

Guidance Relating to Rules for Classification of Ships using Low-Flashpoint Fules

(Development Review : External Opinion Inquiry)



2024. 01.

Machinery Rule Development Team

– Main Amendments –

(1) Reflecting Request for Revision of Classification Technical Rules 〈Ships for construction on or after 2024/07/01〉

- MSC.1/Circ.1667 IGF Code UI : Design of fuel preparation rooms not located on an open deck
- MSC.1/Circ.1670 IGF Code UI : Using the single common flange on fuel supply to gas consumers

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 5 SHIP DESIGN AND ARRANGEMENT</p> <p style="text-align: center;">Section 4 to Section 7 <omitted></p> <p style="text-align: center;">Section 8 Fuel Preparation Room</p> <p>801. Fuel preparation room [See Rules]</p> <p>1. to 4. <omitted></p> <p><newly added></p>	<p style="text-align: center;">CHAPTER 5 SHIP DESIGN AND ARRANGEMENT</p> <p style="text-align: center;">Section 4 to Section 7 <same as the present Guidance></p> <p style="text-align: center;">Section 8 Fuel Preparation Room</p> <p>801. Fuel preparation room [See Rules]</p> <p>1. to 4. <same as the present Guidance></p> <p>5. <u>The followings provides clarification on applying certain tank connection space requirements to the design of a fuel preparation room not located on an open deck.</u></p> <p>(1) <u>Access Arrangements and Associated Hazardous Area</u></p> <p>(a) <u>The bolted hatch requirement in 1101. 3 of the Rule and the associated Zone 2 hazardous area requirement in Ch 12. 5. 503. 2 of the Rules do not apply to a fuel preparation room located below deck unless that space can also be defined as a tank connection space using the definition in Ch 1. 102. 15. (3) of the Rules.</u></p> <p>(b) <u>A fuel preparation room opening into another enclosed space on the ship which is a non-hazardous space is required to be fitted with an airlock according to 1101. 2 of the Rules.</u></p> <p>(c) <u>A fuel preparation room with direct access onto an open deck, or to a semi-enclosed space on deck, does not require an airlock. In the absence of an airlock, the area outside the door will be classified as a hazardous area according to Ch 12. 502. 4 and Ch 12. 503. 1 of the Rules.</u></p> <p>(2) <u>Bilge Well Requirements</u></p> <p>(a) <u>The bilge well requirements in Ch 15. 301. 2 of the Rules only apply to a fuel preparation room located below deck if that fuel preparation room handles fuel in its liquid phase.</u></p>	<p>- Reflecting MSC.1/Circ.1667 Revision of IGF Code about the Guidance for design of Fuel Preparation Room not located on an open deck.</p>

Present	Amendment	Note
<p>CHAPTER 9 FUEL SUPPLY TO CONSUMERS</p> <p>〈Newly added〉</p>	<p>CHAPTER 9 FUEL SUPPLY TO CONSUMERS</p> <p><u>Section 2 Functional Requirements</u></p> <p><u>201. Functional Requirements [See Rules]</u></p> <p><u>1. In applying 201. 2, 601. 1, and Ch 7. 306. 3 of the Rules, two independent safety barriers are to be in place, while, as far as practicable, using a minimum of flange connections. There is no single common flange or other component where one single failure itself overcome both primary and secondary barriers and result in a gas leak into the surrounding area causing danger to the persons on board, the environment or the ship. A single common flange (with two sealing systems) is accepted at the fuel connection to the gas consumers including GCUs, boilers and components on the engine, such as gas regulating units.</u></p>	<p>– In applying MSC. 1/Circ. 1670 about using the single common flange on fuel supply to gas consumers.</p>