

SC 255

Fuel pump arrangement required for ships to maintain normal operation of propulsion machinery when operating in emission control areas and non-restricted areas

(July 2012)
(Corr.1 Nov 2013)

SOLAS II-I 26-3. (Partially)

Means shall be provided whereby normal operation of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Special consideration shall be given to the malfunctioning of:

.4 the fuel oil supply systems for boilers or engines;

Interpretation

For ships intending 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 cSt in emission control areas, the following arrangements are considered to be in compliance with SOLAS II-I/26.3.4.

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 configurations:
 - a) 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 cSt operation at the required capacity for normal operation of propulsion machinery,

Notes:

1. This Unified Interpretation is to be applied by IACS Societies on ships contracted for construction on or after 1 July 2013.
2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

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- b) 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 cSt but one pump alone is not capable of delivering marine fuels with a sulphur content not exceeding 0,1 % m/m and minimum viscosity of 2 cSt at the required capacity, then both pumps may operate in parallel to achieve the required capacity for normal operation of propulsion machinery. In this case, one additional (third) 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 with a sulphur content not exceeding 0,1 % m/m and minimum viscosity of 2 cSt at the required capacity for normal operation of the propulsion machinery.
- c) In addition to 1), two separate fuel oil 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 cSt at the required capacity for normal operation of propulsion machinery.

Note 1: For the purpose of this interpretation 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 ports or local areas, etc.) then that maximum is to be applied.

Note 2: UR35.4.1 (automatic start of standby pumps) applies independent of the pump arrangement for vessels holding the class notation for unattended machinery space.

Note 3: 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.

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