



CIRCULAR

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To :All Surveyors and whom it may concern

No :2023-18-E
Date :2023. 11. 29

Subject	9.186 Notice for Amendment to the KR Technical Rules - Guidance Relating to the Rules for the Classification of Steel Ships, Part 5 (Machinery installations)
Application	Refer to Effective date for each KR Technical Rules specified in Par.1 and the attachment

1. Please be informed that the amendments of KR Technical Rules have been made to reflect IMO Resolutions, and you are kindly requested to apply the amendments on the relevant works according to effective date.

Amended KR Technical Rules	Effective date	Amendments
Guidance Relating to the Rules for the Classification of Steel Ships Pt 5	For ships contracted for construction on or after 1 January 2024	Res.MSC.474(102) & SOLAS II-1 Reg.12.6.2

2. Furthermore, please be informed that the establishment will be included in 2023 edition of KR Technical Rules which is provided on the website.

Attachments: Amended KR Technical Rules (K/E) --- each 1 copy. (The End)

Amended Guidance to the Rules for Classification of Steel Ships

Pt. 5 Machinery Installations – Chapter 6



2023. 11.

Machinery Rule Development Team

- Main Amendments -

(1) Effective date : For ships contracted for construction on or after 1 Jan. 2024

● Requirements for the pipe piercing collision bulkhead reflected. (Res.MSC.474(102), SOLAS II-1 Reg.12.6.2)

Amendment	Note
<p style="text-align: center;">CHAPTER 6 AUXILIARIES AND PIPING ARRANGEMENT</p> <p style="text-align: center;">Section 1 General</p> <p>⟨Omitted⟩</p> <p>107. General requirements for piping arrangement</p> <p>⟨Omitted⟩</p> <p>7. Watertight Bulkhead [See Rule]</p> <p>(1) In application to 107. 8 of the Rules, suction pipes of the stern tank are to be fitted with stop valves at the fore side of the bulkhead.</p> <p>(2) In application to 107. 8. (2) of the Rules, ships of less than 500 gross tonnage and engaged in under coastal services may be also loosened as follows.</p> <p>(A) The number of the pipe passing through the collision bulkhead may be not applied.</p> <p>(B) If it is not possible to install a screw down valve, a butterfly valve may be fitted. In this cases, a butterfly valve is to be of type with positive holding arrangements, or equivalents, that will prevent movement of the valve position due to vibration or flow of fluids.</p> <p><u>(3) In application to 107. 8. (2) of the Rules, for ships contracted for construction on or after 1 January 2024, except as provided in 107. 8. (3) of the Rules, the collision bulkhead may be pierced below the bulkhead deck of passenger ships and the freeboard deck of cargo ships by not more than one pipe for dealing with fluid in the forepeak tank, provided that the pipe is fitted with a remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. The valve shall be normally closed. If the remote control system should fail during operation of the valve, the valve shall close automatically or be capable of being closed manually from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. The valve shall be located at the collision bulkhead on either the forward or aft side, provided the space on the aft side is not a cargo space. The valve shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. (2024)</u></p> <p>⟨Omitted⟩</p>	<p>– SOLAS II-1/Reg.12.6.2 reflected</p>