses

The maximum and minimum torques are to be ascertained for every mass point of the complete dynamic system and for the entire speed range by means of a harmonic synthesis of the forced vibrations from the 1st order up to and including the 15th order for 2-stroke cycle engines and from the 0,5th order up to and including the 12th order for 4-stroke cycle engines. Whilst doing so, allowance is to be made for the damping that exists in the system and for unfavourable conditions (misfiring in one of the cylinders). The speed calculation is to be selected in such a way that any resonance found in the operational speed range of the engine will be detected.

Note 1: Misfiring is defined as a cylinder condition when no combustion occurs but only a compression cycle.

Where barred speed ranges are necessary, they are to be arranged so that satisfactory operation is possible despite their existence. There are to be no barred speed ranges above a speed ratio of $\gamma \geq 0,8$ for normal firing conditions.

The values received from such calculation are to be submitted to the Society.

The nominal alternating torsional stress in every mass point, which is essential to the assessment, results from the following equation:

$$\tau_N = \pm \frac{M_{TN}}{W_P} \cdot 10^3$$

$$M_{TN} = \pm \frac{1}{2} \cdot (M_{Tmax} - M_{Tmin})$$

where:

$$W_P = \frac{\pi}{16} \cdot \left(\frac{D^4 - D_{BH}^4}{D} \right) \text{ or } W_P = \frac{\pi}{16} \cdot \left(\frac{D^4 - D_{BG}^4}{D} \right)$$

τ_N [N/mm²]: nominal alternating torsional stress referred to the crankpin or journal

M_{TN} [Nm]: maximum alternating torque

W_P [mm³]: polar section modulus related to the cross-section of the axially bored crankpin or bored journal

M_{Tmax} [Nm]: maximum value of the torque

M_{Tmin} [Nm]: minimum value of the torque.

For the purpose of the crankshaft assessment, the nominal alternating torsional stress considered in further calculations is the highest calculated value, according to above method, occurring at the most torsionally loaded mass point of the crankshaft system.

Where barred speed ranges exist, the torsional stresses within these ranges are not to be considered for assessment calculations.

The approval of the crankshaft will be based on the installation having the largest nominal alternating torsional stress (but not exceeding the maximum figure specified by the engine Manufacturer).

Thus, for each installation, it is to be ensured by suitable calculation that this approved nominal alternating torsional stress is not exceeded. This calculation is to be submitted for assessment.

2.2.3 Calculation of alternating torsional stresses in fillets and the outlet of the crankpin oil bore

The calculation of stresses is to be carried out for the crankpin fillet, the journal fillet and the outlet of the crankpin oil bore. For the crankpin fillet:

$$\tau_H = \pm (\alpha_T \cdot \tau_N)$$

where:

τ_H [N/mm²]: alternating torsional stress in the crankpin fillet

α_T [-] : stress concentration factor for torsion in the crankpin fillet (determination - see [3])

τ_N [N/mm²]: nominal alternating torsional stress related to the crankpin diameter.

For the journal fillet (not applicable to semi-built crankshafts):

$$\tau_G = \pm (\beta_T \cdot \tau_N)$$

where:

τ_G [N/mm²]: alternating torsional stress in the journal fillet

β_T [-] : stress concentration factor for torsion in the journal fillet (determination - see [3])

τ_N [N/mm²]: nominal alternating torsional stress related to the journal diameter.

For the outlet of the crankpin oil bore:

$$\sigma_{TO} = \pm (\gamma_T \cdot \tau_N)$$

where:

σ_{TO} [N/mm²]: alternating stress in the outlet of the crankpin oil bore due to torsion

γ_T [-] : stress concentration factor for torsion in the outlet of the crankpin oil bore (determination- see [3])

τ_N [N/mm²]: nominal alternating torsional stress related to crankpin diameter.

3 Evaluation of stress concentration factors

3.1 General

3.1.1 (1/7/2018)

The stress concentration factors are evaluated by means of the formulae according to items [3.2], [3.3] and [3.4] applicable to the fillets and crankpin oil bore of solid forged web type crankshafts and to the crankpin fillets of semi-built crankshafts only. It is to be noted that stress concentration factor formulae concerning the oil bore are only applicable to a radially drilled oil hole. All formulae are based on investigations of FVV (Forschungsvereinigung Verbrennungskraftmaschinen) for fillets and on investigations of ESDU (Engineering Science Data Unit) for oil holes.

Where the geometry of the crankshaft is outside the boundaries of the analytical stress concentration factors (SCF), the calculation method detailed in [9] may be undertaken.

All crank dimensions necessary for the calculation of stress concentration factors are shown in Fig 4 and Tab 1.

The stress concentration factor for bending (α_B , β_B) is defined as the ratio of the maximum equivalent stress (VON MISES) - occurring in the fillets under bending load - to the

nominal bending stress related to the web cross-section (see Tab 4).

The stress concentration factor for compression (β_C) in the journal fillet is defined as the ratio of the maximum equivalent stress (VON MISES) - occurring in the fillet due to the radial force - to the nominal compressive stress related to the web cross-section.

The stress concentration factor for torsion (α_T , β_T) is defined as the ratio of the maximum equivalent shear stress - occurring in the fillets under torsional load - to the nominal torsional stress related to the axially bored crankpin or journal cross-section (see Tab 4).

The stress concentration factors for bending (γ_B) and torsion (γ_T) are defined as the ratio of the maximum principal stress - occurring at the outlet of the crankpin oil hole under bending and torsional loads - to the corresponding nominal stress related to the axially bored crankpin cross-section (see Tab 5).

When reliable measurements and/or calculations are available, which can allow direct assessment of stress concentration factors, the relevant documents and their method of analysis are to be submitted to the Society in order to demonstrate their equivalence to the present Rule evaluation. This is always to be performed when dimensions are outside of any of the validity ranges for the empirical formulae presented in [3.2] to [3.4].

Item [9] and [12] describes how FE analyses can be used for the calculation of the stress concentration factors. Care should be taken to avoid mixing equivalent (von Mises) stresses and principal stresses.

Figure 4 : Crank dimensions

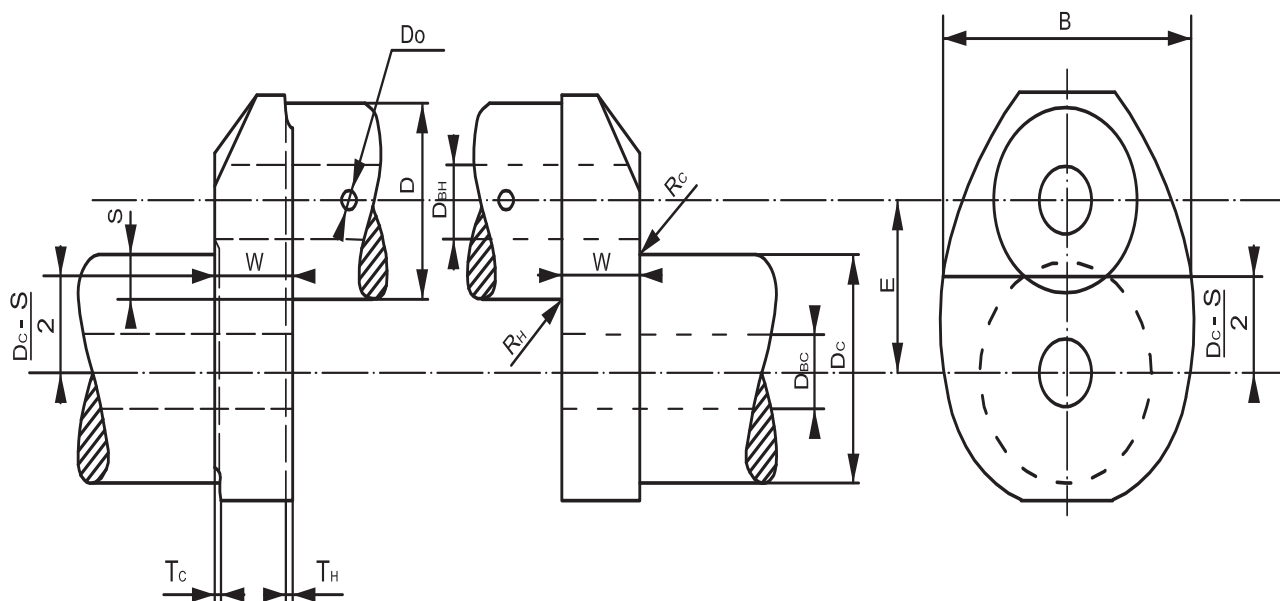


Table 1 : Actual dimensions

D	[mm]	crankpin diameter
D _{BH}	[mm]	diameter of axial bore in crankpin
D _O	[mm]	diameter of oil bore in crankpin
R _H	[mm]	fillet radius of crankpin
T _H	[mm]	recess of crankpin fillet
D _G	[mm]	journal diameter
D _{BG}	[mm]	diameter of axial bore in journal
R _G	[mm]	fillet radius of journal
T _G	[mm]	recess of journal fillet
E	[mm]	pin eccentricity
S	[mm] $S = \frac{D + D_G}{2} - E$	pin overlap
W (*)	[mm]	web thickness
B (*)	[mm]	web width
(*) In the case of 2-stroke semi-built crankshafts: <ul style="list-style-type: none"> when $T_H > R_H$, the web thickness is to be considered as equal to : $W_{red} = W - (T_H - R_H)$ [refer to Fig 2] web width B is to be taken in way of the crankpin fillet radius centre according to Fig 2 		

The related dimensions in Tab 2 will be applied for the calculation of stress concentration factors in the crankpin fillet and in the journal fillet.

Table 2 : Related dimensions

Crankpin fillet	Journal fillet
$r = R_H / D$	$r = R_G / D$
s	= S/D
w	= W/D crankshafts with overlap W_{red}/D crankshafts without overlap
b	= B/D
d _o	= D _O /D
d _G	= D _{BG} /D
d _H	= D _{BH} /D
t _H	= T _H /D
t _G	= T _G /D

Stress concentration factors are valid for the ranges of related dimensions for which the investigations have been carried out. Ranges are as follows:

$$S \leq 5$$

$$0,2 \leq w \leq 0,8$$

$$1,1 \leq b \leq 2,2$$

$$0,03 \leq r \leq 0,13$$

$$0 \leq d_G \leq 0,8$$

$$0 \leq d_H \leq 0,8$$

$$0 \leq d_o \leq 0,2$$

Low range of s can be extended down to large negative values provided that:

- If calculated $f(\text{recess}) < 1$ then the factor $f(\text{recess})$ is not to be considered ($f(\text{recess}) = 1$)
- If $s < -0,5$ then $f(s,w)$ and $f(r,s)$ are to be evaluated replacing the actual value of s by -0,5.

3.2 Crankpin fillet

3.2.1

The stress concentration factor for bending (α_B) is :

$$\alpha_B = 2,6914 \cdot f(s,w) \cdot f(w) \cdot f(b) \cdot f(r) \cdot f(d_G) \cdot f(d_H) \cdot f(\text{recess})$$

where:

$$f(s,w) = -4,1883 + 29,2004 \cdot w - 77,5925 \cdot w^2 + 91,9454 \cdot w^3 - 40,0416 \cdot w^4 + (1-s) \cdot (9,5440 - 58,3480 \cdot w + 159,3415 \cdot w^2 - 192,5846 \cdot w^3 + 85,2916 \cdot w^4) + (1-s)^2 \cdot (-3,8399 + 25,0444 \cdot w - 70,5571 \cdot w^2 + 87,0328 \cdot w^3 - 39,1832 \cdot w^4)$$

$$f(w) = 2,1790 \cdot w^{0,7171}$$

$$f(b) = 0,6840 - 0,0077 \cdot b + 0,1473 \cdot b^2$$

$$f(r) = 0,2881 \cdot r^{(-0,5231)}$$

$$f(d_G) = 0,9993 + 0,27 \cdot d_G - 1,0211 \cdot d_G^2 + 0,5306 \cdot d_G^3$$

$$f(d_H) = 0,9978 + 0,3145 \cdot d_H - 1,5241 \cdot d_H^2 + 2,4147 \cdot d_H^3$$

$$f(\text{recess}) = 1 + (t_H + t_G) \cdot (1,8 + 3,2 \cdot s)$$

The stress concentration factor for torsion (α_T) is :

$$\alpha_T = 0,8 \cdot f(r,s) \cdot f(b) \cdot f(w)$$

where:

$$f(r,s) = r^{(-0,322 + 0,1015 \cdot (1-s))}$$

$$f(b) = 7,8955 - 10,654 \cdot b + 5,3482 \cdot b^2 - 0,857 \cdot b^3$$

$$f(w) = w^{(-0,145)}$$

3.3 Journal fillet (not applicable to semi-built crankshafts)

3.3.1

The stress concentration factor for bending (β_B) is:

$$\beta_B = 2,7146 \cdot f_B(s, w) \cdot f_B(w) \cdot f_B(b) \cdot f_B(r) \cdot f_B(d_G) \cdot f_B(d_H) \cdot f(\text{recess})$$

where:

$$f_B(s, w) = -1,7625 + 2,9821 \cdot w - 1,5276 \cdot w^2 + (1-s) \cdot (5,1169 - 5,8089 \cdot w + 3,1391 \cdot w^2) + (1-s)^2 \cdot (-2,1567 + 2,3297 \cdot w - 1,2952 \cdot w^2)$$

$$f_B(w) = 2,2422 \cdot w^{0,7548}$$

$$f_B(b) = 0,5616 + 0,1197 \cdot b + 0,1176 \cdot b^2$$

$$f_B(r) = 0,1908 \cdot r^{(-0,5568)}$$

$$f_B(d_G) = 1,0012 - 0,6441 \cdot d_G + 1,2265 \cdot d_G^2$$

$$f_B(d_H) = 1,0022 - 0,1903 \cdot d_H + 0,0073 \cdot d_H^2$$

$$f(\text{recess}) = 1 + (t_H + t_G) \cdot (1,8 + 3,2 \cdot s)$$

The stress concentration factor for compression (β_O) due to the radial force is:

$$\beta_O = 3,0128 \cdot f_O(s) \cdot f_O(w) \cdot f_O(b) \cdot f_O(r) \cdot f_O(d_H) \cdot f(\text{recess})$$

where:

$$f_O(s) = 0,4368 + 2,1630 \cdot (1-s) - (1,5212) \cdot (1-s)^2$$

$$f_O(w) = \frac{w}{0,0637 + 0,9369 \cdot w}$$

$$f_O(b) = -0,5 + b$$

$$f_O(r) = 0,5331 \cdot r^{(-0,2038)}$$

$$f_O(d_H) = 0,9937 - 1,1949 \cdot d_H + 1,7373 \cdot d_H^2$$

$$f(\text{recess}) = 1 + (t_H + t_G) \cdot (1,8 + 3,2 \cdot s)$$

The stress concentration factor for torsion (β_T) is:

$$\beta_T = \alpha_T$$

if the diameters and fillet radii of crankpin and journal are the same.

If crankpin and journal diameters and/or radii are of different sizes

$$\beta_T = 0,8 \cdot f(r, s) \cdot f(b) \cdot f(w)$$

where:

$f(r, s)$, $f(b)$ and $f(w)$ are to be determined in accordance with item [3.2] (see calculation of α_T); however, the radius of the journal fillet is to be related to the journal diameter :

$$r = \frac{R_G}{D_G}$$

3.4 Outlet of the crankpin oil bore

3.4.1

The stress concentration factor for bending (γ_B) is:

$$\gamma_B = 3 - 5,88 \cdot d_o + 34,6 \cdot d_o^2$$

The stress concentration factor for torsion (γ_T) is:

$$\gamma_T = 4 - 6 \cdot d_o + 30 \cdot d_o^2$$

4 Additional bending stresses

4.1 General

4.1.1

In addition to the alternating bending stresses in fillets (see item [2.1.3]), further bending stresses due to misalignment and bedplate deformation as well as due to axial and bending vibrations are to be considered by applying σ_{add} as given by Tab 3.

5 Calculation of equivalent alternating stress

5.1 General

5.1.1

In the fillets, bending and torsion lead to two different biaxial stress fields which can be represented by a Von Mises equivalent stress with the additional assumptions that bending and torsion stresses are time phased and the corresponding peak values occur at the same location (see Tab 4).

As a result, the equivalent alternating stress is to be calculated for the crankpin fillet as well as for the journal fillet by using the Von Mises criterion.

At the oil hole outlet, bending and torsion lead to two different stress fields which can be represented by an equivalent principal stress equal to the maximum of principal stress resulting from the combination of these two stress

fields with the assumption that bending and torsion are time phased (see Tab 5).

The above two different ways of equivalent stress evaluation both lead to stresses which may be compared to the same fatigue strength value of crankshaft assessed according to the Von Mises criterion.

5.2 Equivalent alternating stress

5.2.1

The equivalent alternating stress is calculated in accordance with the formulae given.

For the crankpin fillet:

$$\sigma_v = \pm \sqrt{(\sigma_{BH} + \sigma_{add})^2 + 3 \cdot \tau_H^2}$$

For the journal fillet:

$$\sigma_v = \pm \sqrt{(\sigma_{BG} + \sigma_{add})^2 + 3 \cdot \tau_G^2}$$

For the outlet of the crankpin oil bore:

$$\sigma_v = \pm \frac{1}{3} \sigma_{BO} \cdot \left[1 + 2 \sqrt{1 + \frac{9}{4} \cdot \left(\frac{\sigma_{TO}}{\sigma_{BO}} \right)^2} \right]$$

where:

σ_v [N/mm²] : equivalent alternating stress.

For other parameters see [2.1.3], [2.2.3] and [4].

Table 3

Type of engine	σ_{add} [N/mm ²]
Crosshead engines	± 30 (1)
Trunk piston engines	± 10

(1) The additional stress of ± 30 N/mm² is composed of two components:

- an additional stress of ± 20 N/mm² resulting from axial vibration
- an additional stress of ± 10 N/mm² resulting from misalignment / bedplate deformation.

It is recommended that a value of ± 20 N/mm² be used for the axial vibration component for assessment purposes where axial vibration calculation results of the complete dynamic system.(engine/shafting/gearing/propeller) are not available. Where axial vibration calculation results of the complete dynamic system are available, the calculated figures may be used instead.

6 Calculation of fatigue strength

6.1 General

6.1.1 (1/7/2018)

The fatigue strength is to be understood as that value of equivalent alternating stress (Von Mises) which a crankshaft can permanently withstand at the most highly stressed points. The fatigue strength may be evaluated by means of the following formulae.

Related to the crankpin diameter:

$$\sigma_{DW} = \pm K \cdot (0,42 \cdot \sigma_B + 39,3) \cdot \left[0,264 + 1,073 \cdot D^{-0,2} + \frac{785 - \sigma_B}{4900} + \frac{196}{\sigma_B} \cdot \sqrt{\frac{1}{R_x}} \right]$$

with:

$R_x = R_H$ in the fillet area

$R_x = D_0 / 2$ in the oil bore area

Related to the journal diameter:

$$\sigma_{DW} = \pm K \cdot (0,42 \cdot \sigma_B + 39,3) \cdot \left[0,264 + 1,073 \cdot D_G^{-0,2} + \frac{785 - \sigma_B}{4900} + \frac{196}{\sigma_B} \cdot \sqrt{\frac{1}{R_G}} \right]$$

where:

σ_{DW} [N/mm²]: allowable fatigue strength of crankshaft

K [-] : factor for different types of crankshafts without surface treatment. Values greater than 1 are only applicable to fatigue strength in the fillet area.

$K = 1,05$ for continuous grain flow forged or drop-forged crankshafts

$K = 1,0$ for free form forged crankshaft (without continuous grain flow)

Factor for cast steel crankshafts with cold rolling treatment in fillet area

$K = 0,93$ for cast steel crankshafts manufactured by companies using a classification society approved cold rolling process

σ_B [N/mm²]: minimum tensile strength of crankshaft material.

For other parameters see [3.3].

When a surface treatment process is applied, it is to be approved by the Society.

Guidance for calculation of surface treated fillets and oil bore outlets is presented in [11].

These formulae are subject to the following conditions:

- surfaces of the fillet, the outlet of the oil bore and inside the oil bore (down to a minimum depth equal to 1,5 times the oil bore diameter) are to be smoothly finished.
- for calculation purposes R_H , R_G or R_x are to be taken as not less than 2 mm.

As an alternative, the fatigue strength of the crankshaft can be determined by experiment based either on a full size

crankthrow (or crankshaft) or on specimens taken from a full size crankthrow. For evaluation of test results, see [10].

7 Acceptability criteria

7.1 General

7.1.1

The sufficient dimensioning of a crankshaft is confirmed by a comparison of the equivalent alternating stress and the fatigue strength. This comparison is to be carried out for the crankpin fillet, the journal fillet and the outlet of the crankpin oil bore and is based on the formula:

$$Q = \frac{\sigma_{DW}}{\sigma_v}$$

where:

Q [-] : acceptability factor

Adequate dimensioning of the crankshaft is ensured if the smallest of all acceptability factors satisfies the criteria:

$$Q \geq 1,15$$

8 Calculation of shrink-fits of semi-built crankshafts

8.1 General

8.1.1

All crank dimensions necessary for the calculation of the shrink-fit are shown in Fig 5, where:

D_A [mm]: outside diameter of web or twice the minimum distance x between centreline of journals and outer contour of web, whichever is the lesser

D_S [mm]: shrink diameter

D_G [mm]: journal diameter

D_{BG} [mm]: diameter of axial bore in journal

L_S [mm]: length of shrink-fit

R_G [mm]: fillet radius of journal

y [mm]: distance between the adjacent generating lines of journal and pin $y \geq 0,05 \cdot D_S$

Where y is less than $0,1 \cdot D_S$ special consideration is to be given to the effect of the stress due to the shrink-fit on the fatigue strength at the crankpin fillet.

Respecting the radius of the transition from the journal to the shrink diameter, the following is to be complied with:

$$R_G \geq 0,015 \cdot D_G$$

and

$$R_G \geq 0,5 \cdot (D_S - D_G)$$

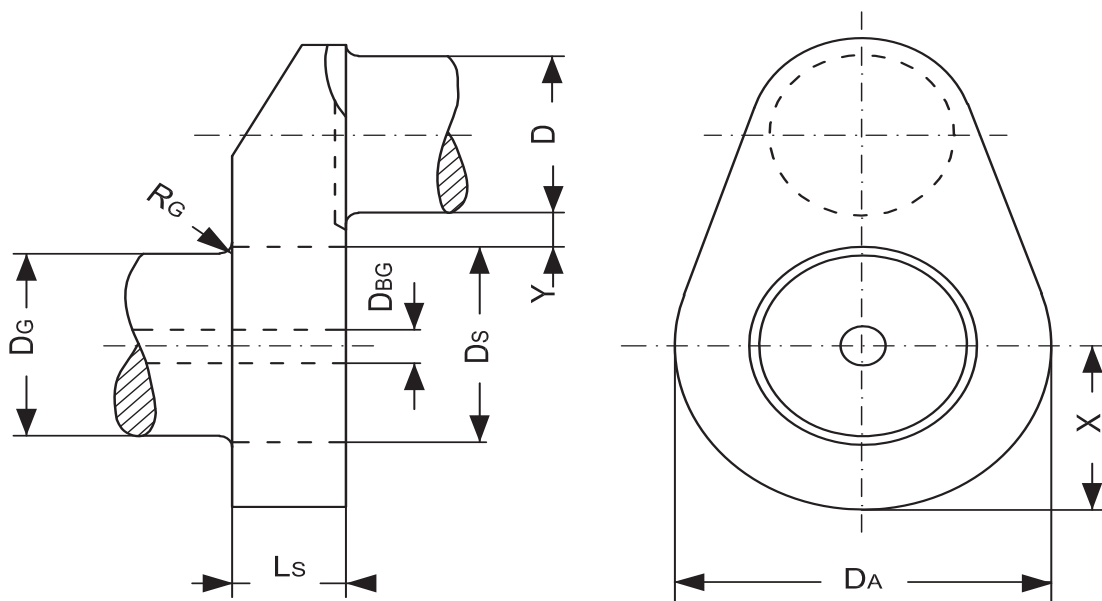
where the greater value is to be considered.

The actual oversize Z of the shrink-fit is to be within the limits Z_{min} and Z_{max} calculated in accordance with items [8.3] and [8.4].

Where the condition in [8.2] cannot be fulfilled, then calculation methods of Z_{min} and Z_{max} in [8.3] and [8.4] are not applicable due to multizone-plasticity problems.

In such case Z_{min} and Z_{max} are to be established based on FEM calculations.

Figure 5 : Crankthrow of semi-built crankshaft



8.2 Maximum permissible hole in the journal pin

8.2.1

The maximum permissible hole diameter in the journal pin is calculated in accordance with the following formula:

$$D_{BG} = D_S \cdot \sqrt{1 - \frac{4000 \cdot S_R \cdot M_{max}}{\mu \cdot \pi \cdot D_S^2 \cdot L_S \cdot \sigma_{SP}}}$$

where:

S_R [-] : safety factor against slipping; however a value not less than 2 is to be taken unless documented by experiments

M_{max} [Nm]: absolute maximum value of the torque M_{Tmax} in accordance with [2.2.2].

μ [-] : coefficient for static friction; however a value not greater than 0,2 is to be taken unless documented by experiments

σ_{SP} [N/mm²]: minimum yield strength of material for journal pin.

This condition serves to avoid plasticity in the hole of the journal pin.

8.3 Necessary minimum oversize of shrink-fit

8.3.1

The necessary minimum oversize is determined by the greater value calculated according to:

$$Z_{min} \geq \frac{\sigma_{SW} \cdot D_s}{E_m}$$

and

$$Z_{min} \geq \frac{4000}{\mu \cdot \pi} \cdot \frac{S_R \cdot M_{max}}{E_m \cdot D_s \cdot L_s} \cdot \frac{1 - (Q_A^2 \cdot Q_S^2)}{(1 - Q_A^2) \cdot (1 - Q_S^2)}$$

where:

Z_{min} [mm]: minimum oversize

E_m [N/mm²]: Young's modulus

σ_{SW} [N/mm²]: minimum yield strength of material for crank web

Q_A [-] : web ratio, $Q_A = D_s / D_A$

Q_S [-] : shaft ratio, $Q_S = D_{BG} / D_s$

8.4 Maximum permissible oversize of shrink-fit

8.4.1

The maximum permissible oversize is calculated according to:

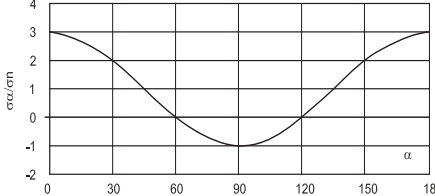
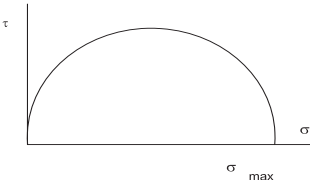
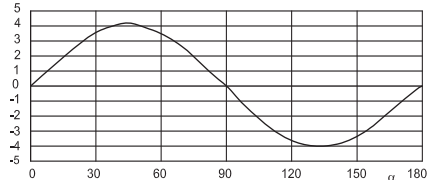
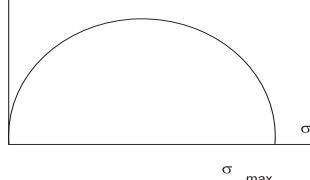
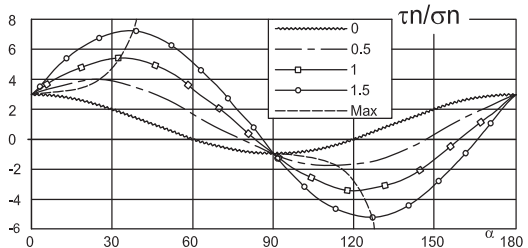
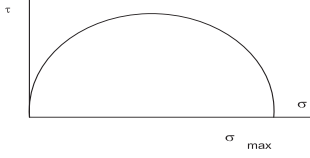
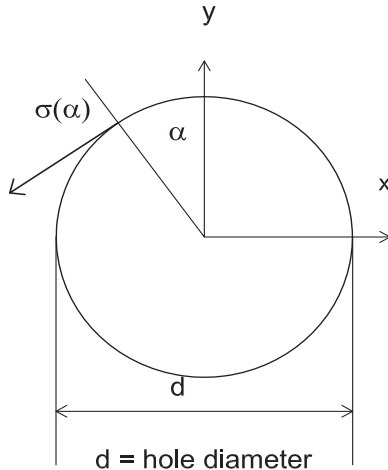
$$Z_{max} \leq D_s \cdot \left(\frac{\sigma_{SW}}{E_m} + \frac{0,8}{1000} \right)$$

This condition serves to restrict the shrinkage induced mean stress in the fillet.

Table 4 : Definition of Stress Concentration Factors in crankshaft fillets

Stress		Max $\ \sigma_3\ $	Max σ_1	
Torsional loading	Location of maximal stresses	A	C	B
	Typical principal stress system Mohr's circle diagram with $\sigma_2 = 0$	<p>$\ \sigma_3\ > \sigma_1$</p>	<p>$\sigma_1 > \ \sigma_3\$</p>	<p>$\sigma_1 = \ \sigma_3\$</p>
	Equivalent stress and S.C.F.	$\tau_{\text{equiv}} = \frac{\sigma_1 - \sigma_3}{2}$ $\text{S.C.F.} = \frac{\tau_{\text{equiv}}}{\tau_n} \text{ for } \alpha_T, \beta_T$		
Bending loading	Location of maximal stresses	B	B	B
	Typical principal stress system Mohr's circle diagram with $\sigma_3 = 0$	<p>$\sigma \neq 0$</p>		
	Equivalent stress and S.C.F.	$\sigma_{\text{equiv}} = \sqrt{\sigma_1^2 + \sigma_2^2 - \sigma_1 \cdot \sigma_2}$ $\text{S.C.F.} = \frac{\sigma_{\text{equiv}}}{\sigma_n} \text{ for } \alpha_B, \beta_B, \beta_O$		

Table 5 : Stress Concentration Factors and stress distribution at the edge of oil drillings

Stress type	Nominal stress tensor	Uniaxial stress distribution around the edge	Mohr's circle diagram
Tension	$\begin{bmatrix} \sigma_n & 0 \\ 0 & 0 \end{bmatrix}$	$\sigma_\alpha = \sigma_n \gamma_B / 3 [1 + 2 \cos(2\alpha)]$ 	 $\gamma_B = (\sigma_{\max} / \sigma_n) \text{ for } \alpha = k\pi$
Shear	$\begin{bmatrix} 0 & \tau_n \\ \tau_n & 0 \end{bmatrix}$	$\sigma_\alpha = \gamma_T \tau_n \sin(2\alpha)$ 	 $\gamma_T = (\sigma_{\max} / \tau_n) \text{ for } \alpha = \frac{\pi}{4} + k\frac{\pi}{2}$
Tension + shear	$\begin{bmatrix} \sigma_n & \tau_n \\ \tau_n & 0 \end{bmatrix}$	$\sigma_\alpha = \frac{\gamma_B}{3} \sigma_n \left\{ 1 + 2 \left[\cos(2\alpha) + \frac{3\gamma_T}{2\gamma_B} \frac{\tau_n}{\sigma_n} \sin(2\alpha) \right] \right\}$ 	 $\sigma_{\max} = \frac{\gamma_B}{3} \sigma_n \left[1 + 2 \sqrt{1 + \frac{9}{4} \left(\frac{\gamma_T}{\gamma_B} \frac{\tau_n}{\sigma_n} \right)^2} \right]$ $\text{for } \alpha = \frac{1}{2} \text{tg}^{-1} \left(\frac{3\gamma_T}{2\gamma_B} \frac{\tau_n}{\sigma_n} \right)$
 <p>$d = \text{hole diameter}$</p>			

9 Guidance for calculation of Stress Concentration Factors in the web fillet radii of crankshafts by utilising the Finite Element Method

9.1 General

9.1.1

The objective of the analysis is to develop Finite Element Method (FEM) calculated figures as an alternative to the analytically calculated Stress Concentration Factors (SCF) at the crankshaft fillets.

The analytical method is based on empirical formulae developed from strain gauge measurements of various crank geometries and accordingly the application of these formulae is limited to those geometries.

The SCFs calculated according to this item [9] are defined as the ratio of stresses calculated by FEM to nominal stresses in both journal and pin fillets. When used in connection with the present method, Von Mises stresses shall be calculated for bending and principal stresses for torsion.

The procedure is valid for both solid cranks and semi-built cranks (except journal fillets).

The analysis is to be conducted as linear elastic FE analysis, and unit loads of appropriate magnitude are to be applied for all load cases.

The calculation of SCF at the oil bores is not covered by this item [9].

It is advised to check the element accuracy of the FE solver in use, e.g. by modelling a simple geometry and comparing the stresses obtained by FEM with the analytical solution for pure bending and torsion.

Boundary Element Method (BEM) may be used instead of FEM.

9.2 Model requirements

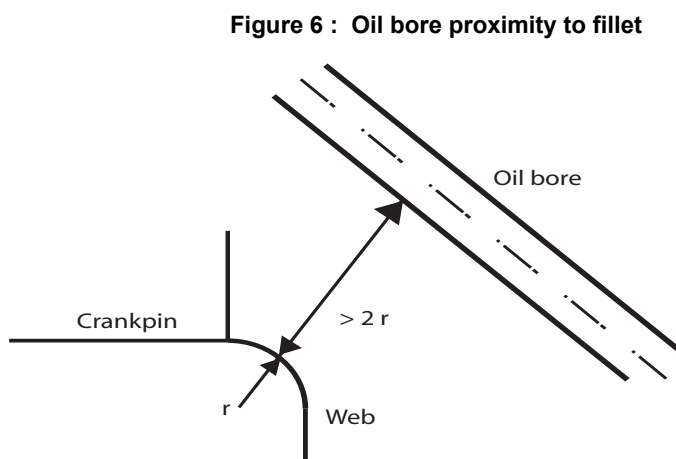
9.2.1

The basic recommendations and perceptions for building the FE model are presented in [9.2.2]. The final FE model is to fulfil the requirements in [9.2.3].

9.2.2 Element mesh recommendations

In order to fulfil the mesh quality criteria it is advisable to construct the FE model for the evaluation of Stress Concentration Factors according to the following recommendations:

- The model consists of one complete crank, from the main bearing centreline to the opposite side main bearing centreline
- Element types used in the vicinity of the fillets:
 - 10 node tetrahedral elements
 - 8 node hexahedral elements
 - 20 node hexahedral elements
- Mesh properties in fillet radii. The following applies to ± 90 degrees in the circumferential direction from the crank plane
- Maximum element size $a=r/4$ through the entire fillet as well as in the circumferential direction. When using 20 node hexahedral elements, the element size in the circumferential direction may be extended up to $5a$. In the case of multi-radii fillet, r is the local fillet radius. (If 8 node hexahedral elements are used, even smaller element size is required to meet the quality criteria)
- Recommended arrangement for element size in fillet depth direction:
 - First layer thickness equal to element size of a
 - Second layer thickness equal to element to size of $2a$
 - Third layer thickness equal to element to size of $3a$
- Minimum 6 elements across web thickness
- Generally the rest of the crank should be suitable for the numerical stability of the solver
- Counterweights need to be modelled only when influencing the global stiffness of the crank significantly
- Modelling of oil drillings is not necessary as long as the influence on global stiffness is negligible and the proximity to the fillet is more than $2r$; see Fig 6
- Drillings and holes for weight reduction are to be modelled
- Sub-modelling may be used as far as the software requirements are fulfilled.



9.2.3 Material

The formulae in [3] do not consider material properties such as Young's Modulus (E) and Poisson's ratio (ν). In FE analysis those material parameters are required, as strain is primarily calculated and stress is derived from strain using the Young's Modulus and Poisson's ratio.

Reliable values for material parameters need to be used, either as quoted in the literature or as measured on representative material samples.

For steel the following is advised:

E = 2,05 · 10⁵ MPa and ν = 0,3.

9.2.4 Element mesh quality criteria

If the actual element mesh does not fulfil any of the following criteria in the area examined for SCF evaluation, then a second calculation with a refined mesh is to be performed.

a) Principal stresses criterion

The quality of the mesh should be assured by checking the stress component normal to the surface of the fillet radius. Ideally, this stress should be zero. With principal stresses σ₁, σ₂ and σ₃ the following criterion is required:

$$\min(|\sigma_1|, |\sigma_2|, |\sigma_3|) < 0,03 \max(|\sigma_1|, |\sigma_2|, |\sigma_3|)$$

b) Averaged/unaveraged stresses criterion

The criterion is based on observing the discontinuity of stress results over elements at the fillet for the calculation of SCF:

- Unaveraged nodal stress results calculated from each element connected to a node_i should differ by less than 5% from the 100% averaged nodal stress results at this node_i at the examined location.

9.3 Load cases

9.3.1

To replace the analytically determined SCF in [3], the following load cases are to be calculated.

9.3.2 Torsion

The structure is loaded in pure torsion. In the model, surface warp at the end faces is suppressed.

Torque is applied to the central node located at the crankshaft axis. This node acts as the master node with 6 degrees of freedom and is connected rigidly to all nodes of the end face.

Boundary and load conditions are valid for both in-line and V-type engines.

For all nodes in both the journal and crank pin fillet, principal stresses are extracted and the equivalent torsional stress is calculated:

$$\tau_{equiv} = \max\left(\frac{|\sigma_1 - \sigma_2|}{2}, \frac{|\sigma_2 - \sigma_3|}{2}, \frac{|\sigma_1 - \sigma_3|}{2}\right)$$

The maximum value taken for the subsequent calculation of the SCF:

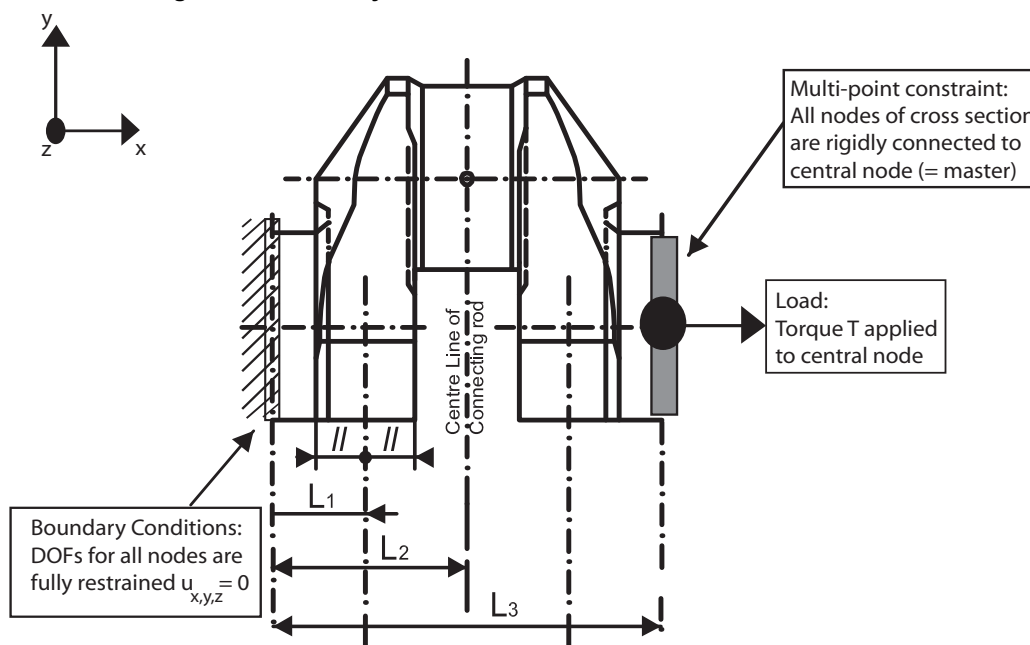
$$\alpha_T = \frac{\tau_{equiv,\alpha}}{\tau_N}$$

$$\beta_T = \frac{\tau_{equiv,\beta}}{\tau_N}$$

where τ_N is nominal torsional stress referred to the crankpin or journal, respectively, as per [2.2.2] with the torsional torque T:

$$\tau_N = \frac{T}{W_p}$$

Figure 7 : Boundary and load conditions for the torsion load case



9.3.3 Pure bending (4 point bending)

The structure is loaded in pure bending. In the model surface, warp at the end faces is suppressed.

The bending moment is applied to the central node located at the crankshaft axis. This node acts as the master node with 6 degrees of freedom and is connected rigidly to all nodes of the end face.

Boundary and load conditions are valid for both in-line and V-type engines.

For all nodes in both the journal and pin fillet, Von Mises equivalent stresses σ_{equiv} are extracted. The maximum value is used to calculate the SCF according to:

$$\alpha_B = \frac{\sigma_{equiv,\alpha}}{\sigma_N}$$

$$\beta_B = \frac{\sigma_{equiv,\beta}}{\sigma_N}$$

Nominal stress σ_N is calculated as per item b) of [2.1.2] with the bending moment M :

$$\sigma_N = \frac{M}{W_{eqw}}$$

9.3.4 Bending with shear force (3-point bending)

This load case is calculated to determine the SCF for pure transverse force (radial force, β_D) for the journal fillet.

The structure is loaded in 3-point bending. In the model, surface warp at both end faces is suppressed. All nodes are connected rigidly to the centre node; boundary conditions are applied to the centre nodes. These nodes act as master nodes with 6 degrees of freedom.

The force is applied to the central node located at the pin centreline of the connecting rod. This node is connected to all nodes of the pin cross-sectional area. Warping of the sectional area is not suppressed.

Boundary and load conditions are valid for in-line and V-type engines. V-type engines can be modelled with one connecting rod force only. Using two connecting rod forces will make no significant change in the SCF.

Figure 8 : Boundary and load conditions for the pure bending load case

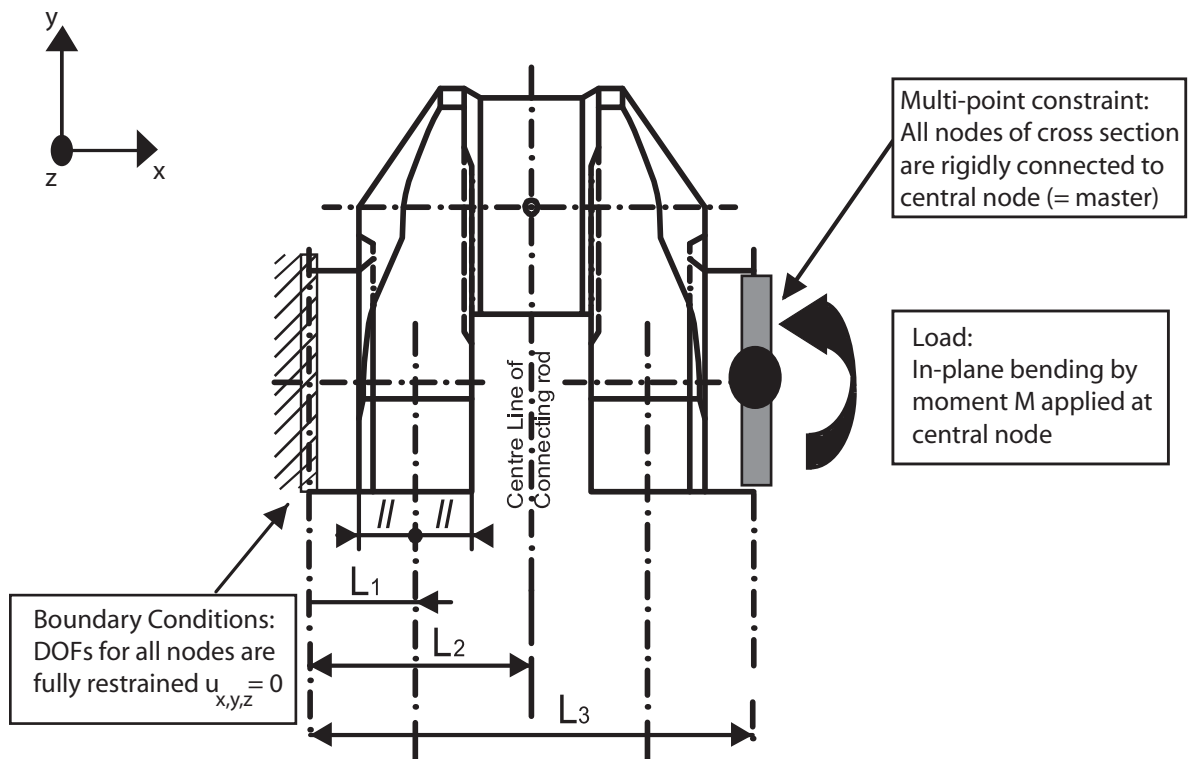


Figure 9 : Boundary and load conditions for the 3-point bending load case of an in-line engine

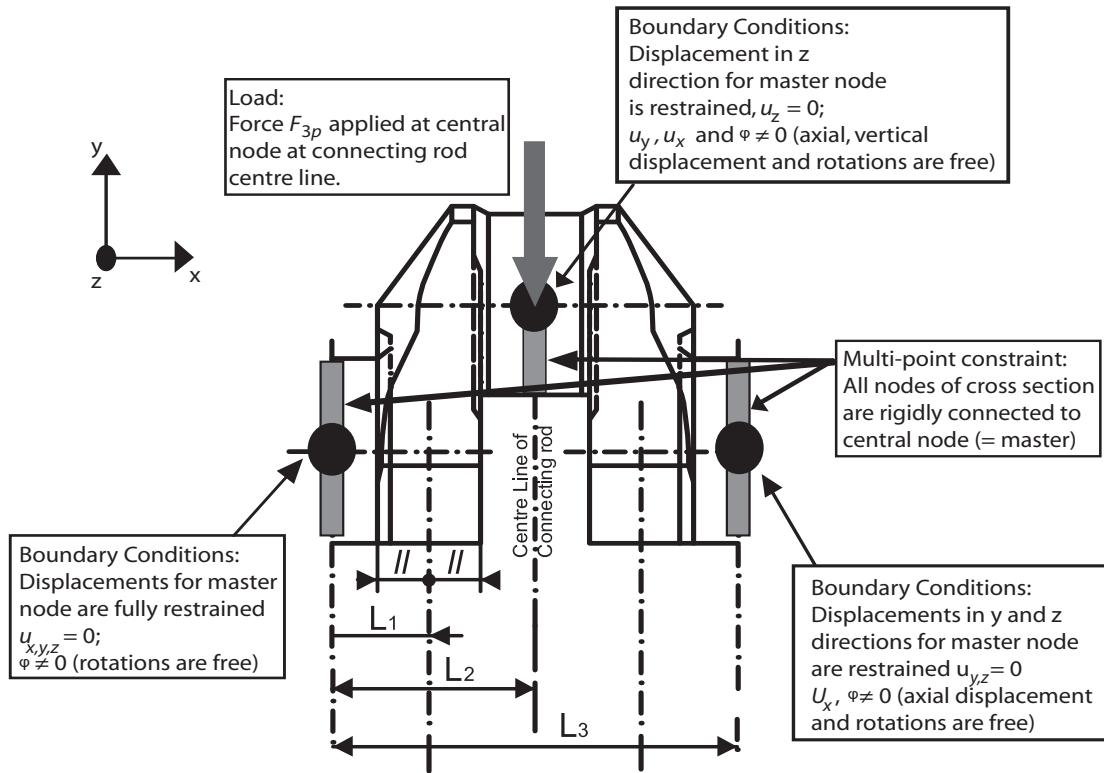
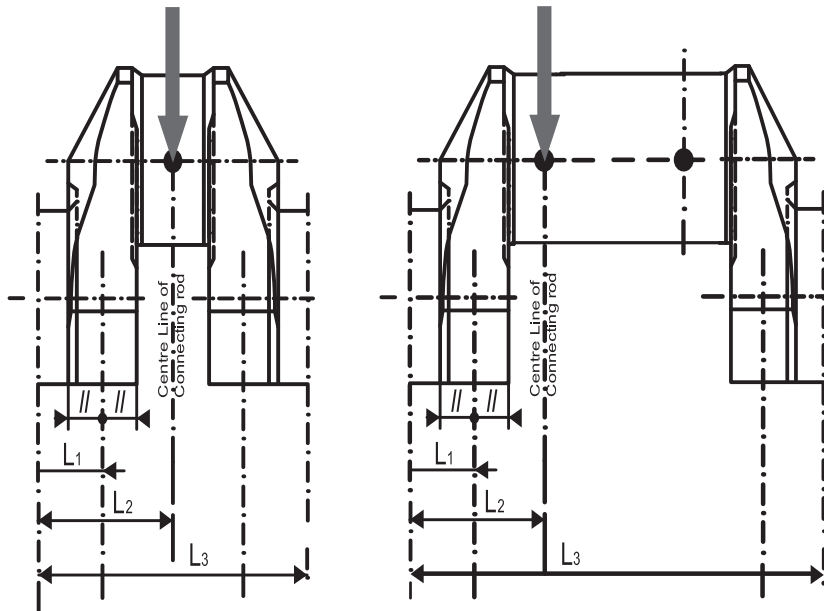


Figure 10 : Load applications for in-line and V-type engines



The maximum equivalent Von Mises stress σ_{3P} in the journal fillet is evaluated. The SCF in the journal fillet can be determined in two ways as shown in a) and b) below.

a) Method 1

The results from 3-point and 4-point bending are combined as follows:

$$\sigma_{3P} = \sigma_{N3P} \times \beta_B + \sigma_{Q3P} \times \beta_Q$$

where:

σ_{3P} : as found by the FE calculation

σ_{N3P} : Nominal bending stress in the web centre due to the force F_{3P} [N] applied to the centreline of the actual connecting rod; see Fig 10

β_B : as determined in [9.3.3]

σ_{Q3P} : $Q_{3P} / (BW)$ where Q_{3P} is the radial (shear) force in the web due to the force F_{3P} [N] applied to the centreline of the actual connecting rod; see also Fig 1.

b) Method 2

In a statically determined system with one crank throw supported by two bearings, the bending moment and radial (shear) force are proportional. Therefore the journal fillet SCF can be found directly by the 3-point bending FE calculation.

The SCF is then calculated according to:

$$\beta_{BQ} = \frac{\sigma_{3P}}{\sigma_{N3P}}$$

For symbols, see item a) above.

When using this method, the radial force and stress determination become superfluous. The alternating bending stress in the journal fillet as per [2.1.3] is then evaluated:

$$\sigma_{BG} = \pm |\beta_{BQ} \cdot \sigma_{BFN}|$$

Note that the use of this method does not apply to the crankpin fillet and that this SCF must not be used in connection with calculation methods other than those assuming a statically determined system.

10 Guidance for Evaluation of Fatigue Tests

10.1 Introduction

10.1.1 (1/7/2018)

Fatigue testing can be divided into two main groups; testing of small specimens and full-size crank throws. Testing can be made using the staircase method or a modified version thereof which is presented in this document. Other statistical evaluation methods may also be applied.

10.1.2 Small specimen testing (1/7/2018)

For crankshafts without any fillet surface treatment, the fatigue strength can be determined by testing small specimens taken from a full-size crank throw. When other areas in the vicinity of the fillets are surface treated introducing

residual stresses in the fillets, this approach cannot be applied.

One advantage of this approach is the rather high number of specimens which can be then manufactured. Another advantage is that the tests can be made with different stress ratios (R-ratios) and/or different modes e.g. axial, bending and torsion, with or without a notch. This is required for evaluation of the material data to be used with critical plane criteria.

10.1.3 Full-size crank throw testing (1/7/2018)

For crankshafts with surface treatment the fatigue strength can only be determined through testing of full size crank throws. For cost reasons, this usually means a low number of crank throws. The load can be applied by hydraulic actuators in a 3- or 4- point bending arrangement, or by an exciter in a resonance test rig. The latter is frequently used, although it usually limits the stress ratio to $R = -1$.

10.2 Evaluation of test results

10.2.1 Principles (1/7/2018)

Prior to fatigue testing the crankshaft must be tested as required by quality control procedures, e.g. for chemical composition, mechanical properties, surface hardness, hardness depth and extension, fillet surface finish, etc.

The test samples should be prepared so as to represent the "lower end" of the acceptance range e.g. for induction hardened crankshafts this means the lower range of acceptable hardness depth, the shortest extension through a fillet, etc. Otherwise the mean value test results should be corrected with a confidence interval: a 90% confidence interval may be used both for the sample mean and the standard deviation.

The test results, when applied in this App 1, shall be evaluated to represent the mean fatigue strength, with or without taking into consideration the 90% confidence interval as mentioned above. The standard deviation should be considered by taking the 90% confidence into account. Subsequently the result to be used as the fatigue strength is then the mean fatigue strength minus one standard deviation.

If the evaluation aims to find a relationship between (static) mechanical properties and the fatigue strength, the relation must be based on the real (measured) mechanical properties, not on the specified minimum properties.

The calculation technique presented in Chapter 2.4 was developed for the original staircase method. However, since there is no similar method dedicated to the modified staircase method the same is applied for both.

10.2.2 Staircase method (1/7/2018)

In the original staircase method, the first specimen is subjected to a stress corresponding to the expected average fatigue strength. If the specimen survives 10^7 cycles, it is discarded and the next specimen is subjected to a stress that is one increment above the previous, i.e. a survivor is always followed by the next using a stress one increment above the previous. The increment should be selected to correspond to the expected level of the standard deviation.

When a specimen fails prior to reaching 10^7 cycles, the obtained number of cycles is noted and the next specimen

is subjected to a stress that is one increment below the previous. With this approach, the sum of failures and run-outs is equal to the number of specimens.

This original staircase method is only suitable when a high number of specimens are available. Through simulations it has been found that the use of about 25 specimens in a staircase test leads to a sufficient accuracy in the result.

10.2.3 Modified staircase method (1/7/2018)

When a limited number of specimens are available, it is advisable to apply the modified staircase method. Here the first specimen is subjected to a stress level that is most likely well below the average fatigue strength. When this specimen has survived 10^7 cycles, this same specimen is subjected to a stress level one increment above the previous. The increment should be selected to correspond to the expected level of the standard deviation. This is continued with the same specimen until failure.

Then the number of cycles is recorded and the next specimen is subjected to a stress that is at least 2 increments below the level where the previous specimen failed.

With this approach, the number of failures usually equals the number of specimens.

The number of run-outs, counted as the highest level where 107 cycles were reached, also equals the number of specimens.

The acquired result of a modified staircase method should be used with care, since some results available indicate that testing a runout on a higher test level, especially at high mean stresses, tends to increase the fatigue limit. However, this "training effect" is less pronounced for high strength steels (e.g. UTS > 800 MPa).

If the confidence calculation is desired or necessary, the minimum number of test specimens is 3.

10.2.4 Calculation of sample mean and standard deviation (1/7/2018)

A hypothetical example of tests for 5 crank throws is presented further in the subsequent text. When using the modified staircase method and the evaluation method of Dixon and Mood, the number of samples will be 10, meaning 5 run-outs and 5 failures, i.e.:

Number of samples, $n=10$

Furthermore, the method distinguishes between

Less frequent event is failures $C=1$

Less frequent event is run-outs $C=2$

The method uses only the less frequent occurrence in the test results, i.e. if there are more failures than run-outs, then the number of run-outs is used, and vice versa.

In the modified staircase method, the number of run-outs and failures are usually equal. However, the testing can be unsuccessful, e.g. the number of run-outs can be less than the number of failures if a specimen with 2 increments below the previous failure level goes directly to failure. On the other hand, if this unexpected premature failure occurs after a rather high number of cycles, it is possible to define the level below this as a run-out.

Dixon and Mood's approach, derived from the maximum likelihood theory, which also may be applied here, especially on tests with few samples, presented some simple approximate equations for calculating the sample mean and the standard deviation from the outcome of the staircase test. The sample mean can be calculated as follows:

- when $C=1$

$$\bar{S}_a = S_{a0} + d \cdot \left(\frac{A}{F} - \frac{1}{2} \right)$$

- when $C=2$

$$\bar{S}_a = S_{a0} + d \cdot \left(\frac{A}{F} + \frac{1}{2} \right)$$

The standard deviation can be found by:

$$s = 1,62 \cdot d \cdot \left(\frac{F \cdot B - A^2}{F^2} + 0,029 \right)$$

where:

S_{a0} : is the lowest stress level for the less frequent occurrence

d : is the stress increment

F : $\sum fi$

A : $\sum i \cdot fi$

B : $\sum i^2 \cdot fi$

i : is the stress level numbering

fi : is the number of samples at stress level i

The formula for the standard deviation is an approximation and can be used when:

$$\frac{B \cdot F - A^2}{F^2} > 0,3 \quad \text{and} \quad 0,5 \cdot s < d < 1,5 \cdot s$$

If any of these two conditions are not fulfilled, a new staircase test should be considered or the standard deviation should be taken quite large in order to be on the safe side.

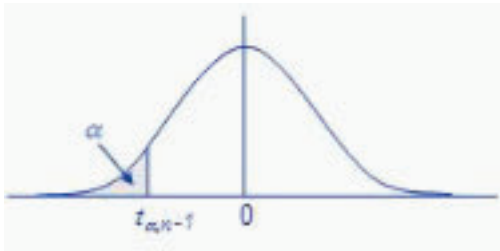
If increment d is greatly higher than the standard deviation s , the procedure leads to a lower standard deviation and a slightly higher sample mean, both compared to values calculated when the difference between the increment and the standard deviation is relatively small. Respectively, if increment d is much less than the standard deviation s , the procedure leads to a higher standard deviation and a slightly lower sample mean.

10.2.5 Confidence interval for mean fatigue limit (1/7/2018)

If the staircase fatigue test is repeated, the sample mean and the standard deviation will most likely be different from the previous test. Therefore, it is necessary to assure with a given confidence that the repeated test values will be above the chosen fatigue limit by using a confidence interval for the sample mean.

The confidence interval for the sample mean value with unknown variance is known to be distributed according to the t-distribution (also called student's t-distribution) which is a distribution symmetric around the average.

