

Subject

Amendments to requirements for crankcase oil mist detection arrangements

# **ClassNK**

## **Technical Information**

No. TEC-0788

Date 9 November 2009

To whom it may concern

Until now, M0 notated (UMS) vessels equipped with “diesel engines of 2,250 kW maximum continuous power and above or having cylinders of more than 300 mm bore” have been required to have crankcase oil mist detectors installed in the crankcase. On 30 October 2009, this requirement will extend to all non-M0 vessels in accordance with the amendment of Part D of ClassNK Rules. This amendment will apply to engines as follows:

1. when an application for certification of an engine is dated on or after 1 January 2010; or
2. when an engine is to be installed onboard a new ship for which the date of contract for construction is on or after 1 January 2010.  
\* The term “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No. 29 (refer to the attachment).

“An application for certification of an engine is dated on or after 1 January 2010” in item 1 above refers to diesel engines:

1. installed on ships whose application for Classification Survey during Construction is submitted to the Society on or after the date indicated, and
2. specified in the application for Classification Survey during Constructions, including information on each diesel engine such as the name of the manufacturer, the model, the number, rated output and rated speed of the engine.

In this regard, please note that if some drawings of a diesel engine or an application for survey of a diesel engine including information on the diesel engine, i.e. the shipbuilder’s name, hull number, the model, number, rated output and rated speed of the engine, is submitted from the engine manufacturer before 1 January 2010, it will be considered that the date of application for certification of the diesel engine is before the date on which the new requirement described above comes into effect (i.e. 1 January 2010).

(To be continued)

#### NOTES:

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Attachment:

1. IACS PR 29 (Rev.0, July 2009)

Attachment 1. to  
ClassNK Technical Information No. TEC-0788

IACS PR 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.