SC 123

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(Rev.1
Apr 1998)
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(Rev.3
Dec 2005)
(Rev.4
Nov 2018
Withdrawn
and Rev.3
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Nov 2019)
(Corr.1
Feb 2022)
(Rev.5
July 2023)

Machinery Installations - Service Tank Arrangements

Reg. II-1/26.11

SOLAS Regulation II-1/26.11 states:

*Two fuel oil service tanks for each **type of fuel** used on board necessary for propulsion and vital systems or **equivalent arrangements** shall 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.*

Interpretation

Arrangements complying with this regulation and acceptable "equivalent arrangements", for the most commonly utilised fuel systems, are shown below.

A service tank is a fuel oil tank which contains only fuel of a quality ready for use i.e. fuel of a grade and quality that meet the specification required by the equipment manufacturer. A service tank is to be declared as such and not to be used for any other purpose.

Use of a setting tank with or without purifiers, or purifiers alone, and one service tank is not acceptable as an "equivalent arrangement" to two service tanks.

Notes:

1. This Unified Interpretation is to be applied by IACS Members and Associates to all ships subject to the relevant SOLAS Regulation.

2. Changes introduced in Rev.2 are to be uniformly implemented by IACS Members and Associates from 1 January 2003.

3. Changes introduced in Rev.3 are to be uniformly implemented by IACS Members and Associate from 1 July 2006.

4. Rev.4 of this UI is withdrawn prior to coming into force on 1 January 2020 and Rev.3 of this UI is reinstated on Nov 2019.

5. Rev.5 of this UI is to be uniformly implemented by IACS Members on ships contracted for construction on or after 1 July 2024.

6. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

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1. Example 1

1.1 Requirement according to SOLAS - Main and Auxiliary Engines and Boiler(s) operating with Heavy Fuel Oil (HFO) (one fuel ship)

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler + Aux. Eng.	HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler + Aux. Eng.	MDO TK For initial cold starting or repair work of Engines/ Boiler

1.2 Equivalent arrangement [1]

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler + Aux. Eng.	MDO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler + Aux. Eng.

This arrangement only applies where main and auxiliary engines can operate with heavy fuel oil under all load conditions and, in the case of main engines, during manoeuvring.

For pilot burners of Auxiliary Boilers if provided, an additional MDO tank for 8 hours may be necessary.

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[1] Any fuel oil which requires post service tank heating to achieve the required injection viscosity is not regarded in this context as MDO.

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2. Example 2

2.1 Requirement according to SOLAS - Main Engine(s) and Auxiliary Boiler(s) operating with HFO and Auxiliary Engine operating with Marine Diesel Oil (MDO)

HFO Serv. TK Capacity for at least 8 h Main Eng.+ Aux. Boiler	HFO Serv. TK Capacity for at least 8 h Main Eng.+ Aux. Boiler	MDO Serv. TK Capacity for at least 8 h Aux. Eng.	MDO Serv. TK Capacity for at least 8 h Aux. Eng.

2.2 Equivalent arrangement [2]

HFO Serv. TK Capacity for at least 8 h Main Eng.+ Aux. Boiler	MDO Serv. TK Capacity for at least the highest of: 4 h Main Eng. +Aux. Eng. +Aux. Boiler or 8 h Aux. Eng. + Aux. Boiler	MDO Serv. TK Capacity for at least the highest of: 4 h Main Eng. +Aux. Eng. + Aux. Boiler or 8 h Aux. Eng. + Aux. Boiler

3. The arrangements in 1.2 and 2.2 apply, provided the propulsion and vital systems which use two types of fuel support rapid fuel changeover and are capable of operating in all normal operating conditions at sea with both types of fuel (MDO and HFO).

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[2] See footnote 1.