Figure 11 : Student's t-distribution (1/7/2018)



The confidence level normally used for the sample mean is 90 %, meaning that 90 % of sample means from repeated tests will be above the value calculated with the chosen confidence level. The figure shows the t -value for $(1 - \alpha) \cdot 100\%$ confidence interval for the sample mean.

If S_a is the empirical mean and s is the empirical standard deviation over a series of n samples, in which the variable values are normally distributed with an unknown sample mean and unknown variance, the $(1 - \alpha) \cdot 100\%$ confidence interval for the mean is:

$$P\left(S_a - t_{\alpha, n-1} \cdot \frac{s}{\sqrt{n}} < S_{ax\%}\right) = 1 - \alpha$$

The resulting confidence interval is symmetric around the empirical mean of the sample values, and the lower endpoint can be found as:

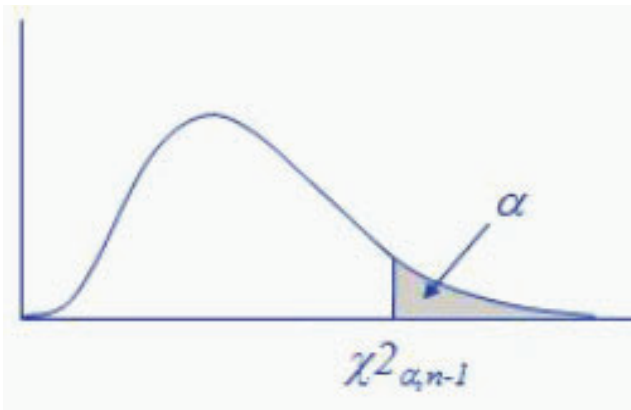
$$S_{ax\%} = S_a - t_{\alpha, n-1} \cdot \frac{s}{\sqrt{n}}$$

which is the mean fatigue limit (population value) to be used to obtain the reduced fatigue limit where the limits for the probability of failure are taken into consideration.

10.2.6 Confidence interval for standard deviation (1/7/2018)

The confidence interval for the variance of a normal random variable is known to possess a chi-square distribution with $n - 1$ degrees of freedom.

Figure 12 : Chi-square distribution (1/7/2018)



The confidence level on the standard deviation is used to ensure that the standard deviations for repeated tests are below an upper limit obtained from the fatigue test standard deviation with a confidence level. The figure shows the chi-square for $(1 - \alpha) \cdot 100\%$ confidence interval for the variance.

An assumed fatigue test value from n samples is a normal random variable with a variance of σ^2 and has an empirical variance s^2 . Then a $(1 - \alpha) \cdot 100\%$ confidence interval for the variance is:

$$P\left(\frac{(n-1)s^2}{\sigma^2} < \chi^2_{\alpha, n-1}\right) = 1 - \alpha$$

A $(1 - \alpha) \cdot 100\%$ confidence interval for the standard deviation is obtained by the square root of the upper limit of the confidence interval for the variance and can be found by:

$$S_{x\%} = \sqrt{\frac{n-1}{\chi^2_{\alpha, n-1}}} s$$

This standard deviation (population value) is to be used to obtain the fatigue limit, where the limits for the probability of failure are taken into consideration.

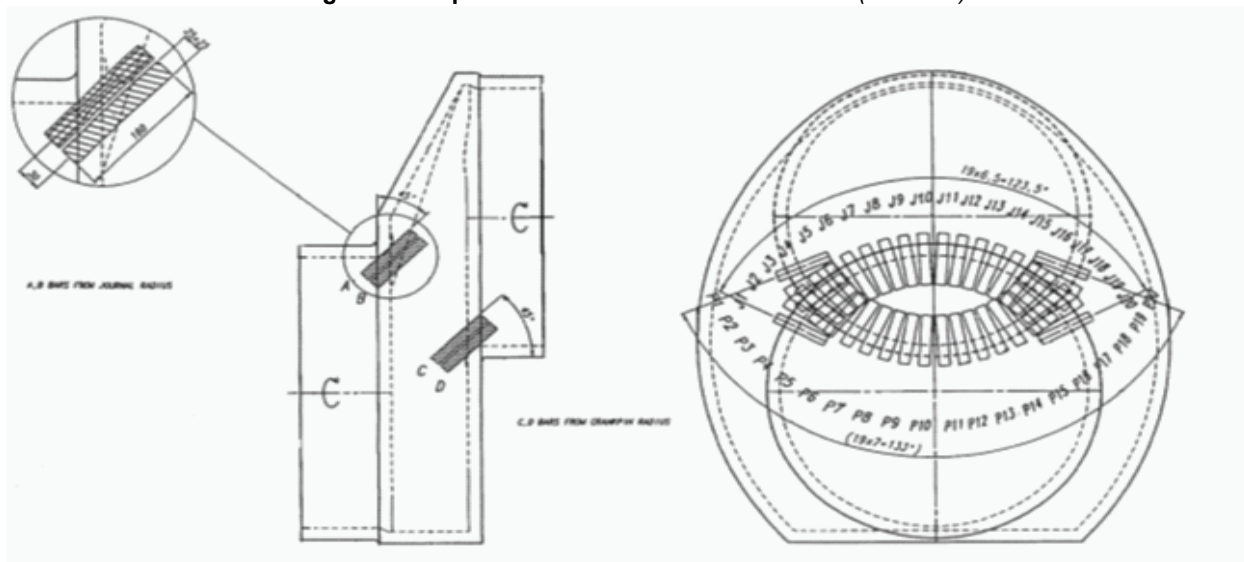
10.3 Small specimen testing

10.3.1 (1/7/2018)

In this connection, a small specimen is considered to be one of the specimens taken from a crank throw. Since the specimens shall be representative for the fillet fatigue strength, they should be taken out close to the fillets, as shown in Figure 13.

It should be made certain that the principal stress direction in the specimen testing is equivalent to the full-size crank throw. The verification is recommended to be done by utilising the finite element method.

Figure 13 : Specimen locations in a crank throw (1/7/2018)



The (static) mechanical properties are to be determined as stipulated by the quality control procedures.

10.3.2 Determination of bending fatigue strength (1/7/2018)

It is advisable to use un-notched specimens in order to avoid uncertainties related to the stress gradient influence. Push-pull testing method (stress ratio $R = -1$) is preferred, but especially for the purpose of critical plane criteria other stress ratios and methods may be added.

In order to ensure principal stress direction in push-pull testing to represent the full-size crank throw principal stress direction and when no further information is available, the specimen shall be taken in 45 degrees angle as shown in Figure 13.

- If the objective of the testing is to document the influence of high cleanliness, test samples taken from positions approximately 120 degrees in a circumferential direction may be used. See Figure 3.1.
- If the objective of the testing is to document the influence of continuous grain flow (cgf) forging, the specimens should be restricted to the vicinity of the crank plane.

10.3.3 Determination of torsional fatigue strength (1/7/2018)

- If the specimens are subjected to torsional testing, the selection of samples should follow the same guidelines as for bending above. The stress gradient influence has to be considered in the evaluation.
- If the specimens are tested in push-pull and no further information is available, the samples should be taken out at an angle of 45 degrees to the crank plane in order to ensure collinearity of the principal stress direction between the specimen and the full-size crank throw. When taking the specimen at a distance from the (crank) middle plane of the crankshaft along the fillet, this plane rotates around the pin centre point making it possible to resample the fracture direction due to torsion (the results are to be converted into the pertinent torsional values).

10.3.4 Other test positions (1/7/2018)

If the test purpose is to find fatigue properties and the crankshaft is forged in a manner likely to lead to c_{gf} , the specimens may also be taken longitudinally from a prolonged shaft piece where specimens for mechanical testing are usually taken. The condition is that this prolonged shaft piece is heat treated as a part of the crankshaft and that the size is so as to result in a similar quenching rate as the crank throw.

When using test results from a prolonged shaft piece, it must be considered how well the grain flow in that shaft piece is representative for the crank fillets.

10.3.5 Correlation of test results (1/7/2018)

The fatigue strength achieved by specimen testing shall be converted to correspond to the full-size crankshaft fatigue strength with an appropriate method (size effect).

When using the bending fatigue properties from tests mentioned in this section, it should be kept in mind that successful continuous grain flow (c_{gf}) forging leading to elevated values compared to other (non c_{gf}) forging, will normally not lead to a torsional fatigue strength improvement of the same magnitude.

In such cases it is advised to either carry out also torsional testing or to make a conservative assessment of the torsional fatigue strength, e.g. by using no credit for cgf. This approach is applicable when using the Gough Pollard criterion. However, this approach is not recognised when using the von Mises or a multi-axial criterion such as Findley.

If the found ratio between bending and torsion fatigue differs significantly from $\sqrt{3}$, one should consider replacing the use of the von Mises criterion with the Gough Pollard criterion. Also, if critical plane criteria are used, it must be kept in mind that c_{gf} makes the material inhomogeneous in terms of fatigue strength, meaning that the material parameters differ with the directions of the planes.

Any addition of influence factors must be made with caution. If for example a certain addition for clean steel is documented, it may not necessarily be fully combined with a K-factor for c_{gf} . Direct testing of samples from a clean and c_{gf} forged crank is preferred.

10.4 Full size testing

10.4.1 Hydraulic pulsation (1/7/2018)

A hydraulic test rig can be arranged for testing a crankshaft in 3-point or 4-point bending as well as in torsion. This allows for testing with any R-ratio.

Although the applied load should be verified by strain gauge measurements on plain shaft sections for the initiation of the test, it is not necessarily used during the test for controlling load. It is also pertinent to check fillet stresses with strain gauge chains.

Furthermore, it is important that the test rig provides boundary conditions as defined in [9.3.2] to [9.3.4].

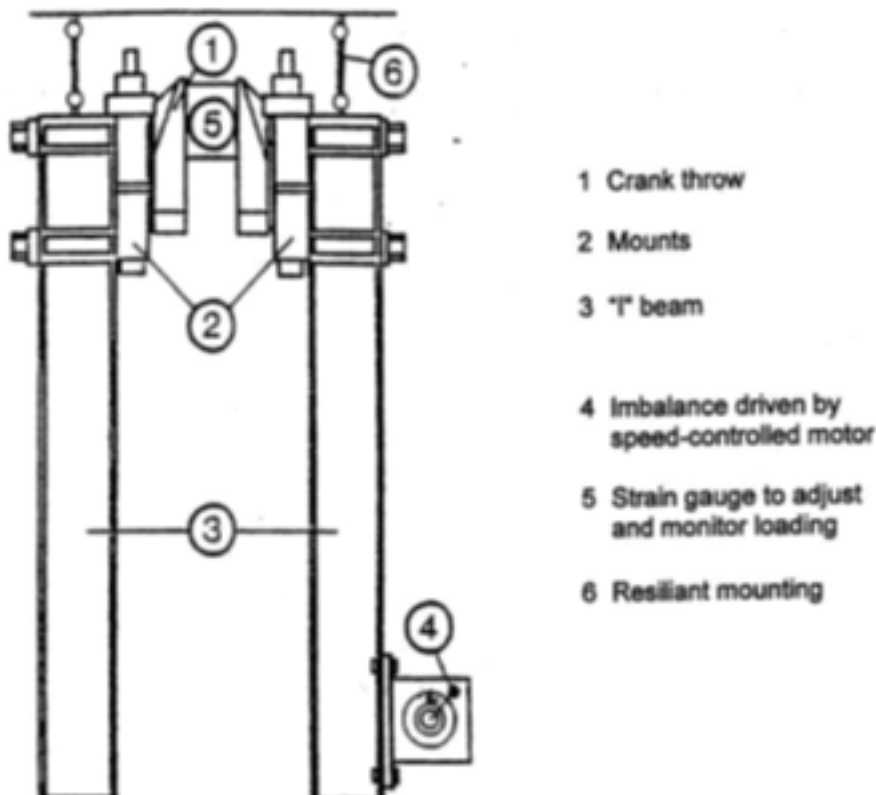
The (static) mechanical properties are to be determined as stipulated by the quality control procedures.

10.4.2 Resonance tester (1/7/2018)

A rig for bending fatigue normally works with an R-ratio of -1. Due to operation close to resonance, the energy consumption is moderate. Moreover, the frequency is usually relatively high, meaning that 10⁷ cycles can be reached within some days. Fig 14 shows a layout of the testing arrangement.

The applied load should be verified by strain gauge measurements on plain shaft sections. It is also pertinent to check fillet stresses with strain gauge chains.

Figure 14 : Example of testing arrangement of the resonance tester for bending loading (1/7/2018)



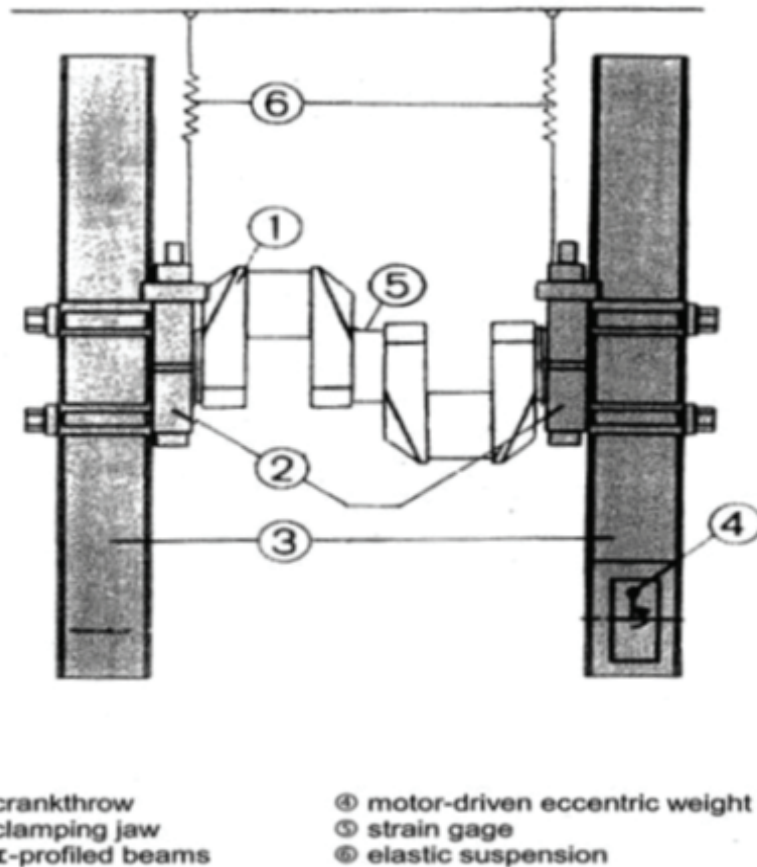
Clamping around the journals must be arranged in a way that prevents severe fretting which could lead to a failure under the edges of the clamps. If some distance between the clamps and the journal fillets is provided, the loading is consistent with 4-point bending and thus representative for the journal fillets also.

In an engine, the crankpin fillets normally operate with an R-ratio slightly above -1 and the journal fillets slightly below -1. If found necessary, it is possible to introduce a mean load (deviate from $R = -1$) by means of a spring preload.

A rig for torsion fatigue can also be arranged as shown in Figure 15. When a crank throw is subjected to torsion, the twist of the crankpin makes the journals move sideways. If one single crank throw is tested in a torsion resonance test rig, the journals with their clamped-on weights will vibrate heavily sideways.

This sideway movement of the clamped-on weights can be reduced by having two crank throws, especially if the cranks are almost in the same direction. However, the journal in the middle will move more.

Figure 15 : Example of testing arrangement of the resonance tester for torsion loading with double crank throw section (1/7/2018)



Since sideway movements can cause some bending stresses, the plain portions of the crankpins should also be provided with strain gauges arranged to measure any possible bending that could have an influence on the test results.

Similarly, to the bending case the applied load shall be verified by strain gauge measurements on plain shaft sections. It is also pertinent to check fillet stresses with strain gauge chains as well.

10.4.3 Use of results and crankshaft acceptability (1/1/2021)

In order to combine tested bending and torsion fatigue strength results in calculation of crankshaft acceptability, see [7], the Gough-Pollard approach and the maximum principal equivalent stress formulation can be applied for the following cases:

Related to the crankpin diameter:

$$Q = \left(\sqrt{\left(\frac{\sigma_{BH}}{\sigma_{DWCT}} \right)^2 + \left(\frac{\tau_{BH}}{\tau_{DWCT}} \right)^2} \right)^{-1}$$

where:

σ_{DWCT} : fatigue strength by bending testing

τ_{DWCT} : fatigue strength by torsion testing

Related to crankpin oil bore:

$$Q = \frac{\sigma_{DWOT}}{\sigma_v}; \quad \sigma_v = \frac{1}{3} \cdot \sigma_{BO} \cdot \left(1 + 2 \cdot \sqrt{1 + \frac{9}{4} \cdot \left(\frac{\sigma_{TO}}{\sigma_{BO}} \right)^2} \right)$$

where:

σ_{DWOT} : fatigue strength by means of largest principal stress from torsion testing

Related to the journal diameter:

$$Q = \left(\sqrt{\left(\frac{\sigma_{BG}}{\sigma_{DWT}} \right)^2 + \left(\frac{\tau_G}{\tau_{DWT}} \right)^2} \right)^{-1}$$

where:

σ_{DWT} : fatigue strength by bending testing

τ_{DWT} : fatigue strength by torsion testing

In case increase in fatigue strength due to the surface treatment is considered to be similar between the above cases, it is sufficient to test only the most critical location according to the calculation where the surface treatment had not been taken into account.

10.5 Use of existing results for similar crankshafts

10.5.1 (1/7/2018)

For fillets or oil bores without surface treatment, the fatigue properties found by testing may be used for similar crankshaft designs providing:

- a) Material:
 - Similar material type
 - Cleanliness on the same or better level
 - The same mechanical properties can be granted (size versus hardenability)
- b) Geometry:
 - Difference in the size effect of stress gradient is insignificant or it is considered
 - Principal stress direction is equivalent. See Chapter 3.
- c) Manufacturing:
 - Similar manufacturing process

Induction hardened or gas nitrided crankshafts will suffer fatigue either at the surface or at the transition to the core. The surface fatigue strength as determined by fatigue tests of full size cranks, may be used on an equal or similar design as the tested crankshaft when the fatigue initiation occurred at the surface. With the similar design, it is meant that a similar material type and surface hardness are used and the fillet radius and hardening depth are within approximately $\pm 30\%$ of the tested crankshaft.

Fatigue initiation in the transition zone can be either subsurface, i.e. below the hard layer, or at the surface where the hardening ends. The fatigue strength at the transition to the core can be determined by fatigue tests as described above, provided that the fatigue initiation occurred at the transition to the core. Tests made with the core material only will not be representative since the tension residual stresses at the transition are lacking.

It has to be noted also what some recent research has shown: The fatigue limit can decrease in the very high cycle domain with subsurface crack initiation due to trapped hydrogen that accumulates through diffusion around some internal defect functioning as an initiation point. In these cases, it would be appropriate to reduce the fatigue limit by some percent per decade of cycles beyond 10⁷. Based on a publication by Yukitaka Murakami "Metal Fatigue: Effects of Small Defects and Non-metallic Inclusions" the reduction is suggested to be 5 % per decade especially when the hydrogen content is considered to be high.

11 Guidance for Calculation of Surface Treated Fillets and Oil Bore Outlets

11.1 Introduction

11.1.1 (1/7/2018)

This article deals with surface treated fillets and oil bore outlets. The various treatments are explained and some empirical formulae are given for calculation purposes. Con-

servative empiricism has been applied intentionally, in order to be on the safe side from a calculation standpoint.

Please note that measurements or more specific knowledge should be used if available. However, in the case of a wide scatter (e.g. for residual stresses) the values should be chosen from the end of the range that would be on the safe side for calculation purposes.

11.2 Definition of surface treatment

11.2.1 Principles (1/7/2018)

Surface treatment' is a term covering treatments such as thermal, chemical or mechanical operations, leading to inhomogeneous material properties - such as hardness, chemistry or residual stresses - from the surface to the core.

11.2.2 Surface treatment methods (1/7/2018)

The following list covers possible treatment methods and how they influence the properties that are decisive for the fatigue strength.

Table 6 : Surface treatment methods and the characteristics they affect (1/7/2018)

Treatment method	Affecting
Induction hardening	Hardness and residual stresses
Nitriding	Chemistry, hardness and residual stresses
Case hardening	Chemistry, hardness and residual stresses
Die quenching (no temper)	Hardness and residual stresses
Cold rolling	Residual stresses
Stroke peening	Residual stresses
Shot peening	Residual stresses
Laser peening	Residual stresses
Ball coining	Residual stresses

It is important to note that since only induction hardening, nitriding, cold rolling and stroke peening are considered relevant for marine engines, other methods as well as combination of two or more of the above are not dealt with in this document. In addition, die quenching can be considered in the same way as induction hardening.

11.3 Calculation principles

11.3.1 (1/7/2018)

The basic principle is that the alternating working stresses shall be below the local fatigue strength (including the effect of surface treatment) wherein non-propagating cracks may occur, see also section 11.6.2 for details. This is then divided by a certain safety factor. This applies through the entire fillet or oil bore contour as well as below the surface to a depth below the treatment-affected zone - i.e. to cover the depth all the way to the core.

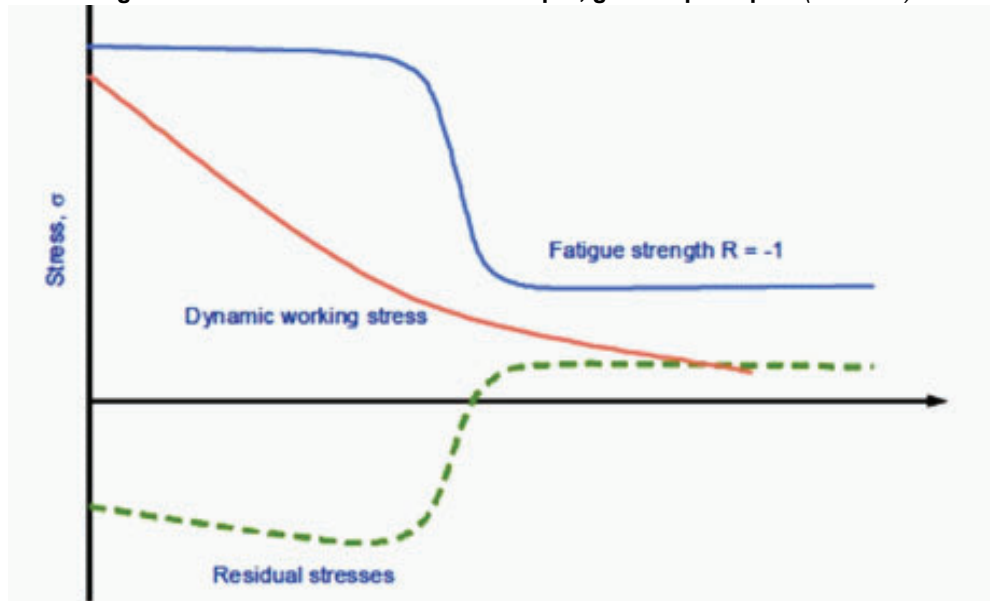
Consideration of the local fatigue strength shall include the influence of the local hardness, residual stress and mean working stress. The influence of the 'giga-cycle effect', especially for initiation of subsurface cracks, should be covered by the choice of safety margin.

It is of vital importance that the extension of hardening/peening in an area with concentrated stresses be duly considered. Any transition where the hardening/peening is ended is likely to have considerable tensile residual stresses.

This forms a 'weak spot' and is important if it coincides with an area of high stresses.

Alternating and mean working stresses must be known for the entire area of the stress concentration as well as to a depth of about 1.2 times the depth of the treatment. The following figure indicates this principle in the case of induction hardening. The base axis is either the depth (perpendicular to the surface) or along the fillet contour.

Figure 16 : Stresses as functions of depth, general principles (1/7/2018)



The acceptability criterion should be applied stepwise from the surface to the core as well as from the point of maximum stress concentration along the fillet surface contour to the web.

11.3.2 Evaluation of local fillet stresses (1/7/2018)

It is necessary to have knowledge of the stresses along the fillet contour as well as in the subsurface to a depth somewhat beyond the hardened layer. Normally this will be found via FEA as described in [9]. However, the element size in the subsurface range will have to be the same size as at the surface. For crankpin hardening only the small element size will have to be continued along the surface to the hard layer.

If no FEA is available, a simplified approach may be used. This can be based on the empirically determined stress concentration factors (SCFs), as in [3] if within its validity range, and a relative stress gradient inversely proportional to the fillet radius.

Bending and torsional stresses must be addressed separately. The combination of these is addressed by the acceptability criterion.

The subsurface transition-zone stresses, with the minimum hardening depth, can be determined by means of local

stress concentration factors along an axis perpendicular to the fillet surface. These functions $\alpha_{B-local}$ and $\alpha_{T-local}$ have different shapes due to the different stress gradients.

The SCFs α_B and α_T are valid at the surface. The local $\alpha_{B-local}$ and $\alpha_{T-local}$ drop with increasing depth. The relative stress gradients at the surface depend on the kind of stress raiser, but for crankpin fillets they can be simplified to $2/R_H$ in bending and $1/R_H$ in torsion. The journal fillets are handled analogously by using R_G and D_G . The nominal stresses are assumed to be linear from the surface to a midpoint in the web between the crankpin fillet and the journal fillet for bending and to the crankpin or journal centre for torsion.

The local SCFs are then functions of depth t according to Equation 3.1 as shown in Figure 17 for bending and respectively for torsion in Equation 3.2 and Figure 18.

$$\alpha_{B-local} = (\alpha_B - 1) \cdot e^{-\frac{2 \cdot t}{R_H}} + 1 - \left(\frac{2 \cdot t}{\sqrt{W^2 + S^2}} \right)^{\frac{0.6}{\alpha_B}} \quad (3.1)$$

$$\alpha_{T-local} = (\alpha_T - 1) \cdot e^{-\frac{t}{R_H}} + 1 - \left(\frac{2 \cdot t}{D} \right)^{\frac{1}{\alpha_T}} \quad (3.2)$$

Figure 17 : Bending SCF in the crankpin fillet as a function of depth. The corresponding SCF for the journal fillet can be found by replacing R_H with R_G (1/7/2018)

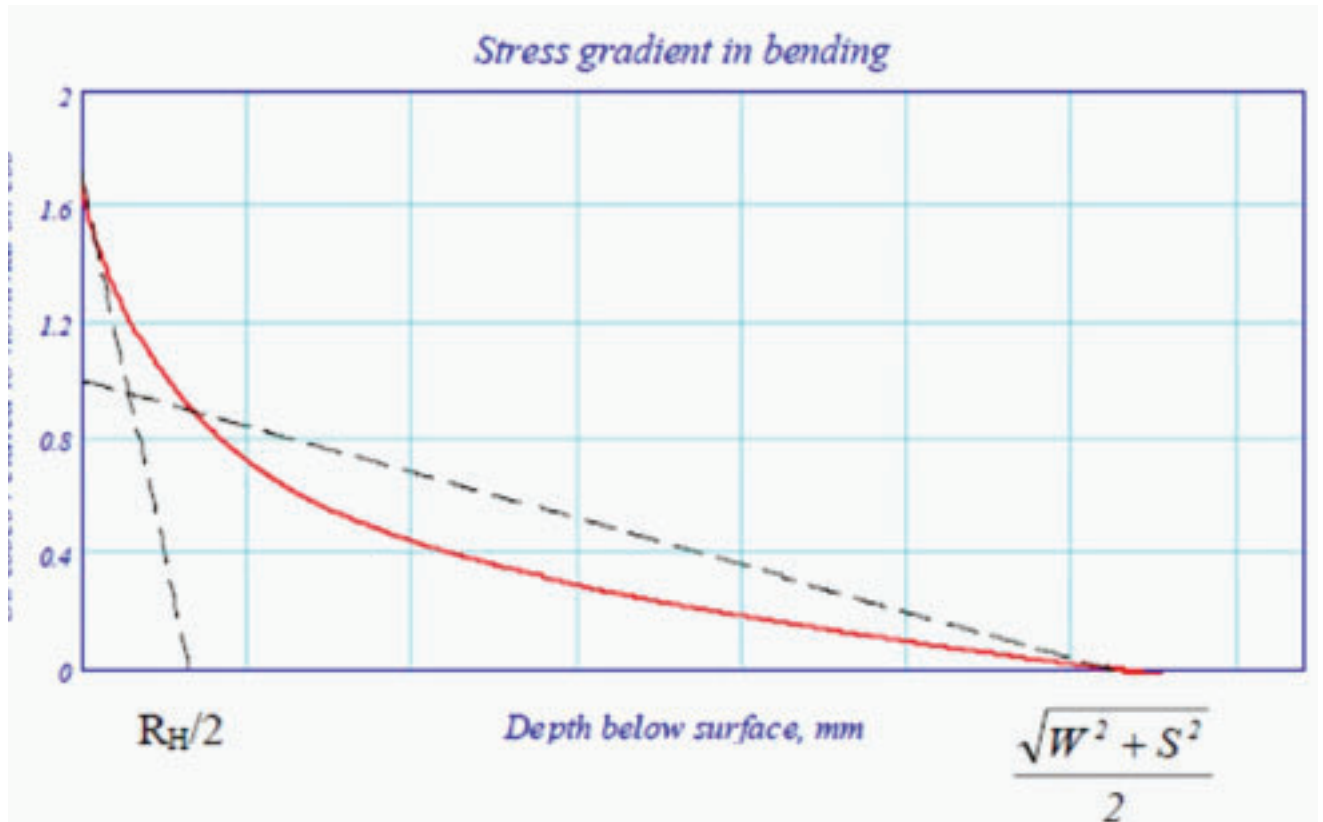
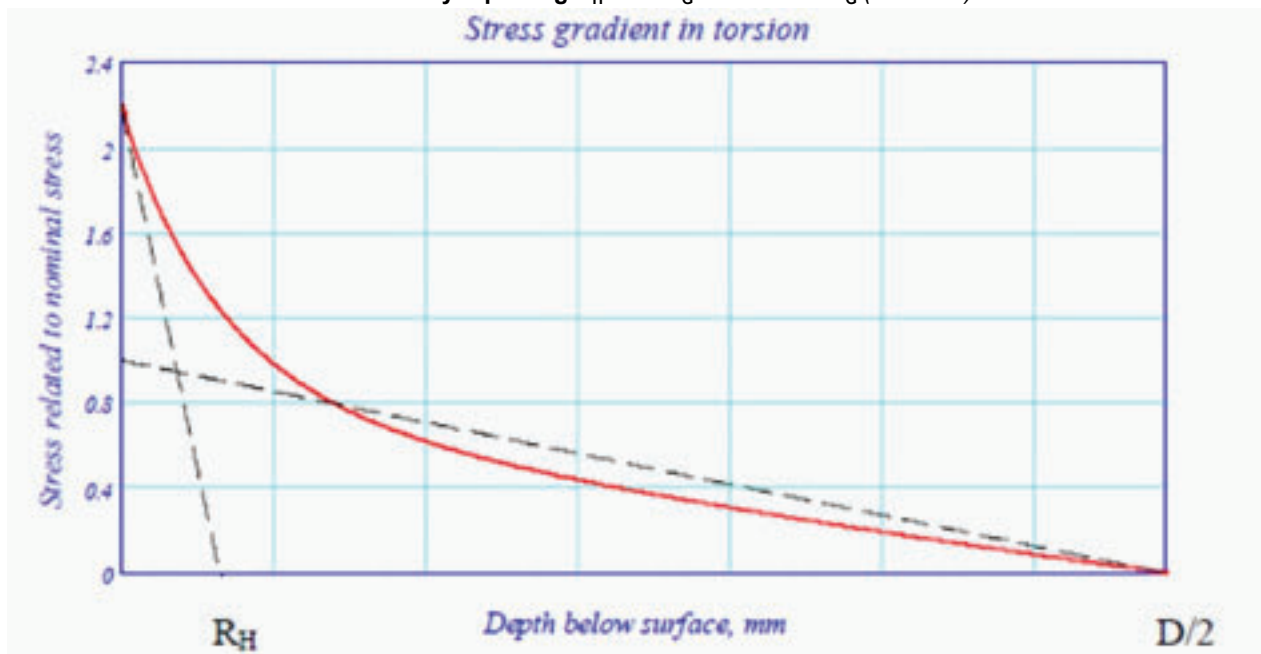


Figure 18 : Torsional SCF in the crankpin fillet as a function of depth. The corresponding SCF for the journal fillet can be found by replacing R_H with R_G and D with D_G (1/7/2018)



If the pin is hardened only and the end of the hardened zone is closer to the fillet than three times the maximum hardness depth, FEA should be used to determine the actual stresses in the transition zone.

11.3.3 Evaluation of oil bore stresses (1/7/2018)

Stresses in the oil bores can be determined also by FEA. The element size should be less than 1/8 of the oil bore diameter D_o and the element mesh quality criteria should be followed as prescribed in [9]. The fine element mesh should

continue well beyond a radial depth corresponding to the hardening depth.

The loads to be applied in the FEA are the torque - see [9.3.2] - and the bending moment, with four-point bending as in [9.3.3].

If no FEA is available, a simplified approach may be used. This can be based on the empirically determined SCF from [3] if within its applicability range. Bending and torsional stresses at the point of peak stresses are combined as in [5].

Figure 19 : Stresses and hardness in induction hardened oil holes (1/7/2018)

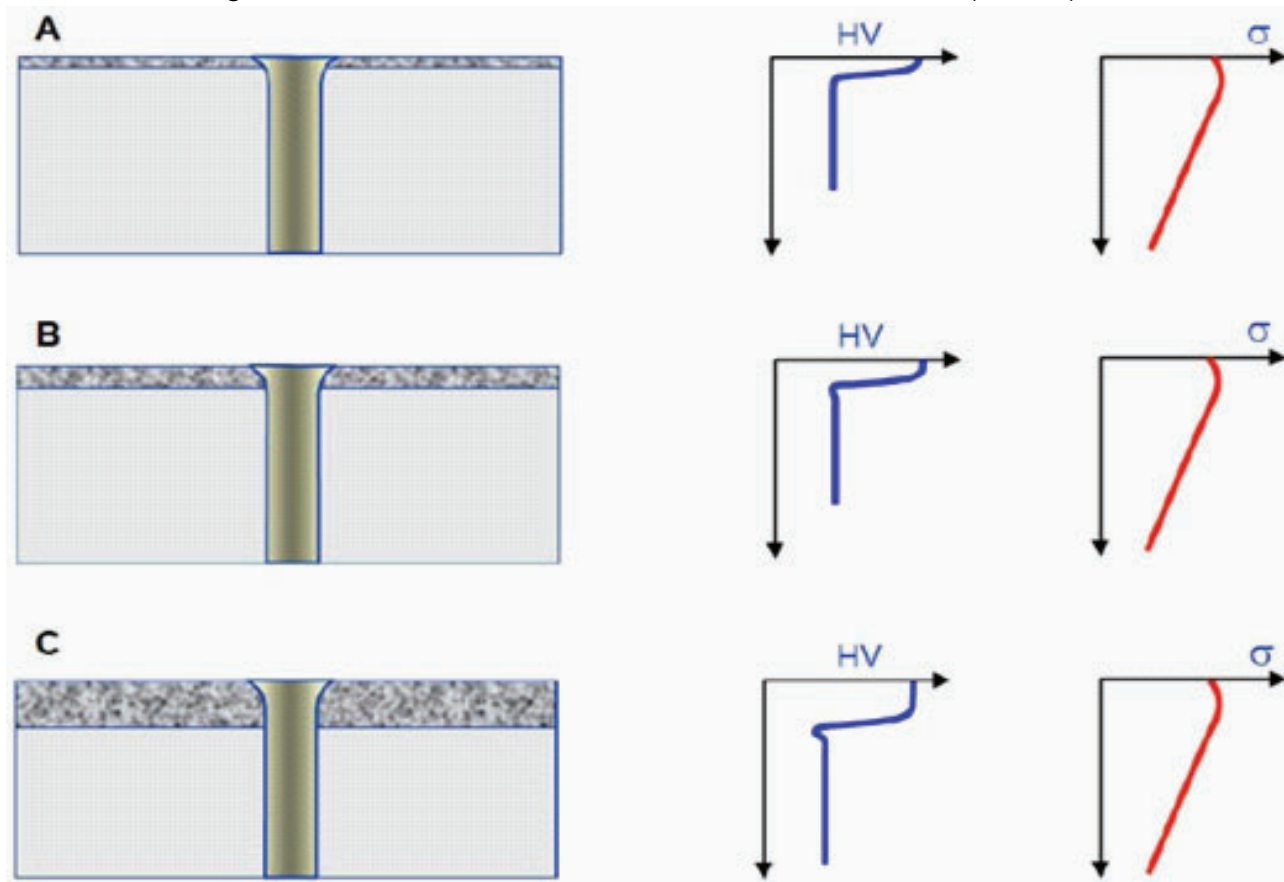


Figure 19 indicates a local drop of the hardness in the transition zone between a hard and soft material. Whether this drop occurs depends also on the tempering temperature after quenching in the QT process.

The peak stress in the bore occurs at the end of the edge rounding. Within this zone the stress drops almost linearly to the centre of the pin. As can be seen from Figure 19, for shallow (A) and intermediate (B) hardening, the transition point practically coincides with the point of maximal stresses. For deep hardening the transition point comes outside of the point of peak stress and the local stress can be assessed as a portion $(1-2t_H/D)$ of the peak stresses where t_H is the hardening depth.

The subsurface transition-zone stresses (using the minimum hardening depth) can be determined by means of local stress concentration factors along an axis perpendicular to the oil bore surface. These functions $\gamma_{B-local}$ and $\gamma_{T-local}$ have different shapes, because of the different stress gradients.

The stress concentration factors γ_B and γ_T are valid at the surface. The local SCFs $\gamma_{B-local}$ and $\gamma_{T-local}$ drop with increasing depth. The relative stress gradients at the surface depend

on the kind of stress raiser, but for crankpin oil bores they can be simplified to $4/D_o$ in bending and $2/D_o$ in torsion. The local SCFs are then functions of the depth t :

$$\gamma_{B-local} = (\gamma_B - 1) \cdot e^{\frac{-4 \cdot t}{D_o}} + 1 \quad (3.3)$$

$$\gamma_{T-local} = (\gamma_T - 1) \cdot e^{\frac{-2 \cdot t}{D_o}} + 1 \quad (3.4)$$

11.3.4 Acceptability criteria (1/7/2018)

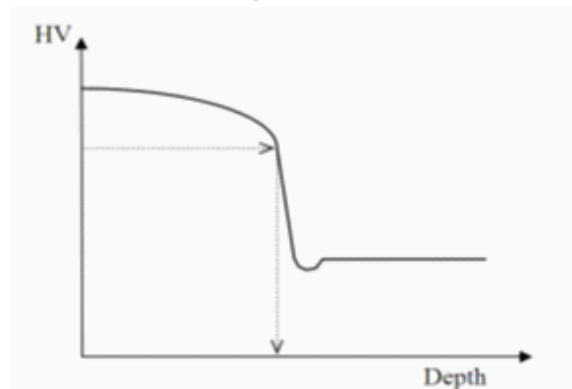
Acceptance of crankshafts is based on fatigue considerations; this App 1 compares the equivalent alternating stress and the fatigue strength ratio to an acceptability factor of $Q \geq 1.15$ for oil bore outlets, crankpin fillets and journal fillets. This shall be extended to cover also surface treated areas independent of whether surface or transition zone is examined.

11.4 Induction hardening

11.4.1 (1/7/2018)

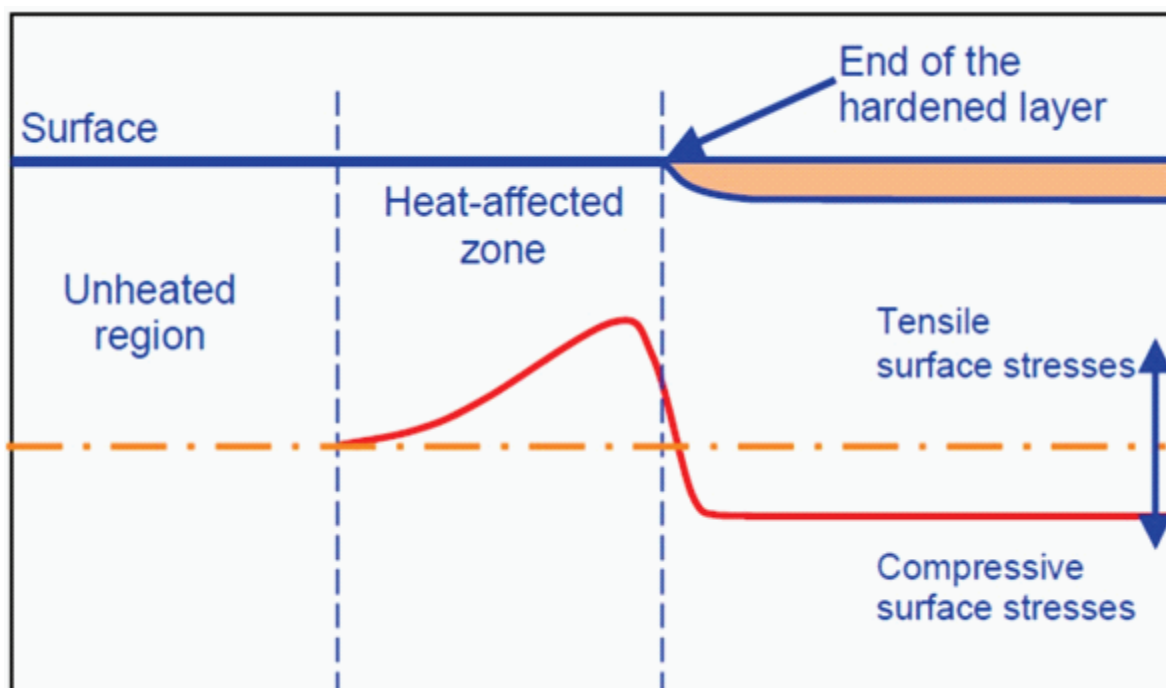
Generally, the hardness specification shall specify the surface hardness range i.e. minimum and maximum values, the minimum and maximum extension in or through the fillet and also the minimum and maximum depth along the fillet contour. The referenced Vickers hardness is considered to be HV0.5...HV5.

Figure 20 : Typical hardness as a function of depth. The arrows indicate the defined hardening depth. Note the indicated potential hardness drop at the transition to the core. This can be a weak point as local strength may be reduced and tensile residual stresses may occur. (1/7/2018)



In the case of crankpin or journal hardening only, the minimum distance to the fillet shall be specified due to the tensile stress at the heat-affected zone as shown in Figure 21.

Figure 21 : Residual stresses along the surface of a pin and fillet (1/7/2018)



If the hardness-versus-depth profile and residual stresses are not known or specified, one may assume the following:

- The hardness profile consists of two layers (see figure 20):
 - Constant hardness from the surface to the transition zone
 - Constant hardness from the transition zone to the core material
- Residual stresses in the hard zone of 200 MPa (compression)
- Transition-zone hardness as 90% of the core hardness unless the local hardness drop is avoided

- Transition-zone maximum residual stresses (von Mises) of 300 MPa tension.

If the crankpin or journal hardening ends close to the fillet, the influence of tensile residual stresses has to be considered. If the minimum distance between the end of the hardening and the beginning of the fillet is more than 3 times the maximum hardening depth, the influence may be disregarded.

11.4.2 Local fatigue strength (1/7/2018)

Induction-hardened crankshafts will suffer fatigue either at the surface or at the transition to the core. The fatigue strengths, for both the surface and the transition zone, can

be determined by fatigue testing of full size cranks as described in [10]. In the case of a transition zone, the initiation of the fatigue can be either subsurface (i.e. below the hard layer) or at the surface where the hardening ends.

Tests made with the core material only will not be representative since the tensile residual stresses at the transition are lacking.

Alternatively, the surface fatigue strength can be determined empirically as follows where HV is the surface Vickers hardness. The Equation 4.1 provides a conservative value, with which the fatigue strength is assumed to include the influence of the residual stress. The resulting value is valid for a working stress ratio of R = -1:

$$\sigma_{F\text{surface}} = 400 + 0,5 \cdot (HV - 400) \quad [\text{MPa}] \quad (4.1)$$

It has to be noted also that the mean stress influence of induction-hardened steels may be significantly higher than that for QT steels.

The fatigue strength in the transition zone, without taking into account any possible local hardness drop, shall be determined by the equation introduced in [6].

For journal and respectively to crankpin fillet applies:

$$\sigma_{F\text{transition, cpin}} = \pm K \cdot (0,42 \cdot \sigma_B + 39,3) \cdot \left[0,264 + 1,073 \cdot Y^{-0,2} + \frac{785 - \sigma_B}{4900} + \frac{196}{\sigma_B} \cdot \sqrt{\frac{1}{X}} \right] \quad (4.2)$$

where:

Y = D_G and X = R_G -----> for journal fillet

Y = D and X = R_H -----> for crankpin fillet

Y = D and X = D_o/2 -----> for oil bore outlet

The influence of the residual stress is not included in 4.2.

For the purpose of considering subsurface fatigue, below the hard layer, the disadvantage of tensile residual stresses has to be considered by subtracting 20% from the value determined above. This 20% is based on the mean stress influence of alloyed quenched and tempered steel having a residual tensile stress of 300 MPa.

When the residual stresses are known to be lower, also smaller value of subtraction shall be used. For low-strength steels the percentage chosen should be higher.

For the purpose of considering surface fatigue near the end of the hardened zone - i.e. in the heat-affected zone shown in the Figure 21 - the influence of the tensile residual stresses can be considered by subtracting a certain percentage, in accordance with Table 11, from the value determined by the above formula.

Table 7 : The influence of tensile residual stresses at a given distance from the end of the hardening towards the fillet (1/7/2018)

I	0 to 1.0 of the max. hardening depth	20 %	
II	1.0 to 2.0 of the max. hardening depth:	12 %	
III	2.0 to 3.0 of the max. hardening depth:	6%	
IV	3.0 or more of the max. hardening depth:	0%	

11.5 Nitriding

11.5.1 (1/7/2018)

The hardness specification shall include the surface hardness range (min and max) and the minimum and maximum depth. Only gas nitriding is considered. The referenced Vickers hardness is considered to be HV0.5.

The depth of the hardening is defined in different ways in the various standards and the literature. The most practical method to use in this context is to define the nitriding depth t_N as the depth to a hardness of 50 HV above the core hardness.

The hardening profile should be specified all the way to the core. If this is not known, it may be determined empirically via the following formula:

$$HV(T) = HV_{\text{core}} + (HV_{\text{surface}} - HV_{\text{core}}) \cdot \left(\frac{50}{HV_{\text{surface}} - HV_{\text{core}}} \right)^{\left(\frac{t}{t_N} \right)^2}$$

where:

t : The local depth

HV(t) : Hardness at depth t

HV_{core} : Core hardness (minimum)

HV_{surface} : Surface hardness (minimum)

t_N : Nitriding depth as defined above (minimum)

11.5.2 Local fatigue strength (1/7/2018)

It is important to note that in nitrided crankshaft cases, fatigue is found either at the surface or at the transition to the core. This means that the fatigue strength can be determined by tests as described in [10].

Alternatively, the surface fatigue strength (principal stress) can be determined empirically and conservatively as follows. This is valid for a surface hardness of 600 HV or greater:

$$\sigma_{F\text{surface}} = 450\text{MPa} \quad (5.2)$$

Note that this fatigue strength is assumed to include the influence of the surface residual stress and applies for a working stress ratio of $R = -1$.

The fatigue strength in the transition zone can be determined by the equation introduced in [6]. For crankpin and respectively to journal applies:

$$\sigma_{\text{Transition, cpin}} = \pm K \cdot (0,42 \cdot \sigma_B + 39,3) \cdot \left[0,264 + 1,073 \cdot Y^{-0,2} + \frac{785 - \sigma_B}{4900} + \frac{196}{\sigma_B} \cdot \sqrt{\frac{1}{X}} \right] \quad (5.3)$$

where:

$Y = D_G$ and $X = R_G$ -----> for journal fillet

$Y = D$ and $X = R_H$ -----> for crankpin fillet

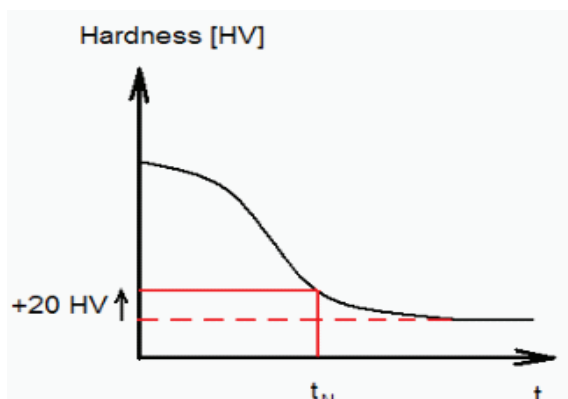
$Y = D$ and $X = D_G/2$ -----> for oil bore outlet

Note that this fatigue strength is not assumed to include the influence of the residual stresses.

In contrast to induction-hardening the nitrided components have no such distinct transition to the core. Although the compressive residual stresses at the surface are high, the balancing tensile stresses in the core are moderate because of the shallow depth. For the purpose of analysis of subsurface fatigue the disadvantage of tensile residual stresses in and below the transition zone may be even disregarded in view of this smooth contour of a nitriding hardness profile.

Although in principle the calculation should be carried out along the entire hardness profile, it can be limited to a simplified approach of examining the surface and an artificial transition point. This artificial transition point can be taken at the depth where the local hardness is approximately 20 HV above the core hardness. In such a case, the properties of the core material should be used. This means that the stresses at the transition to the core can be found by using the local SCF formulae mentioned earlier when inserting $t=1.2t_N$.

Figure 22 : Sketch of the location for the artificial transition point in the depth direction (1/7/2018)



11.6 Cold forming

11.6.1 (1/7/2018)

The advantage of stroke peening or cold rolling of fillets is the compressive residual stresses introduced in the high-loaded area. Even though surface residual stresses can be determined by X-ray diffraction technique and subsurface residual stresses can be determined through neutron diffraction, the local fatigue strength is virtually non-assessable on that basis since suitable and reliable correlation formulae are hardly known.

Therefore, the fatigue strength has to be determined by fatigue testing; see also [10]. Such testing is normally carried out as four-point bending, with a working stress ratio of $R = -1$. From these results, the bending fatigue strength - surface- or subsurface-initiated depending on the manner of failure - can be determined and expressed as the representative fatigue strength for applied bending in the fillet.

In comparison to bending, the torsion fatigue strength in the fillet may differ considerably from the ratio $\sqrt{3}$ (utilized by the von Mises criterion). The forming-affected depth that is sufficient to prevent subsurface fatigue in bending, may still allow subsurface fatigue in torsion. Another possible reason for the difference in bending and torsion could be the extension of the highly stressed area.

The results obtained in a full-size crank test can be applied for another crank size provided that the base material (alloyed Q+T) is of the similar type and that the forming is done so as to obtain the similar level of compressive residual stresses at the surface as well as through the depth. This means that both the extension and the depth of the cold forming must be proportional to the fillet radius.

11.6.2 Stroke peening by means of a ball (1/7/2018)

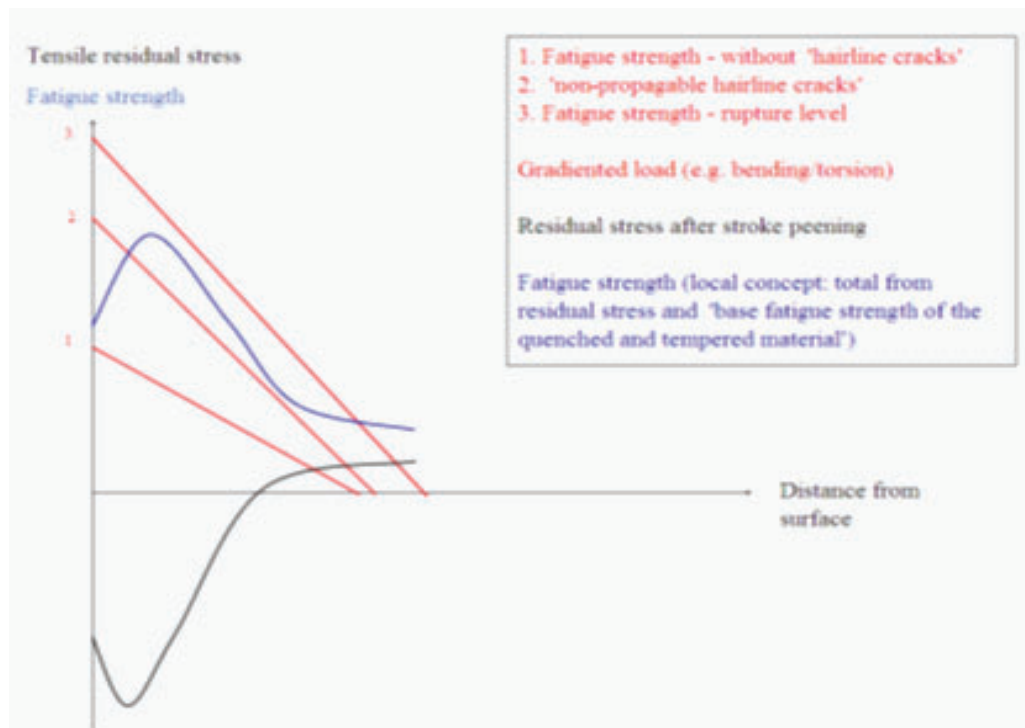
The fatigue strength obtained can be documented by means of full size crank tests or by empirical methods if applied on the safe side. If both bending and torsion fatigue strengths have been investigated and differ from the ratio $\sqrt{3}$, the von Mises criterion should be excluded.

If only bending fatigue strength has been investigated, the torsional fatigue strength should be assessed conservatively. If the bending fatigue strength is concluded to be $x\%$ above the fatigue strength of the non-peened material, the torsional fatigue strength should not be assumed to be more than $2/3$ of $x\%$ above that of the non-peened material.

As a result of the stroke peening process the maximum of the compressive residual stress is found in the subsurface area. Therefore, depending on the fatigue testing load and the stress gradient, it is possible to have higher working stresses at the surface in comparison to the local fatigue strength of the surface. Because of this phenomenon small cracks may appear during the fatigue testing, which will not be able to propagate in further load cycles and/or with further slight increases of the testing load because of the profile of the compressive residual stress. Put simply, the high compressive residual stresses below the surface 'arrest' small surface cracks.

This is illustrated in Figure 23 as gradient load 2.

Figure 23 : Working and residual stresses below the stroke-peened surface. Straight lines 1...3 represent different possible load stress gradients (1/7/2018)



In fatigue testing with full-size crankshafts these small "hairline cracks" should not be considered to be the failure crack. The crack that is technically the fatigue crack leading to failure, and that therefore shuts off the test-bench, should be considered for determination of the failure load level. This also applies if induction-hardened fillets are stroke-peened.

In order to improve the fatigue strength of induction-hardened fillets it is possible to apply the stroke peening process in the crankshafts' fillets after they have been induction-hardened and tempered to the required surface hardness. If this is done, it might be necessary to adapt the stroke peening force to the hardness of the surface layer and not to the tensile strength of the base material. The effect on the fatigue strength of induction hardening and stroke peening the fillets shall be determined by a full-size crankshaft test.

The increase in fatigue strength, which is achieved by applying stroke peening, may be utilized in another similar crankshaft if all of the following criteria are fulfilled:

- Ball size relative to fillet radius within $\pm 10\%$ in comparison to the tested crankshaft
- At least the same circumferential extension of the stroke peening
- Angular extension of the fillet contour relative to fillet radius within $\pm 15\%$ in comparison to the tested crankshaft and located to cover the stress concentration during engine operation
- Similar base material, e.g. alloyed quenched and tempered
- Forward feed of ball of the same proportion of the radius

- Force applied to ball proportional to base material hardness (if different)
- Force applied to ball proportional to square of ball radius.

11.6.3 Cold rolling (1/7/2018)

The fatigue strength can be obtained by means of full size crank tests or by empirical methods, if these are applied so as to be on the safe side. If both, bending and torsion fatigue strengths have been investigated, and differ from the ratio $\sqrt{3}$, the von Mises criterion should be excluded.

If only bending fatigue strength has been investigated, the torsional fatigue strength should be assessed conservatively. If the bending fatigue strength is concluded to be $x\%$ above the fatigue strength of the non-rolled material, the torsional fatigue strength should not be assumed to be more than $2/3$ of $x\%$ above that of the non-rolled material.

The increase in fatigue strength, which is achieved applying cold rolling, may be utilized in another similar crankshaft if all of the following criteria are fulfilled:

- At least the same circumferential extension of cold rolling
- Angular extension of the fillet contour relative to fillet radius within $\pm 15\%$ in comparison to the tested crankshaft and located to cover the stress concentration during engine operation
- Similar base material, e.g. alloyed quenched and tempered
- Roller force to be calculated so as to achieve at least the same relative (to fillet radius) depth of treatment.

12 Guidance for Calculation of Stress Concentration Factors in the Oil Bore Outlets of crankshafts through utilisation of the Finite Element Method

12.1 General

12.1.1 (1/7/2018)

The objective of the analysis described in this document is to substitute the analytical calculation of the stress concentration factor (SCF) at the oil bore outlet with suitable finite element method (FEM) calculated figures. The former method is based on empirical formulae developed from strain gauge readings or photo-elasticity measurements of various round bars. Because use of these formulae beyond any of the validity ranges can lead to erroneous results in either direction, the FEM-based method is highly recommended.

The SCF calculated according to the rules set forth in this document is defined as the ratio of FEM-calculated stresses to nominal stresses calculated analytically. In use in connection with the present method in this App 1, principal stresses shall be calculated.

The analysis is to be conducted as linear elastic FE analysis, and unit loads of appropriate magnitude are to be applied for all load cases.

It is advisable to check the element accuracy of the FE solver in use, e.g. by modelling a simple geometry and comparing the FEM-obtained stresses with the analytical solution.

