



RULES FOR  
CLASSIFICATION OF  
**SHIPS**

NEWBUILDINGS

SPECIAL EQUIPMENT AND SYSTEMS  
ADDITIONAL CLASS

PART 6 CHAPTER 3

# PERIODICALLY UNATTENDED MACHINERY SPACE

JULY 2008

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# CHANGES IN THE RULES

## General

The present edition of the rules includes additions and amendments decided by the Board as of June 2008, and supersedes the January 2007 edition of the same chapter, including later amendments.

The rule changes come into force as indicated below.

This chapter is valid until superseded by a revised chapter. Supplements will not be issued except for an updated list of minor amendments and corrections presented in Pt.0 Ch.1 Sec.3. Pt.0 Ch.1 is normally revised in January and July each year.

Revised chapters will be forwarded to all subscribers to the rules. Buyers of reprints are advised to check the updated list of rule chapters printed in Pt.0 Ch.1 Sec.1 to ensure that the chapter is current.

## Main changes coming into force 1 January 2009

- **Sec.2 System Arrangement**
  - Item C301 covering alarm systems in the engineers' accommodation has been modified.
- **Sec.3 Class Notation E0**
  - Tables A1, A4 and A5 have been aligned with the relevant tables of Pt.4 Ch.3 and Pt.4 Ch.4.
- **Sec.5 Survey**
  - Sub-section elements B400 and B500 have been added covering ships with gas fuelled machinery.

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## SECTION 1 GENERAL REQUIREMENTS

### A. Classification

#### A 100 Application

**101** The rules in this chapter apply to machinery spaces where arrangements are provided to ensure that the safety of the ship in all sailing conditions, including manoeuvring, and when alongside is equivalent to that of a ship having machinery spaces attended.

Cargo handling is not included.

#### A 200 Class notations

**201** When all machinery and auxiliary systems in the engine room, necessary for the performance of the main functions, as specified in Pt.1 Ch.1 Sec.1 A200, are fitted with instrumentation and automation equipment in compliance with the requirements of Pt.4 Ch.9 and the relevant sections of this chapter, class notations **E0** or **ECO** may be granted.

**202** Class notation **E0** which is considered to meet the regulations of the International Convention for the Safety of Life at Sea (SOLAS) for unattended machinery spaces is granted when alarms, required for **E0** in this chapter, are relayed to the bridge and the engineers' accommodation, and a bridge control system for the main propulsion machinery, arranged as specified in Pt.4 Ch.1 Sec.4, and a watch responsibility transfer system are fitted.

**203** Class notation **ECO** which is considered to meet the regulations of the International Convention for the Safety of Life at Sea (SOLAS) for continuous supervision from a control station is granted when alarms, required for **ECO** in this chapter, are initiated in an attended centralised control station, and a remote control system for the main propulsion machinery is installed at this station.

##### Guidance note:

It is not required for class notation **ECO** to have remote control, from the bridge, of main propulsion machinery or any safety functions installed in the engine room other than those required by **1A1**.

---e-n-d---of---G-u-i-d-a-n-c-e---n-o-t-e---

**204** The assignment of class notations **E0** and **ECO** is based on the assumptions that:

- engineering staff can attend the machinery space at short notice
- systematic maintenance and functional testing of instrumentation are performed and documented and necessary test equipment is kept on board
- maintenance and testing programs are approved and that a copy stamped by the Society for identification is kept on-board and presented at annual and complete periodical surveys, as specified in Pt.7 Ch.1 Sec.2 C and Pt.7 Ch.1 Sec.4 C.

##### Guidance note:

When considering to what extent availability of spare parts, design and level of redundancy or manual operation facilities should be arranged for, due regard should be taken to the manning level in order to ascertain continuity of operation upon failure of the instrumentation equipment.

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##### Guidance note:

Normally testing equipment for temperature and pressure simulation should be available onboard. The testing equipment should be sufficient for the tests specified in the maintenance and testing program.

A temperature bath up to 120°C and pressure simulator ranging 0 to 40 bar will be sufficient. For sensors with set point outside these values it is acceptable to test with set points within the above values if in addition they are checked with respect to linearity.

The test equipment should be calibrated regularly, at least annually. Calibration of ship's test equipment may be carried out on board by comparison with a portable "master calibrating kit" which has been brought on board, and in turn has a valid calibration status. The ship's personnel may carry out the calibration and the ship's personnel may sign the documentation of the calibration.

Alternatively, when the surveyor has good reason to believe the test equipment has been calibrated but no evidence thereof can be obtained onboard, a written statement from the Captain or Chief Engineer confirming that the test equipment has been calibrated should be obtained and kept together with the survey documentation in the office files.

Alternatively, consideration may be given to referring to a secondary source as a verification of the primary source. In this case a record of the numerical values of the different test equipment should be kept together with the survey documentation in the office files.

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### B. Definitions

#### B 100 Definitions

**101** *Main alarm system* is a system performing signal handling and initiation of an alarm, and communicates with the bridge alarm system, the engineers' alarm and the engineers' watch call system.

**102** *Local (sub) alarm systems* is a system performing signal handling and initiates the local alarm, and communicates with the main alarm system.

##### Guidance note:

The local alarm system may only give visual signal when the audible signal is handled by the main alarm system.

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**103** *The extension alarm system* is the main alarm system extension to the engineers' cabins, public spaces and the navigation bridge and shall be in operation when the engine room is unattended.

**104** *Engineers' alarm* is an alarm system, which shall be provided to operate from the engine control room or the manoeuvring platform, as appropriate, and shall be clearly audible in the engineers' accommodation.

(SOLAS Ch. II-1/38)

##### Guidance note:

The engineers' alarm is normally an integral part of the extension alarm system, but may be a separate system.

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### C. Documentation

#### C 100 Plans and particulars

**101** In addition to the required documentation in Pt.4 Ch.9 Sec.1, the following documentation shall be submitted for approval, with the exception of the operation and maintenance manual, which shall be submitted for information only.

- extension alarm and watch responsibility system
- pipe and instrumentation drawings (P&ID's) for essential and important machinery systems
- alarm list with cross reference to P&ID's
- control and monitoring systems serving essential and important machinery systems
- fire detection and fire alarm system
- plan for periodical test and calibration of sensors, alarm and safety systems
- operation and maintenance manuals.

For class notation **ECO**, see Sec.4:

- control station layout
- pipe and instrumentation drawings (P&IDs) for essential and important machinery systems
- alarm list with cross reference to P&IDs
- fire detection and fire alarm system
- plan for periodical test and calibration of sensors, alarm and safety systems
- operation and maintenance manuals.

For documentation types see Pt.4 Ch.9 Sec.1.

## **D. Periodical Test, Operation and Maintenance Manuals**

### **D 100 General**

**101** Periodical test, operation and maintenance manuals shall be kept on board. For the required content of the manuals, see Pt.4 Ch.9 Sec.1.

#### **Guidance note:**

It may be convenient that the operation and maintenance material is arranged as a master manual covering the complete instrumentation and automation installation in the engine room, with reference to particular manuals for the sub-systems.

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**102** The plan for periodical test shall show in detail how control, alarm and safety components and systems shall be tested and what shall be observed during the tests.

Columns showing test dates and verification of tests carried out shall be included. The plan shall include:

- a) All instrumentation, automation and control systems affecting functions required to be controlled and monitored in this chapter.
- b) Test intervals to reflect the consequences of failure involving a particular system. Functional testing of critical alarms should not exceed 3 month intervals. Normally the longest intervals are not to surpass 12 months.

#### **Guidance note:**

Critical alarms are defined as monitoring of low lubricating oil pressure, overspeed and crankcase explosive conditions for rotating machinery, if applicable, and water levels in boilers.

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**103** On the bridge and at the control stand in the engine room, instructions shall be fitted, stating routines to be followed in connection with transfer of control to and or from the engine room, and precautions to be taken at alarm condition.

## SECTION 2 SYSTEM ARRANGEMENT

### A. General

#### A 100 Extent of automation

**101** The extent of automation shall be sufficient to permit unattended engine room operation for 24 hours, or for the maximum continuous operation time when less than 24 hours. Normal service at sea and normal manoeuvres are presumed. Normal manoeuvres do not include emergency manoeuvres, where alarm and safety limits may be exceeded.

**102** Starting of engine plant and transfer to various operating modes may be accepted as manual operations, if the need for such actions will not arise at short notice.

### B. Automatic Control System

#### B 100 Special requirements

**101** Where the bilge pumps are arranged for automatic starting, alarms shall be initiated if the influx of liquid is greater than the pump capacity and when the pump is operating more frequently than what would normally be expected.

**102** For reversible engines, the starting air receivers shall be automatically charged.

### C. Alarm System

#### C 100 General

**101** A main alarm system shall be installed at the machinery control station in the engine room or in the engine control room, if provided.

