

Dolski Rejestr Statków

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS

AMENDMENTS No. 1/2010

to

PART VII

**MACHINERY, BOILERS
AND PRESSURE VESSELS**

2007



GDĄŃSK

Amendments No. 1/2010 to Part VII – Machinery, Boilers and Pressure Vessels – 2007, of the Rules for the Classification and Construction of Sea-going Ships, were approved by PRS S.A. Executive Board on 28 April 2010 and enter into force on 12 May 2010.

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PRS/AW, 04/2010

The following amendments to Part VII – Machinery, Boilers and Pressure Vessels – 2007 have been introduced:

1. Paragraph **2.2.10** has been amended to read:

2.2.10 Engine shall be provided with the following oil mist detection arrangements (or engine bearing temperature monitors or equivalent devices):

- for alarm and slow-down purposes, in the case of low speed diesel engines of 2250 kW rated power and above or having cylinders of more than 300 mm bore,
- for alarm and automatic shut-off purposes, in the case of medium and high speed diesel engines of 2250 kW rated power and above or having cylinders of more than 300 mm bore.

Oil mist detection arrangements shall be type-approved by PRS. Engine bearing temperature monitors or equivalent devices used as safety devices shall be of a type approved by PRS for such purposes.

It is recommended that the engine be fitted with a thrust bearing high temperature alarm if the thrust bearing is situated inside the engine and has a connection with the crankcase.

Note:

An equivalent device is considered as measures applied to high-speed engines where specific design features to preclude the risk of crankcase explosions are incorporated.

2. In paragraph **2.2.11**, in sub-paragraph **.8**, the present text:

.8 the oil mist detection/monitoring system ...

has been replaced by the following text:

.8 oil mist detection system ...

and the present text:

... in oil mist detection/monitoring system instructions ...

has been replaced by the following text:

... in oil mist detection system instructions ...

3. In paragraph **2.2.11**, in sub-paragraph **.8**, the present texts after the first and fourth dashes have been replaced by the following texts respectively:

- schematic layout of oil mist detection system and alarm system showing location of engine crankcase sample points and piping or cable arrangements, together with dimensions of pipes to detectors,
- information relating to type or in-service testing of the engine with engine protection system test arrangements having approved type of oil mist detection system.

4. *In paragraph 2.2.11, in sub-paragraphs .9, .10, .12, .14, .15, .16, .17, .18, .19, the present texts:*

... oil mist detection/monitoring ...

and:

... oil mist monitoring ...

have been replaced by the following text:

... oil mist detection

5. *In paragraph 2.2.11, sub-paragraph .11 has been amended to read:*

.11 Each engine shall be provided with its own independent oil mist arrangement and a dedicated alarm.

6. *In paragraph 2.2.11, in the Note, the three last lines have been amended to read:*

- 1) application for certification of an engine is dated on or after 1 January 2010; or
- 2) installed in new ships for which the date of contract for construction is on or after 1 January 2010.
