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MSC.1/Circ.1324
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AMENDMENTS TO THE REVISED STANDARDS FOR THE DESIGN, TESTING AND LOCATION OF DEVICES TO PREVENT THE PASSAGE OF FLAME INTO CARGO TANKS IN TANKERS (MSC/CIRC.677, AS AMENDED BY MSC/CIRC.1009)

1 The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009), noting that the provisions in paragraphs 1.2.3 and 4.1.4 of the Revised standards for the design, testing and location of devices to prevent the passage of flame into cargo tanks in tankers (MSC/Circ.677), needed clarification to ensure that the Maximum Experimental Safe Gap (MESG) value for the medium to be used to test the device is appropriate for the product certified to be carried in the tank fitted with such a device, approved the following amendments to MSC/Circ.677:

.1 Paragraph 1.2.3 is replaced with the following:

“1.2.3 These Standards are intended for devices protecting cargo tanks containing crude oil, petroleum products and flammable chemicals. In the case of the carriage of chemicals, the test media referred to in section 3 can be used for products having an MESG of 0.9 mm and greater. However, devices for chemical tankers certified for the carriage of products with an MESG* less than 0.9 mm should be tested with the following media based on the apparatus group assigned as per column i” of the IBC Code, chapter 17:

- .1 Apparatus Group II B – ethylene (MESG = 0.65 mm); and
- .2 Apparatus Group II C – hydrogen (MESG = 0.28 mm).

Where no apparatus group is assigned in column i”, the device should be tested in accordance with the requirements for Apparatus Group II B.”

.2 Subparagraph .4 of paragraph 4.1 is replaced with the following:

“.4 approved location for installation, including maximum or minimum length of pipe, if any, between the device and the atmosphere and the apparatus group assigned to the tested device;”.

2 Member Governments are invited to apply the amendments to the Revised standards, as amended, to ships constructed on or after 1 January 2013 and to ships constructed before 1 January 2013, no later than the first scheduled dry-docking carried out on or after 1 January 2013.

3 Member Governments are also invited to bring the above amendments to the Revised Standards to the attention of masters, ship operators, shipowners, cargo manufacturers and other parties involved in the design, construction and operation of tankers.

* Reference is made to IEC – Publication 79-1.