**102** Local (sub) alarm systems are permitted provided there is one common alarm to the main alarm system from each local alarm system. Local alarm systems may also, on consideration, be permitted to include a safety system, and in such case there shall be at least two separate alarms to the main alarm system from the local alarm system.

The common alarm to the main alarm system shall not be inhibited by acknowledged alarms in the local alarm system, but shall be activated by any new detected alarm by the local alarm system.

**103** The alarm system including the extension alarm system shall be continuously powered. In case of loss of the normal power supply, an automatic change over to a continuously available power supply with a capacity for at least 30 minutes is required.

#### C 200 Alarm system on the bridge

**201** When machinery spaces are attended, the engine room alarms and indicators on the bridge shall be minimized. When the propulsion machinery is remote controlled from the navigation bridge, only engine room alarms and indicators which requires the attention of the navigation officers shall be activated on the navigation bridge.

**202** When machinery spaces are unattended, any alarm condition from machinery and systems installed in the engine room shall initiate an alarm on the bridge with individual or group wise indication. The visual alarm signal shall remain present until acknowledged in the engine room.

**203** Alarm conditions within one group shall not prevent the initiation of alarms in other groups. New alarms within a group shall not be inhibited by acknowledged existing alarms.

**204** The extension alarm system on the bridge and in the accommodation shall be so designed that failures such as loss of power supply or broken cable connection to the main alarm system in the engine room, initiate an alarm.

**205** It shall not be possible to reduce the light intensity of alarm indicators on the bridge below the intensity necessary in normal daylight. Automatic adjustment of light intensity based on ambient light conditions is accepted".

**206** Power failure to the extension alarm system shall initiate an audible alarm with visual indication.

#### C 300 Alarm systems in the engineers' accommodation

**301** An extension alarm system shall be installed in the watch-keeping engineer's cabin, on the navigation bridge and in all public spaces as for example day room, gymnasium and such like. Any alarm condition from machinery and systems installed in the engine room shall initiate an alarm on the responsible watch-keeping engineer's alarm system installation and public space installations (i.e. bridge extension alarm systems) during engine unattended periods.

Local silencing of the audible alarm on the bridge or in the accommodation spaces shall not acknowledge the alarm in the engine room.

It shall be indicated on the bridge when the audible alarm has been silenced in the watch-keeping engineer's cabin.

**302** The extension alarm system shall be activated by the watch responsibility transfer system.

**303** When the engine room is unattended, the engineers alarm shall be activated if an alarm has not received attention locally, within a limited time.

(SOLAS Ch. II-1/51.1.3)

#### Guidance note:

Limited time should normally be understood to be between 1 to 3 minutes.

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#### C 400 Watch responsibility transfer system

**401** A system for activating and deactivating the extension alarm system to the navigation bridge shall be provided.

**402** The system shall initiate audible and optical (flashing light) warning at both control positions when watch transfer is requested, and the warning shall remain in operation until acknowledged.

**403** The responsibility shall not be transferred before acknowledgement at the receiving end.

**404** Indication shall be provided showing which control station has the watch responsibility.

**405** Transfer of watch keeping responsibility to the navigating bridge shall not be possible before the extension alarm system has been set to a duty engineer's cabin. The watch keeping responsibility panel shall indicate which engineer is on duty.

**406** When the engine room is unattended and the vessel is alongside the quay, it shall be possible to disconnect the extension alarm system to the navigation bridge, without disconnecting the extension alarm system to the accommodation.

## D. Safety System

### D 100 General

**101** The safety system shall cover fault conditions which may develop too fast to be counteracted by manual intervention locally.

**102** When two or more safety actions are initiated by one failure condition (e.g. start of standby pump and stop of engine at low lubricating oil pressure), these actions shall be activated at different levels.

The least drastic action shall be activated first.

**103** Power failure in the safety system is neither to cause loss of propulsion nor steering functions.

**104** Whenever the safety system is activated, alarm shall be initiated.

### D 200 Automatic start of pumps

**201** Faults in the mechanical or electrical system of the running pump are not to inhibit automatic start of the standby pump.

**202** Automatic start of the standby pump shall be initiated by the process parameter which is being monitored, e.g. low pressure signal, and shall be arranged so that the standby pump does not stop automatically when first started («locking circuit»).

**203** Manual start and stop of the pumps shall be possible without initiating an alarm for the automatic start of the standby pump.

**204** Operating circuits for pump units shall be arranged according to Pt.4 Ch.8.

**205** When a pump is standby, this shall be clearly indicated on the switch panel by indicating lamps.

### D 300 Automatic stop of auxiliary engines and propulsion machinery

**301** External circuitry for safety and alarm shall be arranged such that a failure to any one system or function cannot spread to another system or function. An alarm shall be initiated for voltage failure.

#### Guidance note:

The systems for safety and alarm should be separately fused. Similarly, automatic stop circuits for individual units should be separately fused.

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**302** The safety system shall be arranged so that a single open circuit in wiring between sensors and control unit, or between control unit and actuators, including external stop circuit, does not cause unintentional stop.

#### Guidance note:

A single system based on normally open contacts can be accepted; alternatively, a system with normally closed contacts where discrimination between loop failure and stop signals is provided.

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**303** The requirements of 302 can be waived if the manoeuvrability is maintained after shutdown of one unit, see Pt.4 Ch.9 Sec.3A.

**304** In case of an automatic stop of one engine in a multi engine plant, measures shall be taken to avoid overload of the running engine.

**305** All parameters which may cause automatic stop shall normally initiate an alarm prior to stop.

#### Guidance note:

Propulsion machinery is defined as all machinery which will cause loss of the propulsion function if stopped, with exception of main boilers.

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### D 400 Automatic stop of oil fired auxiliary boilers

**401** Connections between sensors and control unit shall be based upon normally closed contacts, so that an open circuit will lead to shutoff of the oil supply.

**402** The parameter causing an automatic stop shall be identified on the control panel.

### D 500 Internal communication

**501** Internal communication shall be provided according to Pt.3 Ch.3 Sec.10.

## E. Fire Safety and Fire Detection and Alarm System

### E 100 General

**101** A fixed fire detection and fire alarm system of an approved type shall be installed in accordance with the relevant provisions of SOLAS, II-2, Part C, Reg.7 (Pt.4 Ch.10) in periodically unattended machinery spaces.

(SOLAS Ch. II-2, Part C, 7.4.1)

**102** This fire detection system shall be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operation of the machinery and variations of ventilation as required by the possible range of ambient temperatures. Except in spaces of restricted height and where their use is specially appropriate, detection systems using only thermal detectors shall not be permitted. The detection system shall initiate audible and visual alarms distinct in both respects from the alarms of any other system not indicating fire, in sufficient places to ensure that the alarms are heard and observed on the navigating bridge and by a responsible engineer officer. When the navigating bridge is unmanned the alarm shall sound in a place where a responsible member of the crew is on duty.

(SOLAS Ch. II-2, Part C, 4.2)

#### Guidance note:

Thermal detectors only may be used in workshops adjacent to machinery spaces when the nature of the work being carried out will cause erroneous alarms. This guidance note only applies if the compartments themselves do not contain fuel oil installations.

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**103** Fire detectors shall be type approved.

#### Guidance note:

Where fire detectors are provided with timers (in workshops) for inhibiting the alarm, these should be arranged to automatically reset the alarm upon completion of timer and should not be possible to negate for period exceeding 15 minutes.

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**104** Manually operated call points shall be located at the following positions:

- passageways and stairways, including emergency exits, having nearby entrance to engine and boiler rooms
- navigation bridge
- control station in engine room.

#### Guidance note:

Manual call points should be located as required by SOLAS Ch. II-2.

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**105** Start of fire pumps shall be arranged according to the requirements in SOLAS Ch. II-2, Part C, 10.2.1.2.2.2.

## SECTION 3 CLASS NOTATION E0

### A. Extent of Monitoring

#### A 100 General

**101** The control and monitoring systems shall cover machinery and auxiliary systems in the engine room, necessary for the performance of the main functions, as specified in Pt.1 Ch.1 Sec.1 A200.

**102** The parameters to be monitored will depend upon output and type of engine as well as arrangement of machinery plant. Normally, it will be required that the parameters listed in Tables A1 to A10 are monitored additionally to those specified in Pt.4. Other combinations than those listed may be accepted, when the chosen monitoring can detect fault conditions in an equivalent satisfactory manner.

#### A 200 Safety actions

**201** The required safety shutdowns for propulsion systems in Pt.4 shall normally be automatically executed. Manual activation from the bridge of safety actions for propulsion machinery

may be accepted if running of the machinery does not jeopardize the safety. Manual activation will not be permitted for:

- over speed protection
- crankcase explosive conditions
- short circuit in electrical propulsion plants

The alarm for manual activation of shut down shall be independent from the main alarm system.

