

# **M35 Alarms, remote indications and safeguards for main reciprocating I.C. engines installed in unattended machinery spaces**

(1980)  
(Rev.1  
1993)  
(Rev.2  
1996)  
(Rev.3  
1997)  
Rev.4  
1999)  
(Rev.5  
Aug  
2008)

## **35.1 General**

Alarms, remote indications and safeguards listed in Table 1 and 2 are respectively referred to slow speed (crosshead) and medium/high speed (trunk piston) reciprocating i.c. engines.

## **35.2 Alarms**

A system of alarm displays and controls is to be provided which readily ensures identification of faults in the machinery and satisfactory supervision of related equipment. This may be provided at a main control station or, alternatively, at subsidiary control stations. In the latter case, a master alarm display is to be provided at the main control station showing which of the subsidiary control stations is indicating a fault condition.

The detailed requirements covering communications of alarms from machinery spaces to the bridge area and accommodation for engineering personnel, are contained in M29.

## **35.3 Remote indications**

Remote indications are required only for ships which are operated with machinery space unattended but under a continuous supervision from a position where control and monitoring devices are centralized, without the traditional watch service being done by personnel in machinery space.

## **35.4 Safeguards**

### **35.4.1 Automatic start of standby pumps – slow down**

A suitable alarm is to be activated at the starting of those pumps for which the automatic starting is required.

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#### Note:

1. The requirements of M35 Rev.5 are to be uniformly implemented by IACS Societies for engines:
  - i) when an application for certification of an engine is dated on or after 1 January 2010; or
  - ii) which are installed in new ships for which the date of contract for construction is on or after 1 January 2010.
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.

**M35**  
(cont)**35.4.2 Automatic reduction of power**

If overriding devices of the required automatic reduction of power are provided, they are to be so arranged as to preclude their inadvertent operation, and a suitable alarm is to be activated by their operation.

**35.4.3 Automatic stop – shut down**

If overriding devices of the required automatic stops are provided, they are to be so arranged as to preclude their inadvertent operation, and a suitable alarm is to be operated by their activation. When the engine is stopped automatically, restarting after restoration of normal operating conditions is to be possible only after manual reset, e.g. by-passing the control lever through the 'stop' position.

Automatic restarting is not permissible (see M30.2.8).

Table 1

**M35**  
(cont)

Monitored parameters for slow speed diesel engines	Gr 1			Gr 2	Gr 3
	Remote Indication	Alarm activation	Slow down with alarm	Automatic start of standby pump with alarm	Shut down with alarm
<b>1.0 Fuel oil system</b>					
Fuel oil pressure after filter (engine inlet)	x	low		x	
Fuel oil viscosity before injection pumps or Fuel oil temp before injection pumps		high low			
Leakage from high pressure pipes		x			
Level of fuel oil in daily service tank <sup>1</sup>		low			
Common rail fuel oil pressure		low			
<b>2.0 Lubricating oil system</b>					
Lub oil to main bearing and thrust bearing, pressure	x	low	x	x	x
Lub oil to crosshead bearing pressure <sup>2</sup>	x	low	x	x	x
Lub oil to camshaft pressure <sup>2</sup>		low		x	x
Lub oil to camshaft temp <sup>2</sup>		high			
Lub oil inlet temp		high			
Thrust bearing pads temp or bearing outlet temp		high	x		x
Main, crank, crosshead bearing, oil outlet temp or Oil mist concentration in crankcase <sup>3</sup>		high	x		
Flow rate cylinder lubricator. Each apparatus		low	x		
Level in lubricating oil tanks <sup>4</sup>		low			
Common rail servo oil pressure		low			
<b>3.0 Turbocharger system</b>					
Turbocharger lub oil inlet pressure <sup>9</sup>		low			
Turbocharger lub oil outlet temp each bearing <sup>10</sup>		high			
Speed of turbocharger	x				
<b>4.0 Piston cooling system</b>					
Piston coolant inlet pressure <sup>5</sup>		low	x	x	
Piston coolant outlet temp each cylinder		high	x		
Piston coolant outlet flow each cylinder <sup>8</sup>		low	x		
Level of piston coolant in expansion tank		low			
<b>5.0 Sea water cooling system</b>					
Sea water pressure		low		x	