A boundary element method (BEM) approach may be used instead of FEM.

12.2 Model requirements

12.2.1 (1/7/2018)

The basic recommendations and assumptions for building of the FE-model are presented in [12.2.1]. The final FE-model must meet one of the criteria in [12.2.4].

12.2.2 Element mesh recommendations (1/7/2018)

For the mesh quality criteria to be met, construction of the FE model for the evaluation of stress concentration factors according to the following recommendations is advised:

- The model consists of one complete crank, from the main bearing centre line to the opposite side's main bearing centre line.
- The following element types are used in the vicinity of the outlets:
 - 10-node tetrahedral elements
 - 8-node hexahedral elements
 - 20-node hexahedral elements
- The following mesh properties for the oil bore outlet are used:
 - Maximum element size $a = r / 4$ through the entire outlet fillet as well as in the bore direction (if 8-node hexahedral elements are used, even smaller ele-

ments are required for meeting of the quality criterion)

- Recommended manner for element size in the fillet depth direction
 - First layer's thickness equal to element size of a
 - Second layer's thickness equal to element size of $2a$
 - Third -layer thickness equal to element size of $3a$
- In general, the rest of the crank should be suitable for numeric stability of the solver
 - Drillings and holes for weight reduction have to be modelled

Submodeling may be used as long as the software requirements are fulfilled.

12.2.3 Material (1/7/2018)

This App 1 does not consider material properties such as Young's modulus (E) and Poisson's ratio (ν). In the FE analysis, these material parameters are required, as primarily strain is calculated and stress is derived from strain through the use of Young's modulus and Poisson's ratio. Reliable values for material parameters have to be used, either as quoted in the literature or measured from representative material samples.

For steel the following is advised:

$$E = 2.05 \cdot 10^5 \text{ MPa and } \nu = 0.3.$$

12.2.4 Element mesh quality criteria (1/7/2018)

- If the actual element mesh does not fulfil any of the following criteria in the area examined for SCF evaluation, a second calculation, with a finer mesh is to be performed:
 - Principal -stresses criterion
The quality of the mesh should be assured through checking of the stress component normal to the surface of the oil bore outlet radius. With principal stresses σ_1 , σ_2 and σ_3 the following criterion must be met:

$$\min(|\sigma_1|, |\sigma_2|, |\sigma_3|) < 0,03 \cdot \max(|\sigma_1|, |\sigma_2|, |\sigma_3|)$$

- Averaged/unaveraged -stresses criterion

The averaged/unaveraged -stresses criterion is based on observation of the discontinuity of stress results over elements at the fillet for the calculation of the SCF:

- Unaveraged nodal stress results calculated from each element connected to a node i should differ less than 5 % from the 100 % averaged nodal stress results at this node i at the location examined.

12.3 Load cases and assessment of stress

12.3.1 (1/7/2018)

For substitution of the analytically determined SCF in App 1, calculation shall be performed for the following load cases.

12.3.2 Torsion (1/7/2018)

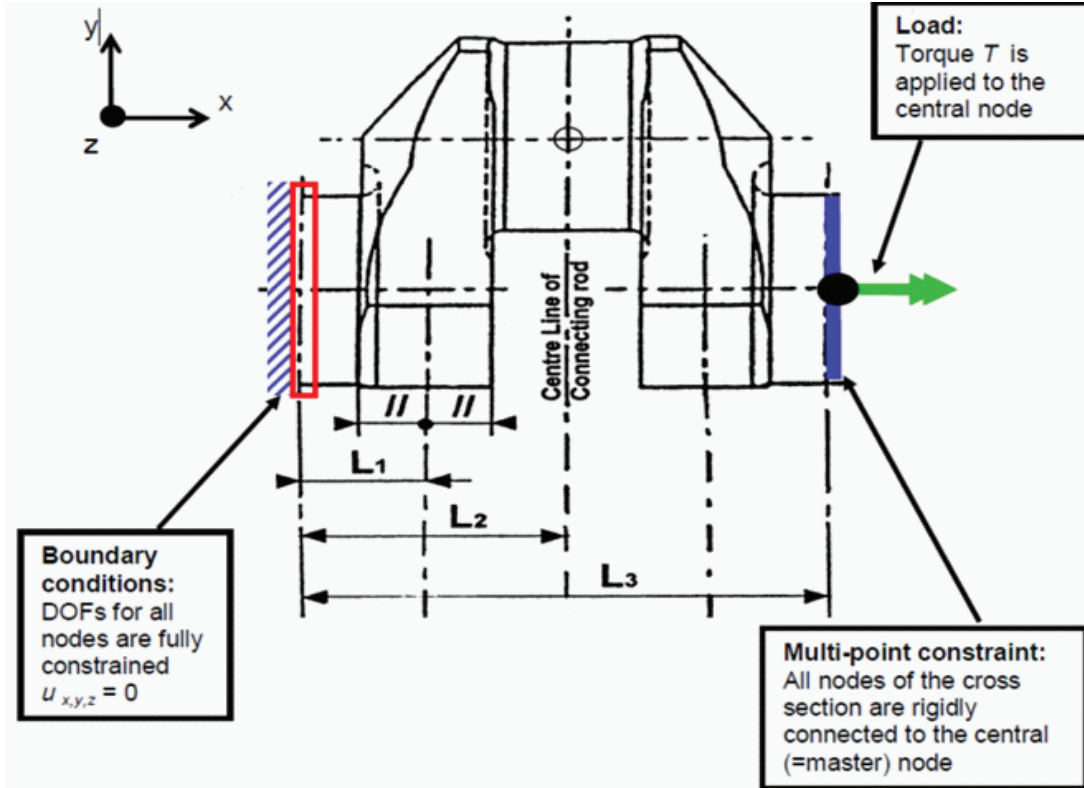
The structure is loaded in pure torsion. The surface warp at the end faces of the model is suppressed.

Torque is applied to the central node, on the crankshaft axis. This node acts as the master node with six degrees of

freedom, and is connected rigidly to all nodes of the end face.

The boundary and load conditions are valid for both in-line- and V- type engines.

Figure 24 : Boundary and load conditions for the torsion load case (1/7/2018)



For all nodes in an oil bore outlet, the principal stresses are obtained and the maximum value is taken for subsequent calculation of the SCF:

$$\gamma_T = \frac{\max(|\sigma_1|, |\sigma_2|, |\sigma_3|)}{\tau_N}$$

where the nominal torsion stress τ_N referred to the crankpin is evaluated per [2.2.2] with torque M_{TN} :

$$\tau_N = \pm \frac{M_{TN}}{W_p} \cdot 10^3$$

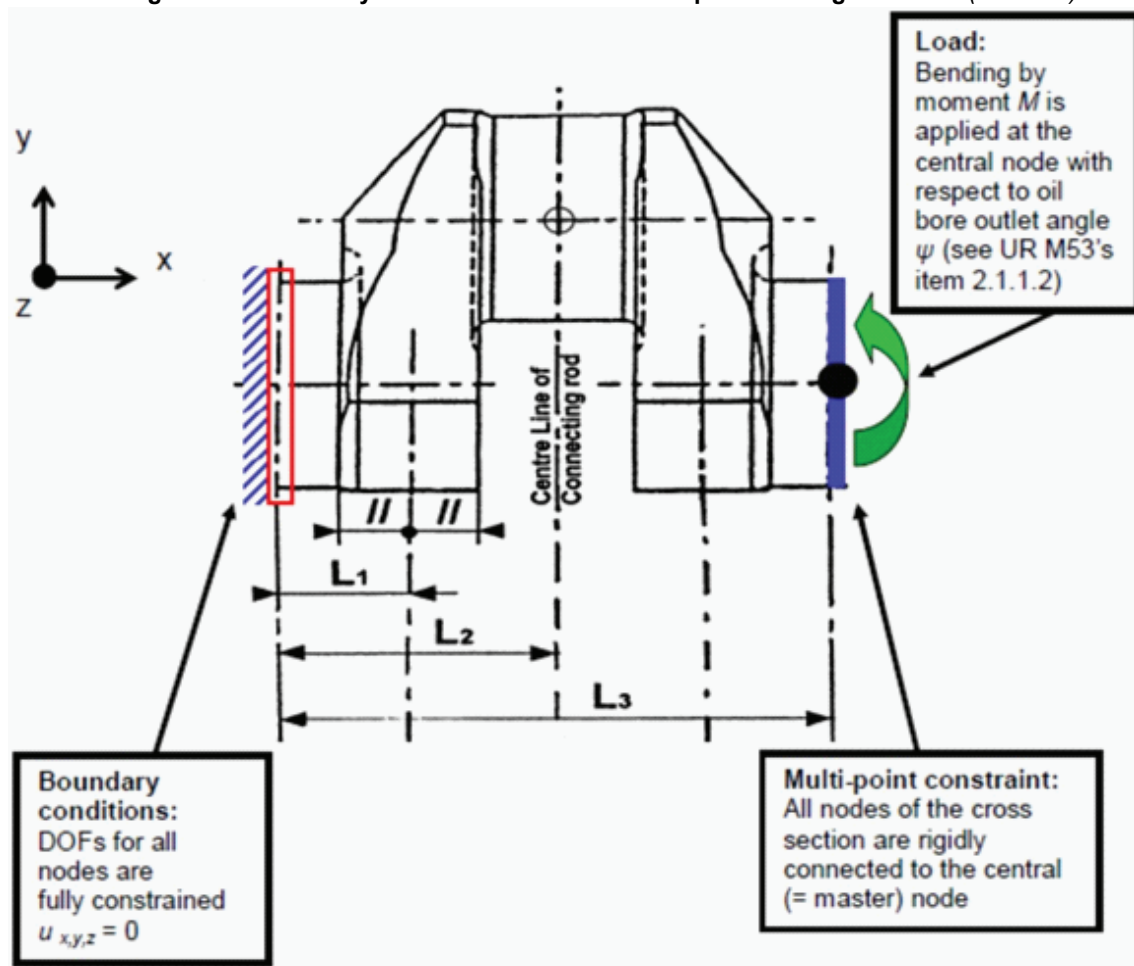
12.3.3 Bending (1/7/2018)

The structure is loaded in pure bending. The surface warp at the end faces of the model is suppressed.

The bending moment is applied to the central node on the crankshaft axis. This node acts as the master node, with six degrees of freedom, and is connected rigidly to all nodes of the end face.

The boundary and load conditions are valid for both in-line- and V- type engines.

Figure 25 : Boundary and load conditions for the pure bending load case (1/7/2018)



For all nodes in the oil bore outlet, principal stresses are obtained and the maximum value is taken for subsequent calculation of the SCF:

$$\gamma_B = \frac{\max(|\sigma_1|, |\sigma_2|, |\sigma_3|)}{\sigma_{BON}}$$

where the nominal bending stress σ_N referred to the crank-pin is calculated per [2.1.2] c) with bending moment M :

$$\sigma_{BON} = \pm \frac{M_{BON}}{W_e}$$

APPENDIX 2

DUAL FUEL DIESEL ENGINES

1 General

1.1 Application

1.1.1 (1/1/2020)

This appendix applies to dual fuel diesel engines (hereafter referred to as DF engines), which may utilise oil fuel and high pressure methane gas fuel injection (i.e. engines fitted on gas carriers and employing boil-off gas as fuel).

As far as applicable, the requirements contained in Sec 2 and Sec 10 and in Pt E, Ch 9, Sec 16, are to be applied.

1.2 Documentation to be submitted

1.2.1 In addition to the documentation required in Sec 2, [1.4] the following is to be submitted:

- a failure mode and effect analysis (FMEA) examining all possible faults affecting the combustion process is to be submitted (see [2.5.1])
- drawings and specifications concerning the gas feed to the DF engine.

1.3 Operation mode

1.3.1 DF engines are to employ pilot oil fuel injection for gas ignition and are to be capable of immediate change-over to oil fuel only.

1.3.2 (1/1/2020)

Only oil fuel is, in principle, to be used when the operation of a DF engine is unstable.

1.3.3 In the event of shut-off of the gas fuel supply, the DF engines are to be capable of uninterrupted operation by oil fuel only.

2 Design, control and monitoring

2.1 Protection of crankcase

2.1.1 Crankcase relief valves are to be fitted in way of each crankthrow. The construction and operating pressure of the relief valves are to be determined considering explosions due to gas leaks.

2.2 DF engine air inlet and exhaust system

2.2.1 (1/1/2020)

Explosion relief valves or other appropriate protection system against explosion are to be provided in the exhaust, scavenge and air inlet manifolds unless justified by the safety concept of the engine.

2.2.2 The exhaust gas pipes from DF engines are not to be connected to the exhaust pipes of other engines or systems.

2.3 Starting air line

2.3.1 Starting air branch pipes to each cylinder are to be provided with effective flame arresters.

Table 1 : Guidance for combustion monitoring

Faulty condition	Alarm (1)	Aut. shut-off of the gas valves (1) (2)
Oil fuel pilot valve and gas valve control system failure	X	X
Exhaust gas temperature at each cylinder outlet	H	
Exhaust gas temperature deviation from average	H (positive or negative value)	H (negative value)
Cylinder pressure or ignition failure of each cylinder	X	X

(1) X = required monitoring; L = low value; H = high value.
 (2) It is recommended that the gas master valve is also closed.

2.4 Gas fuel supply to the DF engine

2.4.1 The gas supply line is to be enclosed in protection pipes or ducts, as required in Pt E, Ch 9, Sec 16.

The protection pipes or ducts are to provide complete coverage of the gas line to the fuel injection valves.

2.5 Combustion monitoring

2.5.1 Details of required monitoring will be determined based on the outcome of the failure mode and effect analysis requested in [1.2.1]. However, Tab 1 may be used as guidance.

2.6 Emergency stop

2.6.1 The gas supply is to be stopped before the gas concentration detected by the gas detectors fitted in the machinery space as required in 16.2.2 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) reaches 60% of the lower flammable limit.

APPENDIX 3

PLASTIC PIPES

1 General

1.1 Application

1.1.1 (1/1/2020)

These requirements are applicable to all piping systems with parts made predominantly of other material than metal.

1.1.2 (1/1/2020)

Piping systems intended for non-essential services are to meet only the requirements of recognised standards as well as [2.1.2], [2.3.4], [2.4.2], [3] and [4].

1.2 Use of plastic pipes

1.2.1 Plastic may be used in piping systems in accordance with the provisions of Sec 10, [2.1.3], provided the following requirements are complied with.

1.2.2 Plastic pipes are to be type approved by the Society.

1.3 Definitions

1.3.1 Plastic (1/1/2020)

Plastic includes both thermoplastic and thermosetting plastic materials with or without reinforcement, such as PVC and FRP (reinforced plastics pipes). Plastic includes synthetic rubber and materials of similar thermo/mechanical properties.

1.3.2 Piping systems

Piping systems means those made of plastic and include the pipes, fittings, joints, and any internal or external liners, coverings and coatings required to comply with the performance criteria.

1.3.3 Joints (1/1/2020)

Joints means the location at which two pieces of pipe or a pipe and a fitting are connected together. The joint may be made by adhesive bonding, laminating, welding, flanges etc.

1.3.4 Fittings

Fittings include bends, elbows, fabricated branch pieces, etc. made of plastic materials.

1.3.5 Nominal pressure

Nominal pressure is the maximum permissible working pressure which is to be determined in accordance with [2.2.2]

1.3.6 Design pressure

Design pressure is the maximum working pressure which is expected under operation conditions or the highest set pressure of any safety valve or pressure relief device on the system, if fitted.

1.3.7 Fire endurance

Fire endurance is the capability of the piping system to perform its intended function, i.e. maintain its strength and integrity, for some predicted period of time while exposed to fire.

2 Design of plastic piping systems

2.1 General

2.1.1 Specification

The specification of the plastic piping is to be submitted in accordance with the provisions of Sec 10, [1.2.2]. It is to comply with a recognised national or international standard approved by the Society. In addition, the requirements stated below are to be complied with.

2.1.2 Marking

Plastic pipes and fittings are to be permanently marked with identification, including:

- pressure ratings
- the design standards that the pipe or fitting is manufactured in accordance with
- the material of which the pipe or fitting is made.

2.2 Strength

2.2.1 General

a) The piping is to have sufficient strength to take account of the most severe concomitant conditions of pressure, temperature, the weight of the piping itself and any static and dynamic loads imposed by the design or environment.

b) The maximum permissible working pressure is to be specified with due regard for the maximum possible working temperature in accordance with manufacturer's recommendations.

2.2.2 Permissible pressure (1/1/2020)

Piping systems are to be designed for a nominal pressure determined from the following conditions:

a) Internal pressure

The nominal internal pressure is not to exceed the smaller of:

- $P_{sth}/4$
- $P_{lth}/2,5$

where:

P_{sth} : Short-term hydrostatic test pipe failure pressure, in MPa

P_{lth} : Long-term hydrostatic test pipe failure pressure (>100 000 hours), in MPa.

- b) External pressure (to be considered for any installation subject to vacuum conditions inside the pipe or a head of liquid acting on the outside of the pipe, and for any pipe installation required to remain operational in case of flooding damage, as per Regulation II-1/8-1 of SOLAS 1974 Convention, as amended, or for any pipes that would allow progressive flooding to other compartments through damaged piping or through open ended pipes in the compartments)

The nominal external pressure is not to exceed $P_{col}/3$, where:

P_{col} : Collapse pressure

Note 1: The external pressure is the sum of the vacuum inside the pipe and the static pressure head outside the pipe.

The pipe collapse pressure is not to be less than 0,3 MPa.

- c) Notwithstanding the requirements of a) or b) as applicable, the pipe or pipe layer minimum wall thickness is to follow recognized standards. In the absence of standards for pipes not subject to external pressure, the requirements of b) are to be met.

2.2.3 Permissible temperature (1/1/2020)

- a) In general, plastic pipes are not to be used for media with a temperature above 60°C or below 0°C, unless satisfactory justification is provided to the Society.
- b) The permissible working temperature range depends on the working pressure and is to be in accordance with manufacturer's recommendations.
- c) The maximum permissible working temperature is to be at least 20°C lower than the minimum heat distortion/deflection temperature of the pipe material, determined according to ISO 75 method A or equivalent e.g. ASTM D648.
- d) The minimum heat distortion/deflection temperature is not to be less than 80°C.

2.2.4 Axial strength

- a) The sum of the longitudinal stresses due to pressure, weight and other loads is not to exceed the allowable stress in the longitudinal direction.
- b) In the case of fibre reinforced plastic pipes, the sum of the longitudinal stresses is not to exceed half of the nominal circumferential stress derived from the nominal internal pressure condition (see [2.2.2]).

2.2.5 Impact resistance

Plastic pipes and joints are to have a minimum resistance to impact in accordance with a recognised national or international standard.

2.3 Requirements depending on service and/or location

2.3.1 Fire endurance (1/1/2020)

The requirements for fire endurance of plastic pipes and their associated fittings are given in Tab 1 for the various systems and locations where the pipes are used.

Specifically:

- a 60 min fire endurance test in dry conditions is to be carried out according to Appendix 1 of IMO Res. A.753(18) as amended by IMO Res. MSC. 313(88) and IMO Res. MSC. 399(95), where indicated "L1" in Tab 1
- Level 1W - Piping systems similar to Level 1 systems except these systems do not carry flammable fluid or any gas and a maximum 5% flow loss in the system after exposure is acceptable (L1W)
- a 30 min fire endurance test in dry conditions is to be carried out according to Appendix 1 of IMO Res. A.753(18) as amended by IMO Res. MSC. 313(88) and IMO Res. MSC. 399(95), where indicated "L2" in Tab 1
- Level 2W - Piping systems similar to Level 2 systems except a maximum 5% flow loss in the system after exposure is acceptable (L2W)
- a 30 min fire endurance test in wet conditions is to be carried out according to Appendix 2 of IMO Res. A.753(18), where indicated "L3" in Tab 1
- no fire endurance test is required, where indicated "0" in Tab 1
- a metallic material with a melting point greater than 925°C is to be used, where indicated "X" in Tab 1
- for Safe Return to Port purposes (SOLAS II-2, Reg.21.4), plastic piping can be considered to remain operational after a fire casualty if the plastic pipes and fittings have been tested to L1 standard.

Note 1: "NA" means "not applicable".

2.3.2 Flame spread (1/1/2020)

- a) All pipes, except those fitted on open decks and within tanks, cofferdams, pipe tunnels and ducts if separated from accommodation, permanent manned areas and escape ways by means of an A class bulkhead are to have low spread characteristics not exceeding average values listed in Appendix 3 of IMO Resolution 753(18), as amended by IMO Res. MSC. 313(88) and IMO Res. MSC. 399(95).
- b) Surface flame characteristics are to be determined using the procedure given in the 2010 FTP Code, Annex 1, Part 5 with regard to the modifications due to the curvilinear pipe surfaces as also listed in Appendix 3 of Res. A.753(18) as amended by IMO Res. MSC. 313(88) and IMO Res. MSC. 399(95).
- c) Surface flame spread characteristics may also be determined using the test procedures given in ASTM D635, or other national equivalent standards. Under the procedure of ASTM D635 a maximum burning rate of 60 mm/min applies. In case of adoption of other national equivalent standards, the relevant acceptance criteria are to be defined.

2.3.3 Fire protection coating

Where a fire protective coating of pipes and fittings is necessary for achieving the fire endurance level required, it is to meet the following requirements:

- The pipes are generally to be delivered from the manufacturer with the protective coating on.
- The fire protection properties of the coating are not to be diminished when exposed to salt water, oil or bilge slops. It is to be demonstrated that the coating is resistant to products likely to come into contact with the piping.
- In considering fire protection coatings, such characteristics as thermal expansion, resistance against vibrations and elasticity are to be taken into account.
- The fire protection coatings are to have sufficient resistance to impact to retain their integrity.

2.3.4 Electrical conductivity

- Piping systems conveying fluids with a conductivity less than 1000 pS/m ($1\text{pS/m}=10^{-12}$ siemens per meter), such as refined products and distillates, are to be made of conductive pipes.
- Regardless of the fluid to be conveyed, plastic pipes passing through hazardous areas are to be electrically conductive.

- Where electrical conductivity is to be ensured, the resistance of the pipes and fittings is not to exceed: 1×10^5 Ohm/m.
- It is preferred that pipes and fittings be homogeneously conductive. Where pipes and fittings are not homogeneously conductive, conductive layers are to be provided, suitably protected against the possibility of spark damage to the pipe wall.
- Satisfactory earthing is to be provided.

2.4 Pipe and fitting connections

2.4.1 General

- The strength of connections is not to be less than that of the piping system in which they are installed.
- Pipes and fittings may be assembled using adhesive-bonded, welded, flanged or other joints.
- When used for joint assembly, adhesives are to be suitable for providing a permanent seal between the pipes and fittings throughout the temperature and pressure range of the intended application.
- Tightening of joints, where required, is to be performed in accordance with the manufacturer's instructions.
- Procedures adopted for pipe and fitting connections are to be submitted to the Society for approval, prior to commencing the work.

Table 1 : Fire endurance of piping systems (1/1/2020)

PIPING SYSTEM	LOCATION (24)										
	Machinery spaces of category A (11)	Other machinery spaces and pump rooms (12)	Cargo pump rooms (13)	Ro/ro cargo holds (14)	Other dry cargo holds (15)	Cargo tanks (16)	Fuel oil tanks (17)	Ballast water tanks (18)	Cofferdams, void spaces, pipe tunnels and ducts (19)	Accommodation, service and control spaces (20)	Open decks (21)
CARGO (FLAMMABLE CARGOES WITH FLASH POINT $\leq 60^\circ\text{C}$)											
Cargo lines	NA	NA	L1	NA	NA	0	NA	0 (10)	0	NA	L1 (2)
Crude oil washing lines	NA	NA	L1	NA	NA	0	NA	0 (10)	0	NA	L1 (2)
Vent lines	NA	NA	NA	NA	NA	0	NA	0 (10)	0	NA	X
INERT GAS											
Water seal effluent line	NA	NA	0 (1)	NA	NA	0 (1)	0 (1)	0 (1)	0 (1)	NA	0
Scrubber effluent line	0 (1)	0 (1)	NA	NA	NA	NA	NA	0 (1)	0 (1)	NA	0
Main line	0	0	L1	NA	NA	NA	NA	NA	0	NA	L1 (6)
Distribution line	NA	NA	L1	NA	NA	0	NA	NA	0	NA	L1 (2)
FLAMMABLE LIQUIDS (FLASH POINT $> 60^\circ\text{C}$)											
Cargo lines	X	X	L1	X	X	NA (3)	0	0 (10)	0	NA	L1
Fuel oil	X	X	L1	X	X	NA (3)	0	0	0	L1	L1
Lubricating oil	X	X	L1	X	X	NA	NA	NA	0	L1	L1
Hydraulic oil	X	X	L1	X	X	0	0	0	0	L1	L1
SEA WATER (1)											

PIPING SYSTEM	LOCATION (24)										
	Machinery spaces of category A (11)	Other machinery spaces and pump rooms (12)	Cargo pump rooms (13)	Ro/ro cargo holds (14)	Other dry cargo holds (15)	Cargo tanks (16)	Fuel oil tanks (17)	Ballast water tanks (18)	Cofferdams, void spaces, pipe tunnels and ducts (19)	Accommodation, service and control spaces (20)	Open decks (21)
Bilge main and branches	L1 (7)	L1 (7)	L1	X	X	NA	0	0	0	NA	L1
Fire main and water spray	L1	L1	L1	X	NA	NA	NA	0	0	X	L1
Foam system	L1W	L1W	L1W	NA	NA	NA	NA	NA	0	L1W	L1W
Sprinkler system	L1W	L1W	L3	X	NA	NA	NA	0	0	L3	L3
Ballast	L3	L3	L3	L3	X	0 (10)	0	0	0	L2W	L2W
Cooling water, essential services	L3	L3	NA	NA	NA	NA	NA	0	0	NA	L2W
Tank cleaning services, fixed machines	NA	NA	L3	NA	NA	0	NA	0	0	NA	L3 (2)
Non-essential systems	0	0	0	0	0	NA	0	0	0	0	0
FRESH WATER											
Cooling water, essential services	L3	L3	NA	NA	NA	NA	0	0	0	L3	L3
Condensate return	L3	L3	L3	0	0	NA	NA	NA	0	0	0
Non-essential systems	0	0	0	0	0	NA	0	0	0	0	0
SANITARY, DRAINS, SCUPPERS											
Deck drains (internal)	L1W (4)	L1W (4)	NA	L1W (4)	0	NA	0	0	0	0	0
Sanitary drains (internal)	0	0	NA	0	0	NA	0	0	0	0	0
Scuppers and discharges (over-board)	0 (1) (8)	0 (1) (8)	0 (1) (8)	0 (1) (8)	0 (1) (8)	0	0	0	0	0 (1) (8)	0
SOUNDING, AIR											
Water tanks, dry spaces	0	0	0	0	0	0 (10)	0	0	0	0	0
Oil tanks (flash point > 60°C)	X	X	X	X	X	X (3)	0	0 (10)	0	X	X
MISCELLANEOUS											
Control air	L1 (5)	L1 (5)	L1 (5)	L1 (5)	L1 (5)	NA	0	0	0	L1 (5)	L1 (5)
Service air (non-essential)	0	0	0	0	0	NA	0	0	0	0	0
Brine	0	0	NA	0	0	NA	NA	NA	0	0	0
Auxiliary low steam pressure ($\leq 0,7$ MPa)	L2W	L2W	0 (9)	0 (9)	0 (9)	0	0	0	0	0 (9)	0 (9)
Central vacuum cleaners	NA	NA	NA	0	NA	NA	NA	NA	0	0	0

PIPING SYSTEM	LOCATION (24)										
	Machinery spaces of category A (11)	Other machinery spaces and pump rooms (12)	Cargo pump rooms (13)	Ro/ro cargo holds (14)	Other dry cargo holds (15)	Cargo tanks (16)	Fuel oil tanks (17)	Ballast water tanks (18)	Cofferdams, void spaces, pipe tunnels and ducts (19)	Accommodation, service and control spaces (20)	Open decks (21)
Exhaust gas cleaning system effluent line	L3 (1)	L3 (1)	NA	NA	NA	NA	NA	NA	NA	L3 (1) (22)	NA
Urea transfer/supply system (SCR installations)	L (23)	L (23)	NA	NA	NA	NA	NA	NA	NA	L3 (22)	0

(1) Where non-metallic piping is used, remote controlled valves to be provided at ship side (valve is to be controlled from outside space).

(2) Remote closing valves to be provided at the cargo tanks.

(3) When cargo tanks contain flammable liquids with flash point > 60 °C, "0" may replace "NA" or "X".

(4) For drains serving only the space concerned, "0" may replace "L1W".

(5) When controlling functions are not required by the Rules, "0" may replace "L1".

(6) For pipes between machinery space and deck water seal, "0" may replace "L1".

(7) For passenger vessels, "X" is to replace "L1".

(8) Scuppers serving open decks in positions 1 and 2, as defined in Pt B, Ch 1, Sec 2, are to be "X" throughout unless fitted at the upper end with a means of closing capable of being operated from a position above the freeboard deck in order to prevent downflooding.

(9) For essential services, such as fuel oil tank heating and ship's whistle, "X" is to replace "0".

(10) For tankers required to comply with Pt E, Ch 7, Sec 4, [2.1.3], "NA" is to replace "0".

(11) Machinery spaces of category A are defined in Sec 1, [1.4.1].

(12) Spaces, other than category A machinery spaces and cargo pumps rooms, containing propulsion machinery, boilers, fuel oil units, steam and internal combustion engines, generators and major electrical machinery, pumps, oil filling stations, refrigerating, stabilising, ventilation and air-conditioning machinery, and similar spaces, and trunks to such spaces.

(13) Spaces containing cargo pumps, and entrances and trunks to such spaces.

(14) Ro-ro cargo spaces and special category spaces are defined in Ch 4, Sec 1, [3].

(15) All spaces other than ro-ro cargo holds used for non-liquid cargo and trunks to such spaces.

(16) All spaces used for liquid cargo and trunks to such spaces.

(17) All spaces used for fuel oil (excluding cargo tanks) and trunks to such spaces.

(18) All spaces used for ballast water and trunks to such spaces.

(19) Empty spaces between two bulkheads separating two adjacent compartments.

(20) Accommodation spaces, service spaces and control stations are defined in Ch 4, Sec 1, [3].

(21) Open decks are defined in Ch 4, Sec 1, [3].

(22) L3 in service spaces, NA in accommodation and control spaces.

(23) Type Approved plastic piping without fire endurance test (0) is acceptable downstream of the tank valve, provided this valve is metal seated and arranged as fail-to-closed or with quick closing from a safe position outside the space in the event of fire.

(24) For Passenger Ships subject to SOLAS II-2, Reg.21.4 (Safe return to Port), plastic pipes for services required to remain operative in the part of the ship not affected by the casualty thresholds, such as systems intended to support safe areas, are to be considered essential services. In accordance with MSC Circular MSC.1/Circ.1369, interpretation 12, for Safe Return to Port purposes, plastic piping can be considered to remain operational after a fire casualty if the plastic pipes and fittings have been tested to L1 standard.

2.4.2 Bonding of pipes and fittings

a) The procedure for making bonds is to be submitted to the Society for qualification. It is to include the following:

- materials used
- tools and fixtures
- joint preparation requirements
- cure temperature
- dimensional requirements and tolerances

- acceptance criteria for the test of the completed assembly.
- b) When a change in the bonding procedure may affect the physical and mechanical properties of the joints, the procedure is to be requalified.

3 Arrangement and installation of plastic pipes

3.1 General

3.1.1 Plastic pipes and fittings are to be installed in accordance with the manufacturer's guidelines.

3.2 Supporting of the pipes

3.2.1 (1/1/2020)

- a) Selection and spacing of pipe supports in shipboard systems are to be determined as a function of allowable stresses and maximum deflection criteria.
- b) The selection and spacing of pipe supports are to take into account the following data:
 - pipe dimensions
 - length of the piping
 - mechanical and physical properties of the pipe material
 - mass of pipe and contained fluid
 - external pressure
 - operating temperature
 - thermal expansion effects
 - load due to external forces
 - thrust forces
 - water hammer
 - vibrations
 - maximum accelerations to which the system may be subjected.

Combinations of loads are also to be considered.

- c) Support spacing is not to be greater than the pipe manufacturer's recommended spacing.

3.2.2 Each support is to evenly distribute the load of the pipe and its content over the full width of the support. Measures are to be taken to minimise wear of the pipes where they are in contact with the supports.

3.2.3 Heavy components in the piping system such as valves and expansion joints are to be independently supported.

3.3 Provision for expansion

3.3.1 Suitable provision is to be made in each pipeline to allow for relative movement between pipes made of plastic and the steel structure, having due regard to:

- the high difference in the coefficients of thermal expansion
- deformations of the ship's structure.

3.3.2 Calculations of the thermal expansions are to take into account the system working temperature and the temperature at which the assembly is performed.

3.4 External loads

3.4.1 When installing the piping, allowance is to be made for temporary point loads, where applicable. Such allowance is to include at least the force exerted by a load (person) of 100 kg at mid-span on any pipe of more than 100 mm nominal outside diameter.

3.4.2 Pipes are to be protected from mechanical damage where necessary.

3.4.3 (1/1/2020)

As well as providing adequate robustness for all piping, including open-ended piping, the minimum wall thickness complying with [2.2.2] a) may be increased taking into account the conditions encountered during service on board ships.

3.5 Earthing

3.5.1 Where, in pursuance of [2.3.4], pipes are required to be electrically conductive, the resistance to earth from any point in the piping system is not to exceed 1×10^6 ohm.

3.5.2 Where provided, earthing wires are to be accessible for inspection.

3.6 Penetration of fire divisions and watertight bulkheads or decks

3.6.1 (1/1/2020)

Where plastic pipes pass through "A" or "B" class divisions, arrangements are to be made to ensure that fire endurance is not impaired. These arrangements are to be tested in accordance with "Recommendations for Fire Test Procedures for "A", "B" and "F" Bulkheads" 2010 FTP Code, annex 1, part 3.

3.6.2 (1/1/2020)

When plastic pipes pass through watertight bulkheads or decks, the watertight integrity of the bulkhead or deck is to be maintained.

For pipes not able to satisfy the requirements in [2.2.2] b), a metallic shut-off valve operable from above the freeboard deck should be fitted at the bulkhead or deck.

If the bulkhead or deck is also a fire division and destruction by fire of plastic pipes may cause the inflow of liquid from tanks, a metallic shut-off valve operable from above the freeboard deck is to be fitted at the bulkhead or deck.

3.7 Systems connected to the hull

3.7.1 Bilge and sea water systems

- a) Where, in pursuance of [2.3.1], plastic pipes are permitted in bilge and sea water systems, the ship side valves required in Sec 10, [2.8] and, where provided, the connecting pipes to the shell are to be made of metal in accordance with Sec 10, [2.1].
- b) Ship side valves are to be provided with remote control from outside the space concerned. See Tab 1, footnote (1).

3.7.2 Scuppers and sanitary discharges

- a) Where, in pursuance of [2.3.1], plastic pipes are permitted in scuppers and sanitary discharge systems connected to the shell, their upper end is to be fitted with closing means operated from a position above the free-board deck in order to prevent downflooding. See Tab 1, footnotes (1) and (8).
- b) Discharge valves are to be provided with remote control from outside the space concerned.

3.8 Application of fire protection coatings

3.8.1 Where necessary for the required fire endurance as stated in [2.3.3], fire protection coatings are to be applied on the joints, after performing hydrostatic pressure tests of the piping system.

3.8.2 The fire protection coatings are to be applied in accordance with the manufacturer's recommendations, using a procedure approved in each case.

4 Certification, inspection and testing of plastic piping

4.1 Certification

4.1.1 Type approval

Plastic pipes, fittings, joints and any internal or external liners, coverings and coatings are to be of a type approved by the Society for the intended use according to the Rules for Type Approval of Plastic Pipes.

4.1.2 Bonding qualification test

- a) A test assembly is to be fabricated in accordance with the procedure to be qualified. It is to consist of at least one pipe-to-pipe joint and one pipe-to-fitting joint.
- b) When the test assembly has been cured, it is to be subjected to a hydrostatic test pressure at a safety factor of 2,5 times the design pressure of the test assembly, for not less than one hour. No leakage or separation of joints is allowed. The test is to be conducted so that the joint is loaded in both longitudinal and circumferential directions.

- c) Selection of the pipes used for the test assembly is to be in accordance with the following:
 - when the largest size to be joined is 200 mm nominal outside diameter or smaller, the test assembly is to be the largest piping size to be joined.
 - when the largest size to be joined is greater than 200 mm nominal outside diameter, the size of the test assembly is to be either 200 mm or 25% of the largest piping size to be joined, whichever is the greater.

4.2 Workshop tests

4.2.1 (1)

Each pipe and fitting is to be tested by the manufacturer at a hydrostatic pressure not less than 1,5 times the nominal pressure.

Alternatively, for pipes and fittings not employing hand lay-up techniques, the hydrostatic pressure test may be carried out in accordance with the hydrostatic testing requirements stipulated in the recognised national or international standard to which the pipes or fittings are manufactured, provided that there is an effective quality system in place.

4.2.2 The manufacturer is to have quality system that meets ISO 9000 series standards or equivalent.

The quality system is to consist of elements necessary to ensure that pipes and fittings are produced with consistent and uniform mechanical and physical properties.

4.2.3 (1)

In case the manufacturer does not have an approved quality system complying with ISO 9000 series or equivalent, pipes and fittings are to be tested in accordance with these requirements to the Surveyor's satisfaction for every batch of pipes.

Depending upon the intended application, the Society may require the pressure testing of each pipe and/or fitting.

4.3 Testing after installation on board

4.3.1 Hydrostatic testing

- a) Piping systems for essential systems are to be subjected to a test pressure of not less than 1,5 times the design pressure or 0,4 MPa, whichever is the greater.
- b) Piping systems for non-essential services are to be checked for leakage under operational conditions.

4.3.2 Earthing test

For piping required to be electrically conductive, earthing is to be checked and random resistance testing is to be performed.

APPENDIX 4

INDEPENDENT FUEL OIL TANKS

1 General

1.1 Application

1.1.1

- The provisions of this Appendix apply to fuel oil tanks and bunkers which are not part of the ship's structure.
- Requirements for scantling apply only to steel tanks. Scantling of tanks not made of steel will be given special consideration.

1.2 Documents to be submitted

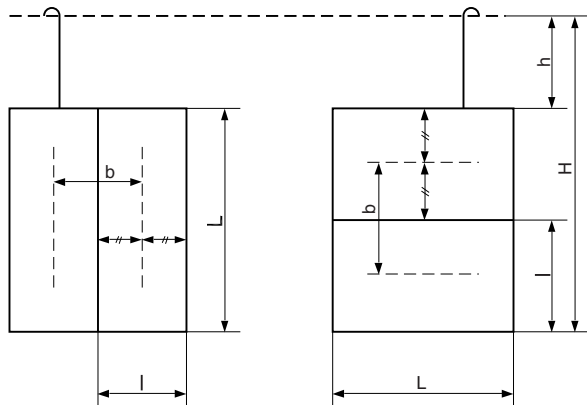
1.2.1 Constructional drawings of the tanks are to be submitted, showing the height of the overflow and air pipe above the top of the tank.

1.3 Symbols and units

1.3.1 Tanks

The meaning of the symbols used for tanks is given in Fig 1.

Figure 1 : Symbols used for tanks



- L : Greater length of the considered plating element, in m
- l : Smaller length of the considered plating element, in m
- H : Height, in m, of the overflow or air pipe above the lower edge of the considered plating element
- h : Height, in m, of overflow or air pipe above the top of the tank, subject to a minimum of:
- 3,60 m for fuel oil having a flash point below 60°C,
 - 2,40 m otherwise.

1.3.2 Stiffeners

The following symbols and units are used for the stiffeners:

- b : Width of the plating element supported by the stiffener, in m
- w : Section modulus of the stiffeners, in cm³.

2 Design and installation of tanks

2.1 Materials

2.1.1 General

Independent fuel oil tanks are to be made of steel except where permitted in [2.1.2].

2.1.2 Use of materials other than steel

- On ships of less than 100 tons gross tonnage, independent fuel oil tanks may be made of:
 - aluminium alloys or equivalent material, provided that the tanks are located outside the propulsion machinery spaces or, when located within such spaces, they are insulated to A-60 class standard
 - glass reinforced plastics (GRP), provided:
 - the total volume of tanks located in the same space does not exceed 4,5 m³, and
 - the properties of GRP including fire resistance comply with the relevant provisions of App 3.
- On ships of 100 tons gross tonnage or more, the use of independent fuel oil tanks made of aluminium alloys or GRP will be given special consideration.

2.2 Scantling of steel tanks

2.2.1 General

- The scantling of tanks whose dimensions are outside the range covered by the following provisions will be given special consideration.
- The scantling of the tanks is to be calculated assuming a minimum height h of the overflow or air pipe above the top of the tank of:
 - 3,60 m for fuel oil having a flash point below 60°C,
 - 2,40 m otherwise.
- All tanks having plating elements of a length exceeding 2,5 m are to be fitted with stiffeners.

2.2.2 Thickness of plating

The thickness of the plates is not to be less than the value given in Tab 1 for the various values of l, L/l and H. However, for tanks having a volume of more than 1 m³, the thickness of the plates is not to be less than 5 mm.

2.2.3 Scantlings of stiffeners

- This requirement applies only to stiffeners which are all vertical or all horizontal and attached according to the

types shown in Fig 2. Other cases will be given special consideration.

b) The minimum values of the ratio w/b required for stiffeners are given in:

- Tab 2 for vertical stiffeners
- Tab 3 for horizontal stiffeners

for the different types of attachments shown in Fig 2.

2.3 Installation

2.3.1 Securing

Independent tanks are to be securely fixed to hull structures and are to be so arranged as to permit inspection of adjacent structures.

2.3.2 Protection against spillage

Where permitted, independent fuel oil tanks are to be placed in an oil-tight spill tray of ample size with a suitable drain pipe leading to a suitably sized spill oil tank.

Table 1 : Thickness of plating (mm)

l (m)	L / l	H (m)													
		2,4 - 2,7	2,7 - 3,0	3,0 - 3,3	3,3 - 3,6	3,6 - 4,0	4,0 - 4,4	4,4 - 4,8	4,8 - 5,2	5,2 - 5,8	5,8 - 6,4	6,4 - 7,0	7,0 - 8,0	8,0 - 9,0	9,0 - 10,0
0,40	< 2	3,0	3,0	3,0	3,0	3,0	3,0	3,0	3,5	3,5	3,5	4,0	4,0	4,0	4,5
	≥ 2	3,0	3,0	3,0	3,5	3,5	3,5	4,0	4,0	4,0	4,5	4,5	5,0	5,0	5,5
0,45	< 2	3,0	3,0	3,0	3,0	3,0	3,5	3,5	3,5	4,0	4,0	4,0	4,5	4,5	5,0
	≥ 2	3,5	3,5	3,5	4,0	4,0	4,0	4,5	4,5	4,5	5,0	5,0	5,5	6,0	6,0
0,50	< 2	3,0	3,0	3,5	3,5	3,5	4,5	4,5	5,0	5,0	5,5	5,5	6,0	6,5	7,0
	≥ 2	3,5	4,0	4,0	4,0	4,5	4,5	4,5	5,0	5,0	5,5	5,5	6,0	6,5	7,0
0,55	< 2	3,5	3,5	3,5	4,0	4,0	4,0	4,0	4,5	4,5	5,0	5,0	5,5	5,5	6,0
	≥ 2	4,0	4,5	4,5	4,5	4,5	5,0	5,0	5,5	5,5	6,0	6,0	6,5	7,0	7,5
0,60	< 2	3,5	4,0	4,0	4,0	4,0	4,5	4,5	4,5	5,0	5,0	5,5	5,5	6,0	6,5
	≥ 2	4,5	4,5	4,5	5,0	5,0	5,5	5,5	6,0	6,0	6,5	6,5	7,0	7,5	8,0
0,65	< 2	4,0	4,0	4,0	4,0	4,5	4,5	5,0	5,0	5,5	5,5	6,0	6,0	6,5	7,0
	≥ 2	4,5	5,0	5,0	5,0	5,5	6,0	6,0	6,5	6,5	7,0	7,5	7,5	8,5	8,5
0,70	< 2	4,0	4,0	4,5	4,5	5,0	5,0	5,0	5,5	5,5	6,0	6,5	6,5	7,0	7,5
	≥ 2	5,0	5,0	5,5	5,5	6,0	6,5	6,5	7,0	7,0	7,5	8,0	8,5	9,0	---
0,75	< 2	4,5	4,5	5,0	5,0	5,0	5,5	5,5	6,0	6,0	6,5	6,5	7,0	7,5	8,0
	≥ 2	5,5	5,5	6,0	6,0	6,5	6,5	7,0	7,5	7,5	8,0	8,5	9,0	---	---
0,80	< 2	4,5	5,0	5,0	5,0	5,5	6,0	6,0	6,0	6,5	7,0	7,0	7,5	8,0	8,5
	≥ 2	5,5	6,0	6,0	6,5	6,5	7,0	7,5	7,5	8,0	8,5	9,0	---	---	---
0,85	< 2	5,0	5,0	5,5	5,5	5,5	6,0	6,5	6,5	7,0	7,0	7,5	8,0	8,5	9,0
	≥ 2	6,0	6,5	6,5	7,0	7,0	7,5	8,0	8,0	8,5	9,0	---	---	---	---
0,90	< 2	5,0	5,5	5,5	6,0	6,0	6,5	6,5	7,0	7,0	7,5	8,0	8,5	9,0	---
	≥ 2	6,5	6,5	7,0	7,0	7,5	8,0	8,5	8,5	9,0	---	---	---	---	---
0,95	< 2	5,5	5,5	6,0	6,0	6,5	7,0	7,0	7,5	7,5	8,0	8,5	9,0	---	---
	≥ 2	6,5	7,0	7,0	7,5	8,0	8,5	9,0	9,0	---	---	---	---	---	---
1,00	< 2	5,5	6,0	6,0	6,5	7,0	7,0	7,5	7,5	8,0	8,5	9,0	---	---	---
	≥ 2	7,0	7,5	7,5	8,0	8,5	8,5	9,0	---	---	---	---	---	---	---

Figure 2 : Type of stiffener end attachments

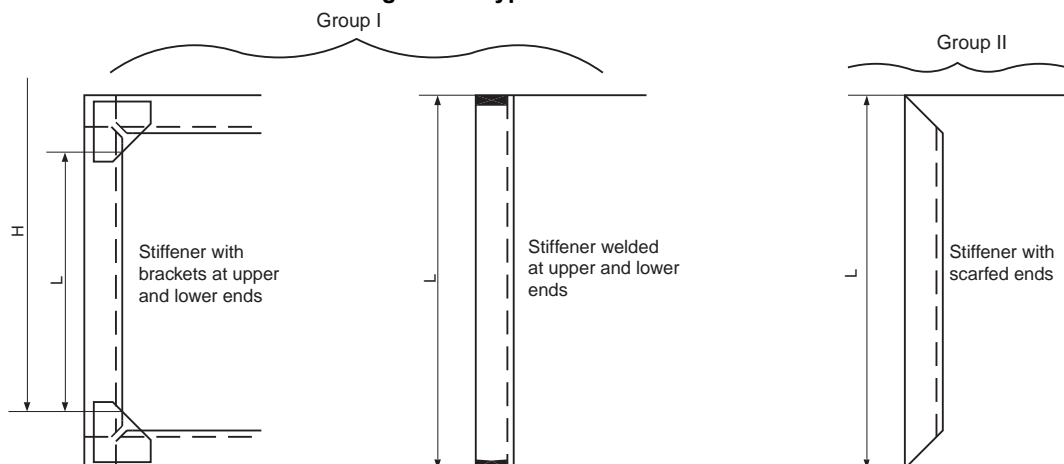


Table 2 : Values of w/b ratio for vertical stiffeners (cm³/m)

L (m)	end attachment	H, in m (1)													
		3,0	3,3	3,6	3,9	4,3	4,6	5,0	5,5	6,0	7,0	8,0	9,0	10,0	
0,6	I	5,0	5,5	6,0	6,5	7,5	8,0	9,0	9,5	10,5	11,5	14,0	16,0	18,0	
	II	8,0	9,0	10,0	11,0	12,0	12,5	13,0	15,0	16,0	19,0	22,0	25,0	28,0	
0,8	I	8,5	9,5	10,5	11,5	13,0	14,0	15,0	16,5	18,0	22,0	25,0	28,0	31,5	
	II	13,0	15,0	16,0	18,0	20,0	21,5	24,0	25,5	28,5	34,0	38,0	43,0	48,0	
1,0	I		14,5	16,0	17,5	19,5	21,0	23,0	26,0	28,5	34,0	38,0	43,0	49,0	
	II		22,0	24,0	27,0	30,0	32,5	36,0	39,0	43,0	51,0	58,0	67,0	75,0	
1,2	I			22,5	24,5	28,0	30,0	33,0	37,0	40,5	48,0	55,0	63,0	71,0	
	II			34,0	30,7	42,5	46,0	50,0	55,0	61,0	73,0	84,0	96,0	107	
1,4	I			30,0	32,5	37,0	40,0	44,0	49,0	55,0	65,0	75,0	85,0	96,0	
	II			45,0	49,0	56,0	61,0	67,0	74,0	82,0	98,0	113,0	129,0	144,0	
1,6	I				47,0	53,0	57,0	64,0	71,0	79,0	94,0	110,0	125,0	140,0	
	II				71,0	80,0	87,0	96,0	107,0	118,0	141,0	165,0	187,0		
1,8	I				58,0	65,0	71,0	79,0	88,0	98,0	117,0	136,0	156,0	175,0	
	II				87,0	98,0	107,0	118,0	132,0	147,0	176,0	204,0			
2,0	I					78,0	85,0	95,0	107,0	119,0	142,0	166,0	190,0		
	II					118,0	129,0	142,0	160,0	178,0					
2,2	I							100,0	112,0	126,0	140,0	170,0	198,0		
	II							151,0	168,0	190,0					
2,5	I							124,0	139,0	158,0					
	II							187,0							

(1) H is to be taken equal to the height of the tank top above the lower end of the stiffener, plus h.

Table 3 : Values of w/b ratio for horizontal and top and bottom stiffeners (cm³/m)

L (m)	end attachment	H, in m (1)															
		2,4	2,6	2,8	3,0	3,3	3,6	3,9	4,3	4,6	5,0	5,5	6,0	7,0	8,0	9,0	10,0
0,6	I	4,5	5,0	5,5	6,0	6,5	7,0	7,5	8,5	9,0	10,0	11,0	12,0	13,5	15,0	17,0	19,0
	II	7,0	8,0	8,5	9,0	10,0	11,0	11,5	12,5	13,5	15,0	16,0	17,5	21,0	24,0	27,0	30,0
0,8	I	8,0	9,0	9,5	10,0	11,0	12,0	13,0	14,5	15,5	17,0	18,5	20,0	23,5	27,0	30,0	33,5
	II	13,0	15,0	15,5	16,5	18,0	19,5	21,5	23,5	25,0	27,0	30,0	34,0	38,0	44,0	49,0	55,0
1,0	I	13,0	15,0	15,5	16,5	18,0	19,5	21,5	23,5	25,0	27,0	30,0	34,0	38,0	44,0	49,0	55,0
	II	20,0	22,0	23,5	25,0	28,0	30,0	33,0	36,0	39,0	42,0	46,0	50,0	59,0	67,0	75,0	84,0
1,2	I	18,0	20,0	21,0	22,5	25,0	26,5	29,5	32,5	34,5	37,5	41,5	45,0	52,5	60,0	67,5	75,0
	II	28,0	31,0	33,0	35,0	39,0	42,0	46,0	51,0	54,0	59,0	65,0	70,0	82,0	93,0	105	117
1,4	I	26,0	28,0	30,5	32,5	36,0	39,0	42,5	46,5	50,0	54,5	59,5	65,0	76,0	87,0	97,0	108
	II	39,0	43,0	45,5	49,0	54,0	58,5	63,5	70,0	75,0	81,0	89,0	97,0	113	130	146	162
1,6	I	36,0	39,0	42,0	45,0	50,0	54,0	59,0	65,0	69,0	75,0	82,0	90,0	105	120	135	150
	II	56,0	61,0	66,0	70,0	77,0	84,0	91,0	100	107	117	128	140	163	186		
1,8	I	46,0	50,0	54,0	58,0	63,0	69,0	75,0	82,0	88,0	95,0	105	115	134	153	172	191
	II	70,0	76,0	82,0	88,0	96,0	105	113	125	134	146	160	175	204			
2,0	I	57,0	62,0	67,0	72,0	78,0	85,0	92,0	102	109	118	130	142	166	190		
	II	87,0	95,0	102	109	120	130	141	155	166	181	198					
2,2	I	70,0	76,0	82,0	88,0	96,0	105	113	125	134	145	160	175	204			
	II	107	116	125	134	147	160	174	192	205							
2,5	I	92,0	100	108	115	127	138	150	165	176	191						
	II	140	152	163	175	192											

(1) For horizontal stiffeners, H is to be measured from the horizontal stiffener immediately below the stiffener considered.
For top stiffeners, H = h.

APPENDIX 5

TYPE TEST PROCEDURE FOR CRANKCASE EXPLOSION RELIEF VALVES

1 General

1.1 Application

1.1.1

This test procedure applies to type approved crankcase explosion relief valves intended to be fitted to diesel engines as required under Sec 2, [4.3.4].

Note 1: Engines are to be fitted with components and arrangements complying with this Appendix when:

- the engine is installed on existing ships (i.e. ships for which the date of contract for construction is before 1 July 2008) and the date of application for certification of the engine (i.e. the date of whatever document the Society requires/accepts as an application or request for certification of an individual engine) is on or after 1 July 2008; or
- the engine is installed on new ships (i.e. ships for which the date of contract for construction is on or after 1 July 2008).

1.1.2

This test procedure is also applicable to explosion relief valves intended for gear cases.

1.1.3

Standard repeatable test conditions have been established using methane gas and air mixture.

1.1.4

The test procedure is only applicable to explosion relief valves fitted with flame arresters.

1.1.5

Where internal oil wetting of a flame arrester is a design feature of an explosion relief valve, alternative test arrangements that demonstrate compliance with these requirements may be proposed by the Manufacturer. The alternative test arrangements are to be agreed by the Society.

1.2 Recognised Standards

1.2.1

- a) EN 12874:2001: Flame arresters - Performance requirements, test methods and limits for use.
- b) ISO/IEC EN 17025:2005: General requirements for the competence of testing and calibration laboratories.
- c) EN 1070:1998: Safety of Machinery - Terminology.
- d) VDI 3673: Part 1: Pressure Venting of Dust Explosions.
- e) IMO MSC/Circular 677 - Revised Standards for the Design, Testing and Locating of Devices to Prevent the Passage of Flame into Cargo Tanks in Tankers.

1.3 Purpose

1.3.1

The purpose of type testing crankcase explosion relief valves is fourfold:

- a) To verify the effectiveness of the flame arrester.
- b) To verify that the valve closes after an explosion.
- c) To verify that the valve is gas/air tight after an explosion
- d) To establish the level of overpressure protection provided by the valve.

2 Test houses

2.1 General

2.1.1

The test houses for carrying out type testing of crankcase explosion relief valves are to meet the requirements given in [2.1.2] to [2.1.13].

2.1.2

The test houses where test is carried out are to be accredited to a national or international standard, e.g. ISO/IEC 17025.

2.1.3

The test houses are to be acceptable to the Society.

2.1.4

The test houses are to be equipped so that they can perform and record explosion testing in accordance with this procedure.

2.1.5

The test houses are to have equipment for controlling and measuring a methane gas in air concentration within a test vessel to an accuracy of $\pm 0,1\%$.

2.1.6

The test houses are to be capable of effective point located ignition of methane gas in air mixture.

2.1.7

The pressure measuring equipment is to be capable of measuring the pressure in the test vessel in at least two positions: one at the valve and the other at the test vessel centre. The measuring arrangements are to be capable of measuring and recording the pressure changes throughout an explosion test at a frequency recognising the speed of events during an explosion. The result of each test is to be documented by video recording and by recording with a heat sensitive camera.

2.1.8

The test vessel for explosion testing is to have documented dimensions. The dimensions are to be such that the vessel is not "pipe like" with the distance between dished ends being not more than 2,5 times its diameter. The internal volume of the test vessel is to include any standpipe arrangements.

2.1.9

The test vessel is to be provided with a flange, located centrally at one end perpendicular to the vessel longitudinal axis for mounting the explosion relief valve. The test vessel is to be arranged in an orientation consistent with the way the valve will be installed in service, i.e. in the vertical plane or the horizontal plane.

2.1.10

A circular plate is to be provided for fitting between the pressure vessel flange and valve to be tested with the following dimensions:

- Outside diameter of 2 times the outer diameter of the valve top cover.
- Internal bore having the same internal diameter as the valve to be tested.

2.1.11

The test vessel is to have connections for measuring the methane in air mixture at the top and bottom.

2.1.12

The test vessel is to be provided with a means of fitting an ignition source at a position as specified in [3.1.3].

2.1.13

The test vessel volume is to be, as far as practicable, related to the size and capability of the relief valve to be tested. In general, the volume is to correspond to the requirement in Sec 2, [4.3.4] b) for the free area of explosion relief valve to be not less than $115\text{cm}^2/\text{m}^3$ of crankcase gross volume.

This means that the testing of a valve having 1150cm^2 of free area, would require a test vessel with a volume of 10m^3 .

Where the free area of relief valves is greater than $115\text{cm}^2/\text{m}^3$ of the crankcase gross volume, the volume of the test vessel is to be consistent with the design ratio.

In no case the volume of the test vessel is to vary by more than +15% to -15% from the design cm^2/m^3 volume ratio.