**202** For automatic shutdowns that do not protect a propulsion engine from immediate break down an emergency device shall be arranged to override these safety actions.

The override facility shall be arranged such that unintentional operation is prevented and initiate a visual and audible indication when operated.

**203** For multi-engine propulsion plants, overriding of safety shutdowns is not required if manoeuvrability of the vessel is maintained.

Table A1 Control and monitoring of propulsion engines						
System	Item	Valid for engine type <sup>1)</sup>	Gr 1 Indication alarm load reduction	Gr 2 Automatic start of stand-by pump with alarm <sup>2)</sup>	Gr 3 Shut down with alarm	Comments
<b>1.0 Fuel oil system</b>	Leakage from jacketed high pressure pipes	C, T	A			Level monitoring of leakage tank or equivalent
	Fuel oil pressure after filter (engine inlet)		IR, LA	AS		
	High/low temperature or viscosity of heavy fuel		A			
<b>2.0 Lubricating oil system</b>	Lubrication oil to all bearings, inlet pressure <sup>3)</sup>	C, T	IR, IL, LA, LR	AS	SH	
	Lubrication oil to all bearings, inlet temperature		IR, IL, HA			
	Thrust bearing metal temperature	C	IR, HA, LR		SH	Shall be activated automatically
	Cylinder lubricating flow	C, T	LA, LR			At least one measuring point for each lubricator unit
<b>3.0 Turbocharger system</b>	Turbocharger lubrication oil inlet pressure	C, T	IR, IL, LA			Applicable if separately forced lubrication or if turbocharger lubrication is part of engine main lubrication system but separated by pump, throttle or pressure reduction valve
	Speed of turbocharger		IR, HA			Applicable only when the T/C is served by group of cylinders > 1 000 kW
<b>4.0 Piston cooling system</b>	Piston coolant inlet pressure (common)	C	IR or IL, LA, LR	AS		Load reduction and automatic start of stand-by pump is not required if the coolant is oil taken from the main lubrication oil system of the engine
	Piston coolant outlet flow each cylinder		LR			

<b>Table A1 Control and monitoring of propulsion engines (Continued)</b>						
<i>System</i>	<i>Item</i>	<i>Valid for engine type <sup>1)</sup></i>	<i>Gr 1 Indication alarm load reduction</i>	<i>Gr 2 Automatic start of stand-by pump with alarm <sup>2)</sup></i>	<i>Gr 3 Shut down with alarm</i>	<i>Comments</i>
<b>5.0 Cylinder cooling medium</b>	<i>Cylinder cooling inlet pressure or flow</i>	<i>C, T</i>	<i>IR or IL, LA, LR</i>	<i>AS</i>		<i>Monitoring of expansion tank level, with alarm at low level, is an acceptable alternative for engines with cylinder power &lt; 130 kW</i>
	<i>Cylinder cooling outlet temperature</i>		<i>IR or IL, HA, LR</i>			<i>Temperature to be monitored for each cylinder if individual stop valves are fitted for the cylinder jackets, otherwise main outlet. Sensor location so as to enable alarm in event of closed valve. For trunk engines, two independent sensors are required for alarm and load reduction</i>
<b>6.0 Starting and control air systems</b>	<i>Control air reservoir pressure (if arranged)</i>	<i>C, T</i>	<i>IR or IL, LA</i>			
	<i>Starting air pressure</i>		<i>IR, IL, LA</i>			<i>Before starting valve and after the last downstream valve of the pressure producing equipment</i>
<b>6.1 Pneumatic return of exhaust valve</b>	<i>Exhaust gas valve air spring pressure</i>	<i>C</i>	<i>IR or IL, LA</i>			<i>Pressure readings shall be taken at the supply line locally on the engine</i>
<b>7.0 Charge air system</b>	<i>Charge air pressure</i>	<i>C, T</i>	<i>IR</i>			
	<i>Charge air temperature, under each piston (fire detection)</i>	<i>C</i>	<i>HA, LR</i>			
<b>8.0 Exhaust gas system</b>	<i>Exhaust gas temp after each cylinder <sup>4)</sup></i>	<i>C, T</i>	<i>IR, HA, LR <sup>5)</sup></i>			
	<i>Exhaust gas temp after each cylinder. Deviation from average <sup>4)</sup></i>		<i>IR, HA, LR</i>			<i>Chosen load reduction depends on permissible misfiring condition</i>
	<i>Exhaust gas temp before T/C <sup>6), 7)</sup></i>		<i>IR, HA, LR</i>			<i>LR is only required when the T/C is served by group of cylinders &gt; 2 500 kW</i>
<b>9.0 Hydraulic oil system</b>	<i>Leakage from jacketed high pressure pipes for hydraulic operation of valves</i>	<i>C, T</i>	<i>A</i>			<i>Level monitoring of leakage tank or equivalent</i>
<b>10.0/11.0 Engine speed/direction of rotation</b>	<i>Engine speed/direction of rotation</i>	<i>C, T</i>	<i>IL, IR</i>			
	<i>Over speed protection</i>		<i>LR</i>		<i>SH</i>	<i>Shall be activated automatically</i>
	<i>Excessive time within barred speed range <sup>7)</sup></i>	<i>C</i>	<i>A</i>			
<b>12.0 Chain tension</b>	<i>Position feeler "sensor"</i>	<i>C</i>	<i>IL</i>			<i>Where applicable</i>
<b>13.0 Crankcase explosive condition <sup>9) 10)</sup></b>		<i>C</i>	<i>LR</i>			
	<i>Oil mist detection <sup>11)</sup></i>	<i>T</i>			<i>SH</i>	<i>Shall be activated automatically</i>
	<i>Other systems than oil mist detection</i>	<i>C, T</i>	<i>LR</i>		<i>SH</i>	<i>For trunk engines, shut down of engine and declutching of gear in a multi engine system is required. Request for manual SH is also accepted</i>

**Table A1 Control and monitoring of propulsion engines (Continued)**

<i>System</i>	<i>Item</i>	<i>Valid for engine type <sup>1)</sup></i>	<i>Gr 1 Indication alarm load reduction</i>	<i>Gr 2 Automatic start of stand-by pump with alarm <sup>2)</sup></i>	<i>Gr 3 Shut down with alarm</i>	<i>Comments</i>
<b>14.0 Sea cooling water</b>	<i>Cooling water pressure</i>	<i>C, T</i>	<i>LA</i>	<i>AS</i>		
<b>15.0 Fuel valve cooling medium</b>	<i>Pressure</i>	<i>C, T</i>	<i>LA</i>	<i>AS</i>		<i>If installed</i>
	<i>Temperature</i>	<i>C, T</i>	<i>HA</i>			

Gr 1: Sensor(s) for indication, alarm, load reduction (common sensor permitted but with different set points and alarm shall be activated before any load reduction) if no other requirement is stated above  
Gr 2: Sensor for automatic start of standby pump  
Gr 3: Sensor for shut down

IL = Local indication (presentation of values), in vicinity of the monitored engine component or system  
IR = Remote indication (presentation of values), in engine control room or another centralized control station such as the local platform/manoeuvring console  
A = Alarm activated for logical value  
LA = Alarm for low value  
HA = Alarm for high value  
AS = Automatic start of standby pump with corresponding alarm  
LR = Load reduction, either manual or automatic, with corresponding alarm, either slow down (r.p.m. reduction) or alternative means of load reduction (e. g. pitch reduction), whichever is relevant.  
SH = Shut down with corresponding alarm. May be manually (request for shut down) or automatically executed if not explicitly stated above.

For definitions of LR and SH, see Pt.4 Ch.1 Sec.1 B116 and B117 of the Rules for Classification of Ships.

- 1) C = Crosshead engine, T = Trunk engine.
- 2) To be provided when stand-by pump is required, see Pt.4 Ch.1 Sec.3 B300 of the Rules for Classification of Ships.
- 3) Pressure to be monitored for all inlets to main bearings, crosshead bearings, torsional vibration dampers and camshaft bearings where pressure may differ due to presence of pumps, throttles, rotor seals or pressure reduction valves.
- 4) Individual exhaust temperature when cylinder power > 130 kW. See Pt.4 Ch.3 Sec.1 E103 for possible omission of this requirement.
- 5) Alarm with request for load reduction to be given in case of excessive average exhaust gas temperature. This applies when there is no separate sensor before T/C, and the T/C is served by a group of cylinders > 1 000 kW. The alarm level shall be set with due considerations to safe operation of T/C.
- 6) Applicable only when the T/C is served by a group of cylinders > 1 000 kW and if no individual exhaust gas temperature for each cylinder.
- 7) Temperature measurement after turbine is accepted for T/C served by a group of cylinders < 2 500 kW, provided that the alarm levels are set to safeguard the T/C. The alarm level shall be substantiated by the T/C manufacturer.
- 8) When driving in barred speed range in excess of approved maximum duration set by torsional vibration level in the shafting (where deemed necessary, limitations in duration will be given in connection approval of torsional vibration analysis). This safety device will only be required when so stated in connection with approval of torsional vibration analysis.
- 9) For trunk engines:  
Either a) 'Oil mist concentration' or b) 'Temperature monitoring of main- and crank bearings combined with crank case pressure monitoring'. Other methods, like e.g. 'crank case pressure monitoring' combined with either 'Oil splash temperature deviation' or 'Metal particle detection' (shunt to filter), may be approved provided their capability with regard to risk of false alarms and speed of detection is proven.  
For crosshead engines:  
Oil mist concentration or temperature monitoring of main-, crank- and crosshead bearings together with other relevant positions, or other methods may be applied as additional measures of preventing crankcase explosions. These additional measures are optional
- 10) Applicable to engines of 2 250 kW and above, or with cylinder diameter > 300 mm.
- 11) Oil mist detectors shall be type tested in accordance with IACS UR M67.