Gr 1 Common sensor for indication, alarm, slow down

Gr 2 Sensor for automatic start of standby pump with alarm

Gr 3 Sensor for shut down

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(cont)

Table 1 (continued)

Monitored parameters for slow speed diesel engines	Gr 1			Gr 2	Gr 3
	Remote Indication	Alarm activation	Slow down with alarm	Automatic start of standby pump with alarm	Shut down with alarm
<b>6.0 Cylinder fresh cooling water system</b>					
Cylinder water inlet pressure		low	x	x	
Cylinder water outlet temp (from each cylinder) or Cylinder water outlet temp (general) <sup>6</sup>		high	x		
Oily contamination of engine cooling water system <sup>7</sup>		x			
Level of cylinder cooling water in expansion tank		low			
<b>7.0 Starting and control air systems</b>					
Starting air pressure before main shut-off valve	x	low			
Control air pressure		low			
Safety air pressure		low			
<b>8.0 Scavenge air system</b>					
Scavenge air receiver pressure	x				
Scavenge air box temp (fire)		high	x		
Scavenge air receiver water level		high			
<b>9.0 Exhaust gas system</b>					
Exhaust gas temp after each cylinder	x	high	x		
Exhaust gas temp after each cylinder. Deviation from average.		high			
Exhaust gas temp before each T/C	x	high			
Exhaust gas temp after each T/C	x	high			
<b>10.0 Fuel valve coolant</b>					
Pressure of fuel valve coolant		low		x	
Temperature of fuel valve coolant		high			
Level of fuel valve coolant in expansion tank		low			
<b>11.0 Engine speed/direction of rotation.</b>	x				
<b>Wrong way</b>		x			
<b>12.0 Engine overspeed</b>					x
<b>13.0 Control-Safety-Alarm system power supply failure</b>		x			

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- 1 High-level alarm is also required if no suitable overflow arrangement is provided.
- 2 If separate lub oil systems are installed.
- 3 When required by UR M10.8 or by SOLAS Reg. II-1/47.2.
- 4 Where separate lubricating oil systems are installed (e.g. camshaft, rocker arms, etc.), individual level alarms are required for the tanks.
- 5 The slow down is not required if the coolant is oil taken from the main cooling system of the engine.
- 6 Where one common cooling space without individual stop valves is employed for all cylinder jackets.
- 7 Where main engine cooling water is used in fuel and lubricating oil heat exchangers.
- 8 Where outlet flow cannot be monitored due to engine design, alternative arrangement may be accepted.
- 9 Unless provided with a self-contained lubricating oil system integrated with the turbocharger.
- 10 Where outlet temperature from each bearing cannot be monitored due to the engine/turbocharger design alternative arrangements may be accepted. Continuous monitoring of inlet pressure and inlet temperature in combination with specific intervals for bearing inspection in accordance with the turbocharger manufacturer's instructions may be accepted as an alternative.

Table 2

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(cont)

Monitored parameters for medium and high speed diesel engines	Gr 1			Gr 2	Gr 3
	Remote Indication	Alarm activation	Slow down with alarm	Automatic start of standby pump with alarm	Shut down with alarm
<b>1.0 Fuel oil system</b>					
Fuel oil pressure after filter (engine inlet)	x	low		x	
Fuel oil viscosity before injection pumps or Fuel oil temp before injection pumps <sup>1</sup>		high low			
Leakage from high pressure pipes		x			
Level of fuel oil in daily service tank <sup>2</sup>		low			
Common rail fuel oil pressure		low			
<b>2.0 Lubrication oil system</b>					
Lub oil to main bearing and thrust bearing, pressure	x	low		x	x
Lub oil filter differential pressure	x	high			
Lub oil inlet temp	x	high			
Oil mist concentration in crankcase <sup>3</sup>		high			x
Flow rate cylinder lubricator. Each apparatus		low	x		
Common rail servo oil pressure		low			
<b>3.0 Turbocharger system</b>					
Turbocharger lub oil inlet pressure <sup>5</sup>	x	low			
Turbocharger lub oil temperature each bearing <sup>8</sup>		high			
<b>4.0 Sea Water cooling system</b>					
Sea Water pressure	x	low		x	
<b>5.0 Cylinder fresh cooling water system</b>					
Cylinder water inlet pressure or flow	x	low	x	x	
Cylinder water outlet temp (general) <sup>6</sup>	x	high	x		
Level of cylinder cooling water in expansion tank		low			
<b>6.0 Starting and control air systems</b>					
Starting air pressure before main shut-off valve	x	low			
Control air pressure	x	low			

