

TÜRK LOYDU



REQUIREMENTS CONCERNING USE OF CRUDE OIL OR SLOPS AS FUEL FOR TANKER BOILERS

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This latest edition incorporates all rule changes. The latest revisions are shown with a vertical line. The section title is framed if the section is revised completely. Changes after the publication of the rule are written in red colour.

Unless otherwise specified, these Rules apply to ships for which the date of contract for construction as defined in IACS PR 29 is on or after 1st of January 2025. New rules or amendments entering into force after the date of contract for construction are to be applied if required by those rules. See Rule Change Notices on TL website for details.

"General Terms and Conditions" of the respective latest edition will be applicable (see Rules for Classification and Surveys).

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Requirements concerning use of crude oil or slops as fuel for tanker boilers

1. This additional rule applies to tankers where crude oil or slops are used as fuel for boilers, except for the requirement(s) in this additional rule which create conflict with the statutory requirements related to alternative design and arrangements required by SOLAS II-1/55 that do not need to be complied with (i.e statutory requirements take precedence over this additional rule).
2. In tankers crude oil or slops may be used as fuel for main or auxiliary boilers according to the following requirements. For this purpose all arrangement drawings of a crude oil installation with pipeline layout and safety equipment are to be submitted for approval in each case.
3. Crude oil or slops may be taken directly from cargo tanks or flow slop tanks or from other suitable tanks. These tanks are to be fitted in the cargo tank area and are to be separated from non-gasdangerous areas by means of cofferdams with gas-tight bulkheads.
4. The construction and workmanship of the boilers and burners are to be proved to be satisfactory in operation with crude oil. The whole surface of the boilers shall be gas-tight separated from the engine room. The boilers themselves are to be tested for gas-tightness before being used. The whole system of pumps, strainers, separators and heaters, if any, shall be fitted in the cargo pump room or in another room, to be considered as dangerous, and separated from engine and boiler room by gas-tight bulkheads. When crude oil is heated by steam or hot water the outlet of the heating coils should be led to a separate observation tank installed together with above mentioned components. This closed tank is to be fitted with a venting pipe led to the atmosphere in a safe position according to the rules for tankers and with the outlet fitted with a suitable flame proof wire gauze of corrosion resistant material which is to be easily removable for cleaning.
5. Electric, internal combustion and steam (when the steam temperature is higher than 220°C) prime movers of pumps, of separators (if any), etc., shall be fitted in the engine room or in another nondangerous room. Where drive shafts pass through pump room bulkhead or deck plating, gas-tight glands are to be fitted. The glands are to be efficiently lubricated from outside the pump room.
6. Pumps shall be fitted with a pressure relief bypass from delivery to suction side and it shall be possible to stop them by a remote control placed in a position near the boiler fronts or machinery control room and from outside the engine room.
7. When it is necessary to preheat crude oil or slops, their temperature is to be automatically controlled and a high temperature alarm is to be fitted.

8. The piping for crude oil or slops and the draining pipes for the tray defined in item 10 are to have a thickness as follows:

d_e : External diameter of pipes

t : Thickness

$d_e \leq 82.5 \text{ mm}$	$t \geq 6.3 \text{ mm}$
$88.9 \text{ mm} < d_e \leq 108 \text{ mm}$	$t \geq 7.1 \text{ mm}$
$114.3 \text{ mm} < d_e \leq 139.7 \text{ mm}$	$t \geq 8 \text{ mm}$
$152.4 \text{ mm} \leq d_e$	$t \geq 8.8 \text{ mm}$

Their connections (to be reduced to a minimum) are to be of the heavy flange type. Within the engine room and boiler room these pipes are to be fitted within a metal duct, which is to be gas-tight and tightly connected to the fore bulkhead separating the pump room and to the tray. This duct (and the enclosed piping) is to be fitted at a distance from the ship's side of at least 20% of the vessel's beam amidships and be at an inclination rising towards the boiler so that the oil naturally returns towards the pump room in the case of leakage or failure in delivery pressure. It is to be fitted with inspection openings with gastight doors in way of connections of pipes within it, with an automatic closing drain-trap placed on the pump room side, set in such a way as to discharge leakage of crude oil into the pump room.

In order to detect leakages, level position indicators with relevant alarms are to be fitted on the drainage tank defined in item 10. Also a vent pipe is to be fitted at the highest part of the duct and is to be led to the open in a safe position. The outlet is to be fitted with a suitable flame proof wire gauze of corrosion-resistant material which is to be easily removable for cleaning.