*Italic text in table is equivalent to Pt.4 Ch.3 Sec.1 Table E1*

<b>Table A2 Control and monitoring of propulsion turbines</b>					
<i>System</i>	<i>Item</i>	<i>Gr 1 Indication alarm load reduction</i>	<i>Gr 2 Automatic start of stand-by pump with alarm</i>	<i>Gr 3 Shut down with alarm</i>	<i>Comment</i>
<b>1.0 Lubricating oil</b>	<i>Inlet pressure (after filter)</i>	<i>IR, IL, LA</i>	<i>AS</i>	<i>SH<sup>1)</sup></i>	
	<i>Inlet temperature</i>	<i>IR, HA</i>			
	<i>Filter differential pressure</i>	<i>IR, HA</i>			
	<i>Level in system tank</i>	<i>LA</i>			
<b>2.0 Bearings</b>	<i>Bearing temperature</i>	<i>IR, HA</i>			
<b>3.0 Turbine speed</b>	<i>Overspeed</i>	<i>LR</i>		<i>SH</i>	<i>LR or SH, if applicable, to be activated automatically</i>
<b>4.0 Condenser system</b>	<i>Vacuum</i>	<i>IR, LA</i>		<i>SH</i>	
	<i>Vacuum pump stopped</i>		<i>AS</i>		
	<i>Level</i>	<i>IR, HA</i>	<i>AS</i>	<i>SH</i>	
	<i>Level</i>	<i>IR, LA</i>			<i>If non-cavitating condensate pump</i>
	<i>Salinity</i>	<i>HA</i>			
<b>5.0 Cooling water (main condenser)</b>	<i>Inlet/outlet differential pressure</i>	<i>IR, LA</i>	<i>AS</i>		
<b>6.0 Slow turning arrangement</b>	<i>Overspeed</i>			<i>SH</i>	
<b>7.0 Gland steam</b>	<i>Inlet pressure to turbine</i>	<i>IR, LA, HA</i>			
	<i>Exhaust fan stopped</i>	<i>A</i>			
<b>8.0 Hydraulic system</b>	<i>Pressure</i>	<i>IR, LA</i>	<i>AS</i>		
<b>9.0 Vibration</b>	<i>Level</i>	<i>HA</i>		<i>SH</i>	
<b>10.0 Rotor</b>	<i>Axial displacement</i>	<i>IR, HA</i>		<i>SH</i>	
<p>Gr 1: Sensor(s) for indication, alarm, load reduction (common sensor permitted but with different set points and alarm shall be activated before any load reduction)</p> <p>Gr 2: Sensor for automatic start of standby pump</p> <p>Gr 3: Sensor for shut down.</p> <p>IL = Local indication – (presentation of values) in vicinity of the monitored component</p> <p>IR = Remote indication – (presentation of values) in engine control room or another centralized control station such as the local platform/manoeuvring console</p> <p>A = Alarm activated for logical value</p> <p>LA = Alarm for low value</p> <p>HA = Alarm for high value</p> <p>AS = Automatic start of standby pump with corresponding alarm</p> <p>LR = Load reduction, either manual or automatic, with corresponding alarm</p> <p>SH = Shut down with corresponding alarm. May be manually (request for shut down) or automatically executed if not explicitly stated above.</p> <p>For definitions of LR and SH, see Pt.4 Ch.1 Sec.1 B116 and B117 of the Rules for Classification of Ships.</p> <p>1) The shut down shall be so arranged as not to prevent admission of steam to the astern turbine for braking.</p> <p><i>Italic text in table is equivalent to Pt.4 Ch.3 Sec.1 Table E1</i></p>					

<b>Table A3 Control and monitoring of main steam and feed water installation</b>			
	<i>Gr 1 Alarm Load reduction</i>	<i>Gr 2 Automatic start of stand-by pump with alarm <sup>1)</sup></i>	<i>Gr 3 Shut down of boiler with alarm</i>
<b>1.0 Water system</b>			
Water level, high	HA		
Water level, high	HA		SH <sup>7)</sup>
Water level, low	LA		
Water level, low			SH
Water circulation <sup>2)</sup>			SH
<b>2.0 Combustion air</b>			
Supply fan stopped			SH
<b>3.0 Rotating air heater</b>			
Motor stopped	A		
<b>4.0 Uptake gas</b>			
Gas temperature <sup>3)</sup>	HA		
<b>5.0 Fuel oil system</b>			
Fuel oil pressure	LA	AS	
Fuel oil temperature, or viscosity <sup>4)</sup>	LA, HA		
<b>6.0 Oil burner, atomising medium</b>			
Atomising medium, pressure	LA		
<b>7.0 Steam system</b>			
Steam pressure,	LA, HA, LR		
Steam temperature <sup>5)</sup>	HA		
<b>8.0 Ignition/flame</b>			
Failed ignition and/or flame failure			SH
<b>9.0 Feed water system</b>			
Atmospheric drain tank, level	LA, HA		
Deaerator, level	LA, HA		
Deaerator, pressure	LA, HA		
<b>10.0 Feed water</b>			
Temperature <sup>8)</sup>	HA		
Pressure	LA	AS	
Feed water temperature	HA		
<b>11.0 High pressure feed water</b>			
Level	HA		
<b>12.0 Fresh water generator</b>			
Fresh water outlet, salinity	HA <sup>6)</sup>		
Gr 1: Common sensor for alarm and load reduction, alarm shall be activated prior to load reduction Gr 2: Sensor for automatic start of standby pump Gr 3: Sensor for shut down  LA = Alarm for low value HA = Alarm for high value A = Alarm activated AS = Automatic start of standby pump with alarm LR = Load reduction, turbine slow down SH = Shut down  1) To be provided when standby pump is required, see Pt.4 Ch.1 Sec.3 B300 2) To be provided for forced circulation boilers 3) To be provided for fire detection 4) To be provided for heavy fuel oil 5) For superheated and de superheated steam outlet (external de super heaters) 6) Automatic stop of generator or by-passing of consumers 7) Turbine shut down 8) Outlet of ejector cooler/gland condenser  For definitions of LR and SH, see Pt.4 Ch.1 Sec.1 B116 and B117 of the Rules for Classification of Ships.			

