

The Thickness of Pipes and Surveys for Air Piping arranged in Cargo holds

Amended Rules

Rules for the Survey and Construction of Steel Ships Part B and D

Reason for Amendment

Several bulk carriers have suffered similar problems during voyage that have caused their main engines to stop. As investigation into the causes of this problem found that a fuel oil tank air pipe arranged in a cargo hold had been punctured which allowed cargo alumina powder to leak into the fuel oil tank. This mixing of alumina powder and fuel oil, in turn, caused serious damage to the cylinder liner of the main engine, as well as to the fuel valve, etc. which caused the main engines to stop.

It is believed that two effective ways to prevent this kind of problem are: the strengthening the survey requirements for such pipes, and increasing the required thickness of fuel oil air pipes and sounding pipes. Therefore, all relevant requirements have been amended accordingly.

Outline of Amendment

- (1) The Rules for the Survey and Construction of Steel Ships Part D are amended to specify that close up surveys for piping arranged in cargo holds are to be added to the intermediate surveys of ships over 10 years of age and to the special surveys of ships over 5 years of age. In addition, it has been also specified that air tests are to be carried out in cases where deemed necessary by Surveyors.
- (2) The Rules for the Survey and Construction of Steel Ships Part B have been amended to specify that air pipes and sounding pipes arranged in the cargo holds of bulk carriers are to use heavy gauge pipe.