

**SC
282**

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Application of materials other than steel on engine, turbine and gearbox installations

SOLAS Reg. II-2/4.2.2.5 Oil fuel piping

2.2.5.1 Oil fuel pipes and their valves and fittings shall be of steel or other approved material, ...

SOLAS Reg. II-2/4.2.3 Arrangements for lubricating oil

2.3.1 The arrangements for the storage, distribution and utilization of oil used in pressure lubrication systems shall be such as to ensure the safety of the ship and persons on board. The arrangements made in machinery spaces of category A, and whenever possible in other machinery spaces, shall at least comply with the provisions of paragraphs ..., 2.2.5.1, ...

SOLAS Reg. II-2/4.2.4 Arrangements for other flammable oils

The arrangements for the storage, distribution and utilization of other flammable oils employed under pressure in power transmission systems, control and activating systems and heating systems shall be such as to ensure the safety of the ship and persons on board. ... In locations where means of ignition are present, such arrangements shall at least comply with the provisions of paragraphs ..., 2.2.5.1, ...

MSC.1/Circ. 1321, Guidelines for measures to Prevent Fires in Engine-rooms and Cargo pump-rooms, Part 2, Chapter 2

4.1.1 Housings and bodies of filters and strainers used in oil fuel, lubricating oil or other flammable oil systems should be made of steel or other equivalent material with a melting point above 930°C and with an elongation above 12%. Other housing and body materials may be utilized provided their use is specially considered on a case-by-case basis in relation to the risk of fire.

Interpretation

Materials other than steel may be assessed in relation to the risk of fire associated with the component and its installation. The use of materials other than steel is considered acceptable for the following applications:

1. internal pipes which cannot cause any release of flammable fluid onto the machinery or into the machinery space in case of failure, or

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships constructed on or after 1 July 2017.

**SC
282**
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2. components that are only subject to liquid spray on the inside when the machinery is running, such as machinery covers, rocker box covers, camshaft end covers, inspection plates and sump tanks. It is a condition that the pressure inside these components and all the elements contained therein is less than 0.18 N/mm² and that wet sumps have a volume not exceeding 100 litres, or
3. components attached to machinery which satisfy fire test criteria according to standard ISO 19921:2005/19922:2005 or other standards acceptable to the Administration, and which retain mechanical properties adequate for the intended installation.

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