

## CHAPTER XVII

### VESSELS CARRYING DANGEROUS CARGOES IN BULK

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#### **Art.118 - General terms and Conditions :**

##### **A - Tankers in Ballast or Vessels Carrying Grade C Only :**

- (1) Tankers in ballast and vessels carrying Grade C only are deemed to be ordinary ( non dangerous ) vessels, if they have been rendered gas free or free from inflammable gases since they last carried Grade A or Grade B. They are not subject to any of the foregoing regulations, but the Master must sign the declaration which will be handed to him by the pilot when he comes onboard and hand it to the CA Officials ( See Appendix 3 ) .
- (2) Tankers in ballast and vessels carrying part cargo of Grade C without having been rendered gas free or free from inflammable gases since they last carried Grade A or Grade B, are subject to these Regulations .
- (3) Tankers or vessels carrying two grades of hazardous cargoes at the same time, will be treated as vessels of the grade corresponding to that of the more volatile product.

##### **B - Liquefied gas Carrier in Ballast:**

Liquefied inflammable gas carrier in ballast are to be ordinary vessels, if they have been rendered gas free or free from any inflammable gas.

#### **Art. 119 - Pollution Prevention:** (see Art. 64)

Ballast tankers required to reduce their draught for transiting the Canal must discharge clean ballast water according to IMO regulation.

#### **Art. 120 - Safety Regulation for tankers and dangerous cargo in bulk:**

- (1) Further to Regulations of Appendix No.4, the vessel shall conform to the requirements of SOLAS 74/78 and its amendments and must be constructed according to I.B.C and I.G.C codes as amended from time to time or to standards at least as effective, and must be classified in one of the classification societies belonging to IACS and still under its supervision .
- (2) The vessels must have outside her cargo tanks, non dangerous substances (clean ballast water, fuel oil, etc. ) which can, if needed, be easily and safely unloaded, in sufficient quantity to reduce her draught by one foot ( 30 cm ), for tankers and by 3 feet ( 90 cm. ), for vessels carrying liquefied inflammable gases or dangerous chemicals in bulk .
- (3) Vessels carrying grade A must also comply with the following requirements:
  - a) Two mooring boats immediately available; that is to say, slung outboard, ready for lowering.

- b) Fire wires made fast one forward and one aft and hung over the vessel's side ready for use, so that a tow rope can be easily fastened there to be a tug in an emergency .
- c) A special searchlight for night transit (See Art. 28).

### **Art. 121 - Certificates and Declarations:**

The Master shall hand to the SC port offices a declaration I and Declaration II, Appendix 3.

### **Art. 122 - Permission to Take in Provisions and Fuel:**

- (1) All these operations are **Not Allowed** for N.G.F. tankers (Grade A or B) and N.G.F. Liquefied inflammable gases.
- (2) All these operations are **Not Allowed** for Tankers carrying Grade A.
- (3) All these operations are **Not Allowed** for liquefied inflammable gas carriers and dangerous chemicals in Bulk carriers.
- (4) All these operations are **Not Allowed** for Tankers in ballast and vessels carrying part cargo of Grade C without having been rendered gas free from inflammable gases since they last carried Grade A or Grade B goods .
- (5) Fuelling is only allowed by a permission from the Harbour Master for Tankers in ballast and contain Grade B vapours, also for Tankers loaded with Grade B and Tankers loaded with Grade C and contain Grade B vapours .
- (6) All above mentioned operations are allowed for gas free carriers, or free from inflammable gases, also for tankers loaded with Grade C .

### **Art. 123 - Permission to Handle Cargo :**

#### **A -Cargoes of Grade A in bulk or in receptacles, and cargoes of Grade B in bulk:**

Handling of cargo not allowed, except upon special application in advance. Shipping and handling of receptacles of Grade A or Grade B at specially appointed places may be carried out, provided the Regulations of Appendix No. 5 are complied with, and barges, lighters, and tugs satisfy the requirements of Appendix No.5 ( D- 6, 7, 8, 9 ) and are approved by SCA .

#### **B - Cargoes of Grade B in Receptacles:**

For the purpose of cargo handling, Grade B is regarded as vessels carrying dangerous goods of the second group .

#### **C - Liquefied inflammable gas and dangerous chemicals in bulk carriers: Handling of cargo is Not allowed.**

## **Art. 124 - Permission to Carry Out Repairs:**

- (1) No repairs that involve burning, welding, riveting, other hot work, high speed drilling, chipping, hammering, or other similar operations to any compartment or pipe line which has contained petroleum shall be begun or carried out in any vessel unless a certificate issued from a recognized chemist certifies that he has examined the vessel or such part of the vessel and he finds that it is free from inflammable vapours, and safe for such operations .**
- (2) The CA's Shipyard shall be sole judge whether or not repairing operations can be done in case of emergency.**

## **Art.125 - Precautions on board:**

**During the whole of their stay in SC, vessels carrying dangerous chemical and liquefied gases, Petroleum Grade A or Grade B or N.G.F. Carriers shall comply with the regulations of (Appendix No.4).**

**The handling on board of any vessel with liquid having a flash point of or below 66 degrees Centigrade (150° Fahrenheit) is strictly prohibited. The handling of receptacles of Grade A petroleum is however, allowed within the conditions specified in Art. 123 -A.**

**Further, no craft with a naked fire shall come or remain alongside a vessel carrying benzene, or liquefied inflammable gases.**

## **Art.126– Control:**

**The Master of any vessel carrying petroleum of whatever nature, liquefied gas or dangerous chemicals in bulk must help CA's officials by all possible means to inspect the vessels installations.**

**The CA reserves the right, after inspection of the vessel by its officials, to refuse transit, if sufficient precautions have not been taken, to obviate any danger of fire during her stay in S.C.**

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