

MSC Guidelines for Fuel Oil Systems

Procedure Number: E1-10

Revision Date: 12/16/2013

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References:

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- a. 46 CFR 56.50-60 Systems containing oil (Subchapter F)
 - b. 46 CFR 56.50-65 Burner fuel-oil service systems (Subchapter F)
 - c. 46 CFR 56.50-70 Gasoline fuel systems (Subchapter F)
 - d. 46 CFR 56.50-75 Diesel fuel systems (Subchapter F)
 - e. 46 CFR 108.237 & 108.239 Helo Deck Fueling Systems (Subchapter (I-A))
 - f. 46 CFR 119.455 Fuel Systems (Subchapter K)
 - f. 46 CFR 182.455 Fuel Systems (Subchapter T)
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Contact Information:

If you have any questions or comments concerning this document, please contact the Marine Safety Center by e-mail or phone. Please refer to the Procedure Number: **E1-10**

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Responsibilities:

The submitter shall provide sufficient documentation and plans to indicate compliance with the applicable requirements; this includes a complete bill of materials, component technical data sheets, and arrangement plans. The submission shall be made in triplicate.

General Guidance:

Vessels Subject to Subchapter F

Materials

- ❑ Materials shall conform to the specifications/standards listed in 56.60 or the materials listed in sections I, III and VIII of the ASME Boiler and Pressure Vessel code.
- ❑ Fuel supply piping to engines shall be of seamless steel, annealed seamless copper, brass, nickel copper, copper nickel pipe or tubing. Low carbon stainless steel (304L, 316L) is acceptable. ASTM A53 Type F pipe is prohibited for fuel piping in machinery spaces. (46 CFR 56.50-75 & 56.10-5(b))
- ❑ Piping conveying oil must run well away from hot surfaces. Piping, in proximity of equipment or lines having open flame or having parts operating above 500° F, must be of seamless steel. (56.50-60(j))

MSC Guidelines for Fuel Oil Systems

Procedure Number: E1-10

Revision Date: 12/16/2013

General Guidance

- ❑ For vessels under 100 gross tons and tank barges utilizing copper, nickel copper or copper nickel tubing, wall thickness shall not be less than 0.035 inch. For vessels over 100 gross tons using copper, brass, nickel copper or copper nickel alloy pipe or tubing, wall thickness shall not be less than that listed in Table 56.50-70(a) or the minimum computed wall thickness, whichever is larger. (46 CFR 56.50-75(a) and (b))
- ❑ Nonferrous materials with melting point less than 1,700°F are not acceptable. This precludes the use of B61 and B62 bronze materials. Documentation should be provided to indicate suitability of other nonferrous materials for the application. (46 CFR 56.60-20).
- ❑ Shutoff valves required at the fuel tanks shall be made of steel, ductile cast iron (ASTM A395) or ductile nonferrous alloy having a melting point (solidus) above 1,700 F. (56.50-60(d)(1))
- ❑ Copper tubing fittings shall be drawn or forged, flared type. Flareless fittings may be used with steel, nickel copper, copper nickel tubing. Swagelok type fittings are acceptable within the manufacturer's limitations. (56.50-75(a)(3))
- ❑ Power operated valves provided at the fuel tanks shall be capable of closing the valve in any condition except physical interruption of power system. Fluid power actuated valves other than those opened against spring pressure, must be provided with a means to cycle the valve once. This energy source must be protected from fire or collision. All actuators shall be capable of local power actuation and emergency operation (opening and closing). (46 CFR 56.50-60(d)(3)).
- ❑ Flexible non metallic hoses and fittings shall conform to the SAE J1942 and J1475 specifications. The hoses shall be suitable for the pressure and be fitted with fire sleeves if required. Hose applications (is hose suitable for the fuel system, pressure rating and sleeve requirement) should be verified in the SAE J1942/1 listing. Hose length should not exceed 30 inches. (46 CFR 56.60-25(b))
- ❑ Fuel filters constructed in accordance with ASTM F1201, regardless of the material, may be used within the material, size, pressure and temperature limitations. (46 CFR 56.15-5(b))

Installations

- ❑ Oil piping passing through non-oil tanks without stop valves must be of schedule 80 and its joints must be welded. (46 CFR 56.50-60(l))

