



CIRCULAR

36 Myeongji ocean city 9-ro,
Gangseo-gu, Busan, 618-814
Republic of Korea

Phone :+82-70-8799-8796
Fax : +82-70-8799-8419
E-mail : jmkim@krs.co.kr
Person in charge: Kim Jeongmin

To : All Surveyors and whom it may concern

No : 2023-14-E
Date : 26 Sep 2023

Subject	9.182 Notice for Amendment to the KR Technical Rules - Guidance Relating to the Rules for the Classification of Steel Ships Pt 6
Application	(Refer to Effective date for each KR Technical Rules specified in Par.1 and the attachment)

1. Please be informed that the amendments have been made to the following KR Technical Rules 2023 as attachment to reflect IACS Resolutions and Requests for Establishment/Revision of Classification Technical Rules. And you are kindly requested to apply the amendments on the relevant works according to effective date.

Amended KR Technical Rules	Effective Date	Reflected IACS Res.
Rules for the Classification of Steel Ships Pt 6	1 January 2023(Date of contract for construction)	IACS UR M63 (Rev.1 Jan 2023)

2. Furthermore, please be informed that the establishment will be included in 2024 edition on KR Technical Rules which will be published in the first half of 2024.

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

Rules for the Classification of Steel Ships

Part 6 Electrical Equipment and Control Systems

2023. 9.



- Main Amendments -

(1) Reflecting IACS UR M63 <ships contracted for construction on or after 2024/01/01>

● UR M63 (Rev.1 Jan 2023) : Alarms and safeguards for emergency reciprocating I.C engines

Effective Date : 1 January 2024

(The contract date for ship construction)

Present	Amendment
<p>CHAPTER 1 <same as the present Rules> CHAPTER 2 CONTROL SYSTEMS Section 1 <same as the present Rules> Section 2 System and Control</p> <p>201. – 203. <same as the present Rules></p> <p>204. Control system of electric generating sets</p> <p>1. <same as the present Rules></p> <p>2. <u>Emergency Source of Electric Power</u> Automatic or remote control devices for diesel engines to drive emergency generators are to be complied with the following requirements: <i>(2020)</i></p> <p>(1) <u>Alarm devices to be activated in the event of the abnormal conditions given in Table 6.2.1 are to be provided.</u></p> <p>(2) – (4) <same as the present Rules></p> <p>(5) <u>The silencing of the audible alarms from the control positions is not to cause the silencing of the audible alarm at local position.</u></p>	<p>CHAPTER 1 <same as the present Rules> CHAPTER 2 CONTROL SYSTEMS Section 1 <same as the present Rules> Section 2 System and Control</p> <p>201. – 203. <same as the present Rules></p> <p>204. Control system of electric generating sets</p> <p>1. <same as the present Rules></p> <p>2. <u>Emergency Source of Electric Power Alarms and safeguards for emergency reciprocating I.C. engines <i>(2024)</i></u> Automatic or remote control devices for diesel engines to drive emergency generators are to be complied with the following requirements: <i>(2020)</i> These requirements apply to reciprocating I.C. engines, which use distillate marine fuels covered by ISO 8217:2017, required to be immediately available in an emergency and capable of being controlled remotely or automatically operated.</p> <p>(1) <u>Alarm devices to be activated in the event of the abnormal conditions given in Table 6.2.1 are to be provided. Alarms and safeguards are to be fitted in accordance with Table 6.2.1.</u></p> <p>(2) – (4) <same as the present Rules></p> <p>(5) <u>In addition to the fuel oil control from outside the space, a local means of engine shutdown is to be provided.</u></p> <p>(5)(6) <u>The silencing of the audible alarms from the control positions is not to cause the silencing of the audible alarm at local position.</u></p>

〈Present〉

Table 6.2.1 Alarms for diesel engines to drive emergency generators (2021)

Monitored parameters [H=High L=Low O=Abnormal status]		AA	Auto Shut down with alarm	Notes [AA=Alarm Activation ●=apply]
Temp.	Lub. oil inlet	H	●	For engines having a power of 220 kW or over
	Cooling water(or cooling air) outlet	H	●	
Press.	Lub. oil inlet	L	●	For engines having a power of 220 kW or over
	Pressure or flow of cooling water inlet	L	●	
Others	Oil mist concentration in crankcase(H) or main & connecting rod bearing temp. (or oil outlet temp.)(H) or an equivalent device	H	●	For engines having a power of more than 2250 kW, or a cylinder bore of more than 300 mm An equivalent device could be interpreted as measures applied to high speed engines where specific design features to preclude the risk of crankcase explosions are incorporated. ⁽¹⁾
	Fuel oil leakage from high pressure pipes	O	●	
	Overspeed	O	● ●	For engines having a power of 220 kW or over
(NOTE)				
(1) Oil mist detection system is to be of the approved type by the Society, tested by Ch 3, Sec. 10 of the Guidance for Approval of Manufacturing Process and Type Approval, Etc. and applied to Pt.5 Ch 2, 203.				

〈Amendments〉

Table 6.2.1 Alarms and safeguards for emergency reciprocating I.C. engines (2024)

Parameter	Alarm activation	Auto Shutdown with alarm
Fuel oil leakage from high pressure pipes (fuel injection pipes and common rails)	O	
Lubricating oil temperature ⁽¹⁾	High	
Lubricating oil pressure	Low	
Activation of oil mist detection arrangements (or activation of the temperature monitoring systems or equivalent devices of: - the engine main and crank bearing oil outlet; or - the engine main and crank bearing) ⁽²⁾⁽³⁾	O	
Pressure or flow of cooling water ⁽¹⁾	Low	
Temperature of cooling water (or cooling air)	High	
Overspeed activated ⁽¹⁾		O
(NOTE)		
(1) For engines having a power of or more than 220 kW.		
(2) For engines having a power of more than 2250 kW or a cylinder bore of more than 300 mm.		
(3) Oil mist detection system is to be of the approved type by the Society, tested by Ch 3, Sec. 10 of the Guidance for Approval of Manufacturing Process and Type Approval, Etc. and applied to Pt.5 Ch 2, 203.		