<b>Table A4 Control and monitoring of shafting, propeller, gear, clutch and elastic couplings</b>				
	<i>Gr 1 Indication alarm load reduction</i>	<i>Gr 2 Automatic start of stand-by pump with alarm <sup>1)</sup></i>	<i>Gr 3 Shut down with alarm</i>	<i>Comment</i>
<b>1.0 Shafting</b>				
<i>Separate thrust bearings, temperature</i>	<i>IL or IR, HA</i>			<i>To be provided for shaft power &gt; 5 000 kW. Sensor to be placed in the bearing metal or for pads, in the oil outlet. Maximum permissible temperature to be marked on the indicators.</i>
<i>Oil lubricated fluid film bearings, temperature</i>	<i>IL or IR, HA</i>			<i>To be provided for shaft power &gt; 5 000 kW. Sensors to be located near the bearing surface at the area of highest load. Maximum permissible temperature to be marked on the indicators.</i>
<i>Stern tube lubricating oil tank, level</i>	<i>LA</i>			
<i>Stern tube lubricating oil, pressure or flow</i>	<i>LA</i>			<i>Applicable to forced lubrication.</i>
<b>2.0 Additional requirements for TMON</b>				
<i>Aft stern tube bearing, temperature</i>	<i>HA</i>			<i>See 301</i>
<b>3.0 Servo oil for CP-propeller</b>				
<i>Pressure</i>	<i>IL, IR, LA</i>	<i>AS</i>		<i>The indicators shall be able to show sudden peaks in servo pressure.</i>
<i>Level</i>	<i>IL, LA</i>			
<i>Differential pressure over filter</i>	<i>HA</i>			
<b>4.0 Gear bearing and lubricating oil</b>				
<i>Oil lubricated fluid film bearings (axial and radial) temperature</i>	<i>IR, HA</i>			<i>Applicable for gears with a total transmitted power of 5 MW or more.</i>
<i>Thrust bearing, temperature</i>	<i>IR, HA, LR</i>			<i>Applicable for gears with a total transmitted power of 5 MW or more. Sensor to be placed in the bearing metal or for pads in the oil outlet.</i>
<i>Lubricating oil, pressure</i>	<i>IL, IR, LA</i>	<i>AS</i>	<i>SH</i>	<i>At bearings and spray if applicable. Shut down or clutch disengagement.</i>
<i>Lubricating oil, temperature</i>	<i>IL, IR, HA</i>			<i>At inlet to bearings, i.e. after cooler.</i>
<i>Lubricating oil, temperature</i>	<i>IL or IR</i>			<i>In sump, or before cooler</i>
<i>Lubricating oil, temperature</i>	<i>IL, IR</i>			<i>At inlet to bearings and spray as well as in the oil sump.</i>
<i>Sump level <sup>2)</sup></i>	<i>IL, IR</i>			<i>For splash lubricated gears.</i>
<b>5.0 Integrated clutch activating media</b>				
<i>Hydraulic oil</i>	<i>IL, IR, LA, LR</i>	<i>AS</i>	<i>SH</i>	<i>SH means either declutching or engine stop</i>
<b>6.0 Twist of elastic couplings</b>				
<i>Angular twist amplitudes</i>	<i>IR, HA</i>			<i>Applicable when failure of the elastic element leads to loss of torque transmission. <sup>3)</sup></i>
<i>Mean twist angle</i>	<i>IR, HA</i>			
<p>Gr 1: Common sensor for indication, alarm, load reduction (common sensor permitted but with different set points and alarm shall be activated before any load reduction)</p> <p>Gr 2: Sensor for automatic start of standby pump</p> <p>Gr 3: Sensor for shut down.</p> <p>IL = Local indication (presentation of values), in vicinity of the monitored component</p> <p>IR = Remote indication (presentation of values), in engine control room or another centralized control station such as the local platform/manoeuvring console</p> <p>A = Alarm activated for logical value</p> <p>LA = Alarm for low value</p> <p>HA = Alarm for high value</p> <p>AS = Automatic start of standby pump with corresponding alarm</p> <p>LR = Load reduction, either manual or automatic, with corresponding alarm, either slow down (r.p.m. reduction) or alternative means of load reduction (e. g. pitch reduction), whichever is relevant.</p> <p>SH = Shut down with corresponding alarm. May be manually (request for shut down) or automatically executed if not explicitly stated above.</p> <p>For definitions of LR and SH, see Pt.4 Ch.1 Sec.1 B116 and B117 of the Rules for Classification of Ships.</p> <p>1) To be provided when standby pump is required, see Pt.4 Ch.1 Sec.3 B300.</p> <p>2) For gears with totally transmitted power of 500 kW or less, dipstick inspection is considered adequate.</p> <p>3) May be omitted if the vessel is equipped with a "take me home" device, e.g. a electric motor connected to the gearbox (so-called PTH or PTI). Exemption may also be accepted for couplings that are of a design that enables the full torque to be transmitted in the event of failure of the elastic elements. Such emergency claw devices are not "getting home" devices, but only meant for temporary emergency in order to prevent loss of manoeuvrability in harbours, rivers, etc</p> <p><i>Italic text in table is equivalent to Pt.4 Ch.4</i></p>				

<b>Table A5 Control and monitoring of auxiliary engines</b>					
<i>System</i>	<i>Item</i>	<i>Gr 1 Indication alarm load reduction</i>	<i>Gr 2 Automatic start of stand- by pump with alarm <sup>1)</sup></i>	<i>Gr 3 Shut down with alarm</i>	<i>Comment</i>
<b>1.0 Fuel oil system</b>	<i>Leakage from jacketed high pressure pipes</i>	<i>A</i>			<i>Level monitoring of leakage tank or equivalent</i>
	<i>Fuel oil pressure</i>	<i>LA</i>	<i>AS</i>		<i>When fuel oil treatment system is provided</i>
	<i>High/Low temperature or viscosity of heavy fuel oil</i>	<i>A</i>			
<b>2.0 Lubricating oil system</b>	<i>Lubrication oil to main bearings, inlet pressure</i>	<i>IR or IL, LA, LR</i>	<i>AS</i>	<i>SH</i>	<i>Automatic shut down for electric power generating engines LR is accepted as alternative to SH for auxiliary engines other than driving generators</i>
	<i>Lubrication oil to main bearings, inlet temperature</i>	<i>IR or IL, HA</i>			
<b>3.0 Turbocharger system</b>	<i>Speed of turbocharger</i>	<i>IR or IL, HA</i>			<i>Applicable only when the T/C is served by group of cylinders &gt; 1 000 kW</i>
<b>4.0 Cylinder cooling medium</b>	<i>Cylinder cooling inlet pressure or flow</i>	<i>IR or IL, LA</i>	<i>AS</i>		<i>Monitoring of expansion tank level, with alarm at low level, is an acceptable alternative for engines with cylinder power &lt; 130 kW</i>
	<i>Cylinder cooling outlet temperature</i>	<i>IR or IL, HA, LR</i>		<i>SH</i>	<i>Automatic shut down for electric power generating engines LR is accepted as alternative to SH for auxiliary engines other than driving generators</i>
<b>5.0 Starting air system</b>	<i>Start air pressure</i>	<i>LA</i>			<i>For electric generating engines</i>
<b>6.0 Exhaust gas system</b>	<i>Exhaust gas temp after each cylinder <sup>2)</sup></i>	<i>IR or IL, HA, LR <sup>3)</sup></i>			<i>SH may replace LR for electric power generating engines</i>
	<i>Exhaust gas temp after each cylinder. Deviation from average <sup>2)</sup></i>	<i>IR or IL, HA, LR</i>			<i>Chosen LR depends on permissible misfiring condition. SH may replace LR for electric power generating engines</i>
	<i>Exhaust gas temp before T/C <sup>4), 5)</sup></i>	<i>IR or IL, HA, LR</i>			<i>The LR is only required when the T/C is served by group of cylinders &gt; 2 500 kW. SH may replace LR for electric power generating engines</i>
<b>7.0 Hydraulic oil system</b>	<i>Leakage from jacketed high pressure pipes for hydraulic operation of valves</i>	<i>A</i>			<i>Level monitoring of leakage tank or equivalent</i>
<b>8.0/9.0 engine speed/direction of rotation</b>	<i>Engine speed</i>	<i>IR</i>			<i>For engines other than for electric power generation, local indication is an acceptable alternative</i>
	<i>Over speed protection</i>			<i>SH</i>	
<b>9.0 Crankcase explosive condition <sup>7)</sup></b>	<i>Oil mist detection <sup>8)</sup></i>			<i>SH</i>	
	<i>Other systems than oil mist detection</i>	<i>LR</i>		<i>SH</i>	<i>LR is accepted as alternative to SH for auxiliary engines other than driving generators</i>

**Table A5 Control and monitoring of auxiliary engines (Continued)**

Gr 1:	Sensor(s) for indication, alarm, load reduction (common sensor permitted but with different set points and alarm shall be activated before any load reduction)
Gr 2:	Sensor for automatic start of standby pump
Gr 3:	Sensor for shut down.
IL	= Local indication (presentation of values), in vicinity of the monitored engine component or system
IR	= Remote indication (presentation of values), in engine control room or another centralized control station such as the local platform/manoeuvring console
A	= Alarm activated for logical value
LA	= Alarm for low value
HA	= Alarm for high value
AS	= Automatic start of standby pump with corresponding alarm
LR	= Load reduction, either manual or automatic, with corresponding alarm
SH	= Automatic shut down with corresponding alarm.
For definitions of LR and SH, see Pt.4 Ch.1 Sec.1 B116 and B117 of the Rules for Classification of Ships.	
1)	To be provided when stand-by pump is required, see Pt.4 Ch.1 Sec.3 B300 of the Rules for Classification of Ships.
2)	Individual exhaust temperature when cylinder power > 130 kW. See Pt.4 Ch.3 Sec.1 E103 for possible omission of this requirement.
3)	Alarm with request for load reduction to be given in case of excessive average exhaust gas temperature. This applies when there is no separate sensor before T/C, and the T/C is served by a group of cylinders > 1 000 kW. The alarm level shall be set with due considerations to safe operation of T/C.
4)	Applicable only when the T/C is served by a group of cylinders > 1 000 kW and if no individual exhaust gas temperature for each cylinder. The alarm level must be set with due considerations to safe operation of T/C.
5)	Temperature measurement after turbine is accepted for T/C served by a group of cylinders < 2 500 kW, provided that the alarm levels are set to safeguard the T/C. The alarm level shall be substantiated by the T/C manufacturer.
6)	Either a) 'Oil mist concentration' or b) 'Temperature monitoring of main- and crank bearings combined with crank case pressure monitoring'. Other methods, like e.g. 'crank case pressure monitoring' combined with either 'Oil splash temperature deviation' or 'Metal particle detection' (shunt to filter), may be approved provided their capability with regard to risk of false alarms and speed of detection is proven.
7)	Applicable to engines of 2 250 kW and above, or with cylinder diameter > 300 mm.
8)	Oil mist detectors shall be type tested in accordance with IACS UR M67.
<i>Italic text in table is equivalent to Pt.4 Ch.3 Sec.1 Table E1</i>	