MSC Guidelines for Fuel Oil Systems

Procedure Number: E1-10

Revision Date: 12/16/2013

General Guidance

- ❑ Oil piping systems must be separate from other piping systems as far as practicable, and positive means shall be provided to prevent interconnection in service. Pumps used to transfer oil must have no discharge connections to fire mains, boiler feed systems, or condensers. (46 CFR 56.50-60(a))
- ❑ Filling pipes must be fitted with shutoff valves at the filling ends. Filling pipes may pass directly to the tanks or through a manifold. Oil piping must not be led through accommodation spaces, except that low pressure fill piping not normally used at sea may pass through accommodation spaces if it is of steel construction. (46 CFR 56.50-60(c))
- ❑ Piping subject to internal head pressure from oil in the tank must be fitted with remotely operable positive shutoff valves located at the tank. Category A resiliently seated valves are not acceptable. (46 CFR 56.20-15(b)(1) & 56.50-60(d))
- ❑ Oil piping must not run through feed or potable water tanks. (46 CFR 56.50-60(h))
- ❑ A short section of metallic or nonmetallic tubing or hose or a short loop of annealed copper tubing shall be installed at the connection of the fuel supply piping to the engine. (46 CFR 56.50-70(b)(2))
- ❑ Independent fuel tanks shall be constructed, installed, and tested IAW 46 CFR 58.50. See Work Instruction E1-16 (Independent Tanks).
- ❑ Vessels of 100 gross tons and less have exceptions listed in (46 CFR 56.50-75(b))
- ❑ All fuel pipes, pipe connections, and accessories shall be readily accessible and protected against damage due to vibration. (46 CFR 56.5-70(b) via 56.50-75(a)(2))
- ❑ When oil needs to be heated to lower its viscosity, heating coils must be properly installed in each tank. (46 CFR 56.50-60(b))

MSC Guidelines for Fuel Oil Systems

Procedure Number: E1-10

Revision Date: 12/16/2013

General Guidance: Vessels Subject to Subchapters K and T

- ❑ The use of fuel, other than diesel fuel aboard Subchapter K vessels and diesel fuel or gasoline aboard Subchapter T vessels, as an alternative fuel for internal combustion engine will be reviewed on a case-by-case basis by the Commandant. (46 CFR 119.405 and 182.405)

Materials

- ❑ Fuel lines may be seamless steel pipe or tubing or annealed copper, copper nickel or nickel copper tubing having a minimum wall thickness of .035 inches. Schedule 80 aluminum piping is permissible on wood, fiberglass and aluminum hulled vessels. (46 CFR 119.455(a)(1)(ii) and 182.455(a)(1)(ii))
- ❑ Nonferrous materials with melting point less than 1,700°F are not acceptable on steel-hulled vessels. This precludes the use of B61 and B62 bronze materials. Documentation should be provided to indicate suitability of other nonferrous materials for the application. Aluminum, wooden, and fiberglass hulls may use these materials. (46 CFR 119.730 and 182.730).
- ❑ Flexible non-metallic hoses and fittings shall conform to the SAE J1942 and J1475 specifications. The hoses shall be suitable for the pressure and be fitted with fire sleeves if required. Hose applications (hose suitable for the fuel system, pressure rating and sleeve requirement) should be verified in the SAE J1942/1 listing. (46 CFR 56.60-25 via 46 CFR 119.455(a) and 182.720(e))
- ❑ For Subchapter (K) vessels, flexible hose length shall not exceed 30 inches. For Subchapter (T) vessels, flexible nonmetallic hoses with attached fittings may be used without length limitations provided the hoses do not penetrate watertight bulkheads or decks. (46 CFR 56.60-25(b)(2) & MSE- 3 policy letter dated April 9, 2002)
- ❑ Copper tubing fittings shall be drawn or forged, flared type. Flareless fittings may be used with steel, nickel copper, copper nickel tubing. Swagelok type fittings are acceptable within the manufacturer's limitations. (46 CFR 119.455(a)(2) and 182.455(a)(2))

Installations

- ❑ Gasoline fuel (Subchapter T only) lines must be connected at the tank top unless fitted with anti-siphon protection. Diesel fuel supply piping may be connected at the bottom of the tank. (182.455(b)(1))