3 Explosion tests, assessment and design series qualifications

3.1 Process

3.1.1

All explosion tests to verify the functionality of crankcase explosion relief valves are to be carried out using an air and methane mixture with a volumetric methane concentration

of $9,5\% \pm 0,5\%$. The pressure in the test vessel is to be not less than atmospheric pressure and is not to exceed the opening pressure of the relief valve.

3.1.2

The concentration of methane in the test vessel is to be measured at the top and bottom of the vessel and these concentrations are not to differ by more than 0,5%.

3.1.3

The ignition of the methane and air mixture is to be made at the centreline of the test vessel at a position approximately one third of the height or length of the test vessel opposite to where the valve is mounted.

3.1.4

The ignition is to be made using a maximum 100 joule explosive charge.

3.2 Valves to be tested

3.2.1

The valves used for type testing (including the testing specified in item [3.2.3]) are to be selected from the Manufacturer's normal production line for such valves by the QSCS Classification Society (see Pt A, Ch 1, Sec 1, [1.2.1]) witnessing the tests.

3.2.2

For approval of a specific valve size, three valves are to be tested in accordance with [3.2.3] and [3.3]. For a series of valves, refer to [3.5].

3.2.3

The valves selected for type testing are to have been previously tested at the Manufacturer's works to demonstrate that the opening pressure is in accordance with the specification within a tolerance of $\pm 20\%$ and that the valve is airtight at a pressure below the opening pressure for at least 30 seconds.

This test is to verify that the valve is airtight following assembly at the Manufacturer's works and that the valve begins to open at the required pressure demonstrating that the correct spring has been fitted.

3.2.4

The type testing of valves is to recognise the orientation in which they are intended to be installed on the engine or gear case. Three valves of each size are to be tested for each intended installation orientation, i.e. in the vertical and /or horizontal positions.

3.3 Method

3.3.1

The following requirements are to be satisfied at explosion testing:

- a) The explosion testing is to be witnessed by a QSCS Classification Society Surveyor (see Pt A, Ch 1, Sec 1, [1.2.1]).

- b) Where valves are to be installed on an engine or gear case with shielding arrangements to deflect the emission of explosion combustion products, the valves are to be tested with the shielding arrangements fitted.
- c) Successive explosion tests to establish a valve's functionality are to be carried out as quickly as possible during stable weather conditions.
- d) The pressure rise and decay during all explosion testing is to be recorded.
- e) The external condition of the valves is to be monitored during each test for indication of any flame release by video and heat sensitive camera.

3.3.2

The explosion testing is to be in three stages for each valve that is required to be approved as being type tested.

a) Stage 1:

Two explosion tests are to be carried out in the test vessel with the circular plate described in item [2.1.10] fitted and the opening in the plate covered by a 0,05mm thick polythene film. These tests establish a reference pressure level for determination of the capability of a relief valve in terms of pressure rise in the test vessel; see [3.4.1] f).

b) Stage 2:

- 1) Two explosion tests are to be carried out on three different valves of the same size. Each valve is to be mounted in the orientation for which approval is sought, i.e. in the vertical or horizontal position with the circular plate described in [2.1.10] located between the valve and pressure vessel mounting flange. The pressure rise is not to exceed the limit specified by the Manufacturer.
- 2) The first of the two tests on each valve is to be carried out with a 0,05 mm thick polythene bag enclosing the valve and circular plate; the bag is to have a minimum diameter of three times the diameter of the circular plate and volume not less than 30% of the test vessel. Before the explosion test is carried out, the polythene bag is to be empty of air. The polythene bag is required to provide a readily visible means of assessing whether there is flame transmission through the relief valve following an explosion consistent with the requirements of the standards identified in [1.2].

During the test, the explosion pressure will open the valve and some unburned methane/air mixture will be collected in the polythene bag. When the flame reaches the flame arrester and if there is flame transmission through the flame arrester, the methane/air mixture in the bag will be ignited and this will be visible.

- 3) Provided that the first explosion test successfully demonstrated that there was no indication of combustion outside the flame arrester and there are no visible signs of damage to the flame arrester or valve, a second explosion test without the polythene bag arrangement is to be carried out as soon as possible

after the first test. During the second explosion test, the valve is to be visually monitored for any indication of combustion outside the flame arrester and video records are to be kept for subsequent analysis. The second test is required to demonstrate that the valve can still function in the event of a secondary crankcase explosion.

- 4) After each explosion, the test vessel is to be maintained in the closed condition for at least 10 seconds to enable the tightness of the valve to be ascertained. The tightness of the valve can be verified during the test from the pressure/time records or by a separate test after completing the second explosion test.

c) Stage 3:

Two further explosion tests are to be carried out as described in Stage 1. These further tests are required to provide an average baseline value for assessment of pressure rise recognising that the test vessel ambient conditions may have changed during the testing of the explosion relief valves in Stage 2.

3.4 Assessment and records

3.4.1

For the purposes of verifying compliance with the requirements of this appendix, the assessment and records of the valves used for explosion testing are to address the following items a) to l).

- a) The valves to be tested are to have evidence of design appraisal/approval by the QSCS Classification Society (see Pt A, Ch 1, Sec 1, [1.2.1]) witnessing the testing.
- b) The designation, dimensions and characteristics of the valves to be tested are to be recorded. This is to include free area of the valve and the flame arrester and the amount of valve lift at 0,02 MPa.
- c) The test vessel volume is to be determined and recorded.
- d) For acceptance of the functioning of the flame arrester there is not to be any indication of flame or combustion outside the valve during an explosion test. This should be confirmed by the test laboratory taking into account measurements from the heat sensitive camera.
- e) The pressure rise and decay during an explosion are to be recorded with indication of the pressure variation showing the maximum overpressure and steady under pressure in the test vessel during testing. The pressure variation is to be recorded at two points in the pressure vessel.
- f) The effect of an explosion relief valve in terms of pressure rise following an explosion is ascertained from maximum pressures recorded at the centre of the test vessel during the three stages. The pressure rise within the test vessel due to the installation of a relief valve is the difference between the average pressure of the four explosions from Stages 1 and 3 and the average of the first tests on the three valves in Stage 2.

- g) The valve tightness is to be ascertained by verifying from the records at the time of testing that an under pressure of at least 0,03 MPa is held by the test vessel for at least 10 seconds following an explosion.

This test is to verify that the valve has effectively closed and is reasonably gas-tight following dynamic operation during an explosion.

- h) After each explosion test in Stage 2, the external condition of the flame arrester is to be examined for signs of serious damage and/or deformation that may affect the operation of the valve.
- i) After completion of the explosion tests, the valves are to be dismantled and the condition of all components ascertained and documented. In particular, any indication of valve sticking or uneven opening that may affect the operation of the valve is to be noted. Photographic records of the valve condition are to be taken and included in the report.

3.5 Design series qualification

3.5.1

The qualification of quenching devices to prevent the passage of flame can be evaluated for other similar devices where one device has been tested and found satisfactory.

3.5.2

The quenching ability of a flame screen depends on the total mass of quenching lamellas/mesh. Provided the materials, thickness of materials, depth of lamellas/thickness of mesh layer and quenching gaps are the same, then the same quenching ability can be qualified for different size of flame screen. This is subject to the following relations being satisfied.

$$\frac{n_1}{n_2} = \frac{\sqrt{S_1}}{\sqrt{S_2}}$$

$$\frac{A_1}{A_2} = \frac{S_1}{S_2}$$

where:

n_1 = total depth of flame arrester corresponding to the number of lamellas of size 1 quenching device for a valve with a relief area equal to S_1

n_2 = total depth of flame arrester corresponding to the number of lamellas of size 2 quenching device for a valve with a relief area equal to S_2

A_1 = free area of quenching device for a valve with a relief area equal to S_1

A_2 = free area of quenching device for a valve with a relief area equal to S_2

3.5.3

The qualification of explosion relief valves of larger sizes than that which has been previously satisfactorily tested in accordance with [3.3] and [3.4] can be evaluated where

valves are of identical type and have identical construction features, subject to the following items a) to c).

- a) The free area of a larger valve does not exceed three times + 5% that of the valve that has been satisfactorily tested.
- b) One valve of the largest size requiring qualification is subjected to satisfactory testing required by [3.2.3] and [3.3.2] b) except that a single valve will be accepted in [3.3.2] b)1) and the volume of the test vessel is not to be less than one third of the volume required by [2.1.13].
- c) The assessment and records are to be in accordance with [3.4], noting that [3.4.1] f) will only be applicable to Stage 2 for a single valve.

3.5.4

The qualification of explosion relief valves of smaller sizes than that which has been previously satisfactorily tested in accordance with [3.3] and [3.4] can be evaluated where valves are of identical type and have identical construction features, subject to the following items a) to c).

- a) The free area of a smaller valve is not less than one third of the valve that has been satisfactorily tested.
- b) One valve of each smaller size requiring qualification is subjected to satisfactory testing required by [3.2.3] and [3.3.2]b) except that a single valve will be accepted in [3.3.2]b)1) and the volume of the test vessel is not to be less than one third of the volume required by [2.1.13].
- c) The assessment and records are to be in accordance with [3.4], noting that [3.4.1]f) will only be applicable to Stage 2 for a single valve.

4 Report and approval

4.1 The test report

4.1.1

The test facility is to deliver a full report that includes the following information and documents:

- a) Test specification
- b) Details of test pressure vessel and valves tested
- c) The orientation in which the valve was tested (vertical or horizontal position)
- d) Methane in air concentration for each test
- e) Ignition source
- f) Pressure curves for each test
- g) Video recordings of each valve test
- h) The assessment and records stated in [3.4].

4.2 Approval

4.2.1

The approval of an explosion relief valve is at the discretion of the Society based on the appraisal plans and particulars and on the test facilities' report of the results of type testing.

APPENDIX 6

TYPE TEST PROCEDURE FOR CRANKCASE OIL MIST DETECTION AND ALARM EQUIPMENT

1 General

1.1 Application

1.1.1

This test procedure applies to type approved crankcase oil mist detection and alarm equipment as required under item Sec 2, [4.3.5].

1.1.2

This test procedure is also applicable to oil mist detection and alarm equipment intended for gear cases.

1.1.3

The provisions of Ch 3, Sec 6 apply as far as required in [3.1.1].

1.2 Purpose

1.2.1

The purpose of type test crankcase oil mist detection and alarm equipment is sevenfold:

- a) To verify the functionality of the system
- b) To verify the effectiveness of oil mist detectors
- c) To verify the accuracy of oil mist detectors
- d) To verify the alarm set points
- e) To verify time delays between oil mist leaving the source and alarm activation
- f) To verify the operation of alarms indicating functional failure in the equipment and associated arrangements
- g) To verify the influence of optical obscuration on detection.

2 Test houses

2.1 General

2.1.1 (1/7/2016)

Test houses carrying out type testing of crankcase oil mist detection and alarm equipment are to satisfy the following criteria:

- a) A full range of facilities for carrying out the environmental and functionality tests required by this procedure are to be available and be acceptable to the Society.
- b) The test house that verifies the functionality of the equipment is to be equipped so that it can control, measure and record oil mist concentration levels in terms of mg/l to an accuracy of $\pm 10\%$ in accordance with this procedure.
- c) When verifying the functionality, test houses are to consider the possible hazards associated with the generation of the oil mist required and take adequate

precautions. The Society may accept the use of low toxicity, low hazard oils as used in other applications, provided it is demonstrated to have similar properties to SAE 40 monograde mineral oil specified in [3.4.2].

3 Tests

3.1 Equipment testing

3.1.1

The range of tests is to include the following:

- a) For the alarm/monitoring panel:
 - 1) Functional tests described in [3.2]
 - 2) Electrical power supply failure test
 - 3) Power supply variation test
 - 4) Dry heat test
 - 5) Damp heat test
 - 6) Vibration test
 - 7) EMC test
 - 8) Insulation resistance test
 - 9) High voltage test
 - 10) Static and dynamic inclinations.
- b) For the detectors:
 - 1) Functional tests described in [3.2]
 - 2) Electrical power supply failure test
 - 3) Power supply variation test
 - 4) Dry heat test
 - 5) Damp heat test
 - 6) Vibration test
 - 7) Insulation resistance test
 - 8) High voltage test
 - 9) Static and dynamic inclinations.

3.2 Functional test process

3.2.1

All tests to verify the functionality of crankcase oil mist detection and alarm equipment are to be carried out in accordance with [3.2.2] to [3.2.7] with an oil mist concentration in air, known in terms of mg/l to an accuracy of $\pm 10\%$.

3.2.2

The concentration of oil mist in the test chamber is to be measured in the top and bottom of the chamber and these concentrations are not to differ by more than 10% (see also item [3.4.1].

3.2.3 (1/7/2016)

The oil mist detector monitoring arrangements are to be capable of detecting oil mist in air concentrations of between 0 and 10% of the lower explosive limit (LEL) or between 0 and a percentage of weight of oil in air determined by the Manufacturer based on the sensor measurement method (e.g. obscuration or light scattering) that is acceptable to the Society taking into account the alarm level specified in [3.2.4].

The LEL corresponds to an oil mist concentration of approximately 50mg/l (about 4,1% weight of oil in air mixture).

3.2.4

The alarm set point for oil mist concentration in air is to provide an alarm at a maximum level corresponding to not more than 5% of the LEL approximately 2,5 mg/l.

3.2.5

Where alarm set points can be altered, the means of adjustment and indication of set points are to be verified against the equipment Manufacturer's instructions.

3.2.6 (1/7/2016)

The performance of the oil mist detector in mg/l is to be demonstrated. This is to include the following:

- range (oil mist detector)
- resolution (oil mist detector)
- sensitivity (oil mist detector).

Note 1: Sensitivity of a measuring system: quotient of the change in an indication of a measuring system and the corresponding change in a value of a quantity being measured.

Resolution: smallest change in a quantity being measured that causes a perceptible change in the corresponding indication.

3.2.7 (1/7/2016)

Where oil mist is drawn into a detector/monitor via piping arrangements, the time delay between the sample leaving the crankcase and operation of the alarm is to be determined for the longest and shortest lengths of pipes recommended by the Manufacturer. The pipe arrangements are to be in accordance with the Manufacturer's instructions/recommendations.

Piping is to be arranged to prevent pooling of oil condensate which may cause a blockage of the sampling pipe over time.

3.2.8 (1/7/2016)

It is to be demonstrated that the openings of detector equipment does not become occluded or blocked under continuous splash and spray of engine lubricating oil, as may occur in the crankcase atmosphere. Testing is to be in accordance with arrangements proposed by the manufacturer and agreed by the classification society. The temperature, quantity and angle of impact of the oil to be used is to be declared and their selection justified by the manufacturer.

3.2.9 (1/7/2016)

Detector equipment may be exposed to water vapour from the crankcase atmosphere which may affect its sensitivity and it is to be demonstrated that exposure to such conditions will not affect the functional operation of the detector equipment. Where exposure to water vapour and/or water condensation has been identified as a possible source of

equipment malfunctioning, testing is to demonstrate that any mitigating arrangements, such as heating, are effective. Testing is to be in accordance with arrangements proposed by the Manufacturer and agreed by the Society.

This testing is in addition to that required by [3.1.1] b) 5) and is concerned with the effects of condensation caused by the detection equipment being at a lower temperature than the crankcase atmosphere.

3.2.10 (1/7/2016)

It is to be demonstrated that an indication is given where lenses fitted in the equipment and used in determination of the oil mist level have been partially obscured to a degree that will affect the reliability of the information and alarm indication as required in Sec 2, [4.3.5].

3.3 Detectors and alarm equipment to be tested

3.3.1

The detectors and alarm equipment selected for the type testing are to be selected from the Manufacturer's normal production line by the QSCS Classification Society (see Pt A, Ch 1, Sec 1, [1.2.1]) witnessing the tests.

3.3.2

Two detectors are to be tested. One is to be tested in clean condition and the other in a condition representing the maximum level of lens obscuration specified by the Manufacturer.

3.4 Method

3.4.1

The following requirements are to be satisfied at type test.

3.4.2 (1/7/2016)

Oil mist generation is to satisfy the following items a) to e).

- a) Oil mist is to be generated with suitable equipment using an SAE 40 monograde mineral oil or equivalent and supplied to a test chamber. The selection of the oil to be used is to take into consideration risks to health and safety, and the appropriate controls implemented. A low toxicity, low flammability oil of similar viscosity may be used as an alternative. The oil mist produced is to have an average (or arithmetic mean) droplet size not exceeding 5 µm. The oil droplet size is to be checked using the sedimentation method or an equivalent method to a relevant international or national standard. If the sedimentation method is chosen, the test chamber is to have a minimum height of 1m and a volume of not less than 1 m³.

Note 1: The calculated oil droplet size using the sedimentation method represents the average droplet size.

- b) The oil mist concentrations used are to be ascertained by the gravimetric deterministic method or equivalent. Where an alternative technique is used its equivalence is to be demonstrated.

For this test, the gravimetric deterministic method is a process where the difference in weight of a 0,8 µm pore size membrane filter is ascertained from weighing the filter before and after drawing 1 litre of oil mist through

the filter from the oil mist test chamber. The oil mist chamber is to be fitted with a recirculating fan.

- c) Samples of oil mist are to be taken at regular intervals and the results plotted against the oil mist detector output. The oil mist detector is to be located adjacent to where the oil mist samples are drawn off.
- d) The results of a gravimetric analysis are considered invalid and are to be rejected if the resultant calibration curve has an increasing gradient with respect to the oil mist detection reading. This situation occurs when insufficient time has been allowed for the oil mist to become homogeneous. Single results that are more than 10% below the calibration curve are to be rejected. This situation occurs when the integrity of the filter unit has been compromised and not all of the oil is collected on the filter paper.
- e) The filters are required to be weighed to a precision of 0,1 mg and the volume of air/oil mist is to be sampled to 10 ml.

3.4.3 (1/7/2016)

For type approval the testing is to be witnessed by authorised personnel from the society.

3.4.4

Oil mist detection equipment is to be tested in the orientation (vertical, horizontal or inclined) in which it is intended to be installed on an engine or gear case as specified by the equipment Manufacturer.

3.4.5 (1/7/2016)

Type testing is to be carried out for each type of oil mist detection and alarm equipment for which a Manufacturer seeks approval. Where sensitivity levels can be adjusted, testing is to be carried out at the extreme and mid-point level settings.

3.5 Assessment

3.5.1 (1/7/2016)

Assessment of oil mist detection equipment is to address the following points:

- a) The equipment to be tested is to have evidence of design appraisal/approval by the QSCS Classification Society (see Pt A, Ch 1, Sec 1, [1.2.1]) witnessing the tests.
- b) Details of the detection equipment to be tested are to be recorded and are to include:
 - name of the Manufacturer
 - type designation
 - oil mist concentration assessment capability and alarm settings
 - the maximum percentage level of lens obscuration used in [3.3.2].
- c) After completion of the tests, the detection equipment is to be examined and the condition of all components

ascertained and documented. Photographic records of the monitoring condition are to be taken and included in the report.

3.6 Design series qualification

3.6.1

The approval of one detection/monitoring device may be used to qualify other devices having identical construction details. Proposals are to be submitted for consideration by the Society.

4 Report and approval

4.1 Report

4.1.1 (1/7/2016)

The test house is to provide a full report which includes the following information and documents:

- a) test specification;
- b) details of equipment tested;
- c) results of tests.

The report is to include a declaration by the manufacturer of the oil mist detector of its:

- performance, in mg/L;
- accuracy, of oil mist concentration in air;
- precision, of oil mist concentration in air;
- range, of oil mist detector;
- resolution, of oil mist detector;
- response time, of oil mist detector;
- sensitivity, of oil mist detector;
- allowable obscuration of sensor detection, declared as percentage of obscuration. 0% totally clean, 100% totally obscure;
- detector failure alarm.

4.2 Approval

4.2.1

Type approval of crankcase oil mist detection equipment is at the discretion of the Society based on the appraisal plans and particulars and on the test house report of the results of type testing.

4.2.2

The following information is to be submitted to the Society for acceptance of oil mist detection and alarm arrangements:

- a) Description of oil mist detection equipment and system including alarms.
- b) Copy of the test house report identified in [4.1].
- c) Schematic layout of engine oil mist detection arrangements showing location of detectors/sensors and piping arrangements and dimensions.

- d) Maintenance and test manual, which is to include the following information:
- 1) intended use of equipment and its operation
 - 2) functionality tests to demonstrate that the equipment is operational and that any faults can be identified and corrective actions communicated
 - 3) maintenance routines and spare parts recommendations
 - 4) limit setting and instructions for safe limit levels
 - 5) where necessary, details of configurations in which the equipment is and is not to be used.

APPENDIX 7

GAS FUELLED SHIPS

1 General

1.1 Application

1.1.1 (1/1/2017)

The provisions of this Appendix apply to the arrangement, installation, control and monitoring of machinery, equipment and systems of ships using low-flashpoint fuel other than ships covered by the IGC Code (hereinafter named 'gas-fuelled ships'). These ships are to comply with the requirements of the latest version of the International Code of Safety for Ships using Gases or other Low-Flashpoint Fuels (IGF Code), as amended. In these Rules, reference to this Code and its amendments is made by the wording "IGF Code".

Consistently with the status of the IGF Code, the current version of this Appendix includes regulations to meet the functional requirements for natural gas fuel.

For other low-flashpoint fuels, compliance with the functional requirements of this Appendix is to be demonstrated through alternative design.

1.1.2 Acceptance by the flag Administration (1/1/2017)

The use of gas as fuel in ships requires additional acceptance by the Administration of the State whose flag the ship is entitled to fly.

1.1.3 IGF Code requirements and the Society's rules (1/1/2017)

- a) For gas-fuelled ships, the IGF Code requirements are to be considered as rule requirements;
- b) the requirements of this Appendix include additional mandatory class requirements, as well as the Society's interpretations of the IGF Code, which are also to be considered mandatory for Class;
- c) in general, this Appendix applies to machinery, equipment and systems of gas-fuelled ships using low-flashpoint fuel and to the interfaces between these systems and the other parts of the ship, which are to comply with the applicable Sections of the hull and machinery Rules.

1.1.4 IGF Code requirements and the Society's rules (1/1/2017)

The following requirements of the IGF Code are not within the scope of classification:

- Chapter 11 - Fire Safety
- Chapter 17 - Drills and emergency exercises
- Chapter 18 - Operation
- Chapter 19 - Training.

These requirements are applied by the Society when acting on behalf of the flag Administration, within the scope of delegation (see [1.1.6]).

1.1.5 Correspondence of the IGF Code with Part C Chapter 1, Appendix 7 of the Rules (1/1/2017)

All the requirements of this Appendix are cross referenced to the applicable Chapters, Sections or paragraphs of the IGF Code, as appropriate.

1.1.6 Certificate of Fitness (1/1/2017)

The responsibility for interpretation of the IGF Code requirements for the purpose of issuing an International Certificate of Fitness for the Gas-fuelled Ships lies with the Administration of the state whose flag the ship is entitled to fly.

Whenever the Society is authorised by an Administration to issue on its behalf the "Certificate of Fitness for the Gas-Fuelled ships", or where the Society is authorised to carry out investigations and surveys on behalf of an Administration on the basis of which the "Certificate of Fitness for the Gas-Fuelled ships" will be issued by the Society, or where the Society is requested to certify compliance with the IGF Code, the full compliance with the requirements of the IGF Code, including the operative requirements mentioned in [1.1.4], is to be granted by the Administration.

1.2 Documentation to be submitted

1.2.1 (1/1/2017)

Tab 1 lists the plans, information, analysis, etc. which are to be submitted in addition to the information required in the other Parts of the Rules for the parts of the ship not affected by the cargo, as applicable.

Table 1 : Documents to be submitted (1/1/2017)

No.	I/A (1)	Document
1	I	Propulsion system general arrangement - Design philosophy including information on the machinery configuration, engine room arrangements, fuel arrangements, shutdown philosophy (if applicable), redundancy considerations etc. are to be submitted before other documentation
2	A	Fuel gas system Cause and effect diagram Test program for safety functions
3	A	Fuel gas system arrangement plan - including: <ul style="list-style-type: none"> • machinery and boiler spaces, accommodation, service and control station spaces • gas tanks and gas containment systems • gas pump and compressor rooms • gas bunkering pipes with shore connections • tank hatches, ventilation pipes and any other openings to gas tanks • ventilating pipes, doors and openings to gas pump rooms, compressor rooms and other hazardous areas • entrances, air inlets and openings to accommodation, service and control station spaces
4	I	Fuel gas system operational manual including procedures for: <ul style="list-style-type: none"> • bunkering • gas freeing and inerting • normal operation • emergency operation
5	A	Fuel gas tanks production process including: Drawings of: <ul style="list-style-type: none"> • tanks • supports and stays • secondary barriers • insulation • marking plates Fuel gas tank design analysis: <ul style="list-style-type: none"> • specification of design loads and structural analysis of gas tanks • complete stress analysis for independent tanks type B and type C. Fuel gas tank non-destructive testing (NDT) plan including: <ul style="list-style-type: none"> • information about strength and tightness testing • specification of stress relieving procedures for independent tanks type C (thermal or mechanical). Fuel gas tank welding procedures Fuel gas tank material specifications including connected pipes
6	A	Fuel gas tank safety relief valves and associated ventilation piping specification, detailed drawing and piping capacity analysis including back pressure
7	A	Fuel gas tank gas freeing and purging system piping diagram
8	A	Fuel gas tank control and monitoring system
9	A	Fuel gas piping system: Pipe routing sketch and thermal stress analysis when design temperature is below -110°C Piping diagram (including ventilation lines for safety relief valves or similar piping, and ducts for gas pipes)
10	I	Fuel gas piping system - Specification of valves, flanges and fittings including offsets, loops, bends, expansion elements such as bellows and slip joints (only inside tanks). For valves intended for service with a design temperature below -55°C, documentation of leak test and functional test at design temperature (type test) is to be included
11	A	Fuel gas system drip trays - System arrangement plan - Hull protection beneath liquid piping where leakages may be anticipated, such as at shore connections and at pump seals. Including specification
12	I	Electrical bonding of piping - Specification
(1) A = to be submitted for approval, in four copies I = to be submitted for information, in duplicate.		

No.	I/A (1)	Document
13	A	Cooling system - Piping diagram in connection with fuel gas system
14	A	Heating system - Piping diagram in connection with fuel gas system
15	A	Fuel gas compressor control and monitoring system
16	A	Fuel gas driven engines - Failure mode and effect analysis - Examination of all possible faults affecting the combustion process
17	A	Exhaust gas system - Piping diagram
18	A	Hazardous area classification drawing, including air-lock location, construction details and alarm equipment
19	A	Gastight bulkhead penetrations - Detailed drawing
20	A	Ventilation of gas fuel system spaces - Ducting diagram for spaces containing gas installations, such as gas pipe ducts led through enclosed spaces, and storage tanks below deck. Including capacity and location of fans and their motors
21	I	Explosion protection <ul style="list-style-type: none"> • System arrangement plan of electrical equipment in hazardous areas • Single line diagrams for all intrinsically safe circuits, for each circuit, including data for verification of the compatibility between the barrier and the field components • List of non-certified safe electrical equipment to be disconnected for ESD protected machinery spaces • Documentation to demonstrate the fulfilment of [4.3]
22	A	Fixed gas detection system arrangement plan Detectors, call points and alarm devices
23	A	Fire protection - Structural fire protection drawing in respect of gas installation arrangements
24	A	Fire protection - Fixed fire-extinguishing system for tank room
25	A	Fire protection - External surface protection water-spraying system
26	A	Fire protection - Bunkering station fire-fighting system
27	A	Fire detection and alarm system for storage tanks and ventilation trunks
28		FMEA of the whole gas-fuelled system
29	A	Test procedures of safety-critical items, in particular those related to the gas system as ascertained by the FMEA
30	I	Risk assessment required by paragraphs [5.10.5], [5.12.3], [6.4.1)a), [6.4.15)d)4)bullet2), [8.3.1)a), [12.4.1], [12.7] and [14.8.1] j) as well as by paragraphs [4.4] and [6.8] of the annex, as applicable
31	I	Documentation of alternative design as per [2], as applicable
<p>(1) A = to be submitted for approval, in four copies I = to be submitted for information, in duplicate.</p>		

1.3 Definitions

1.3.1 (1/1/2017)

IGF CODE REFERENCE: Ch. 2, 2.1

Unless otherwise stated below, definitions are as defined in SOLAS chapter II-2.

IGF CODE REFERENCE: Ch. 2, 2.2

1.3.2 (1/1/2017)

Accident means an uncontrolled event that may entail the loss of human life, personal injuries, environmental damage or the loss of assets and financial interests.

1.3.3 (1/1/2017)

Breadth (B) means the greatest moulded breadth of the ship at or below the deepest draught (summer load line draught) (refer to SOLAS regulation II-1/2.8).

1.3.4 (1/1/2017)

Bunkering means the transfer of liquid or gaseous fuel from land based or floating facilities into a ships' permanent tanks or connection of portable tanks to the fuel supply system.

1.3.5 (1/1/2017)

Certified safe type means electrical equipment that is certified safe by the relevant authorities recognized by the Society for operation in a flammable atmosphere based on a recognized standard.

Note 1: Refer to IEC 60079 series, Explosive atmospheres and IEC 60092-502:1999 Electrical Installations in Ships - Tankers - Special Features.

1.3.6 (1/1/2017)

CNG means compressed natural gas (see also [1.3.27]).

1.3.7 (1/1/2017)

Control station means those spaces defined in SOLAS chapter II-2 and additionally for this Appendix, the engine control room.

1.3.8 (1/1/2017)

Design temperature for selection of materials is the minimum temperature at which liquefied gas fuel may be loaded or transported in the liquefied gas fuel tanks.

1.3.9 (1/1/2017)

Design vapour pressure "P₀" is the maximum gauge pressure, at the top of the tank, to be used in the design of the tank.

1.3.10 (1/1/2017)

Double block and bleed valve means a set of two valves in series in a pipe and a third valve enabling the pressure release from the pipe between those two valves. The arrangement may also consist of a two-way valve and a closing valve instead of three separate valves.

1.3.11 (1/1/2017)

Dual fuel engines means engines that employ fuel covered by this Appendix (with pilot fuel) and oil fuel. Oil fuels may include distillate and residual fuels.

1.3.12 (1/1/2017)

Enclosed space means any space within which, in the absence of artificial ventilation, the ventilation will be limited and any explosive atmosphere will not be dispersed naturally.

Note 1: See also definition in IEC 60092-502:1999.

1.3.13 (1/1/2017)

ESD means emergency shutdown.

1.3.14 (1/1/2017)

Explosion means a deflagration event of uncontrolled combustion.

1.3.15 (1/1/2017)

Explosion pressure relief means measures provided to prevent the explosion pressure in a container or an enclosed space exceeding the maximum overpressure the container or space is designed for, by releasing the overpressure through designated openings.

1.3.16 (1/1/2017)

Fuel containment system is the arrangement for the storage of fuel including tank connections. It includes where fitted, a primary and secondary barrier, associated insulation and any intervening spaces, and adjacent structure if necessary for the support of these elements. If the secondary barrier is part of the hull structure it may be a boundary of the fuel storage hold space.

The spaces around the fuel tank are defined as follows:

a) fuel storage hold space is the space enclosed by the ship's structure in which a fuel containment system is

situated. If tank connections are located in the fuel storage hold space, it will also be a tank connection space;

b) interbarrier space is the space between a primary and a secondary barrier, whether or not completely or partially occupied by insulation or other material; and

c) tank connection space is a space surrounding all tank connections and tank valves that is required for tanks with such connections in enclosed spaces.

1.3.17 (1/1/2017)

Filling limit (FL) means the maximum liquid volume in a fuel tank relative to the total tank volume when the liquid fuel has reached the reference temperature.

1.3.18 (1/1/2017)

Fuel preparation room means any space containing pumps, compressors and/or vaporizers for fuel preparation purposes.

1.3.19 (1/1/2017)

Gas means a fluid having a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C.

1.3.20 (1/1/2017)

Gas consumer means any unit within the ship using gas as a fuel.

1.3.21 (1/1/2017)

Gas only engine means an engine capable of operating only on gas, and not able to switch over to operation on any other type of fuel.

1.3.22 (1/1/2017)

Hazardous area means an area in which an explosive gas atmosphere is or may be expected to be present, in quantities such as to require special precautions for the construction, installation and use of equipment.

1.3.23 (1/1/2017)

High pressure means a maximum working pressure greater than 1.0 MPa.

1.3.24 (1/1/2017)

Independent tanks are self-supporting, do not form part of the ship's hull and are not essential to the hull strength.

1.3.25 (1/1/2017)

LEL means the lower explosive limit.

1.3.26 (1/1/2017)

Length (L) is the length as defined in the International Convention on Load Lines in force.

1.3.27 (1/1/2017)

LNG means liquefied natural gas.

1.3.28 (1/1/2017)

Loading limit (LL) means the maximum allowable liquid volume relative to the tank volume to which the tank may be loaded.

1.3.29 (1/1/2017)

Low-flashpoint fuel means gaseous or liquid fuel having a flashpoint lower than otherwise permitted under paragraph 2.1.1 of SOLAS regulation II-2/4.

1.3.30 (1/1/2017)

MARVS means the maximum allowable relief valve setting.

1.3.31 (1/1/2017)

MAWP means the maximum allowable working pressure of a system component or tank.

1.3.32 (1/1/2017)

Membrane tanks are non-self-supporting tanks that consist of a thin liquid and gas tight layer (membrane) supported through insulation by the adjacent hull structure.

1.3.33 (1/1/2017)

Multi-fuel engines means engines that can use two or more different fuels that are separate from each other.

1.3.34 (1/1/2017)

Non-hazardous area means an area in which an explosive gas atmosphere is not expected to be present in quantities such as to require special precautions for the construction, installation and use of equipment.

1.3.35 (1/1/2017)

Open deck means a deck having no significant fire risk that at least is open on both ends/sides, or is open on one end and is provided with adequate natural ventilation that is effective over the entire length of the deck through permanent openings distributed in the side plating or deckhead.

1.3.36 (1/1/2017)

Risk is an expression for the combination of the likelihood and the severity of the consequences.

1.3.37 (1/1/2017)

Reference temperature means the temperature corresponding to the vapour pressure of the fuel in a fuel tank at the set pressure of the pressure relief valves (PRVs).

1.3.38 (1/1/2017)

Secondary barrier is the liquid-resisting outer element of a fuel containment system designed to afford temporary containment of any envisaged leakage of liquid fuel through the primary barrier and to prevent the lowering of the temperature of the ship's structure to an unsafe level.

1.3.39 (1/1/2017)

Semi-enclosed space means a space where the natural conditions of ventilation are notably different from those on open deck due to the presence of structure such as roofs, windbreaks and bulkheads and which are so arranged that dispersion of gas may not occur.

Note 1: Refer also to IEC 60092-502:1999 Electrical Installations in Ships - Tankers - Special Features.

1.3.40 (1/1/2017)

Source of release means a point or location from which a gas, vapour, mist or liquid may be released into the atmosphere so that an explosive atmosphere could be formed.

1.3.41 (1/1/2017)

Unacceptable loss of power means that it is not possible to sustain or restore normal operation of the propulsion machinery in the event of one of the essential auxiliaries becoming inoperative, in accordance with SOLAS regulation II-1/26.3.

1.3.42 (1/1/2017)

Vapour pressure is the equilibrium pressure of the saturated vapour above the liquid, expressed in MPa absolute at a specified temperature.

2 Alternative design

IGF CODE REFERENCE: Ch. 2, 2.3

2.1**2.1.1** (1/1/2017)

Fuels, appliances and arrangements of low-flashpoint fuel systems may either:

- a) *deviate from those set out in this Appendix, or*
- b) *be designed for use of a fuel not specifically addressed in this Appendix.*

Such fuels, appliances and arrangements can be used provided that these meet the intent of the goal and functional requirements concerned and provide an equivalent level of safety of the relevant paragraphs.

2.1.2 (1/1/2017)

The equivalence of the alternative design is to be demonstrated as specified in SOLAS regulation II-1/55, and approved by the Administration. Operational methods or procedures will not be allowed as an alternative to a particular fitting, material, appliance, apparatus, item of equipment, or type thereof which is prescribed by this Appendix.

3 Goal and functional requirements

IGF CODE REFERENCE: Ch. 3

3.1 Goal**3.1.1** (1/1/2017)

The goal of this Appendix is to provide for safe and environmentally-friendly design, construction and operation of ships and in particular their installations of systems for propulsion machinery, auxiliary power generation machinery and/or other purpose machinery using gas or low-flashpoint fuel as fuel.

3.2 Functional requirements**3.2.1** (1/1/2017)

The safety, reliability and dependability of the systems is to be equivalent to that achieved with new and comparable conventional oil-fuelled main and auxiliary machinery. A FMEA consistent with the "Tasneef Guide for FMEA" is to be carried out for the whole gas-fuelled system, including process system, electrical power supplies and control system, to check the potential existence of failure modes that can jeopardize the ship's safety. The results of the FMEA are then to be used to establish a trial program.

3.2.2 (1/1/2017)

The probability and consequences of fuel-related hazards are to be limited to a minimum through arrangement and system design, such as ventilation, detection and safety actions. In the event of gas leakage or failure of the risk reducing measures, necessary safety actions are to be initiated.

3.2.3 (1/1/2017)

The design philosophy is to ensure that risk reducing measures and safety actions for the gas fuel installation do not lead to an unacceptable loss of power.

3.2.4 (1/1/2017)

Hazardous areas are to be restricted, as far as practicable, to minimize the potential risks that might affect the safety of the ship, persons on board, and equipment.

3.2.5 (1/1/2017)

Equipment installed in hazardous areas are to be minimized to that required for operational purposes and are to be suitably and appropriately certified.

3.2.6 (1/1/2017)

Unintended accumulation of explosive, flammable or toxic gas concentrations are to be prevented.

3.2.7 (1/1/2017)

System components are to be protected against external damages.

3.2.8 (1/1/2017)

Sources of ignition in hazardous areas are to be minimized to reduce the probability of explosions.

3.2.9 (1/1/2017)

It is to be arranged for safe and suitable fuel supply, storage and bunkering arrangements capable of receiving and containing the fuel in the required state without leakage. Other than when necessary for safety reasons, the system is to be designed to prevent venting under all normal operating conditions including idle periods.

3.2.10 (1/1/2017)

Piping systems, containment and over-pressure relief arrangements that are of suitable design, construction and installation for their intended application are to be provided.

3.2.11 (1/1/2017)

Machinery, systems and components are to be designed, constructed, installed, operated, maintained and protected to ensure safe and reliable operation.

3.2.12 (1/1/2017)

Fuel containment system and machinery spaces containing source that might release gas into the space are to be arranged and located such that a fire or explosion in either will not lead to an unacceptable loss of power or render equipment in other compartments inoperable.

3.2.13 (1/1/2017)

Suitable control, alarm, monitoring and shutdown systems are to be provided to ensure safe and reliable operation.

3.2.14 (1/1/2017)

Fixed gas detection suitable for all spaces and areas concerned are to be arranged.

3.2.15 (1/1/2017)

Fire detection, protection and extinction measures appropriate to the hazards concerned are to be provided.

3.2.16 (1/1/2017)

Commissioning, trials and maintenance of fuel systems and gas utilization machinery are to satisfy the goal in terms of safety, availability and reliability.

3.2.17 (1/1/2017)

The technical documentation is to permit an assessment of the compliance of the system and its components with the applicable rules, guidelines, design standards used and the principles related to safety, availability, maintainability and reliability.

3.2.18 (1/1/2017)

A single failure in a technical system or component is not to lead to an unsafe or unreliable situation.

4 General requirements

IGF CODE REFERENCE: Ch. 4, 4.1

4.1 Goal

4.1.1 (1/1/2017)

The goal of this paragraph is to ensure that the necessary assessments of the risks involved are carried out in order to eliminate or mitigate any adverse effect to the persons on board, the environment or the ship.

4.2 Risk assessment

IGF CODE REFERENCE: Ch. 4, 4.2.

4.2.1 (1/1/2017)

A risk assessment is to be conducted to ensure that risks arising from the use of low-flashpoint fuels affecting persons on board, the environment, the structural strength or the integrity of the ship are addressed. Consideration are to be given to the hazards associated with physical layout, operation and maintenance, following any reasonably foreseeable failure.

4.2.2 (1/1/2017)

For ships to which this Appendix applies, the risk assessment required by [4.2.1] need only be conducted where explicitly required by paragraphs [5.11.5], [5.13.3], [6.4.1]a), [6.4.15] d)4)bullet2), [8.3.1]a), [12.4.1], [12.7] and [14.8.1] j) as well as by paragraphs [4.4] and [6.8] of this Appendix.

4.2.3 (1/1/2017)

The risks are to be analysed using acceptable and recognized risk analysis techniques, and loss of function, component damage, fire, explosion and electric shock are as a minimum to be considered. The analysis is to ensure that risks are eliminated wherever possible. Risks which cannot be eliminated are to be mitigated as necessary. Details of risks, and the means by which they are mitigated, are to be documented to the satisfaction of the Society. Guidance on risk analysis techniques can be found in the "Tasneef Guide on Risk Analysis".

4.2.4 (1/1/2017)

The assumptions for the risk assessment are to be agreed by a design team acceptable to the Administration. It may

include a representative of Class, owner, builder or designer, and expert(s) having the necessary knowledge and experience in safety, design and/or operation as necessary for the specific evaluation at hand. Other members may include marine surveyors, ship operators, safety engineers, equipment manufacturers, human factors experts, naval architects and marine engineers, according to the problem under scope.

4.3 Limitation of explosion consequences

IGF CODE REFERENCE: Ch. 4, 4.3

4.3.1 (1/1/2017)

The preferred safety policy is to be the elimination of either any source of release or any source of ignition, or both. Only in case this is demonstrated not to be feasible, the following applies.

An explosion in any space containing any potential sources of release (note 1) and potential ignition sources is not to:

- a) *cause damage to or disrupt the proper functioning of equipment/systems located in any space other than that in which the incident occurs;*
- b) *damage the ship in such a way that flooding of water below the main deck or any progressive flooding occur;*
- c) *damage work areas or accommodation in such a way that persons who stay in such areas under normal operating conditions are injured;*
- d) *disrupt the proper functioning of control stations and switchboard rooms necessary for power distribution;*
- e) *damage life-saving equipment or associated launching arrangements;*
- f) *disrupt the proper functioning of fire-fighting equipment located outside the explosion-damaged space;*
- g) *affect other areas of the ship in such a way that chain reactions involving, inter alia, cargo, gas and bunker oil may arise; or*
- h) *prevent persons access to life-saving appliances or impede escape routes.*

The aforesaid points are to be demonstrated in a way acceptable to the Society.

Note 1: *Double wall fuel pipes are not considered as potential sources of release.*

5 Ship design and arrangement

IGF CODE REFERENCE: Part A-1: Specific requirements for ships using natural gas as fuel

5.1

5.1.1 (1/1/2017)

Fuel in the context of the regulations in this part means natural gas, either in its liquefied or gaseous state.

It should be recognized that the composition of natural gas may vary depending on the source of natural gas and the processing of the gas.

5.2 Goal

IGF CODE REFERENCE: Ch. 5, 5.1

5.2.1 (1/1/2017)

The goal of this paragraph [5.2] is to provide for safe location, space arrangements and mechanical protection of power generation equipment, fuel storage systems, fuel supply equipment and refuelling systems.

5.3 Functional requirements

IGF CODE REFERENCE: Ch. 5, 5.2

5.3.1 (1/1/2017)

This paragraph [5.3] is related to functional requirements in [3.2.1] to [3.2.3], [3.2.5], [3.2.6], [3.2.8], [3.2.12] to [3.2.15] and [3.2.17]. In particular the following apply:

- a) *the fuel tank(s) are to be located in such a way that the probability for the tank(s) to be damaged following a collision or grounding is reduced to a minimum taking into account the safe operation of the ship and other hazards that may be relevant to the ship;*
- b) *fuel containment systems, fuel piping and other fuel sources of release are to be so located and arranged that released gas is lead to a safe location in the open air;*
- c) *the access or other openings to spaces containing fuel sources of release are to be so arranged that flammable, asphyxiating or toxic gas cannot escape to spaces that are not designed for the presence of such gases;*
- d) *fuel piping is to be protected against mechanical damage;*
- e) *the propulsion and fuel supply system are to be so designed that safety actions after any gas leakage do not lead to an unacceptable loss of power; and*
- f) *the probability of a gas explosion in a machinery space with gas or low-flashpoint fuelled machinery is to be minimized.*

5.4 Regulations - General

IGF CODE REFERENCE: Ch. 5, 5.3

5.4.1 (1/1/2017)

Fuel storage tanks are to be protected against mechanical damage.

5.4.2 (1/1/2017)

Fuel storage tanks and/or equipment located on open deck are to be located to ensure sufficient natural ventilation, so as to prevent accumulation of escaped gas.

5.4.3 (1/1/2017)

The fuel tank(s) shall be protected from external damage caused by collision or grounding in the following way:

- a) *The fuel tanks shall be located at a minimum distance of B/5 or 11.5 m, whichever is less, measured inboard*

from the ship side at right angles to the centreline at the level of the summer load line draught; where:

B is the greatest moulded breadth of the ship at or below the deepest draught (summer load line draught) (refer to SOLAS regulation II-1/2.8).

- b) The boundaries of each fuel tank shall be taken as the extreme outer longitudinal, transverse and vertical limits of the tank structure including its tank valves.
- c) For independent tanks the protective distance shall be measured to the tank shell (the primary barrier of the tank containment system). For membrane tanks the distance shall be measured to the bulkheads surrounding the tank insulation.
- d) In no case shall the boundary of the fuel tank be located closer to the shell plating or aft terminal of the ship than as follows:
- 1) For passenger ships: $B/10$ but in no case less than 0.8 m. However, this distance need not be greater than $B/15$ or 2 m whichever is less where the shell plating is located inboard of $B/5$ or 11.5 m, whichever is less, as required by a).
 - 2) For cargo ships:
 - for V_c below or equal 1,000 m^3 , 0.8 m;
 - for 1,000 $m^3 < V_c < 5,000 m^3$, $0.75 + V_c \times 0.2/4,000$ m;
 - for 5,000 $m^3 \leq V_c < 30,000 m^3$, $0.8 + V_c/25,000$ m; and
 - for $V_c \leq 30,000 m^3$, 2 m,
 where:
 V_c corresponds to 100% of the gross design volume of the individual fuel tank at 20°C, including domes and appendages.
- e) The lowermost boundary of the fuel tank(s) shall be located above the minimum distance of $B/15$ or 2.0 m, whichever is less, measured from the moulded line of the bottom shell plating at the centreline.
- f) For multihull ships the value of B may be specially considered.
- g) The fuel tank(s) shall be abaft a transverse plane at 0.08L measured from the forward perpendicular in accordance with SOLAS regulation II-1/8.1 for passenger ships, and abaft the collision bulkhead for cargo ships.
 Where:
 L is the length as defined in the International Convention on Load Lines (refer to SOLAS regulation II-1/2.5).
- h) For ships with a hull structure providing higher collision and/or grounding resistance, fuel tank location regulations may be specially considered in accordance with section 2.3.

5.4.4 (1/1/2017)

As an alternative to [5.4.3] a) above, the following calculation method may be used to determine the acceptable location of the fuel tanks:

- a) the value f_{CN} calculated as described in the following shall be less than 0,02 for passenger ships and 0,04 for cargo ships (see Note 1);

- b) the f_{CN} is calculated by the following formulation:

$$f_{CN} = f_1 \times f_t \times f_v$$

where:

f_1 is calculated by use of the formulations for factor p contained in SOLAS regulation II-1/7-1.1.1.1. The value of x_1 shall correspond to the distance from the aft terminal to the aftmost boundary of the fuel tank and the value of x_2 shall correspond to the distance from the aft terminal to the foremost boundary of the fuel tank.

f_t is calculated by use of the formulations for factor r contained in SOLAS regulation II-1/7-1.1.2, and reflects the probability that the damage penetrates beyond the outer boundary of the fuel tank. The formulation is:

$$f_t = 1 - r(x_1, x_2, b) \text{ see Note 2}$$

f_v is calculated by use of the formulations for factor v contained in SOLAS regulation II-1/7-2.6.1.1 and reflects the probability that the damage is not extending vertically above the lowermost boundary of the fuel tank. The formulations to be used are:

$f_v = 1,0 \cdot 0,8 \cdot ((H \cdot d) / 7,8)$, if $(H \cdot d)$ is less than or equal to 7,8 m. f_v shall not be taken greater than 1.

$f_v = 0,2 \cdot (0,2 \cdot ((H \cdot d) \cdot 7,8) / 4,7)$, in all other cases f_v shall not be taken less than 0.

where:

H is the distance from baseline, in metres, to the lowermost boundary of the fuel tank; and

d is the deepest draught (summer load line draught).

Note 1: The value f_{CN} accounts for collision damages that may occur within a zone limited by the longitudinal projected boundaries of the fuel tank only, and cannot be considered or used as the probability for the fuel tank to become damaged given a collision. The real probability will be higher when accounting for longer damages that include zones forward and aft of the fuel tank.

Note 2: When the outermost boundary of the fuel tank is outside the boundary given by the deepest subdivision waterline the value of b should be taken as 0.

- c) The boundaries of each fuel tank shall be taken as the extreme outer longitudinal, transverse and vertical limits of the tank structure including its tank valves.
- d) For independent tanks the protective distance shall be measured to the tank shell (the primary barrier of the tank containment system). For membrane tanks the distance shall be measured to the bulkheads surrounding the tank insulation.
- e) In no case shall the boundary of the fuel tank be located closer to the shell plating or aft terminal of the ship than as follows:

- 1) For passenger ships: $B/10$ but in no case less than 0,8 m. However, this distance need not be greater than $B/15$ or 2 m whichever is less where the shell plating is located inboard of $B/5$ or 11.5 m, whichever is less, as required by [5.4.3] a).

2) For cargo ships:

- for V_c below or equal $1,000 \text{ m}^3$, 0.8 m ;
- for $1000 \text{ m}^3 < V_c < 5000 \text{ m}^3$, $0,75 + V_c \times 0,2/4000 \text{ m}$;
- for $5000 \text{ m}^3 \leq V_c < 30000 \text{ m}^3$, $0,8 + V_c/25000 \text{ m}$;
- and
- for $V_c \leq 30000 \text{ m}^3$, 2 m ,

where:

V_c corresponds to 100% of the gross design volume of the individual fuel tank at 20°C , including domes and appendages.

- f) In case of more than one non-overlapping fuel tank located in the longitudinal direction, f_{CN} shall be calculated in accordance with paragraph item b) for each fuel tank separately. The value used for the complete fuel tank arrangement is the sum of all values for f_{CN} obtained for each separate tank.
- g) In case the fuel tank arrangement is unsymmetrical about the centreline of the ship, the calculations of f_{CN} shall be calculated on both starboard and port side and the average value shall be used for the assessment. The minimum distance as set forth in paragraph item e) shall be met on both sides.
- h) For ships with a hull structure providing higher collision and/or grounding resistance, fuel tank location regulations may be specially considered in accordance with section 2.3.

5.4.5 (1/1/2017)

When fuel is carried in a fuel containment system requiring a complete or partial secondary barrier:

- a) fuel storage hold spaces shall be segregated from the sea by a double bottom; and
- b) the ship shall also have a longitudinal bulkhead forming side tanks.

5.5 Machinery space concepts

IGF CODE REFERENCE: Ch. 5, 5.4

5.5.1 (1/1/2017)

In order to minimize the probability of a gas explosion in a machinery space with gas-fuelled machinery one of these two alternative concepts may be applied:

- a) Gas safe machinery spaces: Arrangements in machinery spaces are such that the spaces are considered gas safe under all conditions, normal as well as abnormal conditions, i.e. inherently gas safe.
In a gas safe machinery space a single failure cannot lead to release of fuel gas into the machinery space.
- b) ESD-protected machinery spaces: Arrangements in machinery spaces are such that the spaces are considered non-hazardous under normal conditions, but under certain abnormal conditions may have the potential to become hazardous. In the event of abnormal conditions involving gas hazards, emergency shutdown (ESD) of non-safe equipment (ignition sources) and machinery is to be automatically executed while equipment or machinery in use or active during these conditions is to be of a certified safe type.

In an ESD protected machinery space a single failure may result in a gas release into the space. Venting is designed to accommodate a probable maximum leakage scenario due to technical failures.

Failures leading to dangerous gas concentrations, e.g. gas pipe ruptures or blow out of gaskets are covered by explosion pressure relief devices and ESD arrangements.

5.5.2 (1/1/2017)

Fuel storage tanks and/or equipment located on open deck are to be located to ensure sufficient natural ventilation, so as to prevent accumulation of escaped gas.

5.6 Regulations for gas safe machinery space

IGF CODE REFERENCE: Ch. 5, 5.5

5.6.1 (1/1/2017)

A single failure within the fuel system is not to lead to a gas release into the machinery space.

5.6.2 (1/1/2017)

All fuel piping within machinery space boundaries is to be enclosed in a gas tight enclosure in accordance with [9.6].

5.7 Regulations for ESD-protected machinery spaces

IGF CODE REFERENCE: Ch. 5, 5.6

5.7.1 (1/1/2017)

ESD protection is to be limited to machinery spaces that are certified for periodically unattended operation.

5.7.2 (1/1/2017)

Measures are to be applied to protect against explosion, damage of areas outside of the machinery space and ensure redundancy of power supply. The following arrangement is to be provided but may not be limited to:

- a) gas detector;
- b) shutoff valve;
- c) redundancy; and
- d) efficient ventilation

5.7.3 (1/1/2017)

IGF CODE REFERENCE: Ch. 5, 5.6.3

Gas supply piping within machinery spaces may be accepted without a gastight external enclosure on the following conditions:

- a) engines for generating propulsion power and electric power are to be located in two or more machinery spaces not having any common boundaries unless it can be documented that a single casualty will not affect both spaces;
- b) the gas machinery space is to contain only a minimum of such necessary equipment, components and systems as are required to ensure that the gas machinery maintains its function;
- c) a fixed gas detection system arranged to automatically shutdown the gas supply, and disconnect all electrical equipment or installations not of a certified safe type, is to be fitted.

5.7.4 (1/1/2017)

IGF CODE REFERENCE: Ch. 5, 5.6.4

Distribution of engines between the different machinery spaces is to be such that shutdown of fuel supply to any one machinery space does not lead to an unacceptable loss of power.

5.7.5 (1/1/2017)

IGF CODE REFERENCE: Ch. 5, 5.6.5

ESD protected machinery spaces separated by a single bulkhead is to have sufficient strength to withstand the effects of a local gas explosion in either space, without affecting the integrity of the adjacent space and equipment within that space.

5.7.6 (1/1/2017)

IGF CODE REFERENCE: Ch. 5, 5.6.6

ESD protected machinery spaces is to be designed to provide a geometrical shape that will minimize the accumulation of gases or formation of gas pockets.

5.7.7 (1/1/2017)

IGF CODE REFERENCE: Ch. 5, 5.6.7

The ventilation system of ESD-protected machinery spaces is to be arranged in accordance with [12.5].

5.8 Regulations for location and protection of fuel piping

IGF CODE REFERENCE: Ch. 5, 5.7

5.8.1 (1/1/2017)

Fuel pipes are not to be located less than 800 mm from the ship's side.

5.8.2 (1/1/2017)

Fuel piping is not to be led directly through accommodation spaces, service spaces, electrical equipment rooms or control stations as defined in the SOLAS Convention.

5.8.3 (1/1/2017)

Fuel pipes led through ro-ro spaces, special category spaces and on open decks are to be protected against mechanical damage.

5.8.4 (1/1/2017)

Gas fuel piping in ESD protected machinery spaces are to be located as far as practicable from the electrical installations and tanks containing flammable liquids.

5.8.5 (1/1/2017)

Gas fuel piping in ESD protected machinery spaces are to be protected against mechanical damage.

5.9 Regulations for fuel preparation room design

IGF CODE REFERENCE: Ch. 5, 5.8

5.9.1 (1/1/2017)

Fuel preparation rooms are to be located on an open deck, unless those rooms are arranged and fitted in accordance with the requirements of this Appendix for tank connection spaces.

5.10 Regulations for bilge systems

IGF CODE REFERENCE: Ch. 5, 5.9

5.10.1 (1/1/2017)

Bilge systems installed in areas where fuel covered by this Appendix can be present are to be segregated from the bilge system of spaces where fuel cannot be present.

5.10.2 (1/1/2017)

Where fuel is carried in a fuel containment system requiring a secondary barrier, suitable drainage arrangements for dealing with any leakage into the hold or insulation spaces through the adjacent ship structure are to be provided. The bilge system is not to lead to pumps in safe spaces. Means of detecting such leakage are to be provided.

5.10.3 (1/1/2017)

The hold or interbarrier spaces of type A independent tanks for liquid gas are to be provided with a drainage system suitable for handling liquid fuel in the event of fuel tank leakage or rupture.

5.11 Regulations for drip trays

IGF CODE REFERENCE: Ch. 5, 5.10

5.11.1 (1/1/2017)

Drip trays are to be fitted where leakage may occur which can cause damage to the ship structure or where limitation of the area which is effected from a spill is necessary.

5.11.2 (1/1/2017)

Drip trays are to be made of suitable material.

5.11.3 (1/1/2017)

The drip tray are to be thermally insulated from the ship's structure so that the surrounding hull or deck structures are not exposed to unacceptable cooling, in case of leakage of liquid fuel.

5.11.4 (1/1/2017)

Each tray is to be fitted with a drain valve to enable rain water to be drained over the ship's side.

5.11.5 (1/1/2017)

Each tray is to have a sufficient capacity to ensure that the maximum amount of spill according to the risk assessment can be handled.

5.11.6 (1/1/2017)

The risk assessment is to follow the steps outlined below.