**Table A6 Control and monitoring of auxiliary turbines**

System	Item	Gr 1 Indication Alarm	Gr 2 Automatic start of stand-by pump with alarm	Gr 3 Shut down with alarm	Comment
1.0 Lubricating oil	Inlet pressure (after filter)	IR or IL, LA		SH	
	Inlet temperature	IR, HA			
	Level in system tank	LA			
2.0 Turbine speed	Overspeed			SH	SH, if applicable, to be activated au- tomatically, see Pt.4 Ch.3 Sec.3 E200
3.0 Condenser system	Pressure	IR, HA,		SH	
	Level	HA	AS		If vacuum condenser.
4.0 Steam inlet	Pressure	IR or IL, LA <sup>1)</sup>			
5.0 Rotor	Axial displacement	IR, HA		SH	When driving electric generator.
Gr 1: Sensor(s) for indication and alarm Gr 2: Sensor for automatic start of standby pump Gr 3: Sensor for shut down  IL = Local indication – (presentation of values) in vicinity of the monitored component IR = Remote indication – (presentation of values) in engine control room or another centralized control station such as the local platform/ manoeuvring console A = Alarm activated for logical value LA = Alarm for low value HA = Alarm for high value AS = Automatic start of standby pump with corresponding alarm SH = Shut down with corresponding alarm. May be manually (request for shut down) or automatically executed if not explicitly stated above.  For definitions of LR and SH, see Pt.4 Ch.1 Sec.1 B116 and B117 of the Rules for Classification of Ships.  1) Only for turbines driving generators, may be omitted if LA for boiler steam pressure is provided.  <i>Italic text in table is equivalent to Pt.4 Ch.3 Sec.1 Table E1</i>					

<b>Table A7 Control and monitoring of auxiliary boiler</b>			
	<i>Gr 1 Alarm</i>	<i>Gr 2 Automatic start of stand-by pump with alarm <sup>1)</sup></i>	<i>Gr 3 Shut down with alarm</i>
<b>1.0 Water, not double pressure boilers</b>			
<i>Water level</i>	<i>LA, HA</i>		
<i>Water level, low</i>			<i>SH</i>
<b>2.0 Water, double pressure boilers</b>			
<i>Water level, primary system</i>	<i>LA</i>		<i>SH</i>
<i>Water level, secondary system</i>	<i>LA, HA</i>		
<b>3.0 Circulation</b>			
<i>Circulation stopped <sup>1)</sup></i>	<i>A</i>	<i>AS</i>	<i>SH</i>
<b>4.0 Combustion air supply</b>			
<i>Fan stopped</i>			<i>SH</i>
<b>5.0 Heavy fuel oil system</b>			
<i>Temperature or viscosity <sup>2)</sup></i>	<i>LA, HA</i>		
<b>6.0 Steam</b>			
<i>Steam pressure</i>	<i>HA</i>		<i>SH <sup>3)</sup></i>
<i>Steam temperature <sup>4)</sup></i>	<i>HA</i>		
<b>7.0 Uptake</b>			
<i>Uptake temperature <sup>5)</sup></i>			<i>SH</i>
<b>8.0 Feed water system</b>			
<i>Feed water, salinity <sup>6)</sup></i>	<i>HA</i>		
<i>Feed water, oil contamination <sup>7)</sup></i>	<i>HA</i>		
<b>9.0 Condenser</b>			
<i>Condenser pressure</i>	<i>HA</i>		
<b>10.0 Ignition/flame</b>			
<i>Ignition/flame failure <sup>8)</sup></i>			<i>SH</i>
<p>Gr 1: Sensor for alarm  Gr 2: Sensor for automatic start of standby pump  Gr 3: Sensor for shut down</p> <p>LA = Alarm for low value  HA = Alarm for high value  A = Alarm activated  AS = Automatic start of standby pump with alarm  SH = Shut down</p> <p>1) Forced circulation boilers.  2) For heavy fuel oil.  3) When the automatic control system does not cover the entire load range from zero load.  4) For superheated steam &gt; 350°C.  5) When heat exchangers are integral with the boiler. For fire detection.  6) Boiler pressure &gt; 20 bar.  7) When steam is used in fuel and lubrication oil heat exchangers.  8) Separate monitoring and fuel shut off for each burner.</p> <p>For definitions of SH, see Pt.4 Ch.1 Sec.1 B116 of the Rules for Classification of Ships.</p> <p><i>Italic text in table is equivalent to Pt.4 Ch.7 Sec.7 Table B1.</i></p>			

Table A8 Control and monitoring for electrical power plant	
	<i>Gr 1 Alarm</i>
<b>1.0 Generator</b>	
Lubricating oil, pressure <sup>1)</sup>	LA
Voltage	LA, HA
Frequency	LA
Disconnection of nonessential consumers	A
Gr. 1: = Sensor for alarm	
LA = Alarm for low value	
HA = Alarm for high value	
A = Alarm activated	
1) To be provided if separate system.	

Table A9 Monitoring of miscellaneous objects		
Item	Alarm	Comments
Bilges and bilge wells		2 independent alarm circuits. Minimum 2 detectors.
Level, engine room, high	x	
Purifiers		For heavy fuel oil.
Temperature, oil inlet, high	x	
Temperature, oil inlet, low	x	
Waterseal, loss	x	
Soot-blowers, sequence stopped	x	
Automatic control system, power failure	x	Electric, pneumatic, hydraulic.
Alarm and safety system, power failure	x	
Remote control system, power failure	x	
Fire alarm systems, failure	x	

Table A10 Monitoring of tanks		
Item	Alarm	Comments
Sludge and drain tanks, level, high	x	When automatic pumping up of tanks is arranged, alarm shall be released if the level exceeds safe level.
Service tanks, level, low	x	
Expansion tanks, level, low	x	
Circulating tanks, level, low	x	
Fuel oil drain collecting tank, level, high	x	

## B. Arrangement on the Bridge

### B 100 General

**101** Individual alarms are required for:

- automatic shutdown of main boiler
- automatic shutdown and/or slowdown of propulsion machinery
- request for manual shutdown and/or slowdown of propulsion machinery
- power failure bridge alarm system
- failure in the remote control systems with respect to propulsion machinery, including controllable pitch propeller if arranged
- failure in the remote control systems with respect to steering
- low starting air pressure for reversible propulsion engines.

**102** The propulsion plant shall be restarted after a blackout, either manually from the navigating bridge or automatically. When manual starting from the navigating bridge is arranged, an indication shall be provided when the propulsion can be restarted, i.e., when all systems are in normal operating condition.

The starting arrangement shall be simple to operate. This re-

quirement does not apply to steam propulsion plants, and for propulsion plants arranged such that single failures will not stop the propulsion.

**103** Resetting of the propulsion machinery safety system shall be arranged when it is activated at black out. The reset action may either be automatic, or manually activated from the bridge, e.g. by bringing the manoeuvring lever to stop position. The reset shall only be possible when the all applicable parameters are in normal condition.

## C. Arrangement in the Engine Room

### C 100 General

**101** Indicating instruments, alarm displays and manoeuvring devices shall be centralised in a convenient position, in or adjacent to the engine room.

#### Guidance note:

The layout of instruments in the control desk should comply with generally accepted ergonomic principles. Red lamps should be used only as alarm lamps.

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## D. Control of Propulsion Machinery from the Navigation Bridge (SOLAS Ch. II-1/49)

### D 100 General

**101** In addition to the general requirements in Pt.4 Ch.1 Sec.4 the following shall be complied with.

**102** Under all sailing conditions, including manoeuvring, the speed, direction of thrust and, if applicable the pitch of the propeller shall be fully controllable from the navigating bridge.

**103** Such remote control shall be performed by a single control device for each independent propeller, with automatic performance of all associated services, including where necessary, means of preventing overload of the propulsion machinery.

**104** The main propulsion machinery shall be provided with an emergency stopping device on the navigating bridge independent of the navigating bridge control system.

**105** Propulsion machinery orders from the navigating bridge shall be indicated in the main machinery control room or at the propulsion machinery control position as appropriate.

