

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part D

Machinery Installations

Guidance for the Survey and Construction of Steel Ships

Part D

2013 AMENDMENT NO.1

Notice No.28 30th May 2013

Resolved by Technical Committee on 4th February 2013

ClassNK
NIPPON KAIJI KYOKAI

AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Guidance for the survey and construction of steel ships” has been partly amended as follows:

Part D MACHINERY INSTALLATIONS

D13 PIPING SYSTEMS

D13.9 Fuel Oil Systems

Paragraph D13.9.6 has been amended as follows.

D13.9.6 Fuel Oil Systems for Diesel Engines

1 In cases where ships intended to use heavy fuel oil or marine diesel oil for operating diesel engines use low sulphur fuel oil instead, any of the following is to be complied with. For reference, “low sulphur fuel oil” in this paragraph refers to marine fuel with a sulphur content not exceeding 0.1 % m/m and a minimum viscosity of 2 cSt.

- (1) Each of the fuel supply pumps required by 13.9.6-1(1), Part D of the Rules is to be suitable for low sulphur fuel oil operations at the capacity required for normal propulsion machinery operation.
- (2) When the fuel oil supply pumps required by 13.9.6-1(1), Part D of the Rules are suitable to operate on low sulphur fuel oil but one pump alone is not capable of delivering the low sulphur fuel oil at the required capacity, then both pumps may operate in parallel to achieve the capacity required for normal propulsion machinery operation. In such cases, one additional fuel oil pump is to be provided. The additional pump is, when operating in parallel with one of the pumps required by 13.9.6-1(1), Part D of the Rules, to be suitable for and capable of delivering low sulphur fuel oil at the capacity required for normal propulsion machinery operation.
- (3) In addition to the fuel oil supply pumps required by 13.9.6-1(1), Part D of the Rules, two separate fuel oil pumps are to be provided, each capable of and suitable for supplying low sulphur fuel oil at the capacity required for normal propulsion machinery operation.

2 One self-cleaning filter will also be accepted as a filter capable of being cleaned without stopping the supply of filtered oil required by 13.9.6-4(2), Part D of the Rules.

Paragraph D13.9.7 has been amended as follows.

D13.9.7 Burning Systems for Boilers

1 In cases where ships intended to use heavy fuel oil or marine diesel oil for operating diesel engines use low sulphur fuel oil instead, any of the following is to be complied with. For reference, “low sulphur fuel oil” in this paragraph refers to marine fuels with a sulphur content not exceeding 0.1 % m/m and a minimum viscosity of 2 cSt.

- (1) Each of the burning pumps required by 13.9.7-1(1) or -2(1), Part D of the Rules is to be suitable for low sulphur fuel oil operations at the capacity required for normal navigation.
- (2) When the burning pumps required by 13.9.7-1(1) or -2(1), Part D of the Rules are suitable to operate on low sulphur fuel oil but one pump alone is not capable of delivering the low sulphur

fuel oil at the required capacity, then both pumps may operate in parallel to achieve the capacity required for normal navigation. In such cases, one additional fuel oil pump is to be provided. The additional pump is, when operating in parallel with one of the pumps required by 13.9.7-1(1) or -2(1), Part D of the Rules, to be suitable for and capable of delivering low sulphur fuel oil at the capacity required for normal navigation.

(3) In addition to the burning pumps required by 13.9.7-1(1) or -2(1), Part D of the Rules, two separate fuel oil pumps are to be provided, each capable of and suitable for supplying low sulphur fuel oil at the capacity required for normal navigation.

2 For auxiliary boilers used exclusively for the fuel oil heating necessary for the operation of main propulsion machinery or any cargo heating that is continuously required, only one burning system may be accepted in cases where one complete spare unit of a burning pump, capable of being used as a replacement within a short period of time, is equipped, notwithstanding the requirements in 13.9.7-2(1), Part D of the Rules.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2013.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction* is before the effective date.
* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
 - (1) such alterations do not affect matters related to classification, or
 - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which 1. and 2. above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Note:
This Procedural Requirement applies from 1 July 2009.