

## APPENDIX NO.4

### A- Regulations for all vessels carrying dangerous goods (1st, 2nd and 3rd groups):

- (1) The vessel must fly the prescribed signal.
- (2) All dispositions for coping with a fire must be attended to ( steam up for the pumps, fire hose in position, inspection of sluice valves, etc .. ) .
- (3) The captain must keep on board sufficient crew to ensure the manning of all appliances for coping with a fire and for opening the sluice valves.
- (4) The signal "Fire on Board" must be kept ready to be hoisted at any moment as follows:

**By day :** N.Q. of the International code, and giving in addition one long blast on the whistle .

**By night:** One long blast on the whistle and at the same time, if possible, the signal N.Q. by Morse lamp.

### B - Additional Regulations for :

- Vessels carrying 1st Group substances.
- Vessels carrying liquefied gases or dangerous chemicals in bulk.
- Vessels carrying Grade A and Grade B petroleum.
- Vessels handling 2nd group substances.

- (1) The vessel must be ready to get under way at any moment, an officer remaining on watch throughout the vessel's stay in SC.
- (2) The use of portable heating or cooking appliances and of naked fire of any kind or incandescent objects in contact with the air is prohibited.

Smoking on board, except at specially appointed places, is also prohibited.

The use of portable lighting appliances is prohibited except hand lamps fed by dry battery, unspillable accumulator or dynamo, of not more than 6 volts, and of a safety type suitable for use in fiery coal mines.

- (3) Only boats and other craft of the consignees or agents or those indispensable for service requirements are permitted to go alongside ( these instructions do not apply to officials or craft of the SCA or to those of the government ) .

Tugs or any other steam vessels going alongside the ship must have their funnels fitted with spark screens. Fuel oil tanks and water tanks supplying benzene and kerosene vessels must compulsory be motor propelled.

Authorized tugs, lighters, tank-lighters may only go alongside the vessel at the moment of starting operations; they must remain alongside when these are completed.

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- (1) except ammonium nitrate and artificial fertilizers of any kind , the handling, loading or unloading of which is absolutely prohibited in SC. That of class 5 (division5-1) can exceptionally allowed by SCA.

**(4) With the exception of the consignee's agents and of persons having duties to perform on board ( stores, projector, mooring boats and where undertaken, commercial operations or repairs), no stranger is allowed on board.**

**Persons authorized to go on board ( in particular the crew of mooring boats ) are not permitted access to the interior of the ship, save in cases of absolute necessity.**

**(5) Masters of vessels carrying Grade A petroleum or liquefied inflammable gases are advised to fit metallic spark screens on the top of the vessel's funnels during transit, to prevent the escape of insufficiently cooled flakes which might start a fire.**

**(6) Tankers in ballast, whether gas free or not, must keep their cargo tank hatches closed during the whole of their stay in SC.**

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(1) these instructions do not apply to officials or craft of the SCA or to those of the government.