



The Bahamas Maritime Authority

BMA INFORMATION BULLETIN No. 92

APPLICATION OF SOLAS REQUIREMENTS FOR HIGH PRESSURE FUEL PIPE PROTECTION

**Guidance and Instructions for Ship-owners, Managers, Masters,
Bahamas Recognised Organisations and Bahamas Approved Nautical
Inspectors**

*Note: This Bulletin replaces BMA Instruction to Classification Societies no. 14.
The Bulletin is to be read in conjunction with IMO Resolutions
MSC.31(63) and MSC.201(81)*

1. Introduction

This Bulletin gives guidance on the scope and application of SOLAS Chapter II-2 requirements for protection against leakage of high pressure fuel pipes, on Bahamas registered ships.

2. Background

2.1 The requirement for protection against leakage of high pressure fuel pipes was originally applied by SOLAS Regulation II-2/15, adopted by resolution MSC.31(63). Application to Bahamas ships was extended to all vessels of 500 GT or more engaged on international voyages from 01 July 2003.

2.2 The scope and application and the machinery affected by the Regulation is open to interpretation and the following interpretation is intended to assist in the consistent application of the Regulation.

3. Technical details

- 3.1 All diesel engines which are permanently installed on board ship shall comply with the Regulation. The Bahamas considers that this would include main propulsion machinery and diesel generators, including the emergency generator. Other fixed equipment such as emergency fire pump and emergency air compressor are also included. Packaged diesel generator sets, which may be temporary or permanent, shall also comply.
- 3.2 Lifeboat engines and the engines of small portable equipment are not required to comply with the regulation.
- 3.3 Main and auxiliary engines greater than 375 kW shall have external high pressure fuel pipes protected by sheathing with drain off facility to a tank fitted with leakage alarm. All engines of less than 375 kW which have more than one injector must be fitted with a suitable enclosure, if not fitted with sheathing and leakage tank with alarm. The enclosure should be capable of preventing leakage from a high pressure fuel pipe from spraying onto hot surfaces or in the vicinity of machinery air intakes or other sources of ignition.
- 3.4 Other machinery which falls outside the above categories will be considered on a case by case basis.

4. Exceptions

- 4.1 Notwithstanding the above, an amendment to this Regulation has been adopted by IMO Resolution MSC.201(81) which effectively changes application from “all ships” to “ships constructed on or after 01 February 1992” only.
- 4.2 It is expected that all ships which originally complied with the requirements will continue to maintain this higher standard of safety. However, ships constructed before 01 February 1992 which are found not to comply with those requirements, may be considered to be in compliance under the provisions of the SOLAS Chapter II-2 amendments adopted by IMO Resolution MSC.201(81).