- a) The design team is to conduct a Hazard Identification (HAZID) to agree on the scenarios to be subjected to the risk analysis, and on the assumptions regarding the most critical events (typically, connection failures causing an LNG spill).
- b) Reasonable assumptions on the extent of connection failures or other selected events and the process parameters of the LNG are to be made by the design team, preferably on the basis of statistics available in the public domain or provided and documented by stakeholders.
- c) Reasonable assumptions on the operation of ventilation system are to be made according to layout and procedures of the affected space.
- d) In order to verify the drip tray capacity, a specific simulation is to be set up, aimed at evaluating the maximum

amount of LNG spilled onto the drip tray, the evaporation rate, and the possibility to fully accommodate the LNG in the drip tray. The dispersion of methane resulting from LNG evaporation in the affected space is also to be ascertained.

- e) The simulation is to be conducted by commercially available and validated tools (typically, by CFD tools). It is to focus on the calculation of the amount of LNG spilled before the stop of LNG flow.
- f) For the sake of conservatism, in order to maximize the accumulation of LNG onto the drip tray, LNG release is to be directed downward, impinging on the drip tray, and ambient temperature is to be set to the minimum credible winter temperature. Equipment and space surfaces and drip tray are to be considered adiabatic, to conservatively minimize the heat exchange with the LNG droplets, and to increase the amount of liquid accumulated in the drip tray.
- g) Reasonable assumptions are to be made by the design team regarding detection time, LNG flow stop time and human reaction time, in case operators are credited in the emergency

If the simulation demonstrates that the drip tray cannot accommodate the LNG spill, mitigating measures are to be provided and subjected to the same simulation process, to appreciate the risk reduction.

5.12 Regulations for arrangement of entrances and other openings in enclosed spaces

IGF CODE REFERENCE: Ch. 5, 5.11

5.12.1 (1/1/2017)

Direct access is not to be permitted from a non-hazardous area to a hazardous area. Where such openings are necessary for operational reasons, an airlock which complies with [5.13] is to be provided.

5.12.2 (1/1/2017)

If the fuel preparation room is approved located below deck, the room is, as far as practicable, to have an independent access direct from the open deck. Where a separate access from deck is not practicable, an airlock which complies with [5.13] is to be provided.

5.12.3 (1/1/2017)

Unless access to the tank connection space is independent and direct from open deck it is to be arranged as a bolted hatch. The space containing the bolted hatch will be a hazardous space.

5.12.4 (1/1/2017)

If the access to an ESD-protected machinery space is from another enclosed space in the ship, the entrances are to be arranged with an airlock which complies with [5.13].

5.12.5 (1/1/2017)

For inerted spaces access arrangements are to be such that unintended entry by personnel are to be prevented. If access to such spaces is not from an open deck, sealing arrangements are to ensure that leakages of inert gas to adjacent spaces are prevented.

5.13 Regulations for airlocks

IGF CODE REFERENCE: Ch. 5, 5.12

5.13.1 (1/1/2017)

An airlock is a space enclosed by gastight bulkheads with two substantially gastight doors spaced at least 1,5 m and not more than 2,5 m apart. Unless subject to the requirements of the International Convention on Load Lines, the door sill is not to be less than 300 mm in height. The doors are not to be self-closing without any holding back arrangements.

5.13.2 (1/1/2017)

Airlocks are to be mechanically ventilated at an overpressure relative to the adjacent hazardous area or space.

5.13.3 (1/1/2017)

The airlocks are to be designed in a way that no gas can be released to safe spaces in case of the most critical event in the gas dangerous space separated by the airlock. The events are to be evaluated in the risk analysis according to [4.2].

For this purpose, the design team is to conduct a Hazard Identification (HAZID) to agree on the airlocks to be subjected to the risk analysis, and on the assumptions regarding the most critical events.

In order to assess the structural integrity of the room and the suitability of the designed airlock, the maximum pressure within the spaces identified by the HAZID has to be evaluated, considering the effectiveness of the ventilation system. This calls for a simulation by means of the tools mentioned in [5.11.6]. The following steps, as a minimum, are to be performed.

- a) Representative accidental scenarios of loss of LNG from failures in process or containment systems are to be selected by the design team in the identified spaces. The simulation is to focus on the calculation of the amount of LNG spilled before the stop of the LNG flow
- b) Reasonable assumptions on the extent of containment failure and the process parameters of the LNG are to be made by the design team, preferably on the basis of statistics available in the public domain or provided and documented by stakeholders.
- c) Reasonable assumptions on the operation of ventilation system are to be made according to layout and procedures of the selected spaces.
- d) For the sake of conservatism, in order to maximize the accumulation of LNG onto the space floor, LNG release is to be directed downward, impinging on the floor, and ambient temperature is to be set to the maximum credible summer temperature in the space. The surfaces are to be considered isothermal at ambient temperature, to conservatively increase the evaporation rate and, consequently, the pressure buildup.
- e) Reasonable assumptions are to be made by the design team regarding detection time, LNG flow stop time and human reaction time, in case operators are credited in the emergency.

If the simulation demonstrates that the analysed airlocks cannot prevent gas release in safe space, mitigating measures are to be provided and subjected to the same simulation process, to appreciate the risk reduction.

5.13.4 (1/1/2017)

Airlocks are to have a simple geometrical form. They are to provide free and easy passage, and are to have a deck area not less than 1,5 m². Airlocks are not to be used for other purposes, for instance as store rooms.

5.13.5 (1/1/2017)

An audible and visual alarm system to give a warning on both sides of the airlock is to be provided to indicate if more than one door is moved from the closed position.

5.13.6 (1/1/2017)

For non-hazardous spaces with access from hazardous spaces below deck where the access is protected by an airlock, upon loss of underpressure in the hazardous space access to the space is to be restricted until the ventilation has been reinstated. Audible and visual alarms are to be given at a manned location to indicate both loss of pressure and opening of the airlock doors when pressure is lost.

5.13.7 (1/1/2017)

Essential equipment required for safety is not to be de-energized and is to be of a certified safe type. This may include lighting, fire detection, public address, general alarms systems.

6 Fuel containment system

IGF CODE REFERENCE: Ch. 6

6.1 Goal

6.1.1 (1/1/2017)

The goal of this paragraph [6] is to provide that gas storage is adequate so as to minimize the risk to personnel, the ship and the environment to a level that is equivalent to a conventional oil fuelled ship.

6.2 Functional requirements

6.2.1 (1/1/2017)

This paragraph [6.2] relates to functional requirements in [3.2.1], [3.2.2], [3.2.5] and [3.2.8] to [3.2.17]. In particular the following apply:

- a) the fuel containment system is to be so designed that a leak from the tank or its connections does not endanger the ship, persons on board or the environment. Potential dangers to be avoided include:
 - 1) exposure of ship materials to temperatures below acceptable limits;
 - 2) flammable fuels spreading to locations with ignition sources;
 - 3) toxicity potential and risk of oxygen deficiency due to fuels and inert gases;
 - 4) restriction of access to muster stations, escape routes and life-saving appliances (LSA); and
 - 5) reduction in availability of LSA.
- b) the pressure and temperature in the fuel tank are to be kept within the design limits of the containment system and possible carriage requirements of the fuel;
- c) the fuel containment arrangement is to be so designed that safety actions after any gas leakage do not lead to an unacceptable loss of power; and

- d) if portable tanks are used for fuel storage, the design of the fuel containment system is to be equivalent to permanent installed tanks as described in this paragraph.

6.3 Regulations - General

6.3.1 (1/1/2017)

Natural gas in a liquid state may be stored with a maximum allowed relief valve setting (MARVS) of up to 1,0 MPa.

6.3.2 (1/1/2017)

The Maximum Allowable Working Pressure (MAWP) of the gas fuel tank is not to exceed 90% of the Maximum Allowable Relief Valve Setting (MARVS).

6.3.3 (1/1/2017)

A fuel containment system located below deck is to be gas tight towards adjacent spaces.

6.3.4 (1/1/2017)

All tank connections, fittings, flanges and tank valves are to be enclosed in gas tight tank connection spaces, unless the tank connections are on open deck. The space is to be able to safely contain leakage from the tank in case of leakage from the tank connections.

6.3.5 (1/1/2017)

Pipe connections to the fuel storage tank are to be mounted above the highest liquid level in the tanks, except for fuel storage tanks of type C. Connections below the highest liquid level may however also be accepted for other tank types after special consideration by the Society.

6.3.6 (1/1/2017)

Piping between the tank and the first valve which release liquid in case of pipe failure is to have equivalent safety as the type C tank, with dynamic stress not exceeding the values given in [6.4.15] c)1)2°bullet).

6.3.7 (1/1/2017)

The material of the bulkheads of the tank connection space is to have a design temperature corresponding with the lowest temperature it can be subject to in a probable maximum leakage scenario. The tank connection space is to be designed to withstand the maximum pressure build up during such a leakage. Alternatively, pressure relief venting to a safe location (mast) can be provided.

6.3.8 (1/1/2017)

The probable maximum leakage into the tank connection space is to be determined based on detail design, detection and shutdown systems.

6.3.9 (1/1/2017)

If piping is connected below the liquid level of the tank, it is to be protected by a secondary barrier up to the first valve.

6.3.10 (1/1/2019)

If liquefied gas fuel storage tanks or relevant tank connections are located on open deck, the ship steel is to be protected from potential leakages from tank connections and other sources of leakage by use of drip trays. The material is to have a design temperature corresponding to the temperature of the fuel carried at atmospheric pressure. The normal operation pressure of the tanks is to be taken into consideration for protecting the steel structure of the ship.

6.3.11 (1/1/2017)

Means are to be provided whereby liquefied gas in the storage tanks can be safely emptied.

6.3.12 (1/1/2017)

It is to be possible to empty, purge and vent fuel storage tanks with fuel piping systems. Instructions for carrying out these procedures are to be available on board. Inerting is to be performed with an inert gas prior to venting with dry air to avoid an explosion hazardous atmosphere in tanks and fuel pipes. See detailed regulations in [6.10].

6.4 Regulations for liquefied gas fuel containment**6.4.1 General (1/1/2017)**

a) *The risk assessment required in [4.2] is to include evaluation of the ship's liquefied gas fuel containment system, and may lead to additional safety measures for integration into the overall vessel design.*

For this purpose, the design team is to conduct a Hazard Identification (HAZID) to agree on the scenarios to be subjected to the risk analysis, and on the assumptions regarding the most critical events. If such scenarios are liquid spills or gas releases, their effects in the affected spaces (in particular, pressure buildup and low temperature effects) are to be simulated by means of the tools mentioned in [5.11.6]. The following steps, as a minimum, are to be performed.

- 1) Representative accidental scenarios of loss of LNG or methane from failures in process or containment systems are to be selected by the design team in the identified spaces.
- 2) Reasonable assumptions on the extent of containment failure and the process parameters of the LNG or methane are to be made by the design team, preferably on the basis of statistics available in the public domain or provided and documented by stakeholders.
- 3) Reasonable assumptions on the operation of ventilation system are to be made according to layout and procedures of the selected spaces.
- 4) For the sake of conservatism, in order to maximize the accumulation of LNG onto the space floor, LNG release is to be directed downward, impinging on the floor, and ambient temperature is to be set to the maximum credible summer temperature in the space. The surfaces are to be considered isothermal at ambient temperature, to conservatively increase the evaporation rate and, consequently, the pressure buildup.
- 5) Reasonable assumptions are to be made by the design team regarding detection time, LNG flow stop time, flow through relief valves and human reaction time, in case operators are credited in the emergency.

If the simulation demonstrates that an analysed scenario may cause the failure of the containment, mitigating measures are to be provided and subjected to the same simulation process, to appreciate the risk reduction.

- b) *The design life of fixed liquefied gas fuel containment system is not to be less than the design life of the ship or 20 years, whichever is greater*
- c) *The design life of portable tanks is not to be less than 20 years.*
- d) *Liquefied gas fuel containment systems is to be designed in accordance with North Atlantic environmental conditions and relevant long-term sea state scatter diagrams for unrestricted navigation. Less demanding environmental conditions, consistent with the expected usage, may be accepted by the Society for liquefied gas fuel containment systems used exclusively for restricted navigation. More demanding environmental conditions may be required for liquefied gas fuel containment systems operated in conditions more severe than the North Atlantic environment.*
- e) *Liquefied gas fuel containment systems is to be designed with suitable safety margins:*
 - 1) *to withstand, in the intact condition, the environmental conditions anticipated for the liquefied gas fuel containment system's design life and the loading conditions appropriate for them, which are to include full homogeneous and partial load conditions and partial filling to any intermediate levels; and*
 - 2) *being appropriate for uncertainties in loads, structural modelling, fatigue, corrosion, thermal effects, material variability, aging and construction tolerances.*
- f) *The liquefied gas fuel containment system structural strength is to be assessed against failure modes, including but not limited to plastic deformation, buckling and fatigue. The specific design conditions that are to be considered for the design of each liquefied gas fuel containment system are given in [6.4.15]. There are three main categories of design conditions:*
 - 1) *Ultimate Design Conditions - The liquefied gas fuel containment system structure and its structural components are to withstand loads liable to occur during its construction, testing and anticipated use in service, without loss of structural integrity. The design is to take into account proper combinations of the following loads:*
 - *internal pressure;*
 - *external pressure;*
 - *dynamic loads due to the motion of the ship in all loading conditions;*
 - *thermal loads;*
 - *sloshing loads;*
 - *loads corresponding to ship deflections;*
 - *tank and liquefied gas fuel weight with the corresponding reaction in way of supports;*
 - *insulation weight;*
 - *loads in way of towers and other attachments; and*
 - *test loads;*

2) *Fatigue Design Conditions* - The liquefied gas fuel containment system structure and its structural components are not to fail under accumulated cyclic loading.

3) *Accidental Design Conditions* - The liquefied gas fuel containment system is to meet each of the following accident design conditions (accidental or abnormal events), addressed in this Appendix:

- *Collision* - The liquefied gas fuel containment system is to withstand the collision loads specified in [6.4.9]e)1) without deformation of the supports or the tank structure in way of the supports likely to endanger the tank and its supporting structure.
- *Fire* - The liquefied gas fuel containment systems are to sustain without rupture the rise in internal pressure specified in [6.7.3]a) under the fire scenarios envisaged therein.
- *Flooded compartment causing buoyancy on tank* - the anti-flotation arrangements are to sustain the upward force, specified in [6.4.9]e)2) and there are to be no endangering plastic deformation to the hull. Plastic deformation may occur in the fuel containment system provided it does not endanger the safe evacuation of the ship.

g) Measures are to be applied to ensure that scantlings required meet the structural strength provisions and are maintained throughout the design life. Measures may include, but are not limited to, material selection, coatings, corrosion additions, cathodic protection and inerting.

h) An inspection/survey plan for the liquefied gas fuel containment system is to be developed and approved by the Society. The inspection/survey plan is to identify aspects to be examined and/or validated during surveys throughout the liquefied gas fuel containment system's life and, in particular, any necessary in-service survey, maintenance and testing that was assumed when selecting liquefied gas fuel containment system design parameters. The inspection/survey plan may include specific critical locations as per [6.4.12] b)8) or [6.4.12]b)9).

i) Liquefied gas fuel containment systems are to be designed, constructed and equipped to provide adequate means of access to areas that need inspection as specified in the inspection/survey plan. Liquefied gas fuel containment systems, including all associated internal equipment are to be designed and built to ensure safety during operations, inspection and maintenance.

6.4.2 Liquefied gas fuel containment safety principles (1/1/2017)

a) The containment systems are to be provided with a complete secondary liquid-tight barrier capable of safely containing all potential leakages through the primary barrier and, in conjunction with the thermal insulation

system, of preventing lowering of the temperature of the ship structure to an unsafe level.

b) The size and configuration or arrangement of the secondary barrier may be reduced or omitted where an equivalent level of safety can be demonstrated in accordance with [6.4.2]c) to [6.4.2]e) as applicable.

c) Liquefied gas fuel containment systems for which the probability for structural failures to develop into a critical state has been determined to be extremely low but where the possibility of leakages through the primary barrier cannot be excluded, are to be equipped with a partial secondary barrier and small leak protection system capable of safely handling and disposing of the leakages (a critical state means that the crack develops into unstable condition).

The arrangements are to comply with the following:

- 1) failure developments that can be reliably detected before reaching a critical state (e.g. by gas detection or inspection) are to have a sufficiently long development time for remedial actions to be taken; and
- 2) failure developments that cannot be safely detected before reaching a critical state are to have a predicted development time that is much longer than the expected lifetime of the tank.

d) No secondary barrier is required for liquefied gas fuel containment systems, e.g. type C independent tanks, where the probability for structural failures and leakages through the primary barrier is extremely low and can be neglected.

e) For independent tanks requiring full or partial secondary barrier, means for safely disposing of leakages from the tank are to be arranged.

6.4.3 Secondary barriers in relation to tank types (1/1/2017)

Secondary barriers in relation to the tank types defined in [6.4.15] are to be provided in accordance with the following table.

Table 2 (1/1/2017)

Basic tank type	Secondary barrier requirements
Membrane	Complete secondary barrier
Independent Type A Type B Type C	Complete secondary barrier Partial secondary barrier No secondary barrier required

6.4.4 Design of secondary barriers (1/1/2017)

The design of the secondary barrier, including spray shield if fitted, is to be such that:

- a) it is capable of containing any envisaged leakage of liquefied gas fuel for a period of 15 days unless different criteria apply for particular voyages, taking into account the load spectrum referred to in [6.4.12] b)6);
- b) physical, mechanical or operational events within the liquefied gas fuel tank that could cause failure of the pri-

mary barrier will not impair the due function of the secondary barrier, or vice versa;

- c) failure of a support or an attachment to the hull structure will not lead to loss of liquid tightness of both the primary and secondary barriers;
- d) it is capable of being periodically checked for its effectiveness by means of a visual inspection or other suitable means acceptable to the Society;
- e) the methods required in [6.4.4] d) are to be approved by the Society and are to include, as a minimum:
 - 1) details on the size of defect acceptable and the location within the secondary barrier, before its liquid tight effectiveness is compromised;
 - 2) accuracy and range of values of the proposed method for detecting defects in item 1) above;
 - 3) scaling factors to be used in determining the acceptance criteria if full-scale model testing is not undertaken; and
 - 4) effects of thermal and mechanical cyclic loading on the effectiveness of the proposed test.
- f) the secondary barrier is to fulfil its functional requirements at a static angle of heel of 30°.

6.4.5 Partial secondary barriers and primary barrier small leak protection system (1/1/2017)

- a) Partial secondary barriers as permitted in [6.4.2]c) are to be used with a small leak protection system and meet all the regulations in [6.4.4].
The small leak protection system is to include means to detect a leak in the primary barrier, provision such as a spray shield to deflect any liquefied gas fuel down into the partial secondary barrier, and means to dispose of the liquid, which may be by natural evaporation.
- b) The capacity of the partial secondary barrier is to be determined, based on the liquefied gas fuel leakage corresponding to the extent of failure resulting from the load spectrum referred to in [6.4.12]b) 6), after the initial detection of a primary leak. Due account may be taken of liquid evaporation, rate of leakage, pumping capacity and other relevant factors.
- c) The required liquid leakage detection may be by means of liquid sensors, or by an effective use of pressure, temperature or gas detection systems, or any combination thereof.
- d) For independent tanks for which the geometry does not present obvious locations for leakage to collect, the partial secondary barrier is also to fulfil its functional requirements at a nominal static angle of trim.

6.4.6 Supporting arrangements (1/1/2017)

- a) The liquefied gas fuel tanks are to be supported by the hull in a manner that prevents bodily movement of the tank under the static and dynamic loads defined in [6.4.9] b) to [6.4.9] e), where applicable, while allowing contraction and expansion of the tank under temperature variations and hull deflections without undue stressing of the tank and the hull.
- b) Anti-flotation arrangements are to be provided for independent tanks and capable of withstanding the loads

defined in [6.4.9] e)2) without plastic deformation likely to endanger the hull structure.

- c) Supports and supporting arrangements are to withstand the loads defined in [6.4.9]c)3) and [6.4.9]e), but these loads need not be combined with each other or with wave-induced loads.

6.4.7 Associated structure and equipment (1/1/2017)

Liquefied gas fuel containment systems are to be designed for the loads imposed by associated structure and equipment. This includes pump towers, liquefied gas fuel domes, liquefied gas fuel pumps and piping, stripping pumps and piping, nitrogen piping, access hatches, ladders, piping penetrations, liquid level gauges, independent level alarm gauges, spray nozzles, and instrumentation systems (such as pressure, temperature and strain gauges).

6.4.8 Thermal insulation (1/1/2017)

Thermal insulation is to be provided as required to protect the hull from temperatures below those allowable (see [6.4.13]a)1) and limit the heat flux into the tank to the levels that can be maintained by the pressure and temperature control system applied in [6.9].

6.4.9 Design loads (1/1/2017)

- a) General
 - 1) This paragraph [6.4.9] defines the design loads that are to be considered with regard to regulations in [6.4.10] to [6.4.12]. This includes load categories (permanent, functional, environmental and accidental) and the description of the loads.
 - 2) The extent to which these loads are to be considered depends on the type of tank, and is more fully detailed in the following paragraphs.
 - 3) Tanks, together with their supporting structure and other fixtures, are to be designed taking into account relevant combinations of the loads described below.
- b) Permanent loads
 - 1) Gravity loads
The weight of tank, thermal insulation, loads caused by towers and other attachments are to be considered.
 - 2) Permanent external loads
Gravity loads of structures and equipment acting externally on the tank are to be considered.
- c) Functional loads
 - 1) Loads arising from the operational use of the tank system are to be classified as functional loads.
 - 2) All functional loads that are essential for ensuring the integrity of the tank system, during all design conditions, are to be considered.
 - 3) As a minimum, the effects from the following criteria, as applicable, are to be considered when establishing functional loads:
 - internal pressure
 - external pressure
 - thermally induced loads

- vibration
- interaction loads
- loads associated with construction and installation
- test loads
- static heel loads
- weight of liquefied gas fuel
- sloshing
- wind impact, wave impacts and green sea effect for tanks installed on open deck
- other loads

d) Environmental loads

Environmental loads are defined as those loads on the liquefied gas fuel containment system that are caused by the surrounding environment and that are not otherwise classified as a permanent, functional or accidental load.

1) Loads due to ship motion

The determination of dynamic loads is to take into account the long-term distribution of ship motion in irregular seas, which the ship will experience during its operating life. Account may be taken of the reduction in dynamic loads due to necessary speed reduction and variation of heading. The ship's motion is to include surge, sway, heave, roll, pitch and yaw. The accelerations acting on tanks are to be estimated at their centre of gravity and include the following components:

- vertical acceleration: motion accelerations of heave, pitch and, possibly roll (normal to the ship base)
- transverse acceleration: motion accelerations of sway, yaw and roll and gravity component of roll; and
- longitudinal acceleration: motion accelerations of surge and pitch and gravity component of pitch.

Methods to predict accelerations due to ship motion are to be proposed and approved by the Society.

Ships for restricted service may be given special consideration.

2) Dynamic interaction loads

Account is to be taken of the dynamic component of loads resulting from interaction between liquefied gas fuel containment systems and the hull structure, including loads from associated structures and equipment.

3) Sloshing loads

The sloshing loads on a liquefied gas fuel containment system and internal components are to be evaluated for the full range of intended filling levels.

4) Snow and ice loads

Snow and icing are to be considered, if relevant.

5) Loads due to navigation in ice

Loads due to navigation in ice are to be considered for ships intended for such service.

6) Green sea loading

Account is to be taken to loads due to water on deck.

7) Wind loads

Account is to be taken to wind generated loads as relevant.

e) Accidental loads

Accidental loads are defined as loads that are imposed on a liquefied gas fuel containment system and its supporting arrangements under abnormal and unplanned conditions.

1) Collision load

The collision load is to be determined based on the fuel containment system under fully loaded condition with an inertial force corresponding to "a" in the table below in forward direction and "a/2" in the aft direction, where "g" is gravitational acceleration.

Table 3 (1/1/2017)

Ship length (L)	Design acceleration (a)
L > 100 m	0,5 g
60 < L ≤ 100 m	$(2 - \frac{3(L-60)}{80})g$
L ≤ 60 m	2 g

Special consideration is to be given to ships with Froude number (Fn) > 0,4.

2) Loads due to flooding on ship

For independent tanks, loads caused by the buoyancy of a fully submerged empty tank is to be considered in the design of anti-flotation chocks and the supporting structure in both the adjacent hull and tank structure.

6.4.10 Structural integrity (1/1/2017)

a) General

- 1) The structural design is to ensure that tanks have an adequate capacity to sustain all relevant loads with an adequate margin of safety. This is to take into account the possibility of plastic deformation, buckling, fatigue and loss of liquid and gas tightness.
- 2) The structural integrity of liquefied gas fuel containment systems can be demonstrated by compliance with [6.4.15], as appropriate for the liquefied gas fuel containment system type.
- 3) For other liquefied gas fuel containment system types, that are of novel design or differ significantly from those covered by [6.4.15], the structural integrity is to be demonstrated by compliance with [6.4.16].

6.4.11 Structural analysis (1/1/2017)

a) Analysis

- 1) The design analyses are to be based on accepted principles of statics, dynamics and strength of materials.
- 2) Simplified methods or simplified analyses may be used to calculate the load effects, provided that they are conservative. Model tests may be used in combination with, or instead of, theoretical calculations. In cases where theoretical methods are inadequate, model or full-scale tests may be required.
- 3) When determining responses to dynamic loads, the dynamic effect are to be taken into account where it may affect structural integrity.

b) Load scenarios

- 1) For each location or part of the liquefied gas fuel containment system to be considered and for each possible mode of failure to be analysed, all relevant combinations of loads that may act simultaneously are to be considered.
- 2) The most unfavourable scenarios for all relevant phases during construction, handling, testing and in service conditions are to be considered.
- 3) When the static and dynamic stresses are calculated separately and unless other methods of calculation are justified, the total stresses are to be calculated according to:

$$\sigma_x = \sigma_{x,st} \pm \sqrt{\sum (\sigma_{x,dyn})^2}$$

$$\sigma_y = \sigma_{y,st} \pm \sqrt{\sum (\sigma_{y,dyn})^2}$$

$$\sigma_z = \sigma_{z,st} \pm \sqrt{\sum (\sigma_{z,dyn})^2}$$

$$\tau_{xy} = \tau_{xy,st} \pm \sqrt{\sum (\tau_{xy,dyn})^2}$$

$$\tau_{xz} = \tau_{xz,st} \pm \sqrt{\sum (\tau_{xz,dyn})^2}$$

$$\tau_{yz} = \tau_{yz,st} \pm \sqrt{\sum (\tau_{yz,dyn})^2}$$

where:

- $\sigma_{x,st}$, $\sigma_{y,st}$, $\sigma_{z,st}$, $\tau_{xy,st}$, $\tau_{xz,st}$ and $\tau_{yz,st}$ are static stresses; and
- $\sigma_{x,dyn}$, $\sigma_{y,dyn}$, $\sigma_{z,dyn}$, $\tau_{xy,dyn}$, $\tau_{xz,dyn}$ and $\tau_{yz,dyn}$ are dynamic stresses,

each is to be determined separately from acceleration components and hull strain components due to deflection and torsion.

6.4.12 Design conditions (1/1/2017)

All relevant failure modes are to be considered in the design for all relevant load scenarios and design conditions. The design conditions are given in the earlier part of this paragraph and the load scenarios are covered by [6.4.11] b).

a) Ultimate design condition

Structural capacity may be determined by testing, or by analysis, taking into account both the elastic and plastic material properties, by simplified linear elastic analysis or by the provisions of this Appendix:

- 1) Plastic deformation and buckling are to be considered.
- 2) Analysis are to be based on characteristic load values as follows Tab 5:

Table 4 (1/1/2017)

Permanent loads	Expected values
Functional loads	Specified values
Environmental loads	For wave loads: most probable largest load encountered during 10^8 wave encounters.

- 3) For the purpose of ultimate strength assessment the following material parameters apply:

- R_e = specified minimum yield stress at room temperature (N/mm^2). If the stress-strain curve does not show a defined yield stress, the 0.2% proof stress applies.
- R_m = specified minimum tensile strength at room temperature (N/mm^2).

For welded connections where under-matched welds, i.e. where the weld metal has lower tensile strength than the parent metal, are unavoidable, such as in some aluminium alloys, the respective R_e and R_m of the welds, after any applied heat treatment, are to be used. In such cases the transverse weld tensile strength is not to be less than the actual yield strength of the parent metal. If this cannot be achieved, welded structures made from such materials are not to be incorporated in liquefied gas fuel containment systems.

The above properties are to correspond to the minimum specified mechanical properties of the material, including the weld metal in the as fabricated condition. Subject to special consideration by the Society, account may be taken of the enhanced yield stress and tensile strength at low temperature

- 4) The equivalent stress σ_c (von Mises, Huber) is to be determined by:

$$\sigma_c = \sqrt{\sigma_x^2 + \sigma_y^2 + \sigma_z^2 - \sigma_x\sigma_y - \sigma_x\sigma_z - \sigma_y\sigma_z + 3(\tau_{xy}^2 + \tau_{xz}^2 + \tau_{yz}^2)}$$

where:

- σ_x : total normal stress in x-direction;
- σ_y : total normal stress in y-direction;
- σ_z : total normal stress in z-direction;
- τ_{xy} : total shear stress in x-y plane;
- τ_{xz} : total shear stress in x-z plane; and

τ_{yz} : total shear stress in y-z plane.

The above values are to be calculated as described in [6.4.11]b)3).

- 5) Allowable stresses for materials other than those covered by [7.4] are to be subject to approval by the Society in each case.
- 6) Stresses may be further limited by fatigue analysis, crack propagation analysis and buckling criteria.

b) Fatigue Design Condition

- 1) The fatigue design condition is the design condition with respect to accumulated cyclic loading.
- 2) Where a fatigue analysis is required the cumulative effect of the fatigue load is to comply with:

$$\sum \frac{n_i}{N_i} + \frac{n_{loading}}{N_{loading}} \leq C_w$$

where:

n_i : number of stress cycles at each stress level during the life of the tank;

N_i : number of cycles to fracture for the respective stress level according to the Wohler (S-N) curve;

$n_{loading}$: number of loading and unloading cycles during the life of the tank not to be less than 1000. Loading and unloading cycles include a complete pressure and thermal cycle;

$N_{loading}$: number of cycles to fracture for the fatigue loads due to loading and unloading; and

C_w : maximum allowable cumulative fatigue damage ratio.

The fatigue damage is to be based on the design life of the tank but not less than 10^8 wave encounters.

- 3) Where required, the liquefied gas fuel containment system is to be subject to fatigue analysis, considering all fatigue loads and their appropriate combinations for the expected life of the liquefied gas fuel containment system. Consideration is to be given to various filling conditions.
- 4) Design S-N curves used in the analysis are to be applicable to the materials and weldments, construction details, fabrication procedures and applicable state of the stress envisioned.
The S-N curves are to be based on a 97.6% probability of survival corresponding to the mean-minus-two-standard-deviation curves of relevant experimental data up to final failure. Use of S-N curves derived in a different way requires adjustments to the acceptable C_w values specified in [6.4.12] b) 7) to [6.4.12] b) 9).
- 5) Analysis is to be based on characteristic load values as follows:

Table 5 (1/1/2017)

Permanent loads	Expected values
Functional loads	Specified values or specified history
Environmental loads	Expected load history, but not less than 10^8 cycles

If simplified dynamic loading spectra are used for the estimation of the fatigue life, those are to be specially considered by the Society.

- 6) Where the size of the secondary barrier is reduced, as is provided for in [6.4.2] c), fracture mechanics analyses of fatigue crack growth are to be carried out to determine:
 - crack propagation paths in the structure, where necessitated by [6.4.12] b) 7) to [6.4.12] b) 9), as applicable;
 - crack growth rate;
 - the time required for a crack to propagate to cause a leakage from the tank;
 - the size and shape of through thickness cracks; and
 - the time required for detectable cracks to reach a critical state after penetration through the thickness.

The fracture mechanics are in general based on crack growth data taken as a mean value plus two standard deviations of the test data. Methods for fatigue crack growth analysis and fracture mechanics are to be based on recognized standards.

In analysing crack propagation the largest initial crack not detectable by the inspection method applied are to be assumed, taking into account the allowable non-destructive testing and visual inspection criterion as applicable.

Crack propagation analysis specified in [6.4.12] b) 7) the simplified load distribution and sequence over a period of 15 days may be used. Load distribution and sequence for longer periods, such as in [6.4.12] b) 8) and [6.4.12] b) 9) are to be approved by the Society.

The arrangements are to comply with [6.4.12]b) 7) to [6.4.12] b) 9) as applicable.

- 7) For failures that can be reliably detected by means of leakage detection:
 C_w is to be less than or equal to 0,5.
Predicted remaining failure development time, from the point of detection of leakage till reaching a critical state, is not to be less than 15 days unless different regulations apply for ships engaged in particular voyages.
- 8) For failures that cannot be detected by leakage but that can be reliably detected at the time of in-service inspections:
 C_w is to be less than or equal to 0,5.
Predicted remaining failure development time, from the largest crack not detectable by in-service inspection

tion methods until reaching a critical state, is not to be less than three (3) times the inspection interval.

- 9) In particular locations of the tank where effective defect or crack development detection cannot be assured, the following, more stringent, fatigue acceptance criteria are to be applied as a minimum:

C_w is to be less than or equal to 0,1.

Predicted failure development time, from the assumed initial defect until reaching a critical state, is not to be less than three (3) times the lifetime of the tank.

c) Accidental design condition

- 1) The accidental design condition is a design condition for accidental loads with extremely low probability of occurrence.
- 2) Analysis is to be based on the characteristic values as follows Tab 7:

Table 6 (1/1/2017)

Permanent loads	Expected values
Functional loads	Specified values
Environmental loads	Specified values
Accidental loads	Specified values or expected values

Loads mentioned in [6.4.9] c) and [6.4.9] e) need not be combined with each other or with wave-induced loads.

6.4.13 Materials and construction (1/1/2017)

a) Materials

1) Materials forming ship structure

- To determine the grade of plate and sections used in the hull structure, a temperature calculation is to be performed for all tank types. The following assumptions are to be made in this calculation:
 - The primary barrier of all tanks is to be assumed to be at the liquefied gas fuel temperature.
 - In addition to 1) above, where a complete or partial secondary barrier is required it is to be assumed to be at the liquefied gas fuel temperature at atmospheric pressure for any one tank only.
 - For worldwide service, ambient temperatures are to be taken as 5°C for air and 0°C for seawater. Higher values may be accepted for ships operating in restricted areas and conversely, lower values may be imposed by the Society for ships trading to areas where

lower temperatures are expected during the winter months.

- Still air and sea water conditions are to be assumed, i.e. no adjustment for forced convection.
 - Degradation of the thermal insulation properties over the life of the ship due to factors such as thermal and mechanical ageing, compaction, ship motions and tank vibrations as defined in [6.4.13] c)6) and [6.4.13] c)7) is to be assumed.
 - The cooling effect of the rising boil-off vapour from the leaked liquefied gas fuel is to be taken into account where applicable.
 - Credit for hull heating may be taken in accordance with [6.4.13] a)1)bullet3), provided the heating arrangements are in compliance with [6.4.13] a)1)bullet4).
 - No credit is to be given for any means of heating, except as described in [6.4.13] a)1)bullet3).
 - For members connecting inner and outer hulls, the mean temperature may be taken for determining the steel grade
- 2) The materials of all hull structures for which the calculated temperature in the design condition is below 0°C, due to the influence of liquefied gas fuel temperature, are to be in accordance with Tab 14. This includes hull structure supporting the liquefied gas fuel tanks, inner bottom plating, longitudinal bulkhead plating, transverse bulkhead plating, floors, webs, stringers and all attached stiffening members.
 - 3) Means of heating structural materials may be used to ensure that the material temperature does not fall below the minimum allowed for the grade of material specified in Tab 14. In the calculations required in [6.4.13] a)1)bullet1), credit for such heating may be taken in accordance with the following principles:
 - for any transverse hull structure;
 - for longitudinal hull structure referred to in [6.4.13] a)1)bullet2) where colder ambient temperatures are specified, provided the material remains suitable for the ambient temperature conditions of plus 5°C for air and 0°C for seawater with no credit taken in the calculations for heating; and
 - as an alternative to [6.4.13] a)1)bullet3)item2), for longitudinal bulkhead between liquefied gas fuel tanks, credit may be taken for heating provided the material remain suitable for a minimum design temperature of minus 30°C, or a temperature 30°C lower than that determined by [6.4.13] a)1)bullet1) with the heating considered, whichever is less. In this case, the ship's longitudinal strength is to comply with SOLAS regulation II-1/3-1 for both when those bulkhead(s) are considered effective and not.

- 4) The means of heating referred to in [6.4.13] a)1)bullet3) is to comply with the following:
- the heating system is to be arranged so that, in the event of failure in any part of the system, standby heating can be maintained equal to no less than 100% of the theoretical heat requirement;
 - the heating system is to be considered as an essential auxiliary. All electrical components of at least one of the systems provided in accordance with [6.4.13] a)1)bullet3) item1) is to be supplied from the emergency source of electrical power; and
 - the design and construction of the heating system is to be included in the approval of the containment system by the Society.
- b) Materials of primary and secondary barriers
- 1) Metallic materials used in the construction of primary and secondary barriers not forming the hull, are to be suitable for the design loads that they may be subjected to, and be in accordance with table [7.1], [7.2] or [7.3].
 - 2) Materials, either non-metallic or metallic but not covered by tables [7.1], [7.2] and [7.3], used in the primary and secondary barriers may be approved by the Society considering the design loads that they may be subjected to, their properties and their intended use.
 - 3) Where non-metallic materials, including composites, are used for or incorporated in the primary or secondary barriers, they are to be tested for the following properties, as applicable, to ensure that they are adequate for the intended service:
 - compatibility with the liquefied gas fuels;
 - ageing;
 - mechanical properties;
 - thermal expansion and contraction;
 - abrasion;
 - cohesion;
 - resistance to vibrations;
 - resistance to fire and flame spread; and
 - resistance to fatigue failure and crack propagation.
 - 4) The above properties, where applicable, are to be tested for the range between the expected maximum temperature in service and 5°C below the minimum design temperature, but not lower than minus196°C.
 - 5) Where non-metallic materials, including composites, are used for the primary and secondary barriers, the joining processes are also to be tested as described above.
 - 6) Consideration may be given to the use of materials in the primary and secondary barrier, which are not resistant to fire and flame spread, provided they are protected by a suitable system such as a permanent inert gas environment, or are provided with a fire retardant barrier.
- c) Thermal insulation and other materials used in liquefied gas fuel containment systems
- 1) Load-bearing thermal insulation and other materials used in liquefied gas fuel containment systems are to be suitable for the design loads.
 - 2) Thermal insulation and other materials used in liquefied gas fuel containment systems are to have the following properties, as applicable, to ensure that they are adequate for the intended service:
 - compatibility with the liquefied gas fuels;
 - solubility in the liquefied gas fuel;
 - absorption of the liquefied gas fuel;
 - shrinkage;
 - ageing;
 - closed cell content;
 - density;
 - mechanical properties, to the extent that they are subjected to liquefied gas fuel and other loading effects, thermal expansion and contraction;
 - abrasion;
 - cohesion;
 - thermal conductivity;
 - resistance to vibrations;
 - resistance to fire and flame spread; and
 - resistance to fatigue failure and crack propagation.
 - 3) The above properties, where applicable, are to be tested for the range between the expected maximum temperature in service and 5°C below the minimum design temperature, but not lower than minus 196°C.
 - 4) Due to location or environmental conditions, thermal insulation materials are to have suitable properties of resistance to fire and flame spread, and are to be adequately protected against penetration of water vapour and mechanical damage. Where the thermal insulation is located on or above the exposed deck, and in way of tank cover penetrations, it is to have suitable fire resistance properties in accordance with a recognized standard or be covered with a material having low flame spread characteristics and forming an efficient approved vapour seal.
 - 5) Thermal insulation that does not meet recognized standards for fire resistance may be used in fuel storage hold spaces that are not kept permanently inerted, provided its surfaces are covered with material with low flame spread characteristics and that forms an efficient approved vapour seal.
 - 6) Testing for thermal conductivity of thermal insulation is to be carried out on suitably aged samples.
 - 7) Where powder or granulated thermal insulation is used, measures are to be taken to reduce compaction in service and to maintain the required thermal conductivity and also prevent any undue increase of pressure on the liquefied gas fuel containment system.

6.4.14 Construction processes (1/1/2017)a) *Weld joint design*

- 1) All welded joints of the shells of independent tanks are to be of the in-plane butt weld full penetration type. For dome-to-shell connections only, tee welds of the full penetration type may be used depending on the results of the tests carried out at the approval of the welding procedure. Except for small penetrations on domes, nozzle welds are also to be designed with full penetration.
- 2) Welding joint details for type C independent tanks, and for the liquid-tight primary barriers of type B independent tanks primarily constructed of curved surfaces, are to be as follows:

- All longitudinal and circumferential joints are to be of butt welded, full penetration, double vee or single vee type. Full penetration butt welds are to be obtained by double welding or by the use of backing rings. If used, backing rings are to be removed except from very small process pressure vessels.

Other edge preparations may be permitted, depending on the results of the tests carried out at the approval of the welding procedure. For connections of tank shell to a longitudinal bulkhead of type C bilobe tanks, tee welds of the full penetration type may be accepted.

- The bevel preparation of the joints between the tank body and domes and between domes and relevant fittings are to be designed according to a standard acceptable to the Society. All welds connecting nozzles, domes or other penetrations of the vessel and all welds connecting flanges to the vessel or nozzles are to be full penetration welds.

b) *Design for gluing and other joining processes*

The design of the joint to be glued (or joined by some other process except welding) is to take account of the strength characteristics of the joining process.

6.4.15 Tank types (1/1/2017)a) *Type A independent tanks*1) *Design basis*

- Type A independent tanks are tanks primarily designed using classical ship-structural analysis procedures in accordance with the requirements of the Society. Where such tanks are primarily constructed of plane surfaces, the design vapour pressure P_0 is to be less than 0.07 MPa.
- A complete secondary barrier is required as defined in [6.4.3]. The secondary barrier is to be designed in accordance with [6.4.4].

2) *Structural analysis*

- A structural analysis is to be performed taking into account the internal pressure as indicated in [6.4.9] c)3)bullet1), and the interaction loads

with the supporting and keying system as well as a reasonable part of the ship's hull.

- For parts, such as structure in way of supports, not otherwise covered by the regulations in this Appendix, stresses are to be determined by direct calculations, taking into account the loads referred to in [6.4.9] b) to [6.4.9] e) as far as applicable, and the ship deflection in way of supports.
- The tanks with supports are to be designed for the accidental loads specified in [6.4.9] e). These loads need not be combined with each other or with environmental loads.

3) *Ultimate design condition*

- For tanks primarily constructed of plane surfaces, the nominal membrane stresses for primary and secondary members (stiffeners, web frames, stringers, girders), when calculated by classical analysis procedures, are not to exceed the lower of $R_m/2.66$ or $R_e/1.33$ for nickel steels, carbon-manganese steels, austenitic steels and aluminium alloys, where R_m and R_e are defined in [6.4.12] a)1)bullet3). However, if detailed calculations are carried out for the primary members, the equivalent stress σ_c , as defined in [6.4.12]a)1)bullet4), may be increased over that indicated above to a stress acceptable to the Society. Calculations are to take into account the effects of bending, shear, axial and torsional deformation as well as the hull/liquefied gas fuel tank interaction forces due to the deflection of the hull structure and liquefied gas fuel tank bottoms.
- Tank boundary scantlings are to meet at least the requirements of the Society for deep tanks taking into account the internal pressure as indicated in [6.4.9] c)3)bullet1) and any corrosion allowance required by [6.4.1]g).
- The liquefied gas fuel tank structure is to be reviewed against potential buckling.

4) *Accidental design condition*

- The tanks and the tank supports are to be designed for the accidental loads and design conditions specified in [6.4.9]e) and [6.4.1] f)3) as relevant.
- When subjected to the accidental loads specified in [6.4.9] e), the stress is to comply with the acceptance criteria specified in [6.4.15] a)3), modified as appropriate taking into account their lower probability of occurrence.

b) *Type B independent tanks*1) *Design basis*

- Type B independent tanks are tanks designed using model tests, refined analytical tools and analysis methods to determine stress levels, fatigue life and crack propagation characteristics. Where such tanks are primarily constructed

of plane surfaces (prismatic tanks) the design vapour pressure P_0 is to be less than 0.07 MPa.

- A partial secondary barrier with a protection system is required as defined in [6.4.3]. The small leak protection system is to be designed according to [6.4.5].

2) Structural analysis

- The effects of all dynamic and static loads are to be used to determine the suitability of the structure with respect to:
 - plastic deformation;
 - buckling;
 - fatigue failure; and
 - crack propagation.

Finite element analysis or similar methods and fracture mechanics analysis or an equivalent approach, are to be carried out

- A three-dimensional analysis is to be carried out to evaluate the stress levels, including interaction with the ship's hull. The model for this analysis is to include the liquefied gas fuel tank with its supporting and keying system, as well as a reasonable part of the hull.
- A complete analysis of the particular ship accelerations and motions in irregular waves, and of the response of the ship and its liquefied gas fuel tanks to these forces and motions, are to be performed unless the data is available from similar ships.

3) Ultimate design condition

- Plastic deformation

For type B independent tanks, primarily constructed of bodies of revolution, the allowable stresses are not to exceed:

- $\sigma_m \leq f$
- $\sigma_L \leq 1,5 f$
- $\sigma_b \leq 1,5 F$
- $\sigma_L + \sigma_b \leq 1,5 F$
- $\sigma_m + \sigma_b \leq 1,5 F$
- $\sigma_m + \sigma_b + \sigma_g \leq 3,0 F$
- $\sigma_L + \sigma_b + \sigma_g \leq 3,0 F$

where:

σ_m : equivalent primary general membrane stress;

σ_L : equivalent primary local membrane stress;

σ_b : equivalent primary bending stress;

σ_g : equivalent secondary stress;

f : the lesser of (R_m / A) or (R_e / B) ; and

F : the lesser of (R_m / C) or (R_e / D) ,

with R_m and R_e as defined in [6.4.12]a)3). With regard to the stresses σ_m , σ_L , σ_g and σ_b see also the definition of stress categories in [6.4.15].b)3)bullet6).

The values A and B are to have at least the following minimum values:

Table 7 (1/1/2017)

	Nickel steels and carbon manganese steels	Austenitic steel	Aluminium alloys
A	3	3,5	4
B	2	1,6	1,5
C	3	3	3
D	1,5	1,5	1,5

The above Tab 8 may be altered considering the design condition considered in acceptance with the Society. For type B independent tanks, primarily constructed of plane surfaces, the allowable membrane equivalent stresses applied for finite element analysis are not to exceed:

- for nickel steels and carbon-manganese steels, the lesser of $R_m / 2$ or $R_e / 1.2$;
- for austenitic steels, the lesser of $R_m / 2.5$ or $R_e / 1.2$; and
- for aluminium alloys, the lesser of $R_m / 2.5$ or $R_e / 1.2$

The above Tab 8 may be amended considering the locality of the stress, stress analysis methods and design condition considered in acceptance with the Society.

The thickness of the skin plate and the size of the stiffener are not to be less than those required for type A independent tanks.

- Buckling

Buckling strength analyses of liquefied gas fuel tanks subject to external pressure and other loads causing compressive stresses are to be carried out in accordance with recognized standards. The method is to adequately account for the difference in theoretical and actual buckling stress as a result of plate edge misalignment, lack of straightness or flatness, ovality and deviation from true circular form over a specified arc or chord length, as applicable.

- Fatigue design condition

- Fatigue and crack propagation assessment are to be performed in accordance with the provisions of [6.4.12] b). The acceptance criteria are to comply with [6.4.12] b)7), [6.4.12] b)8) or [6.4.12] b)9), depending on the detectability of the defect.

- Fatigue analysis is to consider construction tolerances.

- Where deemed necessary by the Society, model tests may be required to determine stress concentration factors and fatigue life of structural elements.

- Accidental design condition

- The tanks and the tank supports are to be designed for the accidental loads and design

conditions specified in [6.4.9] e) and [6.4.1] f) 3), as relevant.

- When subjected to the accidental loads specified in [6.4.9] e), the stress is to comply with the acceptance criteria specified in [6.4.15] b)3), modified as appropriate, taking into account their lower probability of occurrence.

- **Marking**

Any marking of the pressure vessel is to be achieved by a method that does not cause unacceptable local stress raisers

- **Stress categories**

For the purpose of stress evaluation, stress categories are defined in this section as follows:

- Normal stress is the component of stress normal to the plane of reference.
- Membrane stress is the component of normal stress that is uniformly distributed and equal to the average value of the stress across the thickness of the section under consideration.
- Bending stress is the variable stress across the thickness of the section under consideration, after the subtraction of the membrane stress.
- Shear stress is the component of the stress acting in the plane of reference.
- Primary stress is a stress produced by the imposed loading, which is necessary to balance the external forces and moments. The basic characteristic of a primary stress is that it is not self-limiting. Primary stresses that considerably exceed the yield strength will result in failure or at least in gross deformations.
- Primary general membrane stress is a primary membrane stress that is so distributed in the structure that no redistribution of load occurs as a result of yielding.
- Primary local membrane stress arises where a membrane stress produced by pressure or other mechanical loading and associated with a primary or a discontinuity effect produces excessive distortion in the transfer of loads for other portions of the structure. Such a stress is classified as a primary local membrane stress, although it has some characteristics of a secondary stress. A stress region may be considered as local, if:

$$S_1 \leq 0,5 \sqrt{Rt}$$

$$S_2 \leq 2,5 \sqrt{Rt}$$

where:

- S_1 : distance in the meridional direction over which the equivalent stress exceeds 1.1

- S_2 : distance in the meridional direction to another region where
- : the limits for primary general membrane stress are exceeded;
- R : mean radius of the vessel;
- t : wall thickness of the vessel at the location where the primary general membrane stress limit is exceeded; and
- f : allowable primary general membrane stress.

- Secondary stress is a normal stress or shear stress developed by constraints of adjacent parts or by self-constraint of a structure. The basic characteristic of a secondary stress is that it is self-limiting. Local yielding and minor distortions can satisfy the conditions that cause the stress to occur.

c) Type C independent tanks

1) Design basis

- The design basis for type C independent tanks is based on pressure vessel criteria modified to include fracture mechanics and crack propagation criteria. The minimum design pressure defined in [6.4.15] c)1)bullet2) is intended to ensure that the dynamic stress is sufficiently low so that an initial surface flaw will not propagate more than half the thickness of the shell during the lifetime of the tank.
- The design vapour pressure are not to be less than:

$$P_0 = 0,2 + AC(\rho_r)^{1,5} \text{ (MPa)}$$

where:

$$A = 0,00185 \left(\frac{\sigma_m}{\Delta \sigma_A} \right)^2$$

whit:

- S_m : design primary membrane stress;
- DS_A : allowed dynamic membranestress (double amplitude at probability level $Q = 10^{-8}$) and equal to:
 - 55 N/mm² for ferritic-perlitic, martensitic and austenitic steel;
 - 25 N/mm² for aluminium alloy (5083-O);

- C : a characteristic tank dimension to be taken as the greatest of the following:

$h, 0,75b$ or $0,45 \ell$

with:

h : height of tank (dimension in ship's vertical direction) (m);

b : width of tank (dimension in ship's transverse direction) (m);

- ℓ : length of tank (dimension in ship's longitudinal direction) (m);
- r_r : the relative density of the cargo ($r_r = 1$ for fresh water) at the design temperature

2) Shell thickness

- In considering the shell thickness the following apply:
 - for pressure vessels, the thickness calculated according to [6.4.15] c)2)bullet4) is to be considered as a minimum thickness after forming, without any negative tolerance;
 - for pressure vessels, the minimum thickness of shell and heads including corrosion allowance, after forming, is not to be less than 5 mm for carbon manganese steels and nickel steels, 3 mm for austenitic steels or 7 mm for aluminium alloys; and
 - the welded joint efficiency factor to be used in the calculation according to [6.4.15] c)2)bullet4) is to be 0,95 when the inspection and the non-destructive testing referred to in [16.3.6] d) are carried out. This figure may be increased up to 1.0 when account is taken of other considerations, such as the material used, type of joints, welding procedure and type of loading. For process pressure vessels the Society may accept partial non-destructive examinations, but not less than those of [16.3.6] d), depending on such factors as the material used, the design temperature, the nil ductility transition temperature of the material as fabricated and the type of joint and welding procedure, but in this case an efficiency factor of not more than 0.85 is to be adopted. For special materials the above-mentioned factors are to be reduced, depending on the specified mechanical properties of the welded joint.
 - The design liquid pressure defined in [6.4.9] c)3)bullet1) is to be taken into account in the internal pressure calculations.
 - The design external pressure P_e , used for verifying the buckling of the pressure vessels, is not to be less than that given by:

$$P_e = P_1 + P_2 + P_3 + P_4 \quad (\text{MPa})$$

- P_1 : setting value of vacuum relief valves. For vessels not fitted with vacuum relief valves P_1 is to be specially considered, but is not in general to be taken as less than 0.025 MPa.
- P_2 : the set pressure of the pressure relief valves (PRVs) for completely closed spaces containing pressure vessels or parts of pressure vessels; elsewhere $P_2 = 0$.

P_3 : compressive actions in or on the shell due to the weight and contraction of thermal insulation, weight of shell including corrosion allowance and other miscellaneous external pressure loads to which the pressure vessel may be subjected. These include, but are not limited to, weight of domes, weight of towers and piping, effect of product in the partially filled condition, accelerations and hull deflection. In addition, the local effect of external or internal pressures or both is to be taken into account.

P_4 : external pressure due to head of water for pressure vessels or part of pressure vessels on exposed decks; elsewhere $P_4 = 0$.

- Scantlings based on internal pressure are to be calculated as follows:

The thickness and form of pressure-containing parts of pressure vessels, under internal pressure, as defined in [6.4.9] c)3)bullet1), including flanges, is to be determined. These calculations are in all cases to be based on accepted pressure vessel design theory. Openings in pressure-containing parts of pressure vessels are to be reinforced in accordance with a recognized standard acceptable to the Society.

- Stress analysis in respect of static and dynamic loads is to be performed as follows:
 - pressure vessel scantlings are to be determined in accordance with [6.4.15] c)2)bullet1) to [6.4.15] c)2)bullet4) and [6.4.15] c)2)bullet3);
 - calculations of the loads and stresses in way of the supports and the shell attachment of the support are to be made. Loads referred to in [6.4.9] b) to [6.4.9] e) are to be used, as applicable. Stresses in way of the supports are to be to a recognized standard acceptable to the Society. In special cases a fatigue analysis may be required by the Society; and
 - if required by the Society, secondary stresses and thermal stresses are to be specially considered.

3) Ultimate design condition

- Plastic deformation

For type C independent tanks, the allowable stresses are not to exceed:

- $S_m \leq f$
- $S_L \leq 1,5 f$
- $S_b \leq 1,5 f$
- $S_L + S_b \leq 1,5 f$
- $S_m + S_b \leq 1,5 f$
- $S_m + S_b + S_g \leq 3,0 f$
- $S_L + S_b + S_g \leq 3,0 f$

where:

σ_m : equivalent primary general membrane stress;

σ_l : equivalent primary local membrane stress;

σ_b : equivalent primary bending stress;

σ_g : equivalent secondary stress;

f : the lesser of (R_m / A) or (R_e / B) ; and with R_m and R_e as defined in [6.4.12] a)1)bullet3). With regard to the stresses s_m , s_l , s_g and s_b see also the definition of stress categories in [6.4.15] b)3)bullet6). The values A and B are to have at least the following minimum values.

Table 8 (1/1/2017)

	Nickel steels and carbon manganese steels	Austenitic steel	Aluminium alloys
A	3	3,5	4
B	1,5	1,5	1,5

- Buckling criteria are to be as follows:

The thickness and form of pressure vessels subject to external pressure and other loads causing compressive stresses is to be based on calculations using accepted pressure vessel buckling theory and is to adequately account for the difference in theoretical and actual buckling stress as a result of plate edge misalignment, ovality and deviation from true circular form over a specified arc or chord length.

4) Fatigue design condition

- For type C independent tanks where the liquefied gas fuel at atmospheric pressure is below minus 55°C, the Society may require additional verification to check their compliance with [6.4.15] c)1)bullet1), regarding static and dynamic stress depending on the tank size, the configuration of the tank and arrangement of its supports and attachments.
- For vacuum insulated tanks, special attention is to be made to the fatigue strength of the support design and special considerations are also to be made to the limited inspection possibilities between the inside and outer shell.

5) Accidental design condition

- The tanks and the tank supports are to be designed for the accidental loads and design conditions specified in [6.4.9] e) and [6.4.1] f)3), as relevant.
- When subjected to the accidental loads specified in [6.4.9] e), the stress is to comply with the acceptance criteria specified in [6.4.15] c)3)bullet1), modified as appropriate taking into account their lower probability of occurrence.

6) Marking

The required marking of the pressure vessel is to be achieved by a method that does not cause unacceptable local stress raisers.

d) Membrane tanks

1) Design basis

- The design basis for membrane containment systems is that thermal and other expansion or contraction is compensated for without undue risk of losing the tightness of the membrane.
- A systematic approach, based on analysis and testing, is to be used to demonstrate that the system will provide its intended function in consideration of the identified in service events as specified in [6.4.15] d)2)bullet1).
- A complete secondary barrier is required as defined in [6.4.3]. The secondary barrier is to be designed according to [6.4.4].
- The design vapour pressure P_0 is not normally to exceed 0,025 MPa. If the hull scantlings are increased accordingly and consideration is given, where appropriate, to the strength of the supporting thermal insulation, P_0 may be increased to a higher value but less than 0,070 MPa.
- The definition of membrane tanks does not exclude designs such as those in which non-metallic membranes are used or where membranes are included or incorporated into the thermal insulation.
- The thickness of the membranes is not normally to exceed 10 mm.
- The circulation of inert gas throughout the primary and the secondary insulation spaces, in accordance with [6.11.1] is to be sufficient to allow for effective means of gas detection.

