



16710/Remote Fuel Shut-off
D8(dp) Policy Ltr 01-2010

MEMORADUM

V. B. Gifford, Jr.
From: CAPT V. B. Gifford, Jr.
CCGD8 (dp)

To: Distribution

Subj: REMOTE FUEL SHUT-OFF ON TOWING VESSELS

Ref: (a) 46 CFR Part 27.207
(b) ABS Rules for Steel Vessels under 90 Meters (295 feet) in Length

1. **PURPOSE:** This policy letter establishes guidance and clarification in regards to acceptable types of remote fuel shut-offs on towing vessels (46 CFR 27.207) operating on the navigable waters of the Eighth District. This policy guidance may be superseded by promulgation of towing vessel regulations in Subchapter M, which are currently being developed.
2. **DISCUSSION:** Coast Guard towing vessel examiners are discovering remote hydraulic and pneumatically powered fuel shut-off valve installations on towing vessels that are original to the vessel and in some instances approved by American Bureau of Shipping. Reference (a) states, "to stop the flow of fuel in the event of a break in the fuel line, you must have a positive, remote fuel shut-off valve fitted on any fuel line that supplies fuel directly to an engine or generator." ABS Rules section 4/6.51.4 Valves on Oil Tanks (reference (b)) states, "The valves required above may be remotely operated by reach rods or by electric, hydraulic, or pneumatic means." The ABS rules further prescribes that valve material "...rendered ineffective by heat are not to be used within the space unless adequately protected."
3. **ACTION:**
 - a. Pending promulgation of Subchapter M or other regulatory guidance, towing vessels with fuel shut-offs that may be remotely operated by reach rods or by electric, hydraulic, or pneumatic means will be considered acceptable if properly maintained and operating.
 - b. Eighth District OCMI's shall implement this guidance and disseminate the contents of this Policy Letter to owners and operators of towing vessels operating within the Eighth District.
 - c. Currently, it is not known what type of fuel shut-off will be acceptable when Subchapter M is promulgated and it is advised that this point needs to be made clear to all stakeholders.

Therefore, what is acceptable now may not be acceptable when Subchapter M is promulgated.

4. **POINTS OF CONTACT**: POC for this issue is Mr. Michael D. White at (504) 671-2264 or email to michael.d.white2@uscg.mil

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Dist: All Eighth District Sectors

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