Gr 1 Common sensor for indication, alarm, slow down

Gr 2 Sensor for automatic start of standby pump with alarm

Gr 3 Sensor for shut down

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(cont)

Table 2 (continued)

Monitored parameters for medium and high speed diesel engines	Gr 1			Gr 2	Gr 3
	Remote Indication	Alarm activation	Slow down with alarm	Automatic start of standby pump with alarm	Shut down with alarm
<b>7.0 Scavenge air system</b>					
Scavenge air receiver temp		high			
<b>8.0 Exhaust Gas system</b>					
Exhaust gas temp after each cylinder <sup>7</sup>	x	high	x		
Exhaust gas temp after each cylinder. Deviation from average <sup>7</sup>		high			
<b>9.0 Engine speed</b>	x				
<b>10.0 Engine overspeed</b>					x
<b>11.0 Control-Safety-Alarm system power supply failure</b>		x			

- 1 For heavy fuel oil burning engines only.
- 2 High-level alarm is also required if no suitable overflow arrangement is provided.
- 3 When required by UR M10.8 or by SOLAS Reg. II-1/47.2. One oil mist detector for each engine having two independent outputs for initiating the alarm and shut-down would satisfy the requirement for independence between alarm and shut-down system.
- 4 If necessary for the safe operation of the engine.
- 5 Unless provided with a self-contained lubricating oil system integrated with the turbocharger.
- 6 Two separate sensors are required for alarm and slow down.
- 7 For engine power > 500 kW/cyl.
- 8 Where outlet temperature from each bearing cannot be monitored due to the engine/ turbocharger design alternative arrangements may be accepted. Continuous monitoring of inlet pressure and inlet temperature in combination with specific intervals for bearing inspection in accordance with the turbocharger manufacturer's instructions may be accepted as an alternative.

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# **M36 Alarms and safeguards for auxiliary reciprocating internal combustion engines driving generators in unattended machinery spaces**

(1980)  
(Rev.1  
1993)  
(Rev.2  
June  
2000)  
(Rev.3  
Sep  
2008)

## **M36.1 General**

This UR refers to medium/high speed (trunk piston) reciprocating i. c. engines on fuel oil.

## **M36.2 Alarms**

All monitored parameters for which alarms are required to identify machinery faults and associated safeguards are listed in Table 1.

All these alarms are to be indicated at the control location for machinery as individual alarms; where the alarm panel with individual alarms is installed on the engine or in the vicinity, common alarm in the control location for machinery is required.

For communication of alarms from machinery space to bridge area and accommodation for engineering personnel detailed requirements are contained in M29.

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### Note:

1. The requirements of M36 Rev.3 are to be uniformly implemented by IACS Societies for engines:
  - i) when an application for certification of an engine is dated on or after 1 January 2010; or
  - ii) which are installed in new ships for which the date of contract for construction is on or after 1 January 2010.
2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

Table 1

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Monitored parameters	Alarm	Shut down
Fuel oil leakage from high pressure pipes	x	
Lubricating oil temperature	high	
Lubricating oil pressure	low	x
Oil mist concentration in crankcase <sup>3</sup>	high	x
Pressure or flow of cooling water	low	
Temperature of cooling water or cooling air	high	
Level in cooling water expansion tank, if not connected to main system	low	
Level in fuel oil daily service tank	low	
Starting air pressure	low	
Overspeed activated		x
Fuel oil viscosity before injection pumps or fuel oil temp before injection pumps <sup>1</sup>	low high	
Exhaust gas temperature after each cylinder <sup>2</sup>	high	
Common rail fuel oil pressure	low	
Common rail servo oil pressure	low	

## Notes:

1. For heavy fuel oil burning engines only.
2. For engine power above 500 kW/cyl.
3. When required by UR M10.8 or by SOLAS Reg. II-1/47.2. one oil mist detector for each engine having two independent outputs for initiating the alarm and shut-down would satisfy the requirement for independence between alarm and shut-down system.

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