2) Design considerations

- Potential incidents that could lead to loss of fluid tightness over the life of the membranes are to be evaluated. These include, but are not limited to:
 - Ultimate design events:
 - tensile failure of membranes;
 - compressive collapse of thermal insulation;
 - thermal ageing;
 - loss of attachment between thermal insulation and hull structure;
 - loss of attachment of membranes to thermal insulation system;
 - structural integrity of internal structures and their associated supporting structures; and
 - failure of the supporting hull structure.

- *Fatigue design events:*
 - *fatigue of membranes including joints and attachments to hull structure;*
 - *fatigue cracking of thermal insulation;*
 - *fatigue of internal structures and their associated supporting structures; and*
 - *fatigue cracking of inner hull leading to ballast water ingress*
- *Accident design events:*
 - *accidental mechanical damage (such as dropped objects inside the tank while in service);*
 - *accidental over pressurization of thermal insulation spaces;*
 - *accidental vacuum in the tank; and*
 - *water ingress through the inner hull structure.*

Designs where a single internal event could cause simultaneous or cascading failure of both membranes are unacceptable.

- *The necessary physical properties (mechanical, thermal, chemical, etc.) of the materials used in the construction of the liquefied gas fuel containment system are to be established during the design development in accordance with [6.4.15] d)1)bullet2).*

3) Loads, load combinations

Particular consideration is to be paid to the possible loss of tank integrity due to either an overpressure in the interbarrier space, a possible vacuum in the liquefied gas fuel tank, the sloshing effects, to hull vibration effects, or any combination of these events.

4) Structural analyses

- *Structural analyses and/or testing for the purpose of determining the ultimate strength and fatigue assessments of the liquefied gas fuel containment and associated structures and equipment noted in [6.4.7] is to be performed. The structural analysis is to provide the data required to assess each failure mode that has been identified as critical for the liquefied gas fuel containment system.*
- *Structural analyses of the hull are to take into account the internal pressure as indicated in [6.4.9] c)3)bullet1). Special attention is to be paid to deflections of the hull and their compatibility with the membrane and associated thermal insulation.*
- *The analyses referred to in [6.4.15] d)4)bullet1) and d)4)bullet2) are to be based on the particular motions, accelerations and response of ships and liquefied gas fuel containment systems.*

5) Ultimate design condition

- *The structural resistance of every critical component, sub-system, or assembly, is to be estab-*

lished, in accordance with [6.4.15] d)1)bullet2), for in-service conditions.

- *The choice of strength acceptance criteria for the failure modes of the liquefied gas fuel containment system, its attachments to the hull structure and internal tank structures, is to reflect the consequences associated with the considered mode of failure.*
- *The inner hull scantlings are to meet the regulations for deep tanks, taking into account the internal pressure as indicated in [6.4.9] c)3)bullet1) and the specified appropriate regulations for sloshing load as defined in [6.4.9] d)1)bullet3).*

6) Fatigue design condition

- *Fatigue analysis is to be carried out for structures inside the tank, i.e. pump towers, and for parts of membrane and pump tower attachments, where failure development cannot be reliably detected by continuous monitoring.*
- *The fatigue calculations are to be carried out in accordance with [6.4.12] b), with relevant regulations depending on:*
 - *the significance of the structural components with respect to structural integrity; and*
 - *availability for inspection*
- *For structural elements for which it can be demonstrated by tests and/or analyses that a crack will not develop to cause simultaneous or cascading failure of both membranes, C_w is to be less than or equal to 0.5.*
- *Structural elements subject to periodic inspection, and where an unattended fatigue crack can develop to cause simultaneous or cascading failure of both membranes, is to satisfy the fatigue and fracture mechanics regulations stated in [6.4.12] b)8).*
- *Structural element not accessible for in-service inspection, and where a fatigue crack can develop without warning to cause simultaneous or cascading failure of both membranes, is to satisfy the fatigue and fracture mechanics regulations stated in [6.4.12] b)9).*

7) Accidental design condition

- *The containment system and the supporting hull structure are to be designed for the accidental loads specified in [6.4.9] e). These loads need not be combined with each other or with environmental loads.*
- *Additional relevant accidental scenarios are to be determined based on a risk analysis. Particular attention is to be paid to securing devices inside of tanks.*

6.4.16 Limit state design for novel concepts (1/1/2017)

- a) *Fuel containment systems that are of a novel configuration that cannot be designed using section [6.4.15] are to be designed using this section and [6.4.1] to [6.4.14], as applicable. Fuel containment system design accord-*

ing to this section is to be based on the principles of limit state design which is an approach to structural design that can be applied to established design solutions as well as novel designs. This more generic approach maintains a level of safety similar to that achieved for known containment systems as designed using [6.4.15].

- 1) The limit state design is a systematic approach where each structural element is evaluated with respect to possible failure modes related to the design conditions identified in [6.4.1.6]. A limit state can be defined as a condition beyond which the structure, or part of a structure, no longer satisfies the regulations.
- 2) For each failure mode, one or more limit states may be relevant. By consideration of all relevant limit states, the limit load for the structural element is found as the minimum limit load resulting from all the relevant limit states. The limit states are divided into the three following categories:
 - Ultimate limit states (ULS), which correspond to the maximum load-carrying capacity or, in some cases, to the maximum applicable strain or deformation; under intact (undamaged) conditions.
 - Fatigue limit states (FLS), which correspond to degradation due to the effect of time varying (cyclic) loading.
 - Accident limit states (ALS), which concern the ability of the structure to resist accidental situations.
- 3) The procedure and relevant design parameters of the limit state design is to comply with the Standards for the Use of limit state methodologies in the design of fuel containment systems of novel configuration (LSD Standard), as set out in the annex to part A-1 of the IGF Code.

6.5 Regulations for portable liquefied gas fuel tanks

6.5.1 (1/1/2017)

The design of the tank is to comply with [6.4.15] c). The tank support (container frame or truck chassis) is to be designed for the intended purpose.

6.5.2 (1/1/2017)

Portable fuel tanks are to be located in dedicated areas fitted with:

- mechanical protection of the tanks depending on location and cargo operations;
- if located on open deck: spill protection and water spray systems for cooling; and
- if located in an enclosed space: the space is to be considered as a tank connection space.

6.5.3 (1/1/2017)

Portable fuel tanks are to be secured to the deck while connected to the ship systems.

The arrangement for supporting and fixing the tanks is to be designed for the maximum expected static and dynamic

inclinations, as well as the maximum expected values of acceleration, taking into account the ship characteristics and the position of the tanks.

6.5.4 (1/1/2017)

Consideration is to be given to the strength and the effect of the portable fuel tanks on the ship's stability.

6.5.5 (1/1/2017)

Connections to the ship's fuel piping systems are to be made by means of approved flexible hoses or other suitable means designed to provide sufficient flexibility.

6.5.6 (1/1/2017)

Arrangements are to be provided to limit the quantity of fuel spilled in case of inadvertent disconnection or rupture of the non-permanent connections.

6.5.7 (1/1/2017)

The pressure relief system of portable tanks is to be connected to a fixed venting system.

6.5.8 (1/1/2017)

Control and monitoring systems for portable fuel tanks is to be integrated in the ship's control and monitoring system. Safety system for portable fuel tanks is to be integrated in the ship's safety system (e.g. shutdown systems for tank valves, leak/gas detection systems).

6.5.9 (1/1/2017)

Safe access to tank connections for the purpose of inspection and maintenance is to be ensured.

6.5.10 (1/1/2017)

After connection to the ship's fuel piping system,

- with the exception of the pressure relief system in [6.5.6] each portable tank is to be capable of being isolated at any time;
- isolation of one tank is not to impair the availability of the remaining portable tanks; and
- the tank is not to exceed its filling limits as given in [6.8].

6.6 Regulations for CNG fuel containment

6.6.1 (1/1/2017)

The storage tanks to be used for CNG is to be certified and approved by the Society.

6.6.2 (1/1/2017)

Tanks for CNG are to be fitted with pressure relief valves with a set point below the design pressure of the tank and with outlet located as required in [6.7.2] g) and [6.7.2] h).

6.6.3 (1/1/2017)

Adequate means are to be provided to depressurize the tank in case of a fire which can affect the tanks.

6.6.4 (1/1/2017)

Storage of CNG in enclosed spaces is normally not acceptable, but may be permitted after special consideration and approval by the Society provided the following is fulfilled in addition to [6.3.4] to [6.3.6]:

- adequate means are provided to depressurize and inert the tank in case of a fire which can affect the tank;
- all surfaces within such enclosed spaces containing the CNG storage are provided with suitable thermal protection against any lost high-pressure gas and resulting condensation unless the bulkheads are designed for the

lowest temperature that can arise from gas expansion leakage; and

- a fixed fire-extinguishing system is installed in the enclosed spaces containing the CNG storage. Special consideration should be given to the extinguishing of jet-fires.

6.7 Regulations for pressure relief system

6.7.1 General (1/1/2017)

- a) All fuel storage tanks are to be provided with a pressure relief system appropriate to the design of the fuel containment system and the fuel being carried. Fuel storage hold spaces, interbarrier spaces, tank connection spaces and tank cofferdams, which may be subject to pressures beyond their design capabilities, are also to be provided with a suitable pressure relief system. Pressure control systems specified in [6.9] are to be independent of the pressure relief systems.
- b) Fuel storage tanks which may be subject to external pressures above their design pressure are to be fitted with vacuum protection systems.

6.7.2 Pressure relief systems for liquefied gas fuel tanks (1/1/2017)

- a) If fuel release into the vacuum space of a vacuum insulated tank cannot be excluded, the vacuum space is to be protected by a pressure relief device which is to be connected to a vent system if the tanks are located below deck. On open deck a direct release into the atmosphere may be accepted by the Society for tanks not exceeding the size of a 40 ft container if the released gas cannot enter safe areas.
- b) Liquefied gas fuel tanks are to be fitted with a minimum of 2 pressure relief valves (PRVs) allowing for disconnection of one PRV in case of malfunction or leakage.
- c) Interbarrier spaces are to be provided with pressure relief devices. For membrane systems, the designer is to demonstrate adequate sizing of interbarrier space PRVs.
- d) The setting of the PRVs is not to be higher than the vapour pressure that has been used in the design of the tank. Valves comprising not more than 50% of the total relieving capacity may be set at a pressure up to 5% above MARVS to allow sequential lifting, minimizing unnecessary release of vapour.
- e) The following temperature regulations apply to PRVs fitted to pressure relief systems:
 - 1) PRVs on fuel tanks with a design temperature below 0°C are to be designed and arranged to prevent their becoming inoperative due to ice formation;
 - 2) the effects of ice formation due to ambient temperatures are to be considered in the construction and arrangement of PRVs;
 - 3) PRVs are to be constructed of materials with a melting point above 925°C. Lower melting point materials for internal parts and seals may be accepted

provided that fail-safe operation of the PRV is not compromised; and

- 4) sensing and exhaust lines on pilot operated relief valves are to be of suitably robust construction to prevent damage.
- f) In the event of a failure of a fuel tank PRV a safe means of emergency isolation is to be available.
 - 1) procedures are to be provided and included in the operation manual ;
 - 2) the procedures are to allow only one of the installed PRVs for the liquefied gas fuel tanks to be isolated, physical interlocks are to be included to this effect; and
 - 3) isolation of the PRV is to be carried out under the supervision of the master. This action is to be recorded in the ship's log, and at the PRV.
- g) Each pressure relief valve installed on a liquefied gas fuel tank is to be connected to a venting system, which is to be:
 - 1) so constructed that the discharge will be unimpeded and normally be directed vertically upwards at the exit;
 - 2) arranged to minimize the possibility of water or snow entering the vent system; and
 - 3) arranged such that the height of vent exits are normally not to be less than $B/3$ or 6 m, whichever is the greater, above the weather deck and 6 m above working areas and walkways. However, vent mast height could be limited to lower value according to special consideration by the Society.
- h) The outlet from the pressure relief valves is normally to be located at least 10 m from the nearest:
 - 1) air intake, air outlet or opening to accommodation, service and control spaces, or other non-hazardous area; and
 - 2) exhaust outlet from machinery installations.
- i) All other fuel gas vent outlets are also to be arranged in accordance with [6.7.2] g) and [6.7.2] h). Means are to be provided to prevent liquid overflow from gas vent outlets, due to hydrostatic pressure from spaces to which they are connected.
- j) In the vent piping system, means for draining liquid from places where it may accumulate are to be provided. The PRVs and piping are to be arranged so that liquid can, under no circumstances, accumulate in or near the PRVs.
- k) Suitable protection screens of not more than 13 mm square mesh are to be fitted on vent outlets to prevent the ingress of foreign objects without adversely affecting the flow.
- l) All vent piping is to be designed and arranged not to be damaged by the temperature variations to which it may be exposed, forces due to flow or the ship's motions.
- m) PRVs are to be connected to the highest part of the fuel tank. PRVs are to be positioned on the fuel tank so that they will remain in the vapour phase at the filling limit

(FL) as given in 6.8, under conditions of 15° list and 0.015L trim, where L is defined in [2.2.25].

6.7.3 Sizing of pressure relieving system (1/1/2017)

a) Sizing of pressure relief valves

1) PRVs are to have a combined relieving capacity for each liquefied gas fuel tank to discharge the greater of the following, with not more than a 20% rise in liquefied gas fuel tank pressure above the MARVS:

- the maximum capacity of the liquefied gas fuel tank inerting system if the maximum attainable working pressure of the liquefied gas fuel tank inerting system exceeds the MARVS of the liquefied gas fuel tanks; or
- vapours generated under fire exposure computed using the following formula:

$$Q = FGA^{0.82} \text{ (m}^3\text{/s)}$$

where:

Q : minimum required rate of discharge of air at standard conditions of 273,15 Kelvin (K) and 0,1013 MPa

F : fire exposure factor for different liquefied gas fuel types:

F : 1,0 for tanks without insulation located on deck;

F : 0,5 for tanks above the deck when insulation is approved by the Society. (Approval will be based on the use of a fireproofing material, the thermal conductance of insulation, and its stability under fire exposure);

F : 0,5 for uninsulated independent tanks installed in holds;

F : 0,2 for insulated independent tanks in holds (or uninsulated independent tanks in insulated holds);

F : 0,1 for insulated independent tanks in inerted holds (or uninsulated independent tanks in inerted, insulated holds); and

F : 0,1 for membrane tanks.

For independent tanks partly protruding through the weather decks,

the fire exposure factor is to be determined on the basis of the surface areas above and below deck.

G : gas factor according to formula:

$$G = \frac{12,4}{LD} \sqrt{\frac{ZT}{M}}$$

where:

T : temperature in Kelvin at relieving conditions, i.e. 120% of the pressure at which the pressure relief valve is set;

L : latent heat of the material being vaporized at relieving conditions, in kJ/kg;

D : a constant based on relation of specific heats k and is calculated as follows:

$$D = \sqrt{k \left(\frac{2}{k+1} \right)^{\frac{k+1}{k-1}}}$$

where:

k : ratio of specific heats at relieving conditions, and the value of which is between 1.0 and 2.2. If k is not known, $D = 0.606$ is to be used;

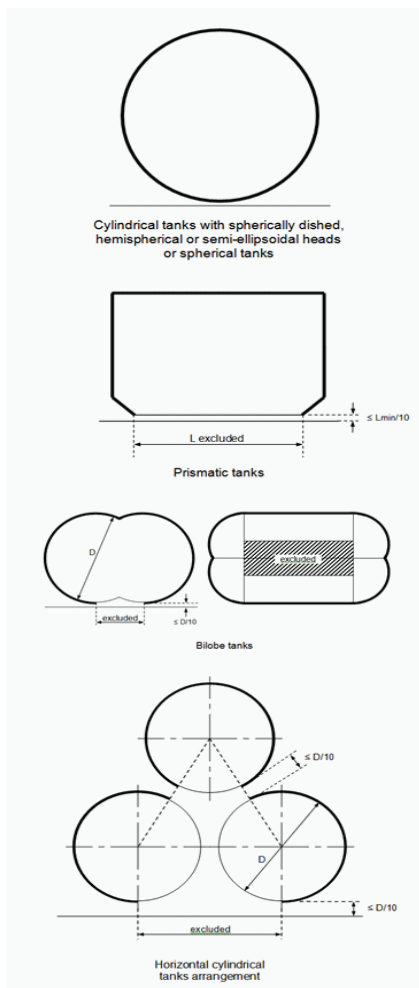
Z : compressibility factor of the gas at relieving conditions; if not known, $Z = 1.0$ is to be used;

M : molecular mass of the product.

The gas factor of each liquefied gas fuel to be carried is to be determined and the highest value is to be used for PRV sizing.

A : external surface area of the tank (m²), as for different tank types, as shown in Fig 1.

Figure 1



2) For vacuum insulated tanks in fuel storage hold spaces and for tanks in fuel storage hold spaces separated from potential fire loads by coffer dams or surrounded by ship spaces with no fire load the following applies:

- If the pressure relief valves have to be sized for fire loads the fire factors according may be reduced to the following values:

$$F = 0,5 \text{ to } F = 0,25$$

$$F = 0,2 \text{ to } F = 0,1$$

The minimum fire factor is $F = 0,1$

3) The required mass flow of air at relieving conditions is given by:

$$M_{air} = Q * \rho_{air} \text{ (kg/s)}$$

where density of air (ρ_{air}) = 1,293 kg/m³ (air at 273,15 K, 0,1013 MPa).

b) Sizing of vent pipe system

1) Pressure losses upstream and downstream of the PRVs, are to be taken into account when determining their size to ensure the flow capacity required by [6.7.3] a).

2) Upstream pressure losses

- the pressure drop in the vent line from the tank to the PRV inlet is not to exceed 3% of the valve set pressure at the calculated flow rate, in accordance with [6.7.3] a);
- pilot-operated PRVs are to be unaffected by inlet pipe pressure losses when the pilot senses directly from the tank dome; and
- pressure losses in remotely sensed pilot lines are to be considered for flowing type pilots.

3) Downstream pressure losses

- Where common vent headers and vent masts are fitted, calculations are to include flow from all attached PRVs.
- The built-up back pressure in the vent piping from the PRV outlet to the location of discharge to the atmosphere, and including any vent pipe interconnections that join other tanks, is not to exceed the following values:
 - for unbalanced PRVs: 10% of MARVS;
 - for balanced PRVs: 30% of MARVS; and
 - for pilot operated PRVs: 50% of MARVS.

Alternative values provided by the PRV manufacturer may be accepted.

4) To ensure stable PRV operation, the blow-down is not to be less than the sum of the inlet pressure loss and 0.02 MARVS at the rated capacity.

6.8 Regulations on loading limit for liquefied gas fuel tanks

6.8.1 (1/1/2017)

Storage tanks for liquefied gas are not to be filled to more than a volume equivalent to 98% full at the reference temperature as defined in [2.2.36].

A loading limit curve for actual fuel loading temperatures is to be prepared from the following formula:

$$LL = FL_{\rho R/\rho L}$$

where:

LL : loading limit as defined in [2.2.27], expressed in per cent;

FL : filling limit as defined in [2.2.16] expressed in per cent, here 98%;

ρR : relative density of fuel at the reference temperature; and

ρL : relative density of fuel at the loading temperature.

6.8.2 (1/1/2017)

In cases where the tank insulation and tank location make the probability very small for the tank contents to be heated up due to an external fire, special considerations may be made to allow a higher loading limit than calculated using the reference temperature, but never above 95%. This also applies in cases where a second system for pressure maintenance is installed, (refer to [6.9]). However, if the pressure can only be maintained / controlled by fuel consumers, the loading limit as calculated in [6.8.1] is to be used.

6.9 Regulations for the maintaining of fuel storage condition

6.9.1 Control of tank pressure and temperature (1/1/2017)

a) With the exception of liquefied gas fuel tanks designed to withstand the full gauge vapour pressure of the fuel under conditions of the upper ambient design temperature, liquefied gas fuel tanks' pressure and temperature are to be maintained at all times within their design range by means acceptable to the Society, e.g. by one of the following methods:

- 1) reliquefaction of vapours;
- 2) thermal oxidation of vapours;
- 3) pressure accumulation; or
- 4) liquefied gas fuel cooling.

The method chosen is to be capable of maintaining tank pressure below the set pressure of the tank pressure relief valves for a period of 15 days assuming full tank at normal service pressure and the ship in idle condition, i.e. only power for domestic load is generated.

b) Venting of fuel vapour for control of the tank pressure is not acceptable except in emergency situations.

6.9.2 Design of systems (1/1/2017)

a) For worldwide service, the upper ambient design temperature is to be sea 32°C and air 45°C. For service in particularly hot or cold zones, these design temperatures are to be increased or decreased, to the satisfaction of the Society.

b) The overall capacity of the system is to be such that it can control the pressure within the design conditions without venting to atmosphere.

6.9.3 Reliquefaction systems (1/1/2017)

a) The reliquefaction system is to be designed and calculated according to [6.9.3] b). The system is to be sized in a sufficient way also in case of no or low consumption.

b) The reliquefaction system is to be arranged in one of the following ways:

- 1) a direct system where evaporated fuel is compressed, condensed and returned to the fuel tanks;
- 2) an indirect system where fuel or evaporated fuel is cooled or condensed by refrigerant without being compressed;
- 3) a combined system where evaporated fuel is compressed and condensed in a fuel/refrigerant heat exchanger and returned to the fuel tanks; or
- 4) if the reliquefaction system produces a waste stream containing methane during pressure control operations within the design conditions, these waste gases are, as far as reasonably practicable, to be disposed of without venting to atmosphere.

6.9.4 Thermal oxidation systems (1/1/2017)

Thermal oxidation can be done by either consumption of the vapours according to the regulations for consumers described in this Appendix or in a dedicated gas combustion unit (GCU). It is to be demonstrated that the capacity

of the oxidation system is sufficient to consume the required quantity of vapours. In this regard, periods of slow steaming and/or no consumption from propulsion or other services of the ship are to be considered.

6.9.5 Compatibility (1/1/2017)

Refrigerants or auxiliary agents used for refrigeration or cooling of fuel are to be compatible with the fuel they may come in contact with (not causing any hazardous reaction or excessively corrosive products). In addition, when several refrigerants or agents are used, these are to be compatible with each other.

6.9.6 Availability of systems (1/1/2017)

a) The availability of the system and its supporting auxiliary services is to be such that in case of a single failure (of mechanical non-static component or a component of the control systems) the fuel tank pressure and temperature can be maintained by another service/system.

b) Heat exchangers that are solely necessary for maintaining the pressure and temperature of the fuel tanks within their design ranges are to have a standby heat exchanger unless they have a capacity in excess of 25% of the largest required capacity for pressure control and they can be repaired on board without external sources.

6.10 Regulations on atmospheric control within the fuel containment system

6.10.1 (1/1/2017)

A piping system is to be arranged to enable each fuel tank to be safely gas-freed, and to be safely filled with fuel from a gas-free condition. The system is to be arranged to minimize the possibility of pockets of gas or air remaining after changing the atmosphere.

6.10.2 (1/1/2017)

The system is to be designed to eliminate the possibility of a flammable mixture existing in the fuel tank during any part of the atmosphere change operation by utilizing an inerting medium as an intermediate step.

6.10.3 (1/1/2017)

Gas sampling points are to be provided for each fuel tank to monitor the progress of atmosphere change.

6.10.4 (1/1/2017)

Inert gas utilized for gas freeing of fuel tanks may be provided externally to the ship.

6.11 Regulations on atmosphere control within fuel storage hold spaces (Fuel containment systems other than type C independent tanks)

6.11.1 (1/1/2017)

Interbarrier and fuel storage hold spaces associated with liquefied gas fuel containment systems requiring full or partial secondary barriers are to be inerted with a suitable dry inert gas and kept inerted with make-up gas provided by a shipboard inert gas generation system, or by shipboard storage, which is to be sufficient for normal consumption for at least 30 days. Shorter periods may be considered by the Society depending on the ship's service.

6.11.2 (1/1/2017)

Alternatively, the spaces referred to in [6.11.1] requiring only a partial secondary barrier may be filled with dry air provided that the ship maintains a stored charge of inert gas or is fitted with an inert gas generation system sufficient to inert the largest of these spaces, and provided that the configuration of the spaces and the relevant vapour detection systems, together with the capability of the inerting arrangements, ensures that any leakage from the liquefied gas fuel tanks will be rapidly detected and inerting effected before a dangerous condition can develop. Equipment for the provision of sufficient dry air of suitable quality to satisfy the expected demand is to be provided.

6.12 Regulations on environmental control of spaces surrounding type C independent tanks**6.12.1 (1/1/2017)**

Spaces surrounding liquefied gas fuel tanks are to be filled with suitable dry air and be maintained in this condition with dry air provided by suitable air drying equipment. This is only applicable for liquefied gas fuel tanks where condensation and icing due to cold surfaces is an issue.

6.13 Regulations on inerting**6.13.1 (1/1/2017)**

Arrangements to prevent back-flow of fuel vapour into the inert gas system are to be provided as specified below.

6.13.2 (1/1/2017)

To prevent the return of flammable gas to any non-hazardous spaces, the inert gas supply line is to be fitted with two shutoff valves in series with a venting valve in between (double block and bleed valves). In addition, a closable non-return valve is to be installed between the double block and bleed arrangement and the fuel system. These valves are to be located outside non-hazardous spaces.

6.13.3 (1/1/2017)

Where the connections to the fuel piping systems are non-permanent, two non-return valves may be substituted for the valves required in [6.13.2].

6.13.4 (1/1/2017)

The arrangements are to be such that each space being inerted can be isolated and the necessary controls and relief valves, etc. are to be provided for controlling pressure in these spaces.

6.13.5 (1/1/2017)

Where insulation spaces are continually supplied with an inert gas as part of a leak detection system, means are to be provided to monitor the quantity of gas being supplied to individual spaces

6.14 Regulations on inert gas production and storage on board**6.14.1 (1/1/2017)**

The equipment is to be capable of producing inert gas with oxygen content at no time greater than 5% by volume. A continuous-reading oxygen content meter is to be fitted to the inert gas supply from the equipment and is to be fitted

with an alarm set at a maximum of 5% oxygen content by volume.

6.14.2 (1/1/2017)

An inert gas system is to have pressure controls and monitoring arrangements appropriate to the fuel containment system.

6.14.3 (1/1/2017)

Where a nitrogen generator or nitrogen storage facilities are installed in a separate compartment outside of the engine-room, the separate compartment is to be fitted with an independent mechanical extraction ventilation system, providing a minimum of 6 air changes per hour. A low oxygen alarm is to be fitted.

6.14.4 (1/1/2017)

Nitrogen pipes are only to be led through well ventilated spaces. Nitrogen pipes in enclosed spaces are to:

- be fully welded;
- have only a minimum of flange connections as needed for fitting of valves; and
- be as short as possible.

7 Material and general pipe design

IGF CODE REFERENCE: Ch. 7

7.1 Goal**7.1.1 (1/1/2017)**

The goal of this paragraph is to ensure the safe handling of fuel, under all operating conditions, to minimize the risk to the ship, personnel and to the environment, having regard to the nature of the products involved.

7.2 Functional requirements**7.2.1 (1/1/2017)**

This paragraph [7] relates to functional requirements in [3.2.1], [3.2.5], [3.2.6], [3.2.8], [3.2.9] and [3.2.10]. In particular the following apply:

- a) Fuel piping is to be capable of absorbing thermal expansion or contraction caused by extreme temperatures of the fuel without developing substantial stresses.
- b) Provision is to be made to protect the piping, piping system and components and fuel tanks from excessive stresses due to thermal movement and from movements of the fuel tank and hull structure.
- c) If the fuel gas contains heavier constituents that may condense in the system, means for safely removing the liquid are to be fitted.
- d) Low temperature piping is to be thermally isolated from the adjacent hull structure, where necessary, to prevent the temperature of the hull from falling below the design temperature of the hull material.

7.3 Regulations for general pipe design**7.3.1 General (1/1/2017)**

- a) Fuel pipes and all the other piping needed for a safe and reliable operation and maintenance are to be colour

marked in accordance with a standard at least equivalent to those acceptable to the Organization

- b) Where tanks or piping are separated from the ship's structure by thermal isolation, provision is to be made for electrically bonding to the ship's structure both the piping and the tanks. All gasketed pipe joints and hose connections are to be electrically bonded.
- c) All pipelines or components which may be isolated in a liquid full condition are to be provided with relief valves.
- d) Pipework, which may contain low temperature fuel, is to be thermally insulated to an extent which will minimize condensation of moisture.
- e) Piping other than fuel supply piping and cabling may be arranged in the double wall piping or duct provided that they do not create a source of ignition or compromise the integrity of the double pipe or duct. The double wall piping or duct is to contain only piping or cabling necessary for operational purposes.

7.3.2 Wall thickness (1/1/2017)

- a) The minimum wall thickness is to be calculated as follows:

$$t = (t_0 + b + c) / (1 - a/100) \text{ (mm)}$$

where:

t_0 : theoretical thickness

t_0 : $PD / (2,0Ke + P)$ (mm)

whit:

P : design pressure (MPa) referred to in [7.3.3]

D : outside diameter (mm);

K : allowable stress (N/mm²) referred to in [7.3.4]; and

e : efficiency factor equal to 1.0 for seamless pipes and for longitudinally or spirally welded pipes, delivered by approved manufacturers of welded pipes, that are considered equivalent to seamless pipes when non-destructive testing on welds is carried out in accordance with recognized standards. In other cases an efficiency factor of less than 1,0, in accordance with recognized standards, may be required depending on the manufacturing process;

h : allowance for bending (mm). The value of b is to be chosen so that the calculated stress in the bend, due to internal pressure only, does not exceed the allowable stress. Where such justification is not given, b is to be:

$$b = D t_0 / 2,5r \text{ (mm)}$$

with

r : mean radius of the bend (mm);

c : corrosion allowance (mm). If corrosion or erosion is expected the wall thickness of the piping is to be increased over that required by other design regulations. This allowance

is to be consistent with the expected life of the piping; and

- a) : negative manufacturing tolerance for thickness (%).
- b) The absolute minimum wall thickness is to be in accordance with a standard acceptable to the Society.

7.3.3 Design condition (1/1/2017)

- a) The greater of the following design conditions is to be used for piping, piping system and components as appropriate:

- 1) for systems or components which may be separated from their relief valves and which contain only vapour at all times, vapour pressure at 45°C assuming an initial condition of saturated vapour in the system at the system operating pressure and temperature; or
- 2) the MARVS of the fuel tanks and fuel processing systems; or
- 3) the pressure setting of the associated pump or compressor discharge relief valve; or
- 4) the maximum total discharge or loading head of the fuel piping system; or
- 5) the relief valve setting on a pipeline system.

- b) Piping, piping systems and components are to have a minimum design pressure of 1.0 MPa except for open ended lines where it is not to be less than 0.5 MPa.

7.3.4 Allowable stress (1/1/2017)

- a) For pipes made of steel including stainless steel, the allowable stress to be considered in the formula of the strength thickness in [7.3.2] a) is to be the lower of the following values:

$$R_m/2,7 \text{ or } R_e/1,8$$

R_m : specified minimum tensile strength at room temperature (N/mm²); and

R_e : specified minimum yield stress at room temperature (N/mm²). If the stress strain curve does not show a defined yield stress, the 0.2% proof stress applies.

- b) Where necessary for mechanical strength to prevent damage, collapse, excessive sag or buckling of pipes due to superimposed loads, the wall thickness is to be increased over that required by [7.3.2] or, if this is impracticable or would cause excessive local stresses, these loads are to be reduced, protected against or eliminated by other design methods. Such superimposed loads may be due to: supports, ship deflections, liquid pressure surge during transfer operations, the weight of suspended valves, reaction to loading arm connections, or otherwise.
- c) For pipes made of materials other than steel, the allowable stress is to be considered by the Society.

d) High pressure fuel piping systems is to have sufficient constructive strength. This is to be confirmed by carrying out stress analysis and taking into account:

- 1) stresses due to the weight of the piping system;
- 2) acceleration loads when significant; and
- 3) internal pressure and loads induced by hog and sag of the ship.

e) When the design temperature is minus 110°C or colder, a complete stress analysis, taking into account all the stresses due to weight of pipes, including acceleration loads if significant, internal pressure, thermal contraction and loads induced by hog and sag of the ship is to be carried out for each branch of the piping system.

7.3.5 Flexibility of piping (1/1/2017)

The arrangement and installation of fuel piping is to provide the necessary flexibility to maintain the integrity of the piping system in the actual service situations, taking potential for fatigue into account.

7.3.6 Piping fabrication and joining details (1/1/2017)

a) Flanges, valves and other fittings is to comply with a standard acceptable to the Society, taking into account the design pressure defined in [7.3.3] a). For bellows and expansion joints used in vapour service, a lower minimum design pressure than defined in [7.3.3] a) may be accepted.

b) All valves and expansion joints used in high pressure fuel piping systems are to be approved according to a standard acceptable to the Society.

c) The piping system is to be joined by welding with a minimum of flange connections. Gaskets are to be protected against blow-out.

d) Piping fabrication and joining details are to comply with the following:

- 1) Direct connections
 - Butt-welded joints with complete penetration at the root may be used in all applications. For design temperatures colder than minus 10°C, butt welds are to be either double welded or equivalent to a double welded butt joint. This may be accomplished by use of a backing ring, consumable insert or inert gas back-up on the first pass. For design pressures in excess of 1.0 MPa and design temperatures of minus 10°C or colder, backing rings are to be removed.
 - Slip-on welded joints with sleeves and related welding, having dimensions in accordance with recognized standards, are only to be used for instrument lines and open-ended lines with an

external diameter of 50 mm or less and design temperatures not colder than minus 55°C.

- Screwed couplings complying with recognized standards are only to be used for accessory lines and instrumentation lines with external diameters of 25 mm or less.

2) Flanged connections

- Flanges in flange connections are to be of the welded neck, slip-on or socket welded type; and
- For all piping except open ended, the following restrictions apply:
 - For design temperatures colder than minus 55°C, only welded neck flanges are to be used; and
 - For design temperatures colder than minus 10°C, slip-on flanges are not to be used in nominal sizes above 100 mm and socket welded flanges are not to be used in nominal sizes above 50 mm.

3) Expansion joints

Where bellows and expansion joints are provided in accordance with [7.3.6] a) the following apply:

- if necessary, bellows are to be protected against icing;
- slip joints are not to be used except within the liquefied gas fuel storage tanks; and
- bellows are normally not to be arranged in enclosed spaces.

4) Other connections

Piping connections are to be joined in accordance with [7.3.6] d)1) to [7.3.6] d)3) but for other exceptional cases the Society may consider alternative arrangements.

7.4 Regulations for materials

7.4.1 Metallic materials (1/1/2017)

a) Materials for fuel containment and piping systems are to comply with the minimum regulations given in the following Tab 10 to Tab 14.

b) Materials having a melting point below 925°C are not to be used for piping outside the fuel tanks.

c) For CNG tanks, the use of materials not covered above may be specially considered by the Society.

d) Where required the outer pipe or duct containing high pressure gas in the inner pipe, as a minimum, is to fulfil the material regulations for pipe materials with design temperature down to minus 55°C in Tab 13.

e) The outer pipe or duct around liquefied gas fuel pipes as a minimum are to fulfil the material regulations for pipe materials with design temperature down to minus 165°C in Tab 13.

Table 9 : Plates, pipes (seamless and welded) (1) (2), sections and forgings for fuel tanks and process pressure vessels for design temperatures not lower than 0°C (1/1/2017)

CHEMICAL COMPOSITION AND HEAT TREATMENT		
Carbon-manganese steel		
Fully killed fine grain steel		
Small additions of alloying elements by agreement with the Society		
Composition limits to be approved by the Society		
Normalized, or quenched and tempered (4)		
TENSILE AND TOUGHNESS (IMPACT) TEST REGULATIONS		
Sampling frequency		
Plates	Each "piece" to be tested	
Sections and forgings	Each "piece" to be tested	
Mechanical properties		
Tensile properties	Specified minimum yield stress not to exceed 410 N/mm ² (5)	
Toughness (Charpy V-notch test)		
Plates	Transverse test pieces. Minimum average energy value (KV) 27J	
Sections and forgings	Longitudinal test pieces. Minimum average energy (KV) 41J	
Test temperature	Thickness t (mm) T ≤ 20	Test temperature (°C) 0
Test temperature	20 < t < 40 (3)	-20
<p>(1) For seamless pipes and fittings normal practice applies. The use of longitudinally and spirally welded pipes are to be specially approved by the Society.</p> <p>(2) Charpy V-notch impact tests are not required for pipes.</p> <p>(3) This Table is generally applicable for material thicknesses up to 40 mm. Proposals for greater thicknesses are to be approved by the Society.</p> <p>(4) A controlled rolling procedure or thermo-mechanical controlled processing (TMCP) may be used as an alternative.</p> <p>(5) Materials with specified minimum yield stress exceeding 410 N/mm² may be approved by the Society. For these materials, particular attention is to be given to the hardness of the welded and heat affected zones.</p>		

Table 10 : Plates, sections and forgings (1) for fuel tanks, secondary barriers and process pressure vessels for design temperatures below 0°C and down to minus 55°C - Maximum thickness 25 mm (2) (1/1/2017)

CHEMICAL COMPOSITION AND HEAT TREATMENT				
Carbon-manganese steel				
Fully killed, aluminium treated fine grain steel				
Chemical composition (ladle analysis)				
C	Mn	Si	S	P
0,16% max (3)	0,70-1,60%	0,10-0,50%	0,025% max	0,025% max
Optional additions: Alloys and grain refining elements may be generally in accordance with the following				
Ni	Cr	Mo	Cu	Nb
0,80% max	0,25%	0,08%	0,35% max	0,05% max
V				
0,10% max				
Al content total 0,020% min. (Acid soluble 0,015% min.)				
Normalized, or quenched and tempered (4)				
TENSILE AND TOUGHNESS (IMPACT) TEST REGULATIONS				
Sampling frequency				
Plates	Each "piece" to be tested			
Sections and forgings	Each "piece" to be tested			
Mechanical properties				
Tensile properties	Specified minimum yield stress not to exceed 410 N/mm ² (5)			
Toughness (Charpy V-notch test)				
Plates	Transverse test pieces. Minimum average energy value (KV) 27J			
Sections and forgings	Longitudinal test pieces. Minimum average energy (KV) 41J			
Test temperature	5°C below the design temperature or -20°C whichever is lower			
(1) The Charpy V-notch and chemistry regulations for forgings may be specially considered by the Society.				
(2) For material thickness of more than 25 mm, Charpy V-notch tests are to be conducted as follows:				
	Material thickness	Test temperature (°C)		
	25 < t ≤ 30	10°C below design temperature or -20°C whichever is lower		
	30 < t ≤ 35	15°C below design temperature or -20°C whichever is lower		
	35 < t ≤ 40	20°C below design temperature		
	40 < t	Temperature approved by the Society		
The impact energy value is to be in accordance with the table for the applicable type of test specimen. Materials for tanks and parts of tanks which are completely thermally stress relieved after welding may be tested at a temperature 5°C below design temperature or -20°C whichever is lower.				
For thermally stress relieved reinforcements and other fittings, the test temperature is to be the same as that required for the adjacent tank-shell thickness.				
(3) By special agreement with the Society, the carbon content may be increased to 0.18% maximum provided the design temperature is not lower than -40°C.				
(4) A controlled rolling procedure or thermo-mechanical controlled processing (TMCP) may be used as an alternative.				
(5) Materials with specified minimum yield stress exceeding 410 N/mm ² may be approved by the Society. For these materials, particular attention is to be given to the hardness of the welded and heat affected zones.				
Note 1:				
Guidance:				
For materials exceeding 25 mm in thickness for which the test temperature is -60°C or lower, the application of specially treated steels or steels in accordance with table 12 may be necessary.				

Table 11 : Plates, sections and forgings (1) for fuel tanks, secondary barriers and process pressure vessels for design temperatures below minus 55°C and down to minus 165°C (2) - Maximum thickness 25 mm (3) (4) (1/1/2017)

Minimum design temp. (°C)	Chemical composition (5) and heat treatment	Impact test temp. (°C)								
-60	1.5% nickel steel - normalized or normalized and tempered or quenched and tempered or TMCP (6)	-65								
-65	2.25% nickel steel - normalized or normalized and tempered or quenched and tempered or TMCP (6) (7)	-70								
-90	3.5% nickel steel - normalized or normalized and tempered or quenched and tempered or TMCP (6) (7)	-95								
-105	5% nickel steel - normalized or normalized and tempered or quenched and tempered (6) (7) (8)	-110								
-165	9% nickel steel - double normalized and tempered or quenched and tempered (6)	-196								
-165	Austenitic steels, such as types 304, 304L, 316, 316L, 321 and 347 solution treated (9)	-196								
-165	Aluminium alloys; such as type 5083 annealed	Not required								
-165	Austenitic Fe-Ni alloy (36% nickel) Heat treatment as agreed	Not required								
TENSILE AND TOUGHNESS (IMPACT) TEST REGULATIONS										
Sampling frequency										
Plates	Each "piece" to be tested									
Sections and forgings	Each "piece" to be tested									
Toughness (Charpy V-notch test)										
Plates	Transverse test pieces. Minimum average energy value (KV) 27J									
Sections and forgings	Longitudinal test pieces. Minimum average energy (KV) 41J									
<p>(1) The impact test required for forgings used in critical applications is to be subject to special consideration by the Society.</p> <p>(2) Thereregulationsfordesigntemperaturesbelow-165°Care tobespeciallyagreedwith the Society.</p> <p>(3) For materials 1.5% Ni, 2.25% Ni, 3.5% Ni and 5% Ni, with thicknesses greater than 25 mm, the impact tests are to be conducted as follows:</p> <table style="margin-left: 40px; border: none;"> <thead> <tr> <th style="text-align: left;">Material thickness (mm)</th> <th style="text-align: left;">Test temperature (°C)</th> </tr> </thead> <tbody> <tr> <td>25 < t ≤ 30</td> <td>10°C below design temperature</td> </tr> <tr> <td>30 < t ≤ 35</td> <td>15°C below design temperature</td> </tr> <tr> <td>35 < t ≤ 40</td> <td>20°C below design temperature</td> </tr> </tbody> </table> <p>The energy value is to be in accordance with the table for the applicable type of test specimen. For material thickness of more than 40 mm, the Charpy V-notch values are to be specially considered.</p> <p>(4) For 9% Ni steels, austenitic stainless steels and aluminium alloys, thickness greater than 25 mm may be used</p> <p>(5) The chemical composition limits are to be in accordance with recognized standards.</p> <p>(6) Thermo-mechanical controlled processing (TMCP) nickel steels will be subject to acceptance by the Society.</p> <p>(7) A lower minimum design temperature for quenched and tempered steels may be specially agreed with the Society.</p> <p>(8) A specially heat treated 5% nickel steel, for example triple heat treated 5% nickel steel, may be used down to -165°C, provided that the impact tests are carried out at -196°C.</p> <p>(9) The impact test may be omitted subject to agreement with the Society.</p>			Material thickness (mm)	Test temperature (°C)	25 < t ≤ 30	10°C below design temperature	30 < t ≤ 35	15°C below design temperature	35 < t ≤ 40	20°C below design temperature
Material thickness (mm)	Test temperature (°C)									
25 < t ≤ 30	10°C below design temperature									
30 < t ≤ 35	15°C below design temperature									
35 < t ≤ 40	20°C below design temperature									

Table 12 : Pipes (seamless and welded) (1), forgings (2) and castings (2) for fuel and process piping for design temperatures below 0°C and down to minus 165°C (3) - Maximum thickness 25 mm (1/1/2017)

Minimum design temp. (°C)	Chemical composition (5) and heat treatment	Impact test	
		Test temp. (°C)	Minimum average energy (KV)
-55	Carbon-manganese steel. Fully killed fine grain. Normalized or as agreed. (6)	(4)	27
-65	2.25% nickel steel - normalized or normalized and tempered or quenched and tempered (6)	-70	34
-90	3.5% nickel steel - normalized or normalized and tempered or quenched and tempered (6)	-95	34
-165	9% nickel steel (7) - Double normalized and tempered or quenched and tempered	-196	41
	Austenitic steels, such as types 304, 304L, 316, 316L, 321 and 347 solution treated. (8)	-196	41
	Aluminium alloys; such as type 5083 annealed		Not required
TENSILE AND TOUGHNESS (IMPACT) TEST REGULATIONS			
Sampling frequency			
Each "batch" to be tested			
Toughness (Charpy V-notch test)			
Impact test: Longitudinal test pieces			
<p>(1) The use of longitudinally or spirally welded pipes is to be specially approved by the Society.</p> <p>(2) The regulations for forgings and castings may be subject to special consideration by the Society.</p> <p>(3) The regulations for design temperatures below -165°C are to be specially agreed with the Society.</p> <p>(4) The test temperature is to be 5°C below the design temperature or -20°C whichever is lower.</p> <p>(5) The composition limits are to be in accordance with Recognized Standards.</p> <p>(6) A lower design temperature may be specially agreed with the Society for quenched and tempered materials.</p> <p>(7) This chemical composition is not suitable for castings.</p> <p>(8) Impact tests may be omitted subject to agreement with the Society.</p>			

Table 13 : Plates and sections for hull structures required by [6.4.13] a)1)bullet2) (1/1/2017)

Minimum design temperature of hull structure (°C)	Maximum thickness (mm) for steel grades							
	A	B	D	E	AH	DH	EH	FH
0 and above	Recognized Standards							
down to -5	15	25	30	50	25	45	50	50
down to -10	x	20	25	50	20	40	50	50
down to -20	x	x	20	50	x	30	50	50
down to -30	x	x	x	40	x	20	40	50
Below -30	In accordance with Tab 11 except that the thickness limitation given in Tab 11 and in footnote 2 of that table does not apply.							
Note 1: 'x' means steel grade not to be used.								

8 Bunkering

IGF CODE REFERENCE: Ch. 8

8.1 Goal

8.1.1 (1/1/2017)

The goal of this paragraph is to provide for suitable systems on board the ship to ensure that bunkering can be conducted without causing danger to persons, the environment or the ship.

8.2 Functional requirements

8.2.1 (1/1/2017)

This paragraph relates to functional requirements in [3.2.1] to [3.2.11] and [3.2.13] to [3.2.17]. In particular the following apply.

The piping system for transfer of fuel to the storage tank is to be designed such that any leakage from the piping system cannot cause danger to personnel, the environment or the ship.

8.3 Regulations for bunkering station

8.3.1 General (1/1/2017)

a) *The bunkering station is to be located on open deck so that sufficient natural ventilation is provided. Closed or semi-enclosed bunkering stations are to be subject to special consideration within the risk assessment.*

The risk assessment is to follow the steps outlined below.

- 1) The design team is to conduct a Hazard Identification (HAZID) to agree on the scenarios to be subjected to the risk analysis, and on the assumptions regarding the most critical events (typically, connection failures causing an LNG spill). The effects in the bunker station and above it are to be simulated by means of the tools mentioned in [5.10.6].
- 2) As a minimum, a scenario to be assumed is the failure of the presentation flange on the liquid bunker-

ing line. The simulation is to focus on the calculation of the amount of LNG spilled before the intervention of ESD and the stop of the bunkering pumps. After the stop of the pumps, the amount of the discharge of the residual inventory of the hose or loading arm is to be calculated according to the bunkering configuration, to estimate whether it is significant; in this case, it is to be taken into account in the simulation.

- 3) Reasonable assumptions on the extent of connection failures or other selected events and the parameters of the LNG process are to be made by the design team, preferably on the basis of statistics available in the public domain or provided and documented by stakeholders.
- 4) Reasonable assumptions on the operation of ventilation system are to be made according to layout and procedures of the bunker station.
- 5) In order to verify the drip tray capacity, a specific simulation is to be set up, aimed at evaluating the maximum amount of LNG spilled onto the drip tray, the evaporation rate, and the possibility to fully accommodate the LNG in the drip tray avoiding any overboard disposal.
- 6) In particular, the dispersion of methane resulting from LNG evaporation in the bunker station and from the bunker station to the upper decks, if realistically possible, is to be simulated.
- 7) For the sake of conservatism, in order to maximize the accumulation of LNG onto the drip tray, LNG release is to be directed downward, impinging on the drip tray, and ambient temperature is to be set to the minimum credible winter temperature. Equipment, bunker station floor and surfaces and drip tray are to be considered adiabatic, to conservatively increase the amount of liquid accumulated in the drip tray.

- 8) Reasonable assumptions are to be made by the design team regarding detection time, LNG flow stop time and human reaction time, in case operators are credited in the emergency.

If the simulation demonstrates that the drip tray cannot accommodate the LNG spill, or the dispersion of evaporated methane reaches hazardous areas, mitigating measures are to be provided and subjected to the same simulation process, to appreciate the risk reduction.

- b) *Connections and piping are to be so positioned and arranged that any damage to the fuel piping does not cause damage to the ship's fuel containment system resulting in an uncontrolled gas discharge.*
- c) *Arrangements are to be made for safe management of any spilled fuel.*
- d) *Suitable means are to be provided to relieve the pressure and remove liquid contents from pump suction and bunker lines. Liquid is to be discharged to the liquefied gas fuel tanks or other suitable location.*
- e) *The surrounding hull or deck structures are not to be exposed to unacceptable cooling, in case of leakage of fuel*
- f) *For CNG bunkering stations, low temperature steel shielding is to be considered to determine if the escape of cold jets impinging on surrounding hull structure is possible.*

8.3.2 Ships' fuel hoses (1/1/2017)

- a) *Liquid and vapour hoses used for fuel transfer are to be compatible with the fuel and suitable for the fuel temperature.*
- b) *Hoses subject to tank pressure, or the discharge pressure of pumps or vapour compressors, are to be designed for a bursting pressure not less than five times the maximum pressure the hose can be subjected to during bunkering.*

8.4 Regulations for manifold

8.4.1 (1/1/2017)

The bunkering manifold is to be designed to withstand the external loads during bunkering. The connections at the bunkering station are to be of dry-disconnect type equipped with additional safety dry break-away coupling/ self-sealing quick release. The couplings are to be of a standard type.

8.5 Regulations for bunkering system

8.5.1 (1/1/2017)

An arrangement for purging fuel bunkering lines with inert gas is to be provided.

8.5.2 (1/1/2017)

The bunkering system is to be so arranged that no gas is discharged to the atmosphere during filling of storage tanks.

8.5.3 (1/1/2017)

A manually operated stop valve and a remote operated shutdown valve in series, or a combined manually operated

and remote valve is to be fitted in every bunkering line close to the connecting point. It is to be possible to operate the remote valve in the control location for bunkering operations and/or from another safe location.

8.5.4 (1/1/2017)

Means are to be provided for draining any fuel from the bunkering pipes upon completion of operation.

8.5.5 (1/1/2017)

Bunkering lines are to be arranged for inerting and gas freeing. When not engaged in bunkering, the bunkering pipes are to be free of gas, unless the consequences of not gas freeing are evaluated and approved.

8.5.6 (1/1/2017)

In case bunkering lines are arranged with a cross-over it is to be ensured by suitable isolation arrangements that no fuel is transferred inadvertently to the ship side not in use for bunkering.

8.5.7 (1/1/2017)

A ship-shore link (SSL) or an equivalent means for automatic and manual ESD communication to the bunkering source is to be fitted.

8.5.8 (1/1/2017)

If not demonstrated to be required at a higher value due to pressure surge considerations a default time as calculated in accordance with [16.7.3] g) from the trigger of the alarm to full closure of the remote operated valve required by [8.5.3] is to be adjusted.

9 Fuel supply to consumers

IGF CODE REFERENCE: Ch. 9

9.1 Goal

9.1.1 (1/1/2017)

The goal of this paragraph is to ensure safe and reliable distribution of fuel to the consumers.

9.2 Functional requirements

9.2.1 (1/1/2017)

This paragraph is related to functional requirements in [3.2.1] to [3.2.6], [3.2.8] to [3.2.11] and [3.2.13] to [3.2.17]. In particular the following apply:

- a) *the fuel supply system is to be so arranged that the consequences of any release of fuel will be minimized, while providing safe access for operation and inspection;*
- b) *the piping system for fuel transfer to the consumers is to be designed in a way that a failure of one barrier cannot lead to a leak from the piping system into the surrounding area causing danger to the persons on board, the environment or the ship; and*
- c) *fuel lines outside the machinery spaces are to be installed and protected so as to minimize the risk of injury to personnel and damage to the ship in case of leakage.*

9.3 Regulations on redundancy of fuel supply

9.3.1 (1/1/2017)

For single fuel installations the fuel supply system is to be arranged with full redundancy and segregation all the way from the fuel tanks to the consumer, so that a leakage in one system does not lead to an unacceptable loss of power.

9.3.2 (1/1/2017)

For single fuel installations, the fuel storage is to be divided between two or more tanks. The tanks are to be located in separate compartments.

9.3.3 (1/1/2017)

For type C tank only, one tank may be accepted if two completely separate tank connection spaces are installed for the one tank.

9.4 Regulations on safety functions of gas supply system

9.4.1 (1/1/2017)

Fuel storage tank inlets and outlets are to be provided with valves located as close to the tank as possible. Valves required to be operated during normal operation¹⁶ which are not accessible are to be remotely operated. Tank valves whether accessible or not are to be automatically operated when the safety system required in [14.2b) is activated.

9.4.2 (1/1/2017)

The main gas supply line to each gas consumer or set of consumers is to be equipped with a manually operated stop valve and an automatically operated "master gas fuel valve" coupled in series or a combined manually and automatically operated valve. The valves are to be situated in the part of the piping that is outside the machinery space containing gas consumers, and placed as near as possible to the installation for heating the gas, if fitted. The master gas fuel valve is to automatically cut off the gas supply when activated by the safety system required in [14.2b).

9.4.3 (1/1/2017)

The automatic master gas fuel valve is to be operable from safe locations on escape routes inside a machinery space containing a gas consumer, the engine control room, if applicable; outside the machinery space, and from the navigation bridge.

9.4.4 (1/1/2017)

Each gas consumer is to be provided with "double block and bleed" valves arrangement. These valves are to be arranged as outlined in a) or b) so that when the safety system required in [14.2b) is activated this will cause the shutoff valves that are in series to close automatically and the bleed valve to open automatically and:

- a) the two shutoff valves are to be in series in the gas fuel pipe to the gas consuming equipment. The bleed valve is to be in a pipe that vents to a safe location in the open air that portion of the gas fuel piping that is between the two valves in series; or
- b) the function of one of the shutoff valves in series and the bleed valve can be incorporated into one valve body, so arranged that the flow to the gas utilization unit will be blocked and the ventilation opened.

9.4.5 (1/1/2017)

The two valves are to be of the fail-to-close type, while the ventilation valve is to be fail-to-open.

9.4.6 (1/1/2017)

The double block and bleed valves are also to be used for normal stop of the engine.

9.4.7 (1/1/2017)

In cases where the master gas fuel valve is automatically shut down, the complete gas supply branch downstream of the double block and bleed valve is to be automatically ventilated assuming reverse flow from the engine to the pipe.

9.4.8 (1/1/2017)

There is to be one manually operated shutdown valve in the gas supply line to each engine upstream of the double block and bleed valves to assure safe isolation during maintenance on the engine.

9.4.9 (1/1/2017)

For single-engine installations and multi-engine installations, where a separate master valve is provided for each engine, the master gas fuel valve and the double block and bleed valve functions can be combined.

9.4.10 (1/1/2017)

For each main gas supply line entering an ESD protected machinery space, and each gas supply line to high pressure installations, means are to be provided for rapid detection of a rupture in the gas line in the engine-room. When rupture is detected a valve is to be automatically shut off. This valve is to be located in the gas supply line before it enters the engine-room or as close as possible to the point of entry inside the engine-room. It can be a separate valve or combined with other functions, e.g. the master valve.

9.5 Regulations for fuel distribution outside of machinery space

9.5.1 (1/1/2017)

Where fuel pipes pass through enclosed spaces in the ship, they are to be protected by a secondary enclosure. This enclosure can be a ventilated duct or a double wall piping system. The duct or double wall piping system is to be mechanically under pressure ventilated with 30 air changes per hour, and gas detection as required in 15.8 is to be provided. Other solutions providing an equivalent safety level may also be accepted by the Society.

9.5.2 (1/1/2017)

The requirement in [9.5.1] need not be applied for fully welded fuel gas vent pipes led through mechanically ventilated spaces.

9.6 Regulations for fuel supply to consumers in gas-safe machinery spaces

9.6.1 (1/1/2017)

Fuel piping in gas-safe machinery spaces is to be completely enclosed by a double pipe or duct fulfilling one of the following conditions:

- a) the gas piping is to be a double wall piping system with the gas fuel contained in the inner pipe. The space between the concentric pipes is to be pressurized with inert gas at a pressure greater than the gas fuel pressure.

Suitable alarms are to be provided to indicate a loss of inert gas pressure between the pipes. When the inner pipe contains high pressure gas, the system is to be so arranged that the pipe between the master gas valve and the engine is automatically purged with inert gas when the master gas valve is closed; or

- b) the gas fuel piping is to be installed within a ventilated pipe or duct. The air space between the gas fuel piping and the wall of the outer pipe or duct is to be equipped with mechanical under pressure ventilation having a capacity of at least 30 air changes per hour. This ventilation capacity may be reduced to 10 air changes per hour provided automatic filling of the duct with nitrogen upon detection of gas is arranged for. The fan motors are to comply with the required explosion protection in the installation area. The ventilation outlet is to be covered by a protection screen and placed in a position where no flammable gas-air mixture may be ignited; or
- c) other solutions providing an equivalent safety level may also be accepted by the Society.

9.6.2 (1/1/2017)

The connecting of gas piping and ducting to the gas injection valves is to be completely covered by the ducting. The arrangement is to facilitate replacement and/or overhaul of injection valves and cylinder covers. The double ducting is also required for all gas pipes on the engine itself, until gas is injected into the chamber.