The duct is to be permanently connected to an approved inert gas system or steam supply in order to make possible:

injection of inert gas or steam in the duct in case of fire or leakage purging of the duct before carrying out work on the piping in case of leakage.

9. In way of the bulkhead to which the duct defined in item 8 is connected, delivery and return oil pipes are to be fitted on the pump room side, with shut-off valves remotely controlled from a position near the boiler fronts or from the machinery control room. The remote control valves should be interlocked with the hood exhaust fans (defined in item 11) to ensure that whenever crude oil is circulating the fans are running.

10. Boilers shall be fitted with a tray or gutterway of a height to the satisfaction of TL and be placed in such a way as to collect any possible oil leakage from burners, valves and connections.

Such a tray or gutterway shall be fitted with a suitable flame proof wire gauze, made of corrosion resistant material and easily dismantlable for cleaning. Delivery and return oil pipes shall pass through the tray or gutterway by means of a tight penetration and shall then be connected to the oil supply manifolds. A quick closing master valve is to be fitted on the oil supply to each boiler manifold. The tray or gutterway shall be fitted with a draining pipe discharging into a collecting tank in pump room. This tank is to be fitted with a venting pipe led to the open in a safe position and with the outlet fitted with wire gauze made of corrosion resistant material and easily dismantlable for cleaning. The draining pipe is to be fitted with arrangements to prevent the return of gas to the boiler or engine room.

11. Boilers shall be fitted with a suitable hood placed in such a way as to enclose as much as possible of the burners, valves and oil pipes, without preventing, on the other side, air inlet to burner register. The hood, if necessary, is to be fitted with suitable doors placed in such a way as to enable inspection of and access to oil pipes and valves placed behind it. It is to be fitted with a duct leading to the open in a safe position, the outlet of which is to be fitted with a suitable flame wire gauze, easily dismantlable for cleaning. At least two mechanically driven exhaust fans having spark proof impellers are to be fitted so that the pressure inside the hood is less than that in the boiler room. The exhaust fans are to be connected with automatic change over in case of stoppage or failure of the one in operation. The exhaust fan prime movers shall be placed outside the duct and a gas-tight bulkhead penetration shall be arranged for the shaft. Electrical equipment installed in gas dangerous areas or in areas which may become dangerous (i.e. in the hood or duct in which crude-oil piping is placed) is to be of certified safe type as required by TL.

- 12.** When using fuel oil for delivery to and return from boilers fuel oil burning units in accordance with TL's Rules shall be fitted in the boiler room. Fuel oil delivery to, and returns from, burners shall be effected by means of a suitable mechanical interlocking device so that running on fuel oil automatically excludes running on crude oil or vice versa.
- 13.** The boiler compartments are to be fitted with a mechanical ventilation plant and shall be designed in such a way as to avoid the formation of gas pockets. Ventilation is to be particularly efficient in way of electrical plants and machinery and other plants which may generate sparks. These plants shall be separated from those for service of other compartments and shall be in accordance with TL's requirements.
- 14.** A gas detector plant shall be fitted with intakes in the duct defined in item 8, in the hood duct (downstream of the exhaust fans in way of the boilers) and in all zones where ventilation may be reduced. An optical warning device is to be installed near the boiler fronts and in the machinery control room. An acoustical alarm, audible in the machinery space and control room, is to be provided.
- 15.** Means are to be provided for the boiler to be automatically purged before firing.
- 16.** Independent of the fire extinguishing plant as required by TL's Rules, an additional fire extinguishing plant is to be fitted in the engine and boiler rooms in such a way that it is possible for an approved fire extinguishing medium to be directed on to the boiler fronts and on to the tray defined in item 10. The emission of extinguishing medium should automatically stop the exhaust fan of the boiler hood (see item 9).
- 17.** A warning notice must be fitted in an easily visible position near the boiler front. This notice must specify that when an explosive mixture is signalled by the gas detector plant defined in item 14 the watchkeepers are to immediately shut off the remote controlled valves on the crude oil delivery and return pipes in the pump room, stop the relative pumps, inject inert gas into the duct defined in item 8 and turn the boilers to normal running on fuel oil.
- 18.** One pilot burner in addition to the normal burning control is required.