

Subject :

Venting System of Combined
Oil/Chemical Tankers
Required under SOLAS 74
(Ref: NK Technical Information No.305)

NKTECHNICAL INFORMATION

No. : 324

Date : 9 August 1999

To: Shipowners and Shipbuilders concerned

In relation to the amendments to cargo venting system under SOLAS 74/ Chapter II-2, Reg.59 which were effective on 1 July 1998, as informed by NK Technical Information No.305 dated 7 April 1999, IMO basically agreed that combined oil/chemical tankers would comply with the relevant requirements of IBC/BCH Codes as a chemical tanker and would consequently make interpretation of the application based on this agreement. At IMO MSC and IMO MEPC recently held, the interpretation was decided and formally approved. See the attachment 1.

By this interpretation, combined oil/chemical tankers may not comply with the amendments to cargo venting system under SOLAS 74, where they comply with the relevant requirements of controlled cargo venting system under IBC Code Chapter 8/ BCH Code Chapter II, Part E. Meanwhile, IMO is going to amend IBC/BCH codes so that the similar requirements to cargo venting system under SOLAS 74 should apply to chemical tankers including combined oil/chemical tankers on or after 1 July 2002. See the attachment 2.

According to this IMO's decision, this Society accepts that for combined oil/chemical tankers which are provided with cargo venting system complying with the requirements of controlled cargo venting system under IBC/BCH codes, the amendments to cargo venting system under SOLAS 74 should not apply to them and consequently that their present system may be used as it is until the relevant amendments to IBC/BCH codes become effective.

If you have any questions, please contact the Survey Department (Tel: 03-5226-2027, Fax: 03-5226-2029).

Attachment:

1. MSC 71/11 "DRAFT MSC/MEPC CIRCULAR"
2. MSC 70/23/Add.2 "PROPOSED AMENDMENTS TO THE INTERNATIONAL BULK CHEMICAL CODE (IBC CODE)" and "PROPOSED AMENDMENTS TO THE BULK CHEMICAL (BCH CODE)"

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ANNEX 2

DRAFT MSC/MEPC CIRCULAR

APPLICATION OF CARGO-TANK VENTING REQUIREMENTS
TO COMBINED CHEMICAL/OIL TANKERSInterpretation of paragraph 8.1.5 of the IBC Code and part E of chapter II of the
BCH Code

1 The Maritime Safety Committee, at its seventieth session (7 to 11 December 1998), noting the Marine Environment Protection Committee's concurrent decision at its forty-second session, agreed with the Sub-Committee's view that the relevant provisions for cargo-tank venting contained in chapter 8 of the IBC Code, rather than the requirements of SOLAS regulation II-2/59, should apply to combined chemical/oil tankers.

2 Having considered the view of the Sub-Committee on Bulk Liquids and Gases, at