

3.18.2.3 Securing

When ferry is in operation, valves for the "in use" day tanks will remain open. The valves will only be closed to switch tanks or when all machinery is secured.

3.18.2.3.1 Normal Conditions

- a. Shut down engine.
- b. If no other equipment is on line (MPDEs, SSDGs, and Boilers), CLOSE the discharge valve and CLOSE the return valve on the appropriate day tank.
- c. CLOSE the service suction valve that supplies the fuel oil strainer.
- d. CLOSE the F.O. supply valve after the strainer.
- e. Fuel supply circuit is secured and engine may not be started without realignment of valves for fuel system.

3.18.2.3.2 Emergency Conditions

- a. Shut down engine.
- b. If no other equipment is on line, CLOSE the supply valve on the appropriate fuel oil day tank.
- c. CLOSE the return valve on the appropriate fuel oil day tank.
- d. CLOSE the suction valve that supplies the fuel oil strainer.
- e. Check to ensure that the service suction valve to the strainer is CLOSED.
- f. CLOSE the F.O. supply valve after the strainer.
- g. Fuel supply circuit is secured and engine may not be started without realignment of valves for fuel system.

In the event of a fire, leakage or similar emergency, use the hydraulic quick closing valve system to close the tank supply valves remotely from the EOS. Alternately use the emergency stop control panels in the EOS or the pilothouses.

3.18.3 SSDG Fuel Service System

3.18.3.1 Alignment/Startup

3.18.3.1.1 Normal Conditions

The SSDGs normally receive and returns fuel from both F.O. day tanks. The #1 SSDG is serviced from the STBD F.O. day tank and the #2 and #3 SSDGs are serviced from the Port F.O. day tank. Return fuel is routed to the appropriate day tank via a meter, check valve and piping. The return line should always be routed to the same tank providing fuel to prevent overfilling the tank. For proper valve alignment, consult drawing 219-261-01 – Fuel Oil System.