**106** Remote control of the propulsion machinery shall be possible only from one location at a time; at such locations interconnected control positions are permitted. At each location there shall be an indicator showing which location is in control of the propulsion machinery. The transfer of control between the navigating bridge and machinery space shall be possible only in the main machinery space or in the main machinery control room. The system shall include means to prevent the propelling thrust from altering significantly when transferring control from one location to another.

**107** It shall be possible for all machinery essential for the safe operation of the ship to be controlled from a local position, even in the case of failure in any part of the automatic or remote control systems.

**108** The design of the remote automatic control system shall be such that in case of its failure an alarm will be given, and the present speed and direction of thrust of the propeller is maintained until local control is in operation.

**109** Indicators shall be fitted on the navigating bridge for:

- propeller speed and direction of rotation in the case of fixed pitch propellers, or
- propeller speed and pitch position in the case of controllable pitch propellers.

**110** The number of consecutive automatic attempts which fail to produce a start shall be limited to safeguard sufficient starting air pressure. An alarm shall be provided indicating low starting air pressure set at a level which still permits starting operations of the propulsion machinery.

#### Guidance note:

Air should be understood as any stored energy.

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## E. Electric Power Supply

### E 100 General

**101** Arrangements shall be provided to prevent overloading of the generating sets.

#### Guidance note:

A generating set consists of one electrical generator and its prime mover.

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**102** The main source of electrical power shall comply with the following:

- automatic starting and connecting to the main switchboard of the stand-by generator, with automatic restarting of the essential auxiliaries on loss of power, shall be arranged
- connection to the main switchboard to be completed within 30 seconds after loss of power
- In addition, where the electrical power is normally supplied by more than one generator simultaneously in parallel operation, provision shall be made to ensure that, in case of loss of one of these generating sets, the remaining ones are kept in operation to permit propulsion and steering.

**103** Standby generating sets are normally to have separate cooling water and lubricating oil pumps. Alternatively, automatic start of standby pumps shall be arranged when they also serve other generating sets.

**104** When the manoeuvrability of the ship is independent of electric power, the requirements of 102 do not apply.

### E 200 Secondary distribution systems

**201** For essential consumers with power supply from secondary distribution systems, precautions against power failure shall be similar to those taken for units having power supply from the main system. E.g., the following means may be applied:

- adequate automatic emergency lighting for access to standby transformer for the lighting system and operating gear for manual connection
- automatic connection of standby transformer
- parallel connection of a sufficient number of transformers and arrangement for selective disconnection
- automatic connection of emergency source of power
- dividing the system in two or more circuits with automatic switchover.

In this context, essential consumers are units and equipment necessary for manoeuvring of the ship, including navigation lights and sufficient lighting (either as part of the normal lighting or as separate emergency lighting) in the engine room, on the bridge, in the chart room, in all passageways and stairways of the accommodation.

## F. Fire Safety

### F 100 General

**101** Where the Society finds it necessary, oil fuel and lubricating oil pressure pipelines shall be screened or otherwise suitably protected to avoid as far as practicable oil spray or leakages on to hot surfaces or into machinery air intakes. Fuel oil injection pipes on all engines, irrespective of cylinder bore, shall be effectively shielded and secured. The number of joints in such piping systems shall be kept to a minimum and, where practicable, leakages from high pressure oil fuel pipes shall be collected and safe drainage to a collecting tank shall be provided (see Pt.4 Ch.3 Sec.1 Table E1 and Table E2).

## G. Special Requirements for Ships less than 300 Gross Tonnage with Propulsive Output less than 1 000 kW per Engine

### G 100 General

**101** The requirements in A, B, C, E and F do not apply.

## **G 200 Extent of monitoring**

**201** An alarm shall be initiated for the following conditions:

- fire in engine room
- bilge level, high
- power failure, alarm and remote control system
- for drivers, power transmissions and driven units according to Pt.4 Ch.3, Pt.4 Ch.4 and Pt.4 Ch.5.

Main and auxiliary engines: See Pt.4 Ch.3.

## **G 300 Arrangement on the bridge and engineers' accommodation**

**301** All alarms in the engine room shall initiate an alarm on the navigating bridge, and engineers' accommodation individual or collective.

## **G 400 Fire safety**

**401** Fuel oil injection pipes on all engines, irrespective of cylinder bore, shall be effectively shielded and clamped.

## **G 500 Fire alarm system**

**501** The ship shall have an electric fire alarm system. The electric fire alarm system shall be initiated in the event of fire in the engine room and or boiler room.

### **Guidance note:**

The fire detectors may be arranged as a single loop provided it is normally closed.

The fire detectors loop(s) may be connected to the machinery alarm system provided separate indication on the navigating bridge is arranged.

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## SECTION 4 CLASS NOTATION ECO

### A. General Requirements

#### A 100 Application

**101** This section applies to machinery operation with continuous supervision from a centralised control station. The control station shall provide control and monitoring devices necessary to make the machinery operation as safe and effective as it would be under direct supervision.

### B. Control Station

#### B 100 Arrangement

**101** The arrangement shall be such that all supervisions and manual operations which are necessary for safe operation of the machinery plant can be carried out at the control station. This will imply that stopping of machinery, starting of stand-by units etc. in case of machinery faults shall be possible from the control station if not automatically carried out.

**102** The control station shall be located in the engine room or in its close proximity. The control station may be arranged on or adjacent to navigating bridge provided it does not interfere with the navigating bridge control positions, and an additional centralised control position is arranged in or adjacent to the engine room. This control position shall permit some machinery control and monitoring facilities as required in A101.

### C. System Arrangement

#### C 100 General

**101** The requirements of Sec.2 shall be complied with to the

extent applicable.

#### C 200 Alarm system

**201** A system of alarm displays shall be provided in the centralised control station for easy identification of machinery faults.

**202** An extension alarm system to the navigation bridge and the engineers' accommodation is not required.

#### C 300 Safety system

**301** The safety systems specified in Sec.2 D can be omitted with the exception of the safety functions required in Pt.4. Corrective actions at machinery faults are presumed to be carried out manually.

#### C 400 Remote control system

**401** Propulsion machinery shall be arranged for remote control from the centralised control station. The requirements given in Sec.2 and Ch.1 Sec.5 shall be complied with to the extent applicable.

#### C 500 Fire alarm system

**501** The fire alarm system shall satisfy the requirement of Sec.2 E.

### D. Extent of Monitoring

#### D 100 General

**101** Monitoring of machinery shall comply with the requirements in Sec.3 and Pt.4 Chs.3, 4 and 5.

## SECTION 5 SURVEY

### A. General

#### A 100 Trials

**101** Upon completion of the installation, trials shall be carried out alongside quay and at sea in the presence of the surveyor.

**102** The sea trials should be reserved solely for testing of the automatic and the remote control systems, and the fire alarm system. Other tests should be completed alongside quay.

**103** The sea trials shall include a four hours continuous operation with unattended machinery spaces.

Agreement shall be made in advance in each case for personnel that will be present in the control room.

##### Guidance note:

Personnel for ordinary upkeep and control of the machinery are not to be present in the engine room. Special measurements can be carried out according to agreement, e.g. noise measurements.

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**104** A detailed test programme, including expected test results, shall be prepared and submitted for approval well in advance of the trials. The programme shall be kept onboard, all filled in and signed by the surveyor upon completion of the trials.

**105** Recording of important automatically controlled parameters may be required as part of the testing.

#### A 200 Monitoring system

**201** Failure conditions shall be simulated as realistically as possible, preferably by letting the monitored parameters exceed the alarm and safety limits. Alternatively, when lack of space on an engine prevents the installation of test valves for pressure transmitters and or thermometer wells for analogue temperature elements, a system for ensuring that both electronic and sensor system part is in order without the use of pressure or temperature calibrators may be accepted. This system shall be quick and easy to use, and be developed and documented by the engine manufacturer. It may only be used in connection with sensors with an analogue value output. The system shall be approved by DNV before testing commences.

The alarm and safety limits shall be recorded in the test programme.

##### Guidance note:

Test methods:

- 1) Analogue sensors may be calibrated by in situ comparison to indicating instruments installed close to the sensors. When the deviation in reading is more than 5%, a more precise calibration is necessary.
- 2) Changing set point to the present system value during normal running may be an acceptable system test method for computer based systems only, provided sensor connection check has been performed separately.
- 3) It will not be acceptable to change a set point by e.g. potentiometer adjustment to simulate fault conditions.

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**202** Any calibration of sensors prior to installation onboard shall be approved by the surveyor.

#### A 300 Automatic control systems

**301** Automatic control systems shall be tested by varying the parameters having effect upon the controlled process. As far as

practicable it shall be verified that all normal control ranges are covered.

##### Guidance note:

Observation of the automatic control system performance during the tests specified under B for the remote control system will normally be accepted as adequate testing.

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#### A 400 Electric power generating system

**401** At bridge control and half speed ahead, simulate a fault condition causing automatic stop of electric power generator.

