
F1 Cathodic protection on oil tankers

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F1.1 Impressed current systems are not permitted in oil cargo tanks.

F1.2 Magnesium or magnesium alloy anodes are not permitted in oil cargo tanks and tanks adjacent to cargo tanks.

F1.3 Aluminium anodes are only permitted in cargo tanks and tanks adjacent to cargo tanks in locations where the potential energy does not exceed 28 kg m (200 ft lb). The height of the anode is to be measured from the bottom of the tank to the centre of the anode, and its weight is to be taken as the weight of the anode as fitted, including the fitting devices and inserts. However, where aluminium anodes are located on horizontal surfaces such as bulkhead girders and stringers not less than 1 m wide and fitted with an upstanding flange or face flat projecting not less than 75 mm above the horizontal surface, the height of the anode may be measured from this surface. Aluminium anodes are not to be located under tank hatches or Butterworth openings (in order to avoid any metal parts falling on the fitted anodes), unless protected by adjacent structure.

F1.4 There is no restriction on the positioning of zinc anodes.

F1.5 The anodes should have steel cores and these should be sufficiently rigid to avoid resonance in the anode support and be designed so that they retain the anode even when it is wasted.

F1.6 The steel inserts are to be attached to the structure by means of a continuous weld of adequate section. Alternatively they may be attached to separate supports by bolting, provided a minimum of two bolts with locknuts are used. However, approved mechanical means of clamping will be accepted.

F1.7 The supports at each end of an anode should not be attached to separate items which are likely to move independently.

F1.8 When anode inserts or supports are welded to the structure, they should be arranged so that the welds are clear of stress raisers.

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