



China Classification Society
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To: relevant departments of CCS Headquarters, Shanghai Rules & Research Institute, Plan Approval Centers, CCS branches/offices, related shipyards, products manufacturers, designers, ship management companies, and ship owners

Notice on Implementation of IACS UR F44 (Rev.2)

1. Background

1.1 UR F44 Fore peak ballast system on oil tankers (Rev.2) has been adopted by IACS in October 2010, and UR F44 (Rev.2) is to be uniformly implemented by all member societies on ships contracted for construction on or after 1 January 2012.

1.2 The original English and Chinese of UR F44(Rev.2) are provided in Annex 1 and 2 to the Circular respectively.

2. Technical Note

2.1 The UR F44 (Rev.2) clearly requires that the hazardous area classification and the least distance from vent pipe openings to sources of ignition on open deck for oil tankers is to be confined in accordance to IEC60092-502 Electrical installations in ships-Tankers-Special features.

2.2 CCS' guidance "Guidelines for hazardous area classification and electrical installations of tankers 2010(GD01-2010)" can be also referred to.

3 Requirements during plan approval and construction survey

. For oil tankers contracted for construction on or after 1 January 2012, It should be pay attention to the implementation of UR F44(Rev.2) during plan approval and construction survey.

4. Notes

This Circular is available on www.ccs.org.cn and should be forwarded by each branch and plan approval center to relevant shipyards, product manufacturers, ship owners and designers within its business area.

IACS UR F44 (Rev.2) also can be downloaded from IACS ([http:// iacs.org.uk](http://iacs.org.uk)) website.

Please feel free to contact Technical Management Department of CCS for any inquiry (rt@ccs.org.cn).

5. Attachments

Attachment 1: The original English version of IACS UR F44 (Rev.2)

Attachment 2: The Chinese version of IACS UR F44 (Rev.2)

F44 Fore peak ballast system on oil tankers

(June
2000)
(Rev.1
Aug 2008)
(Rev.2
Oct 2010)

The fore peak tank can be ballasted with the system serving other ballast tanks within the cargo area, provided:

- The fore peak tank is considered as a hazardous area;
- The vent pipe openings are located on open deck at an appropriate distance from sources of ignition. In this respect, the hazardous zones distances are to be defined in accordance to IEC 60092-502: Electrical installations in ships - Tankers - Special features;
- Means are provided, on the open deck, to allow measurement of flammable gas concentrations within the fore peak tank by a suitable portable instrument;
- The sounding arrangement to the fore peak tank is direct from open deck;
- The access to the fore peak tank is direct from open deck. Alternatively, indirect access from the open deck to the fore peak tank through an enclosed space may be accepted provided that:
 1. In case the enclosed space is separated from the cargo tanks by cofferdams, the access is through a gas tight bolted manhole located in the enclosed space and a warning sign is to be provided at the manhole stating that the fore peak tank may only be opened after:
 - it has been proven to be gas free; or
 - any electrical equipment which is not certified safe in the enclosed space is isolated.
 2. In case the enclosed space has a common boundary with the cargo tanks and is therefore a hazardous area, the enclosed space can be well ventilated.

In respect to all paragraphs of this unified requirement, the hazardous area classification is to be defined in accordance to IEC 60092-502: Electrical installations in ships - Tankers - Special features.

Notes:

1. Rev.2 of this UR is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2012.
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.

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