

SC123 Machinery Installations - Service Tank Arrangements

(1998)
(Rev. 1
April 1998)
(Rev. 2
June
2002)
(Rev.3
Dec 2005)

Reg. II-1/26.11

SOLAS Regulation II-1/26.11 states: *Two fuel oil service tanks for each type of fuel used on board necessary for propulsion and vital systems or **equivalent arrangements** shall be provided on each new ship, with a capacity of at least 8 h at maximum continuous rating of the propulsion plant and normal operating load at sea of the generator plant.*

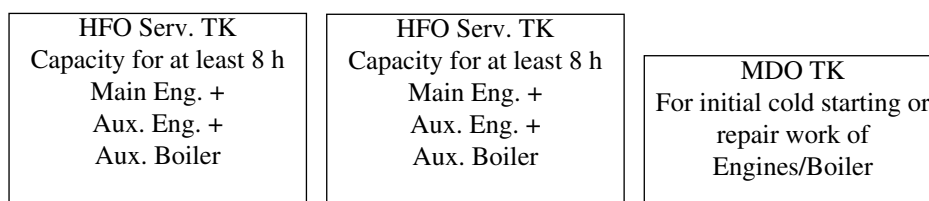
Arrangements complying with this regulation and acceptable “equivalent arrangements”, for the most commonly utilised fuel systems, are shown below.

A service tank is a fuel oil tank which contains only fuel of a quality ready for use i.e fuel of a grade and quality that meet the specification required by the equipment manufacturer. A service tank is to be declared as such and not to be used for any other purpose.

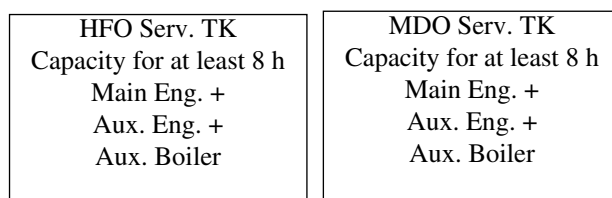
Use of a setting tank with or without purifiers, or purifiers alone, and one service tank is not acceptable as an “equivalent arrangement” to two service tanks.

1. Example 1

1.1 Requirement according to SOLAS - Main and Auxiliary Engines and Boiler(s) operating with Heavy Fuel Oil (HFO) (one fuel ship)



1.2 Equivalent arrangement



This arrangement only applies where main and auxiliary engines can operate with heavy fuel oil under all load conditions and, in the case of main engines, during manoeuvring.

For pilot burners of Auxiliary Boilers if provided, an additional MDO tank for 8 hours may be necessary.

- Notes:
1. This Unified Interpretation is to be applied by IACS Members and Associates to all ships subject to the relevant SOLAS Regulation.
 2. Changes introduced in Rev.2 are to be uniformly implemented by IACS Members and Associates from 1 January 2003.
 3. Changes introduced in Rev.3 are to be uniformly implemented by IACS Members and Associate from 1 July 2006.

SC123
cont'd

2. Example 2

2.1 Requirement according to SOLAS - Main Engine(s) and Auxiliary Boiler(s) operating with HFO and Auxiliary Engine operating with Marine Diesel Oil (MDO)

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler	HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler	MDO Serv. TK Capacity for at least 8 h Aux. Eng.	MDO Serv. TK Capacity for at least 8 h Aux. Eng.
-------------------------------------------------------------------------	-------------------------------------------------------------------------	-----------------------------------------------------	-----------------------------------------------------

2.2 Equivalent arrangement

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler	MDO Serv. TK Capacity for at least the highest of: • 4 h Main Eng. + Aux. Eng +Aux. Boiler or • 8 h Aux. Eng. + Aux Boiler	MDO Serv. TK Capacity for at least the highest of: • 4 h Main Eng. + Aux. Eng +Aux. Boiler or • 8 h Aux. Eng. + Aux Boiler
-------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------

3. The arrangements in 1.2 and 2.2 apply, provided the propulsion and vital systems which use two types of fuel support rapid fuel change over and are capable of operating in all normal operating conditions at sea with both types of fuel (MDO and HFO).

