



RUSSIAN MARITIME REGISTER OF SHIPPING
HEAD OFFICE

CIRCULAR LETTER

№ 313-1.8- *615c*

dated *29.12.12*

Re:

Unified Interpretation (UI) SC 255 (July 2012)

Item of supervision:

Liquid fuel systems, code 08020100

Implementation 01.01.2013

Valid: till Reissue of the "Rules for the Classification and Construction of Sea-going Ships"

Validity period prolonged till

Cancels / amends / adds circular letter №

Number of pages: 1

Appendices: 2

First Chief Operating Officer

Igor A. Baranov

Amends

amendments to Part VIII "Systems and Piping" of the "Rules for the Classification and Construction of Sea-going Ships" (ND № 2-020101-072).

This is to inform that due to publication of a new IACS Unified Interpretation (UI) SC 255 (July 2012) the following amendments should be introduced into Part VIII "Systems and Piping" of the "Rules for the Classification and Construction of Sea-going Ships" specified in the Appendix thereto.

IACS UI SC 255 (July 2012) enters into force since 01.07.2013 and covers the ships the contract for construction of which is concluded on 01.07.2013 or after this date.

IACS UI SC 255 (July 2012) refers to the requirements to reservation of fuel pumps on board ships using low-sulphur fuel of low viscosity. Also the requirements to automatic start of standby fuel pumps are introduced.

These amendments will be introduced into the Rules for the Classification and Construction of Sea-going Ships, 2014.

It is necessary to do the following:

1. To familiarize the surveyor staff of RS Branch Offices and the interested organizations within the activity area of RS Branch Offices with the content of this Circular letter.
2. To implement the provisions of this Circular letter.

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Amendments (alterations) to be introduced into the Rules for the Classification and Construction of Sea-going Ships (2013)

Part VIII "Systems and Piping"

13.1.1 should be supplemented with the requirements for automatic start of standby fuel pumps.

"13.1.1 At least two pumps shall be provided for fuel transfer, one of which being a standby pump. Any suitable pump, including the fuel oil separator pump, may be used for standby purpose. Standby fuel pump should be started automatically regardless the automation class of the ship for any unattended engine rooms.

For cargo ships of less than 500 gross tonnage navigating in restricted areas **R2, R2-RSN, R3-RSN** and **R3** no standby pump is required.

In ships with a daily consumption of fuel less than 1t, a hand pump is admissible".

New para. 13.1.5 is introduced regarding the reservation of fuel pumps on board ships using low-sulphur fuel of low viscosity.

"13.1.5 For ships intended to use Heavy Fuel Oil (HFO) or Marine Diesel Oil (MDO) in non-restricted areas and marine fuels with a sulphur content not exceeding 0,1 % m/m and minimum viscosity of 2 sSt in emission control areas, the following arrangements should be provided in addition to to 13.1.1:

.1 In non-restricted areas, ships provided with two (2) fuel oil pumps that can each supply the fuel primarily used by the ship (i.e. HFO or MDO) in the required capacity for normal operation of the propulsion machinery.

.2 In emission control areas one of the following requirements should be met:

- fuel oil pumps as in .1, provided these are each suitable for marine fuels with a sulphur content not exceeding 0,1% m/m and minimum viscosity of 2 sSt in the required capacity for normal operation of the propulsion machinery;

- when the fuel oil pumps in .1 are suitable to operate on marine fuels with a sulphur content not exceeding 0,1% m/m and minimum viscosity of 2 sSt, but one pump alone is not capable of delivering such fuel, then both pumps may operate in parallel. In this case, one additional fuel oil pump shall be provided. The additional pump shall, when operating in parallel with one of the pumps in .1, be suitable for and capable of delivering marine fuels at the required capacity for normal operation of the propulsion machinery;

- in addition to pumps as in .1, two separate fuel pumps shall be provided, each capable of and suitable for supplying marine fuels with a sulphur content not exceeding 0,1% m/m and minimum viscosity of 2 sSt at the required capacity for normal operation of propulsion machinery.

If a marine distillate grade fuel with a different maximum sulphur content is specified by regulation for the area of operation of the ship (e.g. ECA, specific port or local areas, etc.) then that maximum is to be applied.

Where electrical power is required for the operation of propulsion machinery, the requirements are also applicable for machinery for power generation when such machinery is supplied by common fuel supply pumps."