**402** For plants with automatic start and connection of standby unit, check restart of all essential auxiliaries, and that the bridge control system is again operative without manual intervention in the engine room.

**403** For plants with more than one generator running in parallel, it shall be checked that the stopped unit is automatically disconnected from the switchboard, and that the generator capacity of the remaining units is sufficient for propulsion and steering functions after tripping of non-essential consumers.

**404** Verify that it is possible to start the propulsion machinery from the bridge unless automatically started after blackout. (see Sec.3 B103).

#### A 500 Fire alarm system

**501** After installation the system shall be tested under varying conditions of engine operation and ventilation.

(SOLAS Ch. II-2/14.3).

##### Guidance note:

The test should be performed with all machinery and ventilation running in normal sea going conditions during the sea trial by means of smoke released in positions of high fire risk.

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#### A 600 Remote control system

**601** Testing of the remote control system for the propulsion machinery shall be carried out at sea. Prior to testing, the propulsion machinery shall run for at least 1 hour.

**602** All tests included in the test programme for the remote control system shall be carried out without manual assistance from the engine room, and all systems shall be in operation as normal for unattended machinery space.

## B. Testing of Remote Control System. Guidance

#### B 100 Ships with fixed pitch propeller

**101** The test programme should as a minimum include the following manoeuvres:

- from stop to dead slow ahead. Proceed stepwise to full ahead. Before each step increase, the r.p.m. of the previous setting shall have reached its steady state condition
- from approximately 2/3 of full speed ahead, go quickly to slow astern. Proceed stepwise to full astern
- stop
- after approximately 5 minutes stop, start ahead
- when the ship has reached approximately 2/3 of full speed ahead, go quickly to half astern
- when the ship is «dead in the water», go quickly to full ahead

- when the ship has reached approximately 2/3 of full speed ahead, go quickly to dead slow ahead
- when the r.p.m. is nearly stabilised, go quickly to full ahead
- when the ship has reached approximately half speed ahead, go to stop and back to dead slow ahead within 1 second.

**102** With air compressors stopped, make 12 starts with the remote control system, alternatively between ahead and astern.

**103** Testing of possible automatic restarts. Go to ahead and let the engine repeat the predetermined starting at tempts. Go to stop. Return to ahead and check that an additional starting attempt is effected.

**104** Simulate failures causing automatic load reduction or stop of the engine. Cancel if possible this safety action and show that the engine is again controllable from the bridge.

**105** During bridge control at half speed ahead, cut out power supply to the remote control system. No immediate critical situation shall arise. Switch over to standby manual control in the engine room, and show that this control system functions satisfactorily.

**106** At approximately 2/3 of full speed ahead, test the emergency stop system.

## **B 200 Ships with controllable pitch propeller**

**201** The tests specified below apply to remote control systems with a single manoeuvring lever on the bridge.

For plants with dual lever control, one for r.p.m. and one for pitch, the tests to be carried out will be considered in each case.

- start the engine, from the bridge if possible, and go to dead slow ahead. Proceed stepwise to full ahead. Before each step increase, the r.p.m. of the previous setting shall have reached its steady state condition
- from approximately 2/3 of full speed ahead, go quickly to dead slow astern. Proceed stepwise to full astern
- go to neutral position
- after approximately 5 minutes in neutral position, go to ahead
- when the ship has reached approximately 2/3 of full speed ahead, go quickly to 2/3 of full astern
- when the ship is «dead in the water», go quickly to half ahead.

**202** Simulate failures causing automatic load reduction or stop of the engine. Cancel if possible this safety action and show that the engine is again controllable from the bridge.

**203** During bridge control at half speed ahead, cut out power supply to the remote control system. No immediate critical situation shall arise. Switch over to standby manual control in the engine room, and show that this control system functions satisfactorily.

**204** At approximately 2/3 of full speed ahead, test the emergency stop system.

## **B 300 Steam turbine ships**

**301** The test programme should as a minimum include:

- from stop to dead slow ahead. Proceed stepwise to full ahead. Before each step increase, the r.p.m. of the previous setting shall have reached its steady state condition
- from full speed ahead, reduce stepwise to stop with the same intervals
- from stop, increase stepwise to full astern. Run until the ship has reached a fair speed astern
- from full astern, reduce stepwise to stop
- show that the automatic turning arrangement operates satisfactorily during the stop period. Go to full ahead
- after approximately 10 minutes full ahead, go quickly to stop

- after approximately 5 minutes stop, go quickly to 2/3 of full astern
- when the ship is «dead in the water», go quickly to full ahead
- when the ship has reached approximately 2/3 of full speed ahead, go quickly to 2/3 of full astern and run until the ship is «dead in the water»
- go to full ahead. When the ship has reached approximately 2/3 of full speed ahead, go to stop and back to dead slow ahead within 1 second. Transfer control to the engine room.

**302** Repeat the first four manoeuvres using the manoeuvring system in the engine room. Transfer control to the bridge.

**303** During bridge control at half speed ahead, cut out power supply to the remote control system. No immediate critical situation shall arise. Switch over to standby manual control in the engine room, and show that this control system functions satisfactorily.

**304** Simulate failures causing automatic load reduction or stop of turbines. Cancel, if possible, this safety action and show that the turbines are again controllable from the bridge.

**305** At approximately 2/3 of full speed ahead, test the emergency stop system.

## **B 400 Ships with gas fuelled machinery**

**401** LNG carriers and other ships with machinery using gas as main fuel shall carry out testing required in A103 and B100 or B200 in the gas operation mode.

Ships with engines operating either as gas engines or as conventional diesel engines shall in addition carry out testing required in B100 or B200 when operating on fuel oil only.

### **Guidance note:**

Machinery with power generated by a combination of gas-only engines and conventional diesel engines, and machinery with engines operating either as gas engines with pilot oil ignition or as conventional diesel engines (DF either-or type) are regarded as machinery using gas as main fuel.

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**402** For LNG carriers with steam propulsion and dual fuel boilers the testing required in A103 and B300 may be carried out with boilers fired with fuel oil only.

In addition testing during dual fuel or gas-only mode as specified in Pt.5 Ch.5 Sec.16 C shall be carried out.

**403** For LNG carriers with dual fuel engines of the high pressure gas injection type, the testing required in A103 and B100 may be carried out with fuel oil only. In addition dual fuel operation shall be tested as specified in Pt.5 Ch.5 Sec.16 C.

**404** If fuel gas produced by forced vaporisation of LNG is intended to be used during unmanned operation, testing under 401, 402 and 403 shall also include this mode.

## **B 500 Other installations for boil-off gas handling**

**501** Gas combustion units (oxidizing units) shall be tested to verify that automatic operation is possible without manual surveillance, except that start and stop may be manually initiated.

**502** Re-liquefaction plants for boil-off gas shall be tested to verify that automatic operation is possible without manual surveillance.

## **C. Testing of Boiler Plant. Guidance**

### **C 100 Automatic control system for auxiliary boilers**

**101** The system shall be tested by varying the boiler load as specified in 102. Recording of the following parameters may

be required:

- steam pressure (primary and secondary system)
- water level in boiler
- automatic actions such as start and/or stop of burners, alarms, etc.

**102** Boilers serving turbogenerators. One boiler in operation:

- increase load from minimum to full load during a period of minimum 15 minutes
- reduce load from full load to minimum during a period of minimum 15 minutes
- increase load suddenly to minimum 50% of full load by connecting one of the greater consumers
- when stationary conditions are reached, reduce load suddenly to minimum.

Parallel operation of two boilers:

- increase load suddenly to minimum 30% of full load, by connecting one of the greater consumers
- when stationary conditions are reached, reduce load suddenly to approximately 5% of full load and keep that load until stationary conditions are reached.

**C 200 Automatic control system for main boilers**

**201** The system shall be tested by varying the boiler load as specified in 202. Recording of the following parameters may be required:

- steam flow (alternatively position of control valve)
- steam pressure
- temperature of superheated steam
- water level in boiler
- water level in condenser and deaerator
- fuel oil temperature or viscosity
- excess of combustion air in exhaust gas.

**202** The boiler load shall be varied in accordance with the manoeuvring tests specified in B300. The boiler plant testing may be carried out simultaneously with testing of the remote control system for the main turbines.

**C 300 Monitoring system**

**301** With all burners in operation, the fuel oil supply to one of the burners shall be shut off. Check that the flame detector of this burner is functioning. The remaining burners shall be tested in the same way.

**302** With burners in operation, one of the flame detectors shall be shielded. Check that the automatic shutoff valve for fuel oil is operating. The remaining flame detectors shall be tested in the same way.

**303** With boiler in operation, simulate a failure causing automatic stop of combustion air fan. Check that the fuel oil supply is shut off.

**304** Reduce water level below safety limit and check that fuel oil supply is shut off.

**305** Remaining alarms and safety actions shall be initiated by simulating failures as realistically as practicable.