

# **The Crankcase Oil Mist Detection Arrangements**

## **Amended Rules and Guidance**

Rules for the Survey and Construction of Steel Ships Part D

Guidance for the Approval and Type Approval of Materials and Equipment for Marine Use

## **Reason for Amendment**

Originally, IACS requirements only required crankcase oil mist detection arrangements for the monitoring and control systems of ships with Periodically Unattended Machinery Spaces (hereinafter referred to as “M0 Ships”). However, IACS adopted Unified Requirements M10 (Rev. 3) which expanded the scope of the aforementioned requirements to include ships without Periodically Unattended Machinery Spaces (hereinafter referred to as “non-M0 Ships”) as well. In addition, UR M10 (Rev.3) also specified that oil mist concentration monitoring was not required for non-M0 Ships.

The ClassNK Rules were then amended accordingly to take into account the details of UR M10 (Rev. 3). However, the text related to oil mist concentration monitoring was not clear that such monitoring was not required for non-M0 ships. Accordingly, all relevant requirements are amended to clarify the difference between the requirement for M0-ships and the requirements for non M0-ships.

## **Outline of Amendment**

This amendment clarifies that oil mist concentration monitoring is not required for non M0-ships.