9.7 Regulations for gas fuel supply to consumers in ESD-protected machinery spaces

9.7.1 (1/1/2017)

The pressure in the gas fuel supply system is not to exceed 1.0 MPa.

9.7.2 (1/1/2017)

The gas fuel supply lines is to have a design pressure not less than 1.0 MPa.

9.8 Regulations for the design of ventilated duct, outer pipe against inner pipe gas leakage

9.8.1 (1/1/2017)

The design pressure of the outer pipe or duct of fuel systems is not to be less than the maximum working pressure of the inner pipe. Alternatively for fuel piping systems with a working pressure greater than 1.0 MPa, the design pressure of the outer pipe or duct is not to be less than the maximum built-up pressure arising in the annular space considering the local instantaneous peak pressure in way of any rupture and the ventilation arrangements.

9.8.2 (1/1/2017)

For high-pressure fuel piping the design pressure of the ducting is to be taken as the higher of the following:

- a) the maximum built-up pressure: static pressure in way of the rupture resulting from the gas flowing in the annular space;

- b) local instantaneous peak pressure in way of the rupture: this pressure is to be taken as the critical pressure given by the following expression:

$$p = p_0 \left(\frac{2}{k+1} \right)^{\frac{k}{k-1}}$$

where:

p_0 : maximum working pressure of the inner pipe

k : C_p/C_v constant pressure specific heat divided by the constant

$k = 1,31$ for CH_4

The tangential membrane stress of a straight pipe is not to exceed the tensile strength divided by 1,5 ($R_m/1,5$) when subjected to the above pressures. The pressure ratings of all other piping components are to reflect the same level of strength as straight pipes.

As an alternative to using the peak pressure from the above formula, the peak pressure found from representative tests can be used. Test reports are then to be submitted.

9.8.3 (1/1/2017)

Verification of the strength is to be based on calculations demonstrating the duct or pipe integrity. As an alternative to calculations, the strength can be verified by representative tests.

9.8.4 (1/1/2017)

For low pressure fuel piping the duct is to be dimensioned for a design pressure not less than the maximum working pressure of the fuel pipes. The duct is to be pressure tested to show that it can withstand the expected maximum pressure at fuel pipe rupture.

9.9 Regulations for compressors and pumps

9.9.1 (1/1/2017)

If compressors or pumps are driven by shafting passing through a bulkhead or deck, the bulkhead penetration is to be of gastight type.

9.9.2 (1/1/2017)

Compressors and pumps are to be suitable for their intended purpose. All equipment and machinery is to be such as to be adequately tested to ensure suitability for use within a marine environment. Such items to be considered would include, but not be limited to:

- a) environmental;
- b) shipboard vibrations and accelerations;
- c) effects of pitch, heave and roll motions, etc.; and
- d) gas composition.

9.9.3 (1/1/2017)

Arrangements are to be made to ensure that under no circumstances liquefied gas can be introduced in the gas control section or gas-fuelled machinery, unless the machinery is designed to operate with gas in liquid state.

9.9.4 (1/1/2017)

Compressors and pumps are to be fitted with accessories and instrumentation necessary for efficient and reliable function.

10 Power generation including propulsion and other gas consumers

IGF CODE REFERENCE: Ch. 10

10.1 Goal**10.1.1 (1/1/2017)**

The goal of this paragraph is to provide safe and reliable delivery of mechanical, electrical or thermal energy.

10.2 Functional requirements**10.2.1 (1/1/2017)**

This paragraph is related to functional requirements in [3.2.1], [3.2.11], [3.2.13], [3.2.16] and [3.2.17]. In particular the following apply:

- a) the exhaust systems are to be configured to prevent any accumulation of un- burnt gaseous fuel;
- b) unless designed with the strength to withstand the worst case over pressure due to ignited gas leaks, engine components or systems containing or likely to contain an ignitable gas and air mixture are to be fitted with suitable pressure relief systems. Dependent on the particular engine design this may include the air inlet manifolds and scavenge spaces;
- c) the explosion venting is to be led away from where personnel may normally be present; and
- d) all gas consumers are to have a separate exhaust system.

10.3 Regulations for internal combustion engines of piston type

10.3.1 General (1/1/2017)

- a) The exhaust system is to be equipped with explosion relief ventilation sufficiently dimensioned to prevent excessive explosion pressures in the event of ignition failure of one cylinder followed by ignition of the unburned gas in the system.
- b) For engines where the space below the piston is in direct communication with the crankcase a detailed evaluation regarding the hazard potential of fuel gas accumulation in the crankcase is to be carried out and reflected in the safety concept of the engine.
- c) Each engine other than two-stroke crosshead diesel engines is to be fitted with vent systems independent of other engines for crankcases and sumps.
- d) Where gas can leak directly into the auxiliary system medium (lubricating oil, cooling water), an appropriate means is to be fitted after the engine outlet to extract gas in order to prevent gas dispersion. The gas extracted

from auxiliary systems media is to be vented to a safe location in the atmosphere.

- e) For engines fitted with ignition systems, prior to admission of gas fuel, correct operation of the ignition system on each unit is to be verified.
- f) A means is to be provided to monitor and detect poor combustion or misfiring. In the event that it is detected, gas operation may be allowed provided that the gas supply to the concerned cylinder is shut off and provided that the operation of the engine with one cylinder cut-off is acceptable with respects to torsional vibrations.
- g) For engines starting on fuels covered by this Appendix, if combustion has not been detected by the engine monitoring system within an engine specific time after the opening of the fuel supply valve, the fuel supply valve is to be automatically shut off. Means to ensure that any unburnt fuel mixture is purged away from the exhaust system are to be provided.

10.3.2 Regulations for dual fuel engines (1/1/2017)

- a) In case of shutoff of the gas fuel supply, the engines are to be capable of continuous operation by oil fuel only without interruption.
- b) An automatic system is to be fitted to change over from gas fuel operation to oil fuel operation and vice versa with minimum fluctuation of the engine power. Acceptable reliability is to be demonstrated through testing. In the case of unstable operation on engines when gas firing, the engine is to automatically change to oil fuel mode. Manual activation of gas system shutdown is always to be possible.
- c) In case of a normal stop or an emergency shutdown, the gas fuel supply is to be shut off not later than the ignition source. It is not to be possible to shut off the ignition source without first or simultaneously closing the gas supply to each cylinder or to the complete engine.

10.3.3 Regulations for gas-only engines (1/1/2017)

In case of a normal stop or an emergency shutdown, the gas fuel supply is to be shut off not later than the ignition source. It is not to be possible to shut off the ignition source without first or simultaneously closing the gas supply to each cylinder or to the complete engine.

10.3.4 Regulations for multi-fuel engines (1/1/2017)

- a) In case of shutoff of one fuel supply, the engines are to be capable of continuous operation by an alternative fuel with minimum fluctuation of the engine power.
- b) An automatic system is to be fitted to change over from one fuel operation to an alternative fuel operation with minimum fluctuation of the engine power. Acceptable reliability is to be demonstrated through testing. In the case of unstable operation on an engine when using a particular fuel, the engine is to automatically change to an alternative fuel mode. Manual activation is always to be possible.

Table 14 (1/1/2017)

	GAS ONLY		DUAL FUEL	MULTI FUEL
IGNITION MEDIUM	Spark	Pilot fuel	Pilot fuel	N/A
MAIN FUEL	Gas	Gas	Gas and/or Oil fuel	Gas and/or Liquid

10.4 Regulations for main and auxiliary boilers

10.4.1 (1/1/2017)

Each boiler is to have a dedicated forced draught system. A crossover between boiler force draught systems may be fitted for emergency use providing that any relevant safety functions are maintained.

10.4.2 (1/1/2017)

Combustion chambers and uptakes of boilers are to be designed to prevent any accumulation of gaseous fuel.

10.4.3 (1/1/2017)

Burners are to be designed to maintain stable combustion under all firing conditions.

10.4.4 (1/1/2017)

On main/propulsion boilers an automatic system is to be provided to change from gas fuel operation to oil fuel operation without interruption of boiler firing.

10.4.5 (1/1/2017)

Gas nozzles and the burner control system are to be configured such that gas fuel can only be ignited by an established oil fuel flame, unless the boiler and combustion equipment is designed and approved by the Society to light on gas fuel.

10.4.6 (1/1/2017)

There are to be arrangements to ensure that gas fuel flow to the burner is automatically cut off unless satisfactory ignition has been established and maintained.

10.4.7 (1/1/2017)

On the fuel pipe of each gas burner a manually operated shutoff valve is to be fitted.

10.4.8 (1/1/2017)

Provisions are to be made for automatically purging the gas supply piping to the burners, by means of an inert gas, after the extinguishing of these burners.

10.4.9 (1/1/2017)

The automatic fuel changeover system required by [10.4.4] is to be monitored with alarms to ensure continuous availability.

10.4.10 (1/1/2017)

Arrangements are to be made that, in case of flame failure of all operating burners, the combustion chambers of the boilers are automatically purged before relighting.

10.4.11 (1/1/2017)

Arrangements are to be made to enable the boilers purging sequence to be manually activated.

10.5 Regulations for gas turbines

10.5.1 (1/1/2017)

Unless designed with the strength to withstand the worst case over pressure due to ignited gas leaks, pressure relief systems are to be suitably designed and fitted to the exhaust system, taking into consideration explosions due to gas leaks. Pressure relief systems within the exhaust uptakes are to be led to a safe location, away from personnel.

10.5.2 (1/1/2017)

The gas turbine may be fitted in a gas-tight enclosure arranged in accordance with the ESD principle outlined in [5.7] and [9.7], however a pressure above 1.0 MPa in the gas supply piping may be accepted within this enclosure.

10.5.3 (1/1/2017)

Gas detection systems and shutdown functions are to be as outlined for ESD protected machinery spaces.

10.5.4 (1/1/2017)

Ventilation for the enclosure is to be as outlined in paragraph [12] for ESD protected machinery spaces, but in addition it is to be arranged with full redundancy (2 x 100% capacity fans from different electrical circuits).

10.5.5 (1/1/2017)

For other than single fuel gas turbines, an automatic system is to be fitted to change over easily and quickly from gas fuel operation to oil fuel operation and vice-versa with minimum fluctuation of the engine power.

10.5.6 (1/1/2017)

Means are to be provided to monitor and detect poor combustion that may lead to unburnt fuel gas in the exhaust system during operation. In the event that it is detected, the fuel gas supply is to be shutdown.

10.5.7 (1/1/2017)

Each turbine is to be fitted with an automatic shutdown device for high exhaust temperatures.

11 Explosion prevention

IGF CODE REFERENCE: Ch. 12

11.1 Goal

11.1.1 (1/1/2017)

The goal of this paragraph is to provide for the prevention of explosions and for the limitation of effects from explosion.

11.2 Functional requirements

11.2.1 (1/1/2017)

This paragraph is related to functional requirements in [3.2.2] to [3.2.5], [3.2.7], [3.2.8], [3.2.12] to [3.2.14] and [3.2.17]. In particular the following apply.

The probability of explosions is to be reduced to a minimum by:

- a) reducing number of sources of ignition; and
- b) reducing the probability of formation of ignitable mixtures.

11.3 Regulations - General

11.3.1 (1/1/2017)

Hazardous areas on open deck and other spaces not addressed in this paragraph are to be decided based on a recognized standard. The electrical equipment fitted within hazardous areas is to be according to the same standard.

11.3.2 (1/1/2017)

Electrical equipment and wiring, in general, is not to be installed in hazardous areas unless essential for operational purposes based on a recognized standard.

11.3.3 (1/1/2017)

Electrical equipment fitted in an ESD-protected machinery space is to fulfil the following:

- a) in addition to fire and gas hydrocarbon detectors and fire and gas alarms, lighting and ventilation fans are to be certified safe for hazardous area zone 1; and
- b) all electrical equipment in a machinery space containing gas-fuelled engines, and not certified for zone 1 is to be automatically disconnected, if gas concentration above 40% LEL is detected by two detectors in the space containing gas-fuelled consumers.

11.4 Regulations on area classification

11.4.1 (1/1/2017)

Area classification is a method of analysing and classifying the areas where explosive gas atmospheres may occur. The object of the classification is to allow the selection of electrical apparatus able to be operated safely in these areas.

11.4.2 (1/1/2017)

In order to facilitate the selection of appropriate electrical apparatus and the design of suitable electrical installations, hazardous areas are divided into zones 0, 1 and 2. See also [11.5] below.

11.4.3 (1/1/2017)

Ventilation ducts are to have the same area classification as the ventilated space.

11.5 Hazardous area zones

11.5.1 Hazardous area zone 0 (1/1/2017)

This zone includes, but is not limited to the interiors of fuel tanks, any pipework for pressure-relief or other venting systems for fuel tanks, pipes and equipment containing fuel.

11.5.2 Hazardous area zone 1 (1/1/2017)

This zone includes, but is not limited to:

- a) tank connection spaces, fuel storage hold spaces and interbarrier spaces; fuel storage hold spaces containing Type C tanks with all potential leakage sources in a tank

connection space and having no access to any hazardous area, they are to be considered non-hazardous.

Where the fuel storage hold spaces include potential leak sources, e.g. tank connections, they are to be considered hazardous area zone 1.

Where the fuel storage hold spaces included bolted access to the tank connection space, they are to be considered hazardous area zone 2.

- b) fuel preparation room arranged with ventilation according to [12.6];
- c) areas on open deck, or semi-enclosed spaces on deck, within 3 m of any fuel tank outlet, gas or vapour outlet, bunker manifold valve, other fuel valve, fuel pipe flange, fuel preparation room ventilation outlets and fuel tank openings for pressure release provided to permit the flow of small volumes of gas or vapour mixtures caused by thermal variation;
- d) areas on open deck or semi-enclosed spaces on deck, within 1,5 m of fuel preparation room entrances, fuel preparation room ventilation inlets and other openings into zone 1 spaces;
- e) areas on the open deck within spillage coamings surrounding gas bunker manifold valves and 3 m beyond these, up to a height of 2.4 m above the deck;
- f) enclosed or semi-enclosed spaces in which pipes containing fuel are located, e.g. ducts around fuel pipes, semi-enclosed bunkering stations;
- g) the ESD-protected machinery space is considered a non-hazardous area during normal operation, but will require equipment required to operate following detection of gas leakage to be certified as suitable for zone 1;
- h) a space protected by an airlock is considered as non-hazardous area during normal operation, but will require equipment required to operate following loss of differential pressure between the protected space and the hazardous area to be certified as suitable for zone 1; and
- i) except for type C tanks, an area within 2.4 m of the outer surface of a fuel containment system where such surface is exposed to the weather.

11.5.3 Hazardous area zone 2 (1/1/2017)

- a) This zone includes, but is not limited to areas within 1.5 m surrounding open or semi-enclosed spaces of zone 1.
- b) Space containing bolted hatch to tank connection space.

12 Ventilation

IGF CODE REFERENCE: Ch. 13

12.1 Goal

12.1.1 (1/1/2017)

The goal of this paragraph is to provide for the ventilation required for safe operation of gas-fuelled machinery and equipment.

12.2 Functional requirements

12.2.1 (1/1/2017)

This paragraph is related to functional requirements in [3.2.2], [3.2.5], [3.2.8], [3.2.10], [3.2.12] to [3.2.14] and [3.2.17].

12.3 Regulations - General

12.3.1 (1/1/2017)

Any ducting used for the ventilation of hazardous spaces is to be separate from that used for the ventilation of non-hazardous spaces. The ventilation is to function at all temperatures and environmental conditions the ship will be operating in.

12.3.2 (1/1/2017)

Electric motors for ventilation fans are not to be located in ventilation ducts for hazardous spaces unless the motors are certified for the same hazard zone as the space served.

12.3.3 (1/1/2017)

Design of ventilation fans serving spaces containing gas sources is to fulfil the following:

- a) Ventilation fans are not to produce a source of vapour ignition in either the ventilated space or the ventilation system associated with the space. Ventilation fans and fan ducts, in way of fans only, are to be of non-sparking construction defined as:
 - 1) impellers or housings of non-metallic material, due regard being paid to the elimination of static electricity;
 - 2) impellers and housings of non-ferrous metals;
 - 3) impellers and housings of austenitic stainless steel;
 - 4) impellers of aluminium alloys or magnesium alloys and a ferrous (including austenitic stainless steel) housing on which a ring of suitable thickness of non-ferrous materials is fitted in way of the impeller, due regard being paid to static electricity and corrosion between ring and housing; or
 - 5) any combination of ferrous (including austenitic stainless steel) impellers and housings with not less than 13 mm tip design clearance.
- b) In no case is the radial air gap between the impeller and the casing to be less than 0.1 of the diameter of the impeller shaft in way of the bearing but not less than 2 mm. The gap need not be more than 13 mm.
- c) Any combination of an aluminium or magnesium alloy fixed or rotating component and a ferrous fixed or rotating component, regardless of tip clearance, is considered a sparking hazard and is not to be used in these places.

12.3.4 (1/1/2017)

Ventilation systems required to avoid any gas accumulation are to consist of independent fans, each of sufficient capacity, unless otherwise specified in this Appendix.

12.3.5 (1/1/2017)

Air inlets for hazardous enclosed spaces are to be taken from areas that, in the absence of the considered inlet,

would be non-hazardous. Air inlets for non-hazardous enclosed spaces are to be taken from non-hazardous areas at least 1,5 m away from the boundaries of any hazardous area. Where the inlet duct passes through a more hazardous space, the duct is to be gas-tight and have over-pressure relative to this space.

12.3.6 (1/1/2017)

Air outlets from non-hazardous spaces are to be located outside hazardous areas.

12.3.7 (1/1/2017)

Air outlets from hazardous enclosed spaces are to be located in an open area that, in the absence of the considered outlet, would be of the same or lesser hazard than the ventilated space.

12.3.8 (1/1/2017)

The required capacity of the ventilation plant is normally based on the total volume of the room. An increase in required ventilation capacity may be necessary for rooms having a complicated form.

12.3.9 (1/1/2017)

Non-hazardous spaces with entry openings to a hazardous area are to be arranged with an airlock and be maintained at overpressure relative to the external hazardous area. The overpressure ventilation is to be arranged according to the following:

- a) During initial start-up or after loss of overpressure ventilation, before energizing any electrical installations not certified safe for the space in the absence of pressurization, it is to be required to:
 - 1) proceed with purging (at least 5 air changes) or confirm by measurements that the space is non-hazardous; and
 - 2) pressurize the space.
- b) Operation of the overpressure ventilation is to be monitored and in the event of failure of the overpressure ventilation:
 - 1) an audible and visual alarm is to be given at a manned location; and
 - 2) if overpressure cannot be immediately restored, automatic or programmed, disconnection of electrical installations according to a recognized standard is to be required.

12.3.10 (1/1/2017)

Non-hazardous spaces with entry openings to a hazardous enclosed space are to be arranged with an airlock and the hazardous space is to be maintained at underpressure relative to the non-hazardous space. Operation of the extraction ventilation in the hazardous space is to be monitored and in the event of failure of the extraction ventilation:

- a) an audible and visual alarm is to be given at a manned location; and
- b) if underpressure cannot be immediately restored, automatic or programmed, disconnection of electrical installations according to a recognized standard in the non-hazardous space is to be required.

12.4 Regulations for tank connection space

12.4.1 (1/1/2017)

The tank connection space is to be provided with an effective mechanical forced ventilation system of extraction type. A ventilation capacity of at least 30 air changes per hour is to be provided. The rate of air changes may be reduced if other adequate means of explosion protection are installed. The equivalence of alternative installations is to be demonstrated by a risk assessment process as outlined in IMO MSC/Circ.1212.

12.4.2 (1/1/2017)

Approved automatic fail-safe fire dampers are to be fitted in the ventilation trunk for the tank connection space.

12.5 Regulations for machinery spaces

12.5.1 (1/1/2017)

The ventilation system for machinery spaces containing gas-fuelled consumers is to be independent of all other ventilation systems.

12.5.2 (1/1/2017)

ESD protected machinery spaces are to have ventilation with a capacity of at least 30 air changes per hour. The ventilation system is to ensure a good air circulation in all spaces, and in particular ensure that any formation of gas pockets in the room are detected. As an alternative, arrangements whereby under normal operation the machinery spaces are ventilated with at least 15 air changes an hour is acceptable provided that, if gas is detected in the machinery space, the number of air changes will automatically be increased to 30 an hour.

12.5.3 (1/1/2017)

For ESD protected machinery spaces the ventilation arrangements are to provide sufficient redundancy to ensure a high level of ventilation availability as defined in a standard acceptable to the Society.

12.5.4 (1/1/2017)

The number and power of the ventilation fans for ESD protected engine-rooms and for double pipe ventilation systems for gas safe engine-rooms are to be such that the capacity is not reduced by more than 50% of the total ventilation capacity if a fan with a separate circuit from the main switchboard or emergency switchboard or a group of fans with common circuit from the main switchboard or emergency switchboard, is inoperable.

12.6 Regulations for fuel preparation room

12.6.1 (1/1/2017)

Fuel preparation rooms are to be fitted with effective mechanical ventilation system of the underpressure type, providing a ventilation capacity of at least 30 air changes per hour.

12.6.2 (1/1/2017)

The number and power of the ventilation fans are to be such that the capacity is not reduced by more than 50%, if a fan with a separate circuit from the main switchboard or emergency switchboard or a group of fans with common circuit from the main switchboard or emergency switchboard, is inoperable.

12.6.3 (1/1/2017)

Ventilation systems for fuel preparation rooms are to be in operation when pumps or compressors are working.

12.7 Regulations for bunkering station

12.7.1 (1/1/2017)

Bunkering stations that are not located on open deck are to be suitably ventilated to ensure that any vapour being released during bunkering operations will be removed outside. If the natural ventilation is not sufficient, mechanical ventilation is to be provided in accordance with the risk assessment required by [8.3.1a).

12.8 Regulations for ducts and double pipes

12.8.1 (1/1/2017)

Ducts and double pipes containing fuel piping are to be fitted with effective mechanical ventilation system of the extraction type, providing a ventilation capacity of at least 30 air changes per hour. This is not applicable to double pipes in the engine-room if fulfilling [9.6.1a).

12.8.2 (1/1/2017)

The ventilation system for double piping and for gas valve unit spaces in gas safe engine-rooms is to be independent of all other ventilation systems.

12.8.3 (1/1/2017)

The ventilation inlet for the double wall piping or duct is always to be located in a non-hazardous area away from ignition sources. The inlet opening is to be fitted with a suitable wire mesh guard and protected from ingress of water.

12.8.4 (1/1/2017)

The capacity of the ventilation for a pipe duct or double wall piping may be below 30 air changes per hour if a flow velocity of minimum 3 m/s is ensured. The flow velocity is to be calculated for the duct with fuel pipes and other components installed.

13 Electrical installations

IGF CODE REFERENCE: Ch. 14

13.1 Goal

13.1.1 (1/1/2017)

The goal of this paragraph is to provide for electrical installations that minimize the risk of ignition in the presence of a flammable atmosphere.

13.2 Functional requirements

13.2.1 (1/1/2017)

This paragraph is related to functional requirements in [3.2.1], [3.2.2], [3.2.4], [3.2.7], [3.2.8], [3.2.11], [3.2.13] and [3.2.16] to [3.2.18]. In particular the following apply.

Electrical generation and distribution systems, and associated control systems, are to be designed such that a single fault will not result in the loss of ability to maintain fuel tank pressures and hull structure temperature within normal operating limits.

13.3 Regulations - General

13.3.1 (1/1/2017)

Electrical installations are to be in compliance with a standard at least equivalent to those acceptable to the Society.

13.3.2 (1/1/2017)

Electrical equipment or wiring are not to be installed in hazardous areas unless essential for operational purposes or safety enhancement.

13.3.3 (1/1/2017)

Where electrical equipment is installed in hazardous areas as provided in [13.3.2] it is to be selected, installed and maintained in accordance with standards at least equivalent to those acceptable to the Organization.

Equipment for hazardous areas is to be evaluated and certified or listed by an accredited testing authority or notified body recognized by the Society.

13.3.4 (1/1/2017)

Failure modes and effects of single failure for electrical generation and distribution systems in [13.2] are to be analysed and documented to be at least equivalent to those acceptable to the Organization.

13.3.5 (1/1/2017)

The lighting system in hazardous areas is to be divided between at least two branch circuits. All switches and protective devices are to interrupt all poles or phases and are to be located in a non-hazardous area.

13.3.6 (1/1/2017)

The installation on board of the electrical equipment units is to be such as to ensure the safe bonding to the hull of the units themselves.

13.3.7 (1/1/2017)

Arrangements are to be made to alarm in low-liquid level and automatically shut down the motors in the event of low-liquid level. The automatic shutdown may be accomplished by sensing low pump discharge pressure, low motor current, or low-low liquid level. This shutdown is to give an audible and visual alarm on the navigation bridge, continuously manned central control station or onboard safety centre.

13.3.8 (1/1/2017)

Submerged fuel pump motors and their supply cables may be fitted in liquefied gas fuel containment systems. Fuel pump motors are to be capable of being isolated from their electrical supply during gas-freeing operations.

13.3.9 (1/1/2017)

For non-hazardous spaces with access from hazardous open deck where the access is protected by an airlock, electrical equipment which is not of the certified safe type is to be de-energized upon loss of overpressure in the space.

13.3.10 (1/1/2017)

Electrical equipment for propulsion, power generation, manoeuvring, anchoring and mooring, as well as emergency fire pumps, that are located in spaces protected by airlocks, is to be of a certified safe type.

14 Control monitoring and safety systems

IGF CODE REFERENCE: Ch. 15

14.1 Goal

14.1.1 (1/1/2017)

The goal of this paragraph is to provide for the arrangement of control, monitoring and safety systems that support an efficient and safe operation of the gas-fuelled installation as covered in the other paragraphs of this Appendix.

14.2 Functional requirements

14.2.1 (1/1/2017)

This paragraph is related to functional requirements in [3.2.1], [3.2.2], [3.2.11], [3.2.13] to [3.2.15], [3.2.17] and [3.2.18]. In particular the following apply:

- a) the control, monitoring and safety systems of the gas-fuelled installation are to be so arranged that the remaining power for propulsion and power generation is in accordance with [9.3.1] in the event of single failure;
- b) a gas safety system is to be arranged to close down the gas supply system automatically, upon failure in systems as described in table 1 and upon other fault conditions which may develop too fast for manual intervention;
- c) for ESD protected machinery configurations the safety system is to shut down gas supply upon gas leakage and in addition disconnect all non-certified safe type electrical equipment in the machinery space;
- d) the safety functions are to be arranged in a dedicated gas safety system that is independent of the gas control system in order to avoid possible common cause failures. This includes power supplies and input and output signal;
- e) the safety systems including the field instrumentation are to be arranged to avoid spurious shutdown, e.g. as a result of a faulty gas detector or a wire break in a sensor loop; and
- f) where two or more gas supply systems are required to meet the regulations, each system is to be fitted with its own set of independent gas control and gas safety systems.

14.3 Regulations - General

14.3.1 (1/1/2017)

Suitable instrumentation devices are to be fitted to allow a local and a remote reading of essential parameters to ensure a safe management of the whole fuel-gas equipment including bunkering.

14.3.2 (1/1/2017)

A bilge well in each tank connection space of an independent liquefied gas storage tank is to be provided with both a high level indicator (e.g float switch) and a temperature sensor. Alarm is to be given at high level in the bilge well. Low temperature indication is to activate the safety system.

14.3.3 (1/1/2017)

For tanks not permanently installed in the ship a monitoring system is to be provided as for permanently installed tanks.

14.4 Regulations for bunkering and liquefied gas fuel tank monitoring

14.4.1 (1/1/2017)

Level indicators for liquefied gas fuel tanks:

- a) Each liquefied gas fuel tank is to be fitted with liquid level gauging device(s), arranged to ensure a level reading is always obtainable whenever the liquefied gas fuel tank is operational. The device(s) is (are) to be designed to operate throughout the design pressure range of the liquefied gas fuel tank and at temperatures within the fuel operating temperature range.
- b) Where only one liquid level gauge is fitted, it is to be arranged so that it can be maintained in an operational condition without the need to empty or gas-free the tank.
- c) Liquefied gas fuel tank liquid level gauges may be of the following types:
 - 1) indirect devices, which determine the amount of fuel by means such as weighing or in-line flow metering; or
 - 2) closed devices, which do not penetrate the liquefied gas fuel tank, such as devices using radio-isotopes or ultrasonic devices.

14.4.2 (1/1/2017)

Overflow control:

- a) Each liquefied gas fuel tank is to be fitted with a high liquid level alarm operating independently of other liquid level indicators and giving an audible and visual warning when activated.
- b) An additional sensor operating independently of the high liquid level alarm is to automatically actuate a shut-off valve in a manner that will both avoid excessive liquid pressure in the bunkering line and prevent the liquefied gas fuel tank from becoming liquid full.
- c) The position of the sensors in the liquefied gas fuel tank is to be capable of being verified before commissioning. At the first occasion of full loading after delivery and after each dry-docking, testing of high level alarms is to be conducted by raising the fuel liquid level in the liquefied gas fuel tank to the alarm point.
- d) All elements of the level alarms, including the electrical circuit and the sensor(s), of the high, and overfill alarms, are to be capable of being functionally tested. Systems are to be tested prior to fuel operation.
- e) Where arrangements are provided for overriding the overflow control system, they are to be such that inadvertent operation is prevented. When this override is operated, continuous visual indication is to be provided at the navigation bridge, continuously manned central control station or onboard safety centre.

14.4.3 (1/1/2017)

The vapour space of each liquefied gas fuel tank is to be provided with a direct reading gauge. Additionally, an indirect indication is to be provided on the navigation bridge, continuously manned central control station or onboard safety centre.

14.4.4 (1/1/2017)

The pressure indicators are to be clearly marked with the highest and lowest pressure permitted in the liquefied gas fuel tank.

14.4.5 (1/1/2017)

A high-pressure alarm and, if vacuum protection is required, a low-pressure alarm is to be provided on the navigation bridge and at a continuously manned central control station or onboard safety centre. Alarms are to be activated before the set pressures of the safety valves are reached.

14.4.6 (1/1/2017)

Each fuel pump discharge line and each liquid and vapour fuel manifold is to be provided with at least one local pressure indicator.

14.4.7 (1/1/2017)

Local-reading manifold pressure indicator is to be provided to indicate the pressure between ship's manifold valves and hose connections to the shore.

14.4.8 (1/1/2017)

Fuel storage hold spaces and interbarrier spaces without open connection to the atmosphere are to be provided with pressure indicator.

14.4.9 (1/1/2017)

At least one of the pressure indicators provided is to be capable of indicating throughout the operating pressure range.

14.4.10 (1/1/2017)

For submerged fuel-pump motors and their supply cables, arrangements are to be made to alarm in low-liquid level and automatically shut down the motors in the event of low-liquid level. The automatic shutdown may be accomplished by sensing low pump discharge pressure, low motor current, or low-low liquid level. This shutdown is to give an audible and visual alarm on the navigation bridge, continuously manned central control station or onboard safety centre.

14.4.11 (1/1/2017)

Except for independent tanks of type C supplied with vacuum insulation system and pressure build-up fuel discharge unit, each fuel tank is to be provided with devices to measure and indicate the temperature of the fuel in at least three locations; at the bottom and middle of the tank as well as the top of the tank below the highest allowable liquid level.

14.5 Regulations for bunkering control

14.5.1 (1/1/2017)

Control of the bunkering is to be possible from a safe location remote from the bunkering station. At this location the tank pressure, tank temperature if required by [14.4.11] and tank level are to be monitored. Remotely controlled valves required by [8.5.3] are to be capable of being operated from this location. Overfill alarm and automatic shutdown are also to be indicated at this location.

14.5.2 (1/1/2017)

If the ventilation in the ducting enclosing the bunkering lines stops, an audible and visual alarm is to be provided at the bunkering control location, see also [14.8].

14.5.3 (1/1/2017)

If gas is detected in the ducting around the bunkering lines an audible and visual alarm and emergency shutdown is to be provided at the bunkering control location.

14.6 Regulations for gas compressor monitoring

14.6.1 (1/1/2017)

Gas compressors are to be fitted with audible and visual alarms both on the navigation bridge and in the engine control room. As a minimum the alarms are to include low gas input pressure, low gas output pressure, high gas output pressure and compressor operation.

14.6.2 (1/1/2017)

Temperature monitoring for the bulkhead shaft glands and bearings are to be provided, which automatically give a continuous audible and visual alarm on the navigation bridge or in a continuously manned central control station.

14.7 Regulations for gas engine monitoring

14.7.1 (1/1/2017)

In addition to the instrumentation provided in accordance with part C of SOLAS chapter II-1, indicators are to be fitted on the navigation bridge, the engine control room and the manoeuvring platform for:

- a) operation of the engine in case of gas-only engines; or
- b) operation and mode of operation of the engine in the case of dual fuel engines.

14.8 Regulations for gas detection

14.8.1 (1/1/2017)

Permanently installed gas detectors are to be fitted in:

- a) the tank connection spaces;
- b) all ducts around fuel pipes;
- c) machinery spaces containing gas piping, gas equipment or gas
- d) compressor rooms and fuel preparation rooms;
- e) other enclosed spaces containing fuel piping or other fuel equipment without ducting;
- f) other enclosed or semi-enclosed spaces where fuel vapours may accumulate including interbarrier spaces and fuel storage hold spaces of independent tanks other than type C;
- g) airlocks;
- h) gas heating circuit expansion tanks;
- i) motor rooms associated with the fuel systems; and
- j) at ventilation inlets to accommodation and machinery spaces if required based on the risk assessment required in [4.2].

14.8.2 (1/1/2017)

In each ESD protected machinery space, redundant gas detection systems provided.

14.8.3 (1/1/2017)

The number of detectors in each space is to be considered taking into account the size, layout and ventilation of the space.

14.8.4 (1/1/2017)

The detection equipment is to be located where gas may accumulate and in the ventilation outlets. Gas dispersal analysis or a physical smoke test is to be used to find the best arrangement.

14.8.5 (1/1/2017)

Gas detection equipment is to be designed, installed and tested in accordance with a recognized standard.

14.8.6 (1/1/2017)

An audible and visible alarm is to be activated at a gas vapour concentration of 20% of the lower explosion limit (LEL). The safety system is to be activated at 40% of LEL at two detectors (see footnote 1 in Tab 16).

14.8.7 (1/1/2017)

For ventilated ducts around gas pipes in the machinery spaces containing gas-fuelled engines, the alarm limit can be set to 30% LEL. The safety system is to be activated at 60% of LEL at two detectors (see footnote 1 in Tab 16).

14.8.8 (1/1/2017)

Audible and visible alarms from the gas detection equipment are to be located on the navigation bridge or in the continuously manned central control station.

14.8.9 (1/1/2017)

Gas detection required by this section is to be continuous without delay.

14.9 Regulations for fire detection

14.9.1 (1/1/2017)

Required safety actions at fire detection in the machinery space containing gas-fuelled engines and rooms containing independent tanks for fuel storage hold spaces are given in Tab 16 .

14.10 Regulations for ventilation

14.10.1 (1/1/2017)

Any loss of the required ventilating capacity is to give an audible and visual alarm on the navigation bridge or in a continuously manned central control station or safety centre.

14.10.2 (1/1/2017)

For ESD protected machinery spaces the safety system is to be activated upon loss of ventilation in engine-room.

14.11 Regulations on safety functions of fuel supply systems

14.11.1 (1/1/2017)

If the fuel supply is shut off due to activation of an automatic valve, the fuel supply is not to be opened until the reason for the disconnection is ascertained and the necessary precautions taken. A readily visible notice giving instruction to this effect is to be placed at the operating station for the shutoff valves in the fuel supply lines.

14.11.2 (1/1/2017)

If a fuel leak leading to a fuel supply shutdown occurs, the fuel supply is not to be operated until the leak has been found and dealt with. Instructions to this effect are to be placed in a prominent position in the machinery space.

14.11.3 (1/1/2017)

A caution placard or signboard is to be permanently fitted in the machinery space containing gas-fuelled engines stating that heavy lifting, implying danger of damage to the fuel pipes, is not to be done when the engine(s) is running on gas.

14.11.4 (1/1/2017)

Compressors, pumps and fuel supply are to be arranged for manual remote emergency stop from the following locations as applicable:

- a) navigation bridge;
- b) cargo control room;
- c) onboard safety centre;
- d) engine control room;
- e) fire control station; and
- f) adjacent to the exit of fuel preparation rooms.

The gas compressor is also to be arranged for manual local emergency stop.

Table 15 : Monitoring of gas supply system to engines (1/1/2017)

Parameter	Alarm	Automatic shutdown of tank valve (6)	Automatic shut-down of gas supply to machinery space containing gas-fuelled engines	Comments
Gas detection in tank connection space at 20% LEL	x			
Gas detection on two detectors (1) in tank connection space at 40% LEL	x	x		
Fire detection in fuel storage hold space	x			
Fire detection in ventilation trunk to the tank connection space and in the tank connection space	x			
Bilge well high level in tank connection space	x			
Bilge well low temperature in tank connection space	x	x		
Gas detection in duct between tank and machinery space containing gas-fuelled engines at 20% LEL	x			
Gas detection on two detectors (1) in duct between tank and machinery space containing gas-fuelled engines at 40% LEL	x	x (2)		
Gas detection in fuel preparation room at 20% LEL	x			
Gas detection on two detectors (1) in fuel preparation room at 40% LEL	x	x (2)		
<p>(1) Two independent gas detectors located close to each other are required for redundancy reasons. If the gas detector is of self-monitoring type the installation of a single gas detector can be permitted</p> <p>(2) If the tank is supplying gas to more than one engine and the different supply pipes are completely separated and fitted in separate ducts and with the master valves fitted outside of the duct, only the master valve on the supply pipe leading into the duct where gas or loss of ventilation is detected is to close.</p> <p>(3) If the gas is supplied to more than one engine and the different supply pipes are completely separated and fitted in separate ducts and with the master valves fitted outside of the duct and outside of the machinery space containing gas-fuelled engines, only the master valve on the supply pipe leading into the duct where gas or loss of ventilation is detected is to close.</p> <p>(4) Only double block and bleed valves to close.</p> <p>(5) If the duct is protected by inert gas (see [9.6.1]a) then loss of inert gas overpressure is to lead to the same actions as given in this table.</p> <p>(6) Valves referred to in [9.4.1].</p>				

Parameter	Alarm	Automatic shutdown of tank valve (6)	Automatic shut-down of gas supply to machinery space containing gas-fuelled engines	Comments
Gas detection in duct inside machinery space containing gas-fuelled engines at 30% LEL	x			If double pipe fitted in machinery space containing gas-fuelled engines
Gas detection on two detectors (1) in duct inside machinery space containing gas-fuelled engines at 60% LEL	x		x (3)	If double pipe fitted in machinery space containing gas-fuelled engines
Gas detection in ESD protected machinery space containing gas-fuelled engines at 20% LEL	x			
Gas detection on two detectors (1) in ESD protected machinery space containing gas-fuelled engines at 40% LEL	x		x	It is also to disconnect non certified safe electrical equipment in machinery space containing gas-fuelled engines
Loss of ventilation in duct between tank and machinery space containing gas-fuelled engines	x		x (2)	
Loss of ventilation in duct inside machinery space containing gas-fuelled engines	x		x (3)	If double pipe fitted in machinery space containing gas-fuelled engines
Loss of ventilation in ESD protected machinery space containing gas-fuelled engines	x		x	
Fire detection in machinery space containing gas-fuelled engines	x			
Abnormal gas pressure in gas supply pipe	x			
Failure of valve control actuating medium	x		x (4)	Time delayed as found necessary
Automatic shutdown of engine (engine failure)	x		x (4)	
Manually activated emergency shutdown of engine	x		x	
<p>(1) Two independent gas detectors located close to each other are required for redundancy reasons. If the gas detector is of self-monitoring type the installation of a single gas detector can be permitted</p> <p>(2) If the tank is supplying gas to more than one engine and the different supply pipes are completely separated and fitted in separate ducts and with the master valves fitted outside of the duct, only the master valve on the supply pipe leading into the duct where gas or loss of ventilation is detected is to close.</p> <p>(3) If the gas is supplied to more than one engine and the different supply pipes are completely separated and fitted in separate ducts and with the master valves fitted outside of the duct and outside of the machinery space containing gas-fuelled engines, only the master valve on the supply pipe leading into the duct where gas or loss of ventilation is detected is to close.</p> <p>(4) Only double block and bleed valves to close.</p> <p>(5) If the duct is protected by inert gas (see [9.6.1]a)) then loss of inert gas overpressure is to lead to the same actions as given in this table.</p> <p>(6) Valves referred to in [9.4.1].</p>				

15 Manufacture workmanship and testing

IGF CODE REFERENCE: Ch. 16

15.1 General

15.1.1 (1/1/2017)

The manufacture, testing, inspection and documentation are to be in accordance with recognized standards and the regulations given in this Appendix.

15.1.2 (1/1/2017)

Where post-weld heat treatment is specified or required, the properties of the base material are to be determined in the heat treated condition, in accordance with the applicable Tab 10 to Tab 14, and the weld properties are to be determined in the heat treated condition in accordance with [15.3]. In cases where a post-weld heat treatment is applied, the test regulations may be modified at the discretion of the Society.

15.2 General test regulations and specifications

15.2.1 Tensile test (1/1/2017)

- a) Tensile testing is to be carried out in accordance with recognized standards.
- b) Tensile strength, yield stress and elongation are to be to the satisfaction of the Society. For carbon-manganese steel and other materials with definitive yield points, consideration is to be given to the limitation of the yield to tensile ratio.

15.2.2 Toughness test (1/1/2017)

- a) Acceptance tests for metallic materials are to include Charpy V-notch toughness tests unless otherwise specified by the Society. The specified Charpy V-notch regulations are minimum average energy values for three full size (10 mm × 10 mm) specimens and minimum single energy values for individual specimens. Dimensions and tolerances of Charpy V-notch specimens are to be in accordance with recognized standards. The testing and regulations for specimens smaller than 5.0 mm in size are to be in accordance with recognized standards. Minimum average values for sub-sized specimens are to be:

Table 16 (1/1/2017)

Charpy V-notch specimen size	Minimum average energy of three specimens
10 x 10	KV
10 x 7,5	5/6 KV
10 x 5,0	2/3 KV

where:

KV = the energy values (J) specified in tables Tab 10 to Tab 14.

Only one individual value may be below the specified average value, provided it is not less than 70% of that value

- b) For base metal, the largest size Charpy V-notch specimens possible for the material thickness are to be machined with the specimens located as near as practicable to a point midway between the surface and the centre of the thickness and the length of the notch perpendicular to the surface as shown in Fig 2.
- c) For a weld test specimen, the largest size Charpy V-notch specimens possible for the material thickness are to be machined, with the specimens located as near as practicable to a point midway between the surface and the centre of the thickness. In all cases the distance from the surface of the material to the edge of the specimen is to be approximately 1 mm or greater. In addition, for double-V butt welds, specimens are to be machined closer to the surface of the second welded section. The specimens are to be taken generally at each of the following locations, as shown in Fig 3, on the centreline of the welds, the fusion line and 1 mm, 3 mm and 5 mm from the fusion line.
- d) If the average value of the three initial Charpy V-notch specimens fails to meet the stated regulations, or the value for more than one specimen is below the required average value, or when the value for one specimen is below the minimum value permitted for a single specimen, three additional specimens from the same material may be tested and the results combined with those previously obtained to form a new average. If this new average complies with the regulations and if no more than two individual results are lower, than the required average and no more than one result is lower than the required value for a single specimen, the piece or batch may be accepted.

Figure 2 : Orientation of base metal test specimen (1/1/2017)

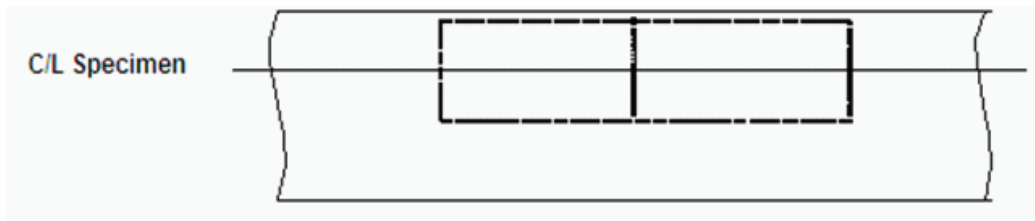
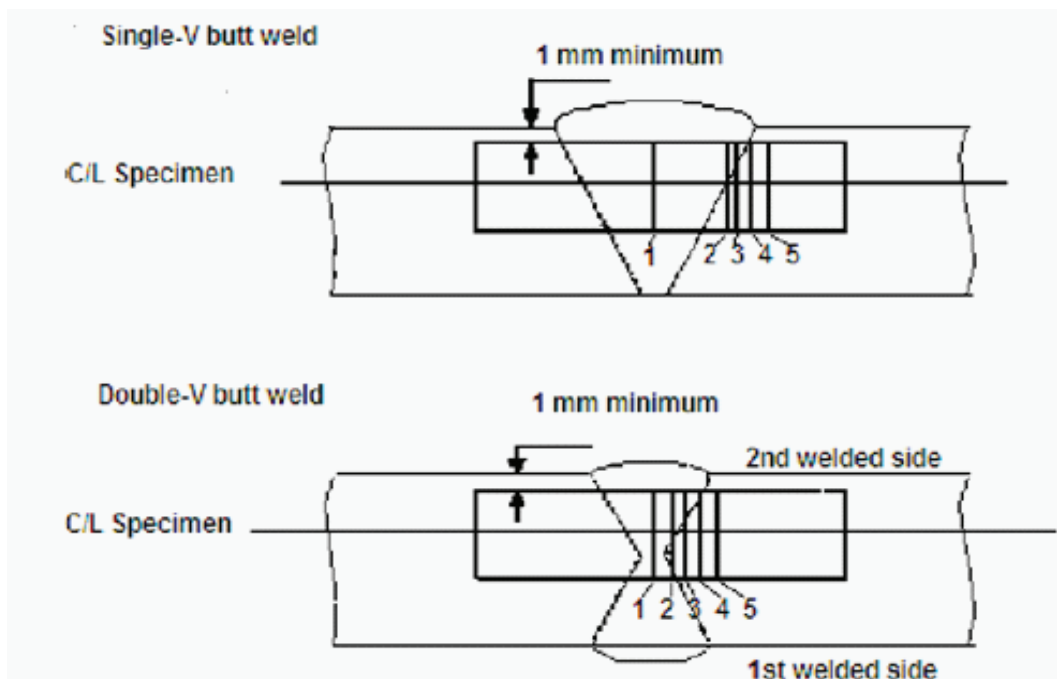


Figure 3 : Orientation of weld test specimen (1/1/2017)



Notch locations in figure 16.2:

- 1 - centreline of the weld;
- 2 - on fusion line;
- 3 - in heat-affected zone (HAZ), 1 mm from fusion line;
- 4 - in HAZ, 3 mm from fusion line; and
- 5 - in HAZ, 5 mm from fusion line.

15.2.3 Bend test (1/1/2017)

- a) *The bend test may be omitted as a material acceptance test, but is required for weld tests. Where a bend test is performed, this is to be done in accordance with recognized standards.*
- b) *The bend tests are to be transverse bend tests, which may be face, root or side bends at the discretion of the Society. However, longitudinal bend tests may be required in lieu of transverse bend tests in cases where the base material and weld metal have different strength levels.*

15.2.4 Section observation and other testing (1/1/2017)

Macrosection, microsection observations and hardness tests may also be required by the Society, and they are to be carried out in accordance with recognized standards, where required.

15.3 Welding of metallic materials and non-destructive testing for the fuel containment system

15.3.1 General (1/1/2017)

This section is to apply to primary and secondary barriers only, including the inner hull where this forms the secondary barrier. Acceptance testing is specified for carbon, carbon-manganese, nickel alloy and stainless steels, but these tests may be adapted for other materials. At the discretion of the Society, impact testing of stainless steel and aluminium

alloy weldments may be omitted and other tests may be specially required for any material.

15.3.2 Welding consumables (1/1/2017)

Consumables intended for welding of fuel tanks are to be in accordance with recognized standards. Deposited weld metal tests and butt weld tests are to be required for all consumables. The results obtained from tensile and Charpy V-notch impact tests are to be in accordance with recognized standards. The chemical composition of the deposited weld metal is to be recorded for information.

15.3.3 Welding procedure tests for fuel tanks and process pressure vessels (1/1/2017)

- a) *Welding procedure tests for fuel tanks and process pressure vessels are required for all butt welds.*
- b) *The test assemblies are to be representative of:*
 - 1) *each base material;*
 - 2) *each type of consumable and welding process; and*
 - 3) *each welding position.*
- c) *For butt welds in plates, the test assemblies are to be so prepared that the rolling direction is parallel to the direction of welding. The range of thickness qualified by each welding procedure test is to be in accordance with recognized standards. Radiographic or ultrasonic testing may be performed at the option of the fabricator.*
- d) *The following welding procedure tests for fuel tanks and process pressure vessels are to be done in accordance with [15.2] with specimens made from each test assembly:*
 - 1) *cross-weld tensile tests;*
 - 2) *longitudinal all-weld testing where required by the recognized standards;*
 - 3) *transverse bend tests, which may be face, root or side bends. However, longitudinal bend tests may be required in lieu of transverse bend tests in cases*

where the base material and weld metal have different strength levels;

- 4) one set of three Charpy V-notch impacts, generally at each of the following locations, as shown in Fig 3:
 - centreline of the welds;
 - fusion line;
 - 1 mm from the fusion line;
 - 3 mm from the fusion line; and
 - 5 mm from the fusion line;
 - 5) macrosection, microsection and hardness survey may also be required.
- e) Each test is to satisfy the following:
- 1) tensile tests: cross-weld tensile strength is not to be less than the specified minimum tensile strength for the appropriate parent materials. For aluminium alloys, reference is to be made to [6.4.12]a)3) with regard to the regulations for weld metal strength of under-matched welds (where the weld metal has a lower tensile strength than the parent metal). In every case, the position of fracture is to be recorded for information;
 - 2) bend tests: no fracture is acceptable after a 180° bend over a former of a diameter four times the thickness of the test pieces; and
 - 3) Charpy V-notch impact tests: Charpy V-notch tests are to be conducted at the temperature prescribed for the base material being joined. The results of weld metal impact tests, minimum average energy (KV), are to be no less than 27 J. The weld metal regulations for sub-size specimens and single energy values are to be in accordance with [15.2.2]. The results of fusion line and heat affected zone impact tests are to show a minimum average energy (KV) in accordance with the transverse or longitudinal regulations of the base material, whichever is applicable, and for sub-size specimens, the minimum average energy (KV) is to be in accordance with [15.2.2]. If the material thickness does not permit machining either full-size or standard sub-size specimens, the testing procedure and acceptance standards are to be in accordance with recognized standards.
- f) Procedure tests for fillet welding are to be in accordance with recognized standards. In such cases, consumables are to be so selected that exhibit satisfactory impact properties.

15.3.4 Welding procedure tests for piping (1/1/2017)

Welding procedure tests for piping are to be carried out and are to be similar to those detailed for fuel tanks in [15.3.3].

15.3.5 Production weld tests (1/1/2017)

- a) For all fuel tanks and process pressure vessels except membrane tanks, production weld tests are generally to be performed for approximately each 50 m of butt-weld joints and are to be representative of each welding position. For secondary barriers, the same type production tests as required for primary tanks are to be performed, except that the number of tests may be reduced subject to agreement with the Society. Tests, other than those

specified in b) to e) may be required for fuel tanks or secondary barriers.

- b) The production tests for types A and B independent tanks are to include bend tests and, where required for procedure tests, one set of three Charpy V-notch tests. The tests are to be made for each 50 m of weld. The Charpy V-notch tests are to be made with specimens having the notch alternately located in the centre of the weld and in the heat affected zone (most critical location based on procedure qualification results). For austenitic stainless steel, all notches are to be in the centre of the weld.
- c) For type C independent tanks and process pressure vessels, transverse weld tensile tests are required in addition to the tests listed in b). Tensile tests are to meet regulation [15.3.3] e).
- d) The quality assurance/quality control (QA/QC) program is to ensure the continued conformity of the production welds as defined in the material manufacturers quality manual (QM).
- e) The test regulations for membrane tanks are the same as the applicable test regulations listed in [15.3.3].

15.3.6 Non-destructive testing (1/1/2017)

- a) All test procedures and acceptance standards are to be in accordance with recognized standards, unless the designer specifies a higher standard in order to meet design assumptions. Radiographic testing is to be used in principle to detect internal defects. However, an approved ultrasonic test procedure in lieu of radiographic testing may be conducted, but in addition supplementary radiographic testing at selected locations is to be carried out to verify the results. Radiographic and ultrasonic testing records are to be retained.
- b) For type A independent tanks where the design temperature is below -20°C, and for type B independent tanks, regardless of temperature, all full penetration butt welds of the shell plating of fuel tanks are to be subjected to non-destructive testing suitable to detect internal defects over their full length. Ultrasonic testing in lieu of radiographic testing may be carried out under the same conditions as described in a).
- c) In each case the remaining tank structure, including the welding of stiffeners and other fittings and attachments, is to be examined by magnetic particle or dye penetrant methods as considered necessary.
- d) For type C independent tanks, the extent of non-destructive testing is to be total or partial according to recognized standards, but the controls to be carried out are not to be less than the following:
 - 1) Total non-destructive testing referred to in [6.4.15] c)
 - Radiographic testing:
 - all butt welds over their full length.
 - Non-destructive testing for surface crack detection:
 - all welds over 10% of their length;
 - reinforcement rings around holes, nozzles, etc. over their full length.

As an alternative, ultrasonic testing, as described in [15.3.6]a), may be accepted as a partial substitute

for the radiographic testing. In addition, the Society may require total ultrasonic testing on welding of reinforcement rings around holes, nozzles, etc.

- 2) Partial non-destructive testing referred to in [6.4.15] c):

Radiographic testing:

- all butt welded crossing joints and at least 10% of the full length of butt welds at selected positions uniformly distributed.

Non-destructive testing for surface crack detection:

- reinforcement rings around holes, nozzles, etc. over their full length.

Ultrasonic testing:

- as may be required by the Society in each instance.

- e) The quality assurance/quality control (QA/QC) program is to ensure the continued conformity of the non-destructive testing of welds, as defined in the material manufacturer's quality manual (QM).
- f) Inspection of piping is to be carried out in accordance with [15.6.3].
- g) The secondary barrier is to be non-destructive tested for internal defects as considered necessary. Where the outer shell of the hull is part of the secondary barrier, all sheer strake butts and the intersections of all butts and seams in the side shell are to be tested by radiographic testing.

15.4 Other regulations for construction in metallic materials

15.4.1 General (1/1/2017)

Inspection and non-destructive testing of welds is to be in accordance with regulations in [15.3.5] and [15.3.6]. Where higher standards or tolerances are assumed in the design, they are also to be satisfied.

15.4.2 Independent tank (1/1/2017)

For type C tanks and type B tanks primarily constructed of bodies of revolution the tolerances relating to manufacture, such as out-of-roundness, local deviations from the true form, welded joints alignment and tapering of plates having different thicknesses, are to comply with recognized standards. The tolerances are also to be related to the buckling analysis referred to in [6.4.15] b) and [6.4.15] c).

15.4.3 Secondary barriers (1/1/2017)

During construction the regulations for testing and inspection of secondary barriers are to be approved or accepted by the Society (see also [6.4.4] e) and [6.4.4] f)).

15.4.4 Membrane tanks (1/1/2017)

The quality assurance/quality control (QA/QC) program is to ensure the continued conformity of the weld procedure qualification, design details, materials, construction, inspection and production testing of components. These standards and procedures are to be developed during the prototype testing programme.

15.5 Testing

15.5.1 Testing and inspections during construction (1/1/2017)

- a) All liquefied gas fuel tanks and process pressure vessels are to be subjected to hydrostatic or hydro-pneumatic pressure testing in accordance with [15.5.2] to [15.5.5], as applicable for the tank type.
- b) All tanks are to be subject to a tightness test which may be performed in combination with the pressure test referred to in a).
- c) The gas tightness of the fuel containment system with reference to [6.3.3] is to be tested.
- d) Regulations with respect to inspection of secondary barriers are to be decided by the Society in each case, taking into account the accessibility of the barrier (see also [6.4.4]).
- e) The Society may require that for ships fitted with novel type B independent tanks, or tanks designed according to [6.4.16] at least one prototype tank and its support is to be instrumented with strain gauges or other suitable equipment to confirm stress levels during the testing required in a). Similar instrumentation may be required for type C independent tanks, depending on their configuration and on the arrangement of their supports and attachments.
- f) The overall performance of the fuel containment system is to be verified for compliance with the design parameters during the first LNG bunkering, when steady thermal conditions of the liquefied gas fuel are reached, in accordance with the requirements of the Society. Records of the performance of the components and equipment, essential to verify the design parameters, are to be maintained on board and be available to the Society.
- g) The fuel containment system is to be inspected for cold spots during or immediately following the first LNG bunkering, when steady thermal conditions are reached. Inspection of the integrity of thermal insulation surfaces that cannot be visually checked is to be carried out in accordance with the requirements of the Society.
- h) Heating arrangements, if fitted in accordance with [6.4.13] a), are to be tested for required heat output and heat distribution.

15.5.2 Type A independent tanks (1/1/2017)

All type A independent tanks are to be subjected to a hydrostatic or hydro-pneumatic pressure testing. This test is to be performed such that the stresses approximate, as far as practicable, the design stresses, and that the pressure at the top of the tank corresponds at least to the MARVS. When a hydropneumatic test is performed, the conditions are to simulate, as far as practicable, the design loading of the tank and of its support structure including dynamic components, while avoiding stress levels that could cause permanent deformation.

15.5.3 Type B independent tanks (1/1/2017)

Type B independent tanks are to be subjected to a hydrostatic or hydro-pneumatic pressure testing as follows:

- a) The test is to be performed as required in [15.5.2] for type A independent tanks
- b) In addition, the maximum primary membrane stress or maximum bending stress in primary members under test conditions is not to exceed 90% of the yield strength of the material (as fabricated) at the test temperature. To ensure that this condition is satisfied, when calculations indicate that this stress exceeds 75% of the yield strength the test of the first of a series of identical tanks is to be monitored by the use of strain gauges or other suitable equipment.

15.5.4 Type C independent tanks and other pressure vessels (1/1/2017)

- a) Each pressure vessel is to be subjected to a hydrostatic test at a pressure measured at the top of the tanks, of not less than $1.5 P_0$. In no case during the pressure test is the calculated primary membrane stress at any point to exceed 90% of the yield strength of the material at the test temperature. To ensure that this condition is satisfied where calculations indicate that this stress will exceed 0.75 times the yield strength, the test of the first of a series of identical tanks is to be monitored by the use of strain gauges or other suitable equipment in pressure vessels other than simple cylindrical and spherical pressure vessels.
- b) The temperature of the water used for the test is to be at least 30°C above the nil-ductility transition temperature of the material, as fabricated.
- c) The pressure is to be held for 2 hours per 25 mm of thickness, but in no case less than 2 hours.
- d) Where necessary for liquefied gas fuel pressure vessels, a hydro-pneumatic test may be carried out under the conditions prescribed in a) to c).
- e) Special consideration may be given to the testing of tanks in which higher allowable stresses are used, depending on service temperature. However, regulation in a) is to be fully complied with.
- f) After completion and assembly, each pressure vessel and its related fittings is to be subjected to an adequate tightness test, which may be performed in combination with the pressure testing referred to in a) or d) as applicable.
- g) Pneumatic testing of pressure vessels other than liquefied gas fuel tanks is to be considered on an individual case basis. Such testing is to only be permitted for those vessels designed or supported such that they cannot be safely filled with water, or for those vessels that cannot be dried and are to be used in a service where traces of the testing medium cannot be tolerated.

15.5.5 Membrane tanks (1/1/2017)

- a) Design development testing
 - 1) The design development testing required in [6.4.15] d) is to include a series of analytical and physical models of both the primary and secondary barriers, including corners and joints, tested to verify that they will withstand the expected combined strains due to static, dynamic and thermal loads at all filling levels. This will culminate in the construction of a prototype scaled model of the complete liquefied gas fuel containment system. Testing conditions considered in the analytical and physical model are to represent the most extreme service conditions the liquefied gas fuel containment system will be likely to encounter over its life. Proposed acceptance criteria for periodic testing of secondary barriers required in [6.4.4] may be based on the results of testing carried out on the prototype scaled model.
 - 2) The fatigue performance of the membrane materials and representative welded or bonded joints in the membranes is to be determined by tests. The ultimate strength and fatigue performance of arrangements for securing the thermal insulation system to the hull structure are to be determined by analyses or tests.
- b) Testing
 - 1) In ships fitted with membrane liquefied gas fuel containment systems, all tanks and other spaces that may normally contain liquid and are adjacent to the hull structure supporting the membrane, are to be hydrostatically tested.
 - 2) All hold structures supporting the membrane are to be tested for tightness before installation of the liquefied gas fuel containment system.
 - 3) Pipe tunnels and other compartments that do not normally contain liquid need not be hydrostatically tested.

15.6 Welding, post-weld heat treatment and non-destructive testing**15.6.1 General (1/1/2017)**

Welding is to be carried out in accordance with [15.3].

15.6.2 Post-weld heat treatment (1/1/2017)

Post-weld heat treatment is to be required for all butt welds of pipes made with carbon, carbon-manganese and low alloy steels. The Society may waive the regulations for thermal stress relieving of pipes with wall thickness less than 10 mm in relation to the design temperature and pressure of the piping system concerned.

15.6.3 Non-destructive testing (1/1/2017)

In addition to normal controls before and during the welding, and to the visual inspection of the finished welds, as necessary for proving that the welding has been carried out correctly and according to the regulations in this paragraph, the following tests are to be required:

- a) 100% radiographic or ultrasonic inspection of butt-welded joints for piping systems with:
- 1) design temperatures colder than minus 10°C; or
 - 2) design pressure greater than 1.0 MPa; or
 - 3) gas supply pipes in ESD protected machinery spaces; or
 - 4) inside diameters of more than 75 mm; or
 - 5) wall thicknesses greater than 10 mm.
- b) when such butt welded joints of piping sections are made by automatic welding procedures approved by the Society, then a progressive reduction in the extent of radiographic or ultrasonic inspection can be agreed, but in no case to less than 10% of each joint. If defects are revealed the extent of examination is to be increased to 100% and is to include inspection of previously accepted welds. This approval can only be granted if well- documented quality assurance procedures and records are available to assess the ability of the manufacturer to produce satisfactory welds consistently.
- c) The radiographic or ultrasonic inspection regulation may be reduced to 10% for butt-welded joints in the outer pipe of double-walled fuel piping.
- d) For other butt-welded joints of pipes not covered by a) and c), spot radiographic or ultrasonic inspection or other non-destructive tests are to be carried out depending upon service, position and materials. In general, at least 10% of butt-welded joints of pipes are to be subjected to radiographic or ultrasonic inspection.

15.7 Testing regulations

15.7.1 Type testing of piping components (1/1/2017)

Valves

Each type of piping component intended to be used at a working temperature below minus 55°C is to be subject to the following type tests:

- Each size and type of valve is to be subjected to seat tightness testing over the full range of operating pressures and temperatures, at intervals, up to the rated design pressure of the valve. Allowable leakage rates are to be to the requirements of the Society. During the testing satisfactory operation of the valve is to be verified.
- The flow or capacity is to be certified to a recognized standard for each size and type of valve.
- Pressurized components are to be pressure tested to at least 1.5 times the design pressure.
- For emergency shutdown valves, with materials having melting temperatures lower than 925°C, the type testing is to include a fire test to a standard at least equivalent to those acceptable to the Organization.

15.7.2 Expansion bellows (1/1/2017)

The following type tests are to be performed on each type of expansion bellows intended for use on fuel piping outside the fuel tank as found acceptable in [7.3.6] d)3)bullets 1

and 3) and where required by the Society, on those installed within the fuel tanks:

- a) Elements of the bellows, not pre-compressed, but axially restrained are to be pressure tested at not less than five times the design pressure without bursting. The duration of the test is to be not less than five minutes.
- b) A pressure test is to be performed on a type expansion joint, complete with all the accessories such as flanges, stays and articulations, at the minimum design temperature and twice the design pressure at the extreme displacement conditions recommended by the manufacturer without permanent deformation.
- c) A cyclic test (thermal movements) is to be performed on a complete expansion joint, which is to withstand at least as many cycles under the conditions of pressure, temperature, axial movement, rotational movement and transverse movement as it will encounter in actual service. Testing at ambient temperature is permitted when this testing is at least as severe as testing at the service temperature.
- d) A cyclic fatigue test (ship deformation, ship accelerations and pipe vibrations) is to be performed on a complete expansion joint, without internal pressure, by simulating the bellows movement corresponding to a compensated pipe length, for at least 2,000,000 cycles at a frequency not higher than 5 Hz. This test is only required when, due to the piping arrangement, ship deformation loads are actually experienced.

15.7.3 System testing regulations (1/1/2017)

- a) The regulations for testing in this section apply to fuel piping inside and outside the fuel tanks. However, relaxation from these regulations for piping inside fuel tanks and open ended piping may be accepted by the Society.
- b) After assembly, all fuel piping is to be subjected to a strength test with a suitable fluid. The test pressure is to be at least 1.5 times the design pressure for liquid lines and 1.5 times the maximum system working pressure for vapour lines. When piping systems or parts of systems are completely manufactured and equipped with all fittings, the test may be conducted prior to installation on board the ship. Joints welded on board are to be tested to at least 1.5 times the design pressure.
- c) After assembly on board, the fuel piping system is to be subjected to a leak test using air, or other suitable medium to a pressure depending on the leak detection method applied.
- d) In double wall fuel piping systems the outer pipe or duct is also to be pressure tested to show that it can withstand the expected maximum pressure at pipe rupture.
- e) All piping systems, including valves, fittings and associated equipment for handling fuel or vapours, are to be tested under normal operating conditions not later than at the first bunkering operation, in accordance with the requirements of the Society.
- f) Emergency shutdown valves in liquefied gas piping systems are to close fully and smoothly within 30 s of actuation. Information about the closure time of the valves and their operating characteristics is to be available on

board, and the closing time is to be verifiable and repeatable.

- g) The closing time of the valve referred to in [8.5.8] and [14.4.2] b) (i.e. time from shutdown signal initiation to complete valve closure) is to be not greater than:

$$3600 U / BR \quad (\text{second})$$

where:

U : ullage volume at operating signal level (m^3);

BR : maximum bunkering rate agreed between ship and shore facility (m^3/h); or 5 seconds, whichever is the least.

The bunkering rate is to be adjusted to limit surge pressure on valve closure to an acceptable level, taking into account the bunkering hose or arm, the ship and the shore piping systems, where relevant.

APPENDIX 8

INSTALLATION OF BALLAST WATER MANAGEMENT SYSTEMS

1 Application

1.1

1.1.1 (1/1/2017)

In addition to the requirements contained in Sec 10, [7] Sec 10, [7], the following is to be complied with, when a Ballast water Management system is installed on board

The requirement herewith are additional to the requirements contained in BWM Convention (2004).

2 Definitions

2.1

2.1.1 (1/1/2017)

Ballast Water Management System (hereinafter referred to as 'BWMS') means any system which processes ballast water such that it meets or exceeds the Ballast Water Performance Standard in Regulation D-2 of the BWM Convention. The BWMS includes ballast water management equipment, all associated control equipment, monitoring equipment and sampling facilities.

2.1.2 (1/1/2017)

Dangerous gas means any gas which may develop an explosive and/or toxic atmosphere being hazardous to the crew and/or the ship, e.g. hydrogen (H₂), hydrocarbon gas, ozone (O₃), chlorine (Cl₁) and chlorine dioxide (ClO₂), etc.

2.1.3 (1/1/2017)

Hazardous area means an area in which an explosive gas atmosphere is or may be expected to be present, in quantities such as to require special precautions for the construction, installation and use of equipment. When a gas atmosphere is present, the following hazards may also be present: toxicity, asphyxiation, corrosivity and reactivity.

2.1.4 (1/1/2017)

Dangerous liquid means any liquid that is identified as hazardous in the Material Safety Data Sheet or other documentation relating to this liquid.

3 Installation

3.1 General requirements

3.1.1 (1/1/2017)

All valves, piping fittings and flanges are to comply with the relevant requirements of UR P2 and P4. In addition, special consideration can be given to the material used for this service with the agreement of Society.

3.1.2 (1/1/2017)

The BWMS is to be provided with by-pass or override arrangement to effectively isolate it from any essential ship system to which it is connected.

3.1.3 (1/1/2017)

The BWMS is to be operated at a flow rate within the Treatment Rated Capacity (TRC) range specified in the Type Approval Certificate (TAC) issued by the Flag Administration.

3.1.4 (1/1/2017)

Where a vacuum may occur in the ballast line due to the height difference, a suitable protection means is to be provided, e.g. P/V valves or breather valves, and their outlets are to be led to safe area on open deck.

3.1.5 (1/1/2017)

Electric and electronic components are not to be installed in a hazardous area unless they are of certified safe type for use in the area. Cable penetrations of decks and bulkheads are to be sealed when a pressure difference between the areas is to be maintained.

3.1.6 (1/1/2017)

Where the operating principle of the BWMS involves the generation of a dangerous gas, the following requirements are to be satisfied:

- gas detection equipment is to be fitted in the spaces where dangerous gas could be present, and an audible and visual alarm is to be activated both locally and at the BWMS control station in the event of leakage. The gas detection device is to be designed and tested in accordance with IEC 60079-29-1 or recognized standards acceptable to the Society;
- the ventilation line of a space where dangerous gas could be present is to be led to a safe area on open deck;
- the arrangements used for gas relieving, i.e. degas equipment or equivalent, are to be provided with monitoring measures with independent shutdown. The open end of the gas relieving device is to be led to a safe area on open deck.

3.1.7 (1/1/2017)

Ballast piping, including sampling lines from ballast tanks considered as hazardous areas, is not to be led to an enclosed space regarded as a safe area, without any appropriate measures, except ships carrying liquefied gases in bulk. However, a sampling point for checking the performance of BWMS, for ballast water containing dangerous gas, may be located in a safe area provided the following requirements are fulfilled:

- a) The sampling facility (for BWMS monitoring/control) is to be located within a gas tight enclosure (hereinafter,

referred to as a 'cabinet'), and the following 1) through 3) are to be complied.

- 1) In the cabinet, a stop valve is to be installed in each sample pipe.
 - 2) Gas detection equipment is to be installed in the cabinet and the valves specified in i) above are to be automatically closed upon activation of the gas detection equipment.
 - 3) Audible and visual alarm signals are to be activated both locally and at the BWMS control station when the concentration of explosive gases reaches a pre-set value, which should not be higher than 30% of the lower flammable limit (LFL) of the concerned product.
- b) The standard internal diameter of sampling pipes is to be the minimum necessary in order to achieve the functional requirements of the sampling system.
 - c) The measuring system is to be installed as close to the bulkhead as possible, and the length of measuring pipe in any safe area is to be as short as possible.
 - d) Stop valves are to be located in the safe area, in both the suction and return pipes close to the bulkhead penetrations. A warning plate stating "Keep valve closed when not performing measurements" is to be posted near the valves. Furthermore, in order to prevent backflow, a water seal or equivalent arrangement is to be installed on the hazardous area side of the return pipe.
 - e) A safety valve is to be installed on the hazardous area side of each sampling pipe.

3.1.8 (1/1/2017)

For the spaces, including hazardous areas, where toxicity, asphyxiation, corrosivity or reactivity is present, these hazards are to be taken into account and additional precautions for the ventilation of the spaces and protection of the crew are to be considered.

3.2 Additional requirements for tankers

3.2.1 (1/1/2017)

Hazardous area classification is to be in accordance with IEC 60092-502.

3.2.2 (1/1/2017)

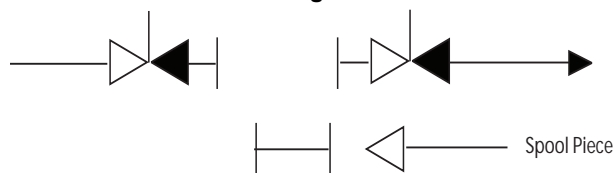
For tankers carrying flammable liquids having a flashpoint not exceeding 60 °C or products listed in the IBC Code having a flashpoint not exceeding 60 °C or cargoes heated to temperature above their flashpoint and cargoes heated to temperature within 15 °C of their flashpoint, in general, two independent BWMS are required - i.e. one for ballast tanks in hazardous areas and the other for ballast tanks in non-hazardous areas.

3.2.3 (1/1/2017)

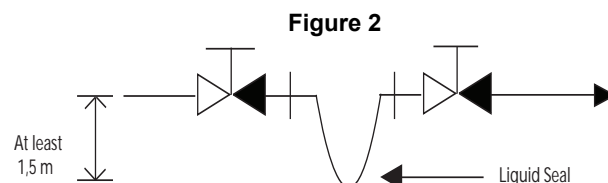
The interconnection of ballast piping between hazardous areas and non-hazardous areas may be accepted if an appropriate isolation arrangement is applied. Means of appropriate isolation are as follows:

- a) Two screw down check valves in series with a spool piece, or

Figure 1

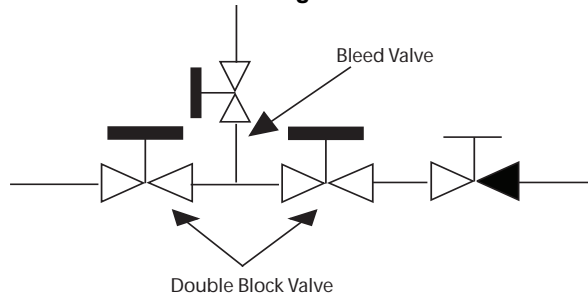


- b) Two screw down check valves in series with a liquid seal at least 1.5 m in depth, or



- c) Automatic double block and bleed valves and a non-return valve

Figure 3



Examples of appropriate isolation arrangements are shown in item [5]. Isolation arrangements are to be fitted on the exposed deck in the hazardous area. Also, ballast water originating from a hazardous area is not to discharge into a non-hazardous area, except as given by [3.1.7].

3.3 Ventilation

3.3.1 BWMS not in hazardous areas (1/1/2017)

- a) A BWMS that does not generate dangerous gas is to be located in an adequately ventilated area.
- b) A BWMS that generates dangerous gas is to be located in a space fitted with a mechanical ventilation system providing at least 6 air changes per hour or as specified by the BWMS manufacturer, whichever is greater.

3.3.2 BWMS in hazardous areas (1/1/2017)

A BWMS, regardless of whether or not it generates dangerous gas, is to be located in a space fitted with mechanical ventilation complying with relevant requirements, e.g. IEC60092-502, IBC Code, IGC Code, etc.

3.4 Special requirements

3.4.1 (1/1/2017)

The length of pipe and the number of connections are to be minimised in piping systems containing dangerous

gases/liquids in high concentration. The following requirements are also to be satisfied:

- a) Pipe joints are to be of welded type except for connections to shut off valves, double walled pipes or pipes in ducts equipped with mechanical exhaust ventilation. Alternatively it is to be demonstrated that risk of leakage is minimized and the formation of toxic or flammable atmosphere is prevented.
- b) Location of the piping system is to be away from heat sources and protected from mechanical damage.

3.4.2 (1/1/2017)

For BWMS using chemical substances, handling procedures are to be in accordance with the Material Safety Data Sheet and BWM.2/Circ.20, and the following measures are to be taken as appropriate:

- a) The materials used for the chemical storage tanks, piping and fittings are to be resistant to such chemicals.
- b) Chemical storage tanks are to have sufficient strength and be constructed such that maintenance and inspection can be easily performed.
- c) Chemical storage tank air pipes are to be led to a safe area on open deck.
- d) An operation manual containing chemical injection procedures, alarm systems, measures in case of emergency, etc, is to be kept onboard.

3.4.3 (1/1/2017)

Where the BWMS is installed in an independent compartment, the compartment is to be:

- a) Provided with fire integrity equivalent to other machinery spaces.
- b) Positioned outside of any combustible, corrosive, toxic, or hazardous areas unless otherwise specifically approved.

3.4.4 (1/1/2017)

A risk assessment may be conducted to ensure that risks, including but not limited to those arising from the use of dangerous gas affecting persons on board, the environment, the structural strength or the integrity of the ship are addressed.

4 Automation

4.1

4.1.1 (1/1/2017)

In case of any by-pass or override operation of BWMS, an audible and visual alarm is to be given and these events are to be automatically recorded in control equipment. The valves in the by-pass line which trigger the by-pass operation are to be remote-controllable by control equipment or

fitted with open/close indicator for automatic detection of the by-pass event.

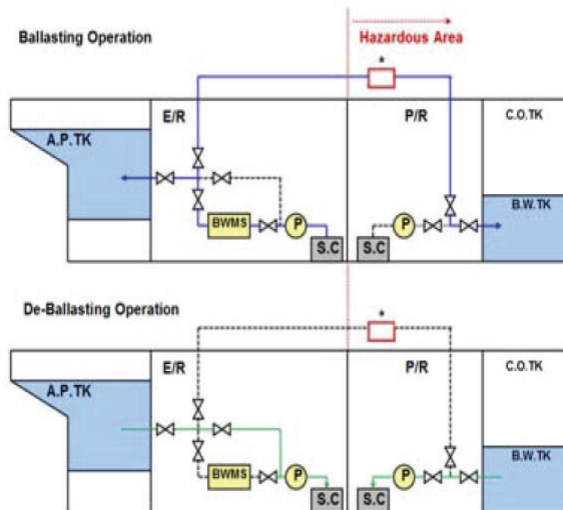
5 BWMS

5.1 General

5.1.1 (1/1/2017)

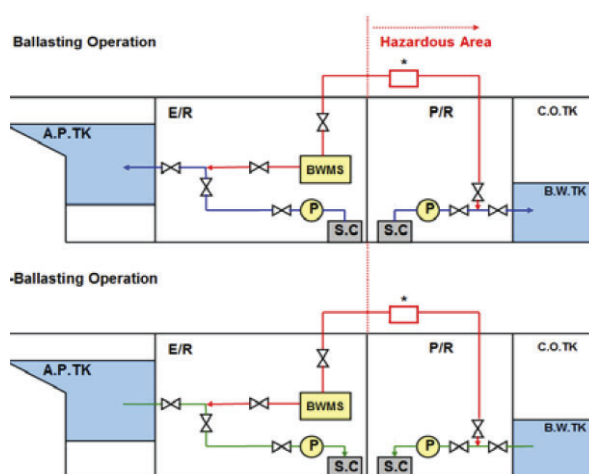
- BWMS which does not require after-treatment (see Fig 4)

Figure 4 (1/1/2017)



- BWMS which requires after-treatment (Injection type) (see Fig 5)

Figure 5 (1/1/2017)



☐ : Appropriate Isolation Means: Two (2) screw down check valves in series with a spool piece or a liquid seal, or automatic double block and bleed valves (Fig 1 or Fig 2 or Fig 3)

APPENDIX 9

DATA SHEET AND ENGINES PARTICULARS

1 General

1.1

1.1.1 (1/7/2016)

Please enclose additional pages if the text fields of this form are insufficient.

General Data

Engine designer / engine builder _____

Engine Type _____

Manufactured since _____

Number of delivered marine engines _____

Performance Data Related to: Barometric pressure 1,000 mbar; Air temperature 45°C; Relative humidity 60%; seawater temp. 32 °C

Max. continuous rating	kW/cyl.				
Rated speed	1/min				
Mean indicative pressure	bar				
Mean effective pressure	bar				
Max. firing pressure	bar				
Charge air pressure	bar				
Compression ratio	-				
Mean piston speed	m/s				

- Design**
- | | |
|--|--|
| <input type="checkbox"/> Main engine, single propulsion | <input type="checkbox"/> Main engine, multi engine plant |
| <input type="checkbox"/> Auxiliary engine | <input type="checkbox"/> Emergency engine |
| <input type="checkbox"/> 2-stroke | <input type="checkbox"/> 4-stroke |
| <input type="checkbox"/> Crosshead | <input type="checkbox"/> Trunk piston |
| <input type="checkbox"/> In-line engine | <input type="checkbox"/> V-engine |
| <input type="checkbox"/> Reversible | <input type="checkbox"/> Non-reversible |
| <input type="checkbox"/> With supercharging | <input type="checkbox"/> Without supercharging |
| <input type="checkbox"/> With charge air cooling | <input type="checkbox"/> Without charge air cooling |
| <input type="checkbox"/> Constant-pressure charging system | <input type="checkbox"/> Pulsating pressure system |
| <input type="checkbox"/> Direct injection | <input type="checkbox"/> Indirect injection |
| <input type="checkbox"/> Injection operation by cams | <input type="checkbox"/> Injection operation electronically controlled |
| <input type="checkbox"/> Valve operation by cams | <input type="checkbox"/> Valve operation electronically controlled |
| <input type="checkbox"/> Liquid fuel | <input type="checkbox"/> Gaseous fuel |
| <input type="checkbox"/> Dual fuel | |

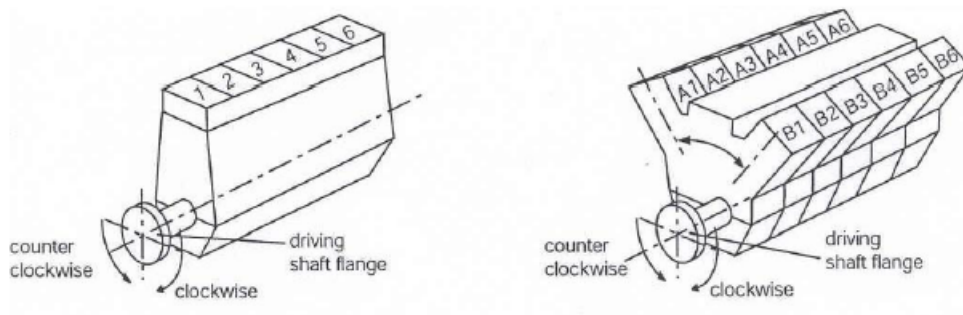
Number of cylinders _____

V-angle _____

Bore mm mm
 Stroke

Crankshaft Material open die forged cont grain flow forged free form forged cast
 Design solid semi-built

Firing order



Number of cylinders	Clockwise (f.o.)	Counter clockwise (f.o.)

Supercharging devices	No. of cyl.	No. of aux. blo.	No. of CAC	No. of TC	TC manufacturer / type	Type approval certificate No. of TC

TC lubricating oil supply by engine lub. oil system TC internal lub. oil system

Inclination limits

Engine operation is safeguarded under following inclined positions

Athwartship	static	15.0 °	<input type="checkbox"/> Yes	<input type="checkbox"/> No
		22.5 °	<input type="checkbox"/> Yes	<input type="checkbox"/> No
		30.0 °	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	dynamic	22.5 °	<input type="checkbox"/> Yes	<input type="checkbox"/> No
		30.0 °	<input type="checkbox"/> Yes	<input type="checkbox"/> No
For-and-aft	static	5.0 °	<input type="checkbox"/> Yes	<input type="checkbox"/> No
		10.0 °	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Speed governor	Engine application (Main/Aux/Emgcy)	Manufacturer / type	dynamic	7.5 °	<input type="checkbox"/> Yes	<input type="checkbox"/> No
				10.0 °	<input type="checkbox"/> Yes	<input type="checkbox"/> No
			Kind of operation	Type approval cert. No. (if electric / electronic gov.)		

Overspeed protection Independent overspeed protection available Yes No

Kind of operation

Manufacturer / type, if electronic

Type approval certificate No.

Electronic systems Engine control and management system

Manufacturer / type

Type approval certificate No.

Crankcase safety device Relief valves available Yes No

No. of cyl.	Total crankcase gross volume incl. attachments	Type and size of relief valve	Type approval certificate No.	
			Relief area per relief valve	No. of relief valves

Oil mist detector available Yes No

Manufacturer / type

Type approval certificate No.

Starting system

Kind of operation

Safety devices in a starting air system. A flame arrestor or a bursting disk is installed

- before each starting valve Yes No

- in the starting air manifold Yes No

Cylinder overpressure Cylinder overpressure warning device Yes No

Design	bar
	Opening pressure
Allowable fuels Classification according to ISO 8216	
Marine distillate fuel	DMX <input type="checkbox"/> Yes <input type="checkbox"/> No
	DMA, DMB, DMC <input type="checkbox"/> Yes <input type="checkbox"/> No
Marine residual fuel	cSt <input type="checkbox"/> Yes <input type="checkbox"/> No
	Max. kinematic viscosity at 50°C
Gas	Kind of gas <input type="checkbox"/> Yes <input type="checkbox"/> No
Engine attached	
filter Lubricating oil filter	Single <input type="checkbox"/> Yes <input type="checkbox"/> No
	Duplex <input type="checkbox"/> Yes <input type="checkbox"/> No
	Automatic <input type="checkbox"/> Yes <input type="checkbox"/> No
Fuel oil filter	Single <input type="checkbox"/> Yes <input type="checkbox"/> No
	Duplex <input type="checkbox"/> Yes <input type="checkbox"/> No
	Automatic <input type="checkbox"/> Yes <input type="checkbox"/> No
Engine driven	
pumps Main lubricating oil pump	<input type="checkbox"/> Yes <input type="checkbox"/> No
Sea cooling water pump	<input type="checkbox"/> Yes <input type="checkbox"/> No
LT-fresh cooling water pump	<input type="checkbox"/> Yes <input type="checkbox"/> No
HT-fresh cooling water pump	<input type="checkbox"/> Yes <input type="checkbox"/> No
Fuel oil booster pump	<input type="checkbox"/> Yes <input type="checkbox"/> No
Main engine	
emergency	
operation At failure of one auxiliary blower, the engine can be started and operated at partial load.	<input type="checkbox"/> Yes <input type="checkbox"/> No
At failure of one turbo charger engine operation can be continued.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Remarks _____	

Place / Date

Stamp

Name and Signature

Enclosures

APPENDIX 10

TABULAR LISTING OF LICENSOR'S AND LICENSEE'S DRAWING AND DATA

1 General

1.1

1.1.1 (1/7/2016)

Licensee: _____

Licensor: _____

Licensee Engine No. : _____

Engine

type: _____

No.	Components or System	Licensor			Licensee		Has Design been modified by Licensee?		If Yes, indicate following information	
		Dwg. No. & Title	Rev. No.	Date of Class Approval or Review	Dwg. No.	Rev. No.	Yes	No	Identification of Alternative approved by Licensor	Date of Class Approval or Review of Licensee Dwg.
1										
2										
3										
4										
5										
6										
7										
8										
9										
...										

I attest the above information to be correct and accurate.

Person in Charge (Licensee):

Printed Name

Signature

Date: _____

APPENDIX 11

SAMPLE TEMPLATE FOR CONFIRMATION OF THE LICENSOR'S ACCEPTANCE OF LICENSEE'S MODIFICATIONS

1 General

1.1

1.1.1 (1/7/2016)

Engine Licensee Proposed Alternative to Licensor's Design			
Licensee information			
Licensee:		Ref No.:	
Description:		Info No.:	
Engine type:		Main Section:	
Engine No.:		Plant Id.:	
Design Spec:	<input type="checkbox"/> General <input type="checkbox"/> Specific Nos:		
<i>Licensor design:</i>	State relevant part or drawing numbers. Insert drawing clips or pictures. Add any relevant information	<i>Licensee Proposed Alternative</i>	
		For example: <ul style="list-style-type: none"> Differences in geometry Differences in the functionality Material Hardness Surface condition Alternative standard Licensee production information introduced on the drawing Weldings or castings etc. 	
Reason: <input type="checkbox"/> Licensee's production <input type="checkbox"/> Sub-supplier's production <input type="checkbox"/> Cost down <input type="checkbox"/> Tools	Interchangeability w. licensor design <input type="checkbox"/> Yes <input type="checkbox"/> No	Non-conformity Report Research, Assessment, Evaluation <input type="checkbox"/> NCR <input type="checkbox"/> RAE	Certified by licensee: Initials: Date:
Licensor comments			
LoAE: <input type="checkbox"/> Accepted as alternative execution <small>(Licensor undertakes responsibility)</small> <input type="checkbox"/> No objection acceptable <small>(Licensee undertakes responsibility)</small>	<input type="checkbox"/> Not	NCR: <input type="checkbox"/> Approved <input type="checkbox"/> Conditionally approved <input type="checkbox"/> Rejected	Certified by licensor: Initials: Date:
Licensor ref.:		Date:	
Licensee ref.:		Date:	

APPENDIX 12

SAFETY OF INTERNAL COMBUSTION ENGINES SUPPLIED WITH LOW PRESSURE GAS

1 General

1.1 Scope

1.1.1 Type of engines (1/7/2019)

This appendix addresses the requirements for trunk piston internal combustion engines supplied with low pressure natural gas as fuel. This appendix is to be applied in association with other relevant rule requirements, as far as found applicable to the specific natural gas burning engine design.

The requirements of the mandatory international codes for gas carriers (IGC Code) and for other ships burning low flashpoint fuels (IGF Code) must also be considered when the ship is subject to such Codes.

Specific requirements of the IGF Code as referenced in this appendix shall be applied to engine types covered by this appendix installed on any ship, regardless of type, size and trading area, as long as the IGC Code is not referenced or explicitly specified otherwise. Engines can be either dual fuel engines (hereinafter referred to as DF engines) or gas fuel only engines (hereinafter referred to as GF engines).

Gas can be introduced as follows:

- into the air inlet manifold, scavenge space, or cylinder air inlet channel port; or
- mixed with air before the turbo-charger ("pre-mixed engines").

The gas / air mixture in the cylinder can be ignited by the combustion of a certain amount of fuel (pilot injection) or by extraneous ignition (sparking plug).

The scope of the appendix is limited to natural gas fuelled engines

1.1.2 Applications (1/7/2019)

This appendix covers the following applications, but is not limited to:

- mechanical propulsion,
- generating sets intended for main propulsion and auxiliary applications,
- single engine or multi-engine installations.

1.2 Definitions

1.2.1 (1/7/2019)

Certified safe type means electrical equipment that is certified in accordance with the recommendation published by the International Electrotechnical Commission (IEC), in particular publication IEC 60092-502:1999, or with recognized standards at least equivalent. The certification of electrical equipment is to correspond to the category and group for methane gas.

1.2.2 (1/7/2019)

Double block and bleed valves means the set of valves referred to in:

- IGC Code, 16.4.5
- IGF Code, 2.2.9 and 9.4.4 to 9.4.6.

1.2.3 (1/7/2019)

Dual fuel engine ("DF engine") means an engine that can burn natural gas as fuel simultaneously with liquid fuel, either as pilot oil or bigger amount of liquid fuel (gas mode), and also has the capability of running on liquid diesel fuel oil only (Diesel mode).

1.2.4 (1/7/2019)

Engine room is a machinery space or enclosure containing gas fuelled engine(s).

1.2.5 (1/7/2019)

Gas means a fluid having a vapour pressure exceeding 2.8 bar absolute at a temperature of 37.8°C.

1.2.6 (1/7/2019)

Gas admission valve is a valve or injector on the engine, which controls gas supply to the cylinder(s) according to the cylinder(s) actual gas demand.

1.2.7 (1/7/2019)

Gas engine means either a DF engine or a GF engine.

1.2.8 (1/7/2019)

Gas fuel only engine ("GF engine") means an engine capable of operating on gas fuel only and not able to switch over to oil fuel operation.

1.2.9 (1/7/2019)

Gas piping means piping containing gas or air / gas mixtures, including venting pipes.

1.2.10 (1/7/2019)

Gas Valve Unit (GVU) is a set of manual shutoff valves, actuated shut-off and venting valves, gas pressure sensors and transmitters, gas temperature sensors and transmitters, gas pressure control valve and gas filter used to control the gas supply to each gas consumer. It also includes a connection for inert gas purging.

1.2.11 (1/7/2019)

IGC Code means the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (as amended by IMO Resolution MSC.370(93)).

1.2.12 (1/7/2019)

IMO means the International Maritime Organisation.

1.2.13 (1/7/2019)

IGF Code means the International Code of Safety for Ships Using Gases or other Low-Flashpoint Fuels (IMO Resolution MSC.391(95)).

1.2.14 (1/7/2019)

Low pressure gas means gas with a pressure up to 10 bar.

1.2.15 (1/7/2019)

Lower Heating Value ("LHV") means the amount of heat produced from the complete combustion of a specific amount of fuel, excluding latent heat of vaporization of water.

1.2.16 (1/7/2019)

Methane Number is a measure of resistance of a gas fuel to knock, which is assigned to a test fuel based upon operation in knock testing unit at the same standard knock intensity.

Note 1: Pure methane is used as the knock resistant reference fuel, that is, methane number of pure methane is 100, and pure hydrogen is used as the knock sensitive reference fuel, methane number of pure hydrogen is 0.

1.2.17 (1/7/2019)

Pilot fuel means the fuel oil that is injected into the cylinder to ignite the main gas-air mixture on DF engines.

1.2.18 (1/7/2019)

Pre-mixed engine means an engine where gas is supplied in a mixture with air before the turbocharger.

1.2.19 (1/7/2019)

Recognized standards means applicable international or national standards acceptable to the Classification Society or standards laid down and maintained by an organisation which complies with the standards adopted by IMO and which are recognized by the Classification Society.

1.2.20 (1/7/2019)

Safety Concept is a document describing the safety philosophy with regard to gas as fuel. It describes how risks associated with this type of fuel are controlled under reasonably foreseeable abnormal conditions as well as possible failure scenarios and their control measures.

Note 1: A detailed evaluation regarding the hazard potential of injury from a possible explosion is to be carried out and reflected in the safety concept of the engine.

1.3 Documents and drawings to be submitted**1.3.1 Documents and drawings to be submitted for the approval of DF and GF engines (1/7/2019)**

The following documents in Tab 1 are to be submitted for the approval of DF and GF engines, in addition to those required in Sec 2.

Table 1 : Documents and drawings to be submitted for the approval of DF and GF engines (1/7/2019)

No.	A/I (1)	Document
1	A	Schematic layout or other equivalent documents of gas system on the engine
2	A	Gas piping system (including double-walled arrangement where applicable)
3	A	Parts for gas admission system (2)
4	A	Arrangement of explosion relief valves (crankcase (3)), charge air manifold, exhaust gas manifold) as applicable
5	A	List of certified safe equipment and evidence of relevant certification
6	I	Safety concept
7	I	Report of the risk analysis (4)
8	I	Gas specification
<p>(1) A = to be submitted for approval, in four copies I = to be submitted for information, in duplicate.</p> <p>(2) The documentation to contain specification of pressures, pipe dimensions and materials.</p> <p>(3) If required by Sec 2.</p> <p>(4) See [1.4].</p>		

1.3.2 Documents and drawings to be submitted for the approval of DF engine (1/7/2019)

The following documents in Tab 2 are to be submitted for the approval of DF engines in addition to those required in Sec 2 and Tab 1.

Table 2 : Documents and drawings to be submitted for the approval of DF engines (1/7/2019)

No.	Document
1	Schematic layout or other equivalent documents of fuel oil system (main and pilot fuel systems) on the engine
2	Shielding of high pressure fuel pipes for pilot fuel system, assembly
3	High pressure parts for pilot fuel oil injection system (1)
(1) The documentation to contain specification of pressures, pipe dimensions and materials.	

1.3.3 Documents and drawings to be submitted for the approval of GF engine (1/7/2019)

The following documents in Tab 3 are to be submitted for the approval of GF engines in addition to those required in Sec 2 and Tab 1.

Table 3 : Documents and drawings to be submitted for the approval of GF engines (1/7/2019)

No.	Document
1	Ignition system

1.3.4 (1/7/2019)

Where considered necessary, the Society may request further documents to be submitted.

1.4 Risk analysis

1.4.1 Scope of the risk analysis (1/7/2019)

The risk analysis is to address:

- a failure or malfunction of any system or component involved in the gas operation of the engine,
- a gas leakage downstream of the gas valve unit,
- the safety of the engine in case of emergency shutdown or blackout, when running on gas,
- the inter-actions between the gas fuel system and the engine.

Note 1: With regard to the scope of the risk analysis it shall be noted that failures in systems external to the engine, such as fuel storage or fuel gas supply systems, may require action from the engine control and monitoring system in the event of an alarm or fault condition. Conversely failures in these external systems may, from the vessel perspective, require additional safety actions from those required by the engine limited risk analysis required by this Appendix.

1.4.2 Form of the risk analysis (1/7/2019)

The risk analysis is to be carried out in accordance with international standard ISO 31010:2009: Risk management - Risk assessment techniques, or other recognized standards.

The required analysis is to be based on the single failure concept, which means that only one failure needs to be considered at the same time. Both detectable and non-

detectable failures are to be considered. Consequences failures, i.e. failures of any component directly caused by a single failure of another component, are also to be considered.

1.4.3 Procedure for the risk analysis (1/7/2019)

The risk analysis is to:

- a) identify all the possible failures in the concerned equipment and systems which could lead:
 - 1) to the presence of gas in components or locations not designed for such purpose, and/or
 - 2) to ignition, fire or explosion;
- b) evaluate the consequences,
- c) where necessary, identify the failure detection method,
- d) where the risk cannot be eliminated, identify the corrective measures:
 - 1) in the system design, such as:
 - redundancies,
 - safety devices, monitoring or alarm provisions which permit restricted operation of the system;
 - 2) in the system operation, such as:
 - initiation of the redundancy,
 - activation of an alternative mode of operation.

The results of the risk analysis are to be documented.

1.4.4 Equipment and systems to be analysed (1/7/2019)

The risk analysis required for engines is to cover at least the following aspects:

- a) failure of the gas-related systems or components, in particular:
- gas piping and its enclosure, where provided
 - cylinder gas supply valves

Note 1: Failures of the gas supply components not located directly on the engine, such as block-and-bleed valves and other components of the Gas Valve Unit (GVU), are not to be considered in the analysis.

- b) failure of the ignition system (oil fuel pilot injection or sparking plugs),
- c) failure of the air to fuel ratio control system (charge air by-pass, gas pressure control valve, etc.),
- d) for engines where gas is injected upstream of the turbo-charger compressor, failure of a component likely to result in a source of ignition (hot spots),
- e) failure of the gas combustion or abnormal combustion (misfiring, knocking),
- f) failure of the engine monitoring, control and safety systems,

Note 2: Where engines incorporate electronic control systems, a failure mode and effects analysis (FMEA) is to be carried out in accordance with Sec 2, Tab 1, Footnote 5.

- g) abnormal presence of gas in engine components (e.g. air inlet manifold and exhaust manifold of DF or GF engines) and in the external systems connected to the engines (e.g. exhaust duct),
- h) changes of operating modes for DF engines,
- i) hazard potential for crankcase fuel gas accumulation, for engines where the space below the piston is in direct communication with the crankcase, refer to IGF Code 10.3.1.2.

2 Design Requirements

2.1 General Principles

2.1.1 (1/7/2019)

The manufacturer is to declare the allowable gas composition limits for the engine and the minimum and (if applicable) maximum methane number.

2.1.2 (1/7/2019)

Components containing or likely to contain gas are to be designed to:

- a) minimise the risk of fire and explosion so as to demonstrate an appropriate level of safety commensurate with that of an oil-fuelled engine;
- b) mitigate the consequences of a possible explosion to a level providing a tolerable degree of residual risk, due to the strength of the component(s) or the fitting of suitable pressure relief devices of an approved type.

Also refer to the IGF Code 10.2 and 10.3.

Note 1: Discharge from pressure relief devices shall prevent the passage of flame to the machinery space and be arranged such that the discharge does not endanger personnel or damage other engine components or systems"

Note 2: Relief devices shall be fitted with a flame arrester.

2.2 Design Requirements

2.2.1 Gas piping (1/7/2019)

The requirements of this section apply to engine-mounted gas piping. The piping shall be designed in accordance with the criteria for gas piping (design pressure, wall thickness, materials, piping fabrication and joining details etc.) as given in the IGF Code chapter 7. For gas carriers, IGC Code chapter 5.1 to 5.9 and 16 applies.

2.2.2 Arrangement of the gas piping system on the engine (1/7/2019)

Pipes and equipment containing fuel gas are defined as hazardous area Zone 0 (refer to IGF Code 12.5.1).

The space between the gas fuel piping and the wall of the outer pipe or duct is defined as hazardous area Zone 1 (refer to IGF Code 12.5.2.6).

- a) Normal "double wall" arrangement

The gas piping system on the engine shall be arranged according to the principles and requirements of the IGF Code 9.6. For gas carriers, IGC Code 16.4.3 applies.

The design criteria for the double pipe or duct are given in the IGF Code 9.8 and 7.4.1.4.

In case of a ventilated double wall, the ventilation inlet is to be located in open air and in accordance with the provisions of IGF Code, regulation 13.8.3. For gas carriers, IGC Code 16.4.3.2 applies.

The pipe or duct is to be pressure tested in accordance with Sec 10, [21.4.2] to ensure gas tight integrity and to show that it can withstand the expected maximum pressure at gas pipe rupture.

- b) Alternative arrangement

Single walled gas piping is only acceptable:

- 1) for engines installed in ESD protected machinery spaces, as defined in IGF Code 5.4.1.2 and in compliance with other relevant parts of the IGF Code (e.g. 5.6);
- 2) in the case as per footnote 18 to paragraph 9.6.2 of IGF Code.

For gas carriers, the IGC Code applies.

In case of gas leakage in an ESD-protected machinery space, which would result in the shut-down of the engine(s) in that space, a sufficient propulsion and manoeuvring capability including essential and safety systems is to be maintained.

Therefore the safety concept of the engine is to clearly indicate application of the "double wall" or "alternative" arrangement.

Note 1: The minimum power to be maintained is to be assessed on a case-by-case basis from the operational characteristics of the ship.

2.2.3 Charge air system on the engine (1/7/2019)

The charge air system on the engine is to be designed in accordance with [2.1.2] above.

In case of a single engine installation, the engine is to be capable of operating at sufficient load to maintain power to essential consumers after opening of the pressure relief

devices caused by an explosion event. Sufficient power for propulsion capability is to be maintained.

Note 1: Load reduction is to be considered on a case by case basis, depending on engine configuration (single or multiple) and relief mechanism (self-closing valve or bursting disk).

2.2.4 Exhaust system on the engine (1/7/2019)

The exhaust gas system on the engine is to be designed in accordance with [2.1.2] above.

In case of a single engine installation, the engine is to be capable of operating at sufficient load to maintain power to essential consumers after opening of the pressure relief devices caused by an explosion event. Sufficient power for propulsion capability is to be maintained.

Continuous relief of exhaust gas (through open rupture disc) into the engine room or other enclosed spaces is not acceptable.

2.2.5 Engine crankcase (1/7/2019)

a) Crankcase explosion relief valves

Crankcase explosion relief valves are to be installed in accordance with Sec 2, [4.3.4]. Refer also to IGF Code 10.3.1.2.

b) Inerting

For maintenance purposes, a connection, or other means, are to be provided for crankcase inerting and ventilating and gas concentration measuring.

2.2.6 Gas ignition in the cylinder (1/7/2019)

Requirements of IGF Code 10.3 apply. For gas carriers, IGC Code 16.7 applies.

2.2.7 Control, monitoring, alarm and safety systems (1/7/2019)

The engine control system is to be independent and separate from the safety system.

The gas supply valves are to be controlled by the engine control system or by the engine gas demand.

Combustion is to be monitored on an individual cylinder basis.

In the event that poor combustion is detected on an individual cylinder, gas operation may be allowed in the conditions specified in IGF Code 10.3.1.6.

If monitoring of combustion for each individual cylinder is not practicable due to engine size and design, common combustion monitoring may be accepted.

Unless the risk analysis required by [1.4] proves otherwise, the monitoring and safety system functions for DF or GF engines are to be provided in accordance with Tab 4 in addition to the general monitoring and safety system functions required in Sec 2 and, for ship having the relevant additional class notations, Part F, Chapter 3.

Note 1: For DF engines, Tab 4 applies only to the gas mode.

2.2.8 Gas admission valves (1/7/2019)

Gas admission valves shall be certified safe as follows:

- a) The inside of the valve contains gas and shall therefore be certified for Zone 0.
- b) When the valve is located within a pipe or duct in accordance with [2.2.2] a), the outside of the valve shall be certified for Zone 1.
- c) When the valve is arranged without enclosure in accordance with the "ESD-protected machinery space" (see [2.2.2] b)) concept, no certification is required for the outside of the valve, provided that the valve is de-energized upon gas detection in the space.

However, if they are not rated for the zone they are intended for, it shall be documented that they are suitable for that zone. Documentation and analysis is to be based on IEC 60079-10-1 or IEC 60092-502.

Table 4 : Monitoring and Safety System Functions for DF and GF Engines (1/7/2019)

Parameter	Alarm	Automatic activation of the double block-and-bleed valves	Automatic switching over to oil fuel mode (1)	Engine shut-down
Abnormal pressures in the gas fuel supply line	X	X	X	X (5)
Gas fuel supply systems - malfunction	X	X	X	X (5)
Pilot fuel injection or spark ignition systems - malfunction	X	X (2)	X	X (2) (5)
Exhaust gas temperature after each cylinder - high	X	X (2)	X	X (2) (5)
Exhaust gas temperature after each cylinder, deviation from average - low (3)	X	X (2)	X	X (2) (5)
(1) DF engine only, when running in gas mode (2) For GF engines, the double block-and-bleed valves and the engine shutdown may not be activated in case of specific failures affecting only one cylinder, provided that the concerned cylinder can be individually shutoff and the safe operation of the engine in such conditions is demonstrated by the risk analysis. (3) Required only if necessary for the detection of misfiring (4) In the case where the failure can be corrected by an automatic mitigation action, only the alarm may be activated. If the failure persists after a given time, the safety actions are to be activated. (5) GF engine only (6) Where required by Sec 2, [4.3.5]				

Parameter	Alarm	Automatic activation of the double block-and-bleed valves	Automatic switching over to oil fuel mode (1)	Engine shut-down
Cylinder pressure or ignition - failure, including misfiring, knocking and unstable combustion	X	X (2) (4)	X (4)	X (2) (4) (5)
Oil mist concentration in crankcase or bearing temperature (6) - high	X	X		X
Pressure in the crankcase - high (4)	X	X	X	
Engine stops - any cause	X	X		
Failure of the control-actuating medium of the block and bleed valves	X	X	X	
<p>(1) DF engine only, when running in gas mode (2) For GF engines, the double block-and-bleed valves and the engine shutdown may not be activated in case of specific failures affecting only one cylinder, provided that the concerned cylinder can be individually shutoff and the safe operation of the engine in such conditions is demonstrated by the risk analysis. (3) Required only if necessary for the detection of misfiring (4) In the case where the failure can be corrected by an automatic mitigation action, only the alarm may be activated. If the failure persists after a given time, the safety actions are to be activated. (5) GF engine only (6) Where required by Sec 2, [4.3.5]</p>				

3 Specific Design Requirements

3.1 DF Engines

3.1.1 General (1/7/2019)

The maximum continuous power that a DF engine can develop in gas mode may be lower than the approved MCR of the engine (i.e. in oil fuel mode), depending in particular on the gas quality.

This maximum power available in gas mode and the corresponding conditions shall be stated by the engine manufacturer and demonstrated during the type test.

3.1.2 Starting, changeover and stopping (1/7/2019)

DF engines are to be arranged to use either oil fuel or gas fuel for the main fuel charge and with pilot oil fuel for ignition. The engines are to be arranged for rapid changeover from gas use to fuel oil use. In the case of changeover to either fuel supply, the engines are to be capable of continuous operation using the alternative fuel supply without interruption to the power supply.

Changeover to gas fuel operation is to be only possible at a power level and under conditions where it can be done with acceptable reliability and safety as demonstrated through testing.

Changeover from gas fuel operation mode to oil fuel operation mode is to be possible at all situations and power levels.

The changeover process itself from and to gas operation is to be automatic but manual interruption is to be possible in all cases.

In case of shut-off of the gas supply, the engines are to be capable of continuous operation by oil fuel only.

3.1.3 Pilot injection (1/7/2019)

Gas supply to the combustion chamber is not to be possible without operation of the pilot oil injection.

Note 1: Pilot injection is to be monitored for example by fuel oil pressure and combustion parameters.

3.2 GF Engines

3.2.1 Spark ignition system (1/7/2019)

In case of failure of the spark ignition, the engine is to be shut down except if this failure is limited to one cylinder, subject to immediate shut off of the cylinder gas supply and provided that the safe operation of the engine is substantiated by the risk analysis and by tests.

3.3 Pre-Mixed Engines

3.3.1 Charge air system (1/7/2019)

Inlet manifold, turbo-charger, charge air cooler, etc. are to be regarded as parts of the fuel gas supply system. Failures of those components likely to result in a gas leakage are to be considered in the risk analysis (see [1.4]).

Flame arresters are to be installed before each cylinder head, unless otherwise justified in the risk analysis, considering design parameters of the engine such as the gas concentration in the charge air system, the path length of the gas-air mixture in the charge air system, etc.

4 Type Testing, Factory Acceptance Tests and Shipboard Trials

4.1 Type Testing

4.1.1 General (1/7/2019)

Type approval of DF and GF engines is to be carried out in accordance with Sec 2, [6], taking into account the additional requirements below.

4.1.2 Type of engine (1/7/2019)

In addition to the criteria given in Sec 2, [1.5.1] the type of engine is defined by the following:

- gas admission method (direct cylinder injection, charge air space or pre-mixed)
- gas supply valve operation (mechanical or electronically controlled)
- ignition system (pilot injection, spark ignition, glow plug or gas self-ignition)
- ignition system (mechanical or electronically controlled).

4.1.3 Safety precautions (1/7/2019)

In addition to the safety precautions mentioned in Sec 2, [6.6], measures to verify that gas fuel piping on engine is gas tight are to be carried out prior to start-up of the engine.

4.1.4 Test programme (1/7/2019)

The type testing of the engine is to be carried out in accordance with Sec 2, [6.7].

For DF engines, the load tests referred to in Sec 2, [6.7] are to be carried out also in gas mode at the different percentages of the maximum power available in gas mode (see [3.1.1]). The 110% load tests are not required in the gas mode.

The influence of the methane number and LHV of the fuel gas is not required to be verified during the Stage B type tests. It shall however be justified by the engine designer through internal tests or calculations and documented in the type approval test report.

4.1.5 Measurements and records (1/7/2019)

In addition to the measurements and records required in Sec 2, [6.8], the following engine data are to be measured and recorded:

- each fuel index for gas and diesel as applicable (or equivalent reading),
- gas pressure and temperature at the inlet of the gas manifold,
- gas concentration in the crankcase

Additional measurements may be required in connection with the design assessment.

4.1.6 Stage A - internal tests (1/7/2019)

In addition to tests required in Sec 2, [6.9], the following conditions are to be tested:

- DF engines are to run the load points defined in Sec 2, [6.9] in both gas and diesel modes (with and without

pilot injection in service) as found applicable for the engine type,

- for DF engines with variable liquid / gas ratio, the load tests are to be carried out at different ratios between the minimum and the maximum allowable values,
- for DF engines, switch over between gas and diesel modes are to be tested at different loads.

4.1.7 Stage B - witnessed tests (1/7/2019)

a) General

Gas engines are to undergo the different tests required in Sec 2, [6.10].

In case of DF engine, all load points must be run in both gas and diesel modes that apply for the engine type as defined by the engine designer (see [4.1.4]). This also applies to the overspeed test.

In case of DF engines with variable liquid / gas ratio, the load tests are to be carried out at different ratios between the minimum and the maximum allowable values.

b) Functional tests

In addition to the functional tests required in Sec 2, [6.10.3], the following tests are to be carried out:

- for DF engines, the lowest specified speed is to be verified in diesel mode and gas mode,
- for DF engines, switch over between gas and diesel modes are to be tested at different loads,
- the efficiency of the ventilation arrangement of the double walled gas piping system is to be verified,
- simulation of a gas leakage in way of a cylinder gas supply valve.

Engines intended to produce electrical power are to be tested as follows:

- capability to take sudden load and loss of load in accordance with the provisions of Sec 2, [4.7.5] c) and d),
- for GF and premixed engines, the influences of LHV, methane number and ambient conditions on the dynamic load response test results are to be theoretically determined and specified in the test report. Referring to the limitations as specified in [2.1.1], the margin for satisfying dynamic load response is to be determined.

Note 1: For DF engines, switchover to oil fuel during the test is acceptable.

Note 2: Application of electrical load in more than 2 load steps can be permitted in the conditions stated in Sec 2, [4.7.5] d).

c) Integration Tests

GF and DF engines are to undergo integration tests to verify that the response of the complete mechanical, hydraulic and electronic engine system is as predicted for all intended operational modes. The scope of these tests is to be agreed with the Society for selected cases

based on the risk analysis required in [1.4], and shall at least include the following incidents:

- Failure of ignition (spark ignition or pilot injection systems), both for one cylinder unit and common system failure
- Failure of a cylinder gas supply valve
- Failure of the combustion (to be detected by e.g. misfiring, knocking, exhaust temperature deviation, etc.)
- Abnormal gas pressure
- Abnormal gas temperature (see note 3)

Note 3: This test may be carried out using a simulation signal of the temperature.

4.1.8 Stage C - Component inspection (1/7/2019)

Component inspection is to be carried out in accordance with the provisions of Sec 2, [6.11].

The components to be inspected after the test run are to include also:

- gas supply valve including pre-chamber as found applicable,
- spark igniter (for GF engines),
- pilot fuel injection valve (for DF engines)

4.2 Factory Acceptance Test

4.2.1 General (1/7/2019)

Factory acceptance tests of DF and GF engines are to be carried out in accordance with Sec 2, [7.4], taking into account the additional requirements below.

For DF engines, the load tests referred to in Sec 2, [7.4.4] are to be carried out also in gas mode at the different percentages of the maximum power available in gas mode (see [3.1.1]). The 110% load test is not required in the gas mode.

4.2.2 Safety precautions (1/7/2019)

In addition to the safety precautions mentioned Sec 2, [6.6], measures to verify that gas fuel piping on engine is gas tight are to be carried out prior to start-up of the engine.

4.2.3 Records (1/7/2019)

In addition to the records required in Sec 2, [7.4.3], the following engine data are to be recorded:

- fuel index, both gas and diesel as applicable (or equivalent reading),
- gas pressure and temperature.

4.2.4 Test loads (1/7/2019)

Test loads for various engine applications are given in Sec 2, [7.4.4]. DF engines are to be tested in both diesel and gas mode as found applicable. In addition the scope of the trials may be expanded depending on the engine application, service experience, or other relevant reasons.

4.2.5 Integration tests (1/7/2019)

GF and DF engines are to undergo integration tests to verify that the response of the complete mechanical, hydraulic and electronic system is as predicted for all intended operational modes.

The scope of these tests is to be agreed with the Society for selected cases based on the risk analysis required in [1.4] and shall at least include the following incidents:

- failure of ignition (spark ignition or pilot injection systems), for one cylinder unit,
- failure of a cylinder gas supply valve,
- failure of the combustion (to be detected by e.g. misfiring, knocking, exhaust temperature deviation, etc.),
- abnormal gas pressure,
- abnormal gas temperature.

The above tests may be carried out using simulation or other alternative methods, subject to special consideration by the Society.

4.3 Shipboard Trials

4.3.1 (1/7/2019)

Shipboard trials are to be carried out in accordance with the provisions of Sec 16, [3.4].

For DF engines, the test loads required in Sec 16, [3.4.4] are to be carried out in all operating modes (gas mode, diesel mode, etc.).