MSC Guidelines for Fuel Oil Systems

Procedure Number: E1-10

Revision Date: 12/16/2013

General Guidance

- ❑ Shutoff valves shall be provided in the fuel supply piping at the fuel tank and engine connections. The valve located at the tank shall be capable of remote operation from outside the space in which the valve is located (preferably from the weather deck). Alternatively, the valve may be located in the machinery space if the valve can be operated from no more than 12 inches outside the space and the valve is shielded from flames. Solenoid valves are not acceptable unless provided in addition to a manual valve. (46 CFR 119.455(b)(3) and 46 CFR 182.455(b)(4))
 - ❑ A short section of metallic or nonmetallic tubing or hose, or a short loop of annealed copper tubing shall be installed at the connection of the fuel supply piping to the engine. (46 CFR 119.455(b)(4) and 46 CFR 182.455(b)(5))
 - ❑ A metal strainer or filter shall be provided in the fuel supply line. Strainers must be of the top opening type. Strainer and filter bowls should be metal. Fuel filters constructed in accordance with ASTM F1201, regardless of the material, may be used within the material, size, pressure, and temperature limitations. (46 CFR 119.455(b)(5) and 46 CFR 182.455(b)(6))
 - ❑ Fill, sounding, and vent pipes must be installed iaw 119.445 & 119.450 (Subchapter K) or 182.445 & 182.450 (Subchapter T). See Work Instruction E1-29 (Vents & Sounds) for details.
 - ❑ Independent fuel tanks shall be constructed, installed, and tested IAW 119.440 (Subchapter K) and 182.440 (Subchapter T) respectively. See Work instruction E1-16 (Independent Fuel Oil Tanks) for details.
 - ❑ Fuel lines shall be protected with close fitting ferules or stuffing boxes at penetrations. Fuel lines shall be accessible to allow for inspection. (46 CFR 119.455(b)(2) and 46 CFR 182.455(b)(3))
 - ❑ Drain valves with caps or plugs are permitted on diesel fuel strainers. (46 CFR 119.455(b)(7) and 46 CFR 182.455(b)(9))
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Burner Fuel Oil Service

- ❑ Piping from fuel transfer pumps to burner must seamless steel with a wall thickness of at least schedule 80. (46 CFR 56.50-65(a))
 - ❑ Burners for main propulsion boilers required at least two fuel service pumps with sufficient capacity to supply the boiler and duplex strainers. Auxiliary boilers may have a single service pump; strainers are not required. (46 CFR 56.50-65(b))
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MSC Guidelines for Fuel Oil Systems

Procedure Number: E1-10

Revision Date: 12/16/2013

General Guidance

- ❑ Strainers shall be located to preclude spraying onto hot surfaces and shall be fitted with coamings or drip pans. (46 CFR 56.50-65(b))
 - ❑ Unions shall not be used on piping larger than 1 inch NPS. Bushings and street elbows are prohibited in fuel oil supply piping. (46 CFR 56.50-65(e) & (g))
 - ❑ Pump and heater relief valves shall be ported back to the fuel tank or pump suction. (46 CFR 56.50-65(c))
 - ❑ Piping shall be readily observable. Flange joints shall be protected by flange shields. (46 CFR 56.50-65(c))
 - ❑ Threaded bonnet valves shall be the type that can be repacked under pressure. ((46 CFR 56.50-65(d))
 - ❑ Boiler header valves of the quick acting type shall be installed in the fuel supply line as close to the boiler front as possible. The valves must be readily accessible or remotely operable. (46 CFR 56.50-65(f))
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Helicopter Deck Fueling Arrangements

- ❑ Independent fuel tanks shall be designed in accordance with 46 CFR 58.50. Portable tanks shall be in accordance with 46 CFR 98.30. (46 CFR 108.237)
 - ❑ DOT certified IM101 & IM 102 tanks constructed prior to January 2003 are acceptable in accordance with the DOT documentation. DOT certified “UN” tanks are acceptable in accordance with the DOT documentation. (46 CFR 98.30)
 - ❑ Portable tanks must be provided with spill containment
 - ❑ Fueling stations shall be equipped as follows: (46 CFR 108.239)
 - ❑ Fueling nozzles must be deadman type (failsafe)
 - ❑ Hose reels must be provided for each hose
 - ❑ Fuel pumps must be provided with a pump operation indicator light located at the pump
 - ❑ Remote fuel pump shutoff must be provided at both helideck access routes
 - ❑ Containment must be provided for hose reel and pump areas.
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MSC Guidelines for Fuel Oil Systems

Procedure Number: E1-10

Revision Date: 12/16/2013

Disclaimer:

This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is not intended to nor does it impose legally-binding requirements on any party. It represents the Coast Guard's current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other federal and state regulators, in applying statutory and regulatory requirements. You can use an alternative approach for complying with these requirements if the approach satisfies the requirements of the applicable statutes and regulations. If you want to discuss an alternative, you may contact the Marine Safety Center (MSC), the unit responsible for implementing this guidance.
