



CIRCULAR TO SHIP OWNERS, MASTERS, AGENTS AND ALL RELEVANT PARTIES.

### SOLAS 1994 Amendments Chapter II-2/15.

Attention is brought to Regulation 15 of SOLAS Chapter II-2 applicable to new ships, the keels of which were laid or which were at a similar stage of construction from 1st July 1998 and to existing ships not later than 1st July 2003.

Details of the regulation is as follows:

#### I. Jacketed high pressure fuel line (Reg.2-II/15.2.9).

- (1) External high pressure fuel delivery lines between the high pressure fuel pumps and fuel injectors of all diesel engines above 375 kW are to be protected with a jacketed piping system capable of containing fuel from a high pressure line failure. The jacketed piping system is to include a means for collection of leakage.
- (2) Arrangements are to be provided for leakage alarm to be given in case of a fuel line failure. Alarm systems are to be provided with visual and audible alarm at monitoring station or control station for main engine. But if it is difficult to provide alarm systems at monitoring station or control station for main engine, providing alarm systems at local station in engine room is accepted.
- (3) Diesel engines for life boats and the following diesel engines are **not** required to comply with this regulation provided:
  - (i) It has a maximum continuous out put 375 KW or less and,
  - (ii) It has fuel injection pumps serving more than one injector and,
  - (iii) It has a suitable enclosure for the fuel injection piping system.

The enclosure if considered suitable when:

- (i) it is shielded against any potential fuel leak/ spray
  - (ii) it is a permanent assembly
  - (iii) it is capable of collecting possible leakage
- (4) Jacket piping system and installation drawings to be submitted for Society's approval prior to installation on board.

#### II. Screening of Oil fuel lubricating oil and other flammable oil/ piping (Reg.II-2/15.2.11)

Flange connections and mechanical joints (threaded pipe joints, compression joints, etc.) in fuel oil piping are to be provided with suitable means mentioned below to prevent oil from spraying except where deemed unnecessary by the Society.

- (a) Anti-splashing tape (FN tape)
- (b) Metal flange cover designed in accordance with IMO MSC Circ. 647
- (c) Effective insulation in way of the connections or joints of fuel oil pipes.
- (d) Means approved by the Society suitable to prevent oil spray



# SCM

## SHIPS CLASSIFICATION MALAYSIA



The phrase "where deemed unnecessary by the Society" means the following cases where the possibility of leak and spray of oil onto highly heated surface is less:

- (1) Pippings of flammable oil located below the lowest engine room floor.
- (2) Pippings that have little possibility of oil spraying out of, even if damaged at the connection and joints, due to low design pressure. (e.g. Over flow line, Drain line, etc.)
- (3) Pippings that contain no fuel oil inside under normal conditions, and used occasionally and intentionally for short times. (e.g. FO filling line)

### III. Insulation of hot surfaces with temperature above 220°C (430°F) Reg.2-II/15.2.10

All surfaces of machinery installations with high temperatures above 220°C are to be water-cooled or effectively insulated with non-combustible material. Where the insulation is oil absorbent or penetrative material, the insulation is to be encased in steel sheathing or equivalent material.

For further guidance, refer to IMO MSC/ Circ.647, Appendix 3,4 and 7.

It has come to our attention during periodical surveys that many of our classed vessels are still not compliant to the said regulation. Owners of vessels affected are urged to approach the Administration to request for an extension from complying with this regulation without any further delay. Owners are reminded that exemptions for complying with Chapter II-2 will limit the vessels operation to 20 miles from land, therefore permanent exemption will not be possible. We suggest that a planned schedule for installation of the jacketing and associated alarms be presented to the Administration in support of their application for the extension

FOR SHIPS CLASSIFICATION MALAYSIA:

ROSIDI B. PUTEH  
GENERAL MANAGER

CAPT M.PRATHABAN  
MANAGER, SURVEY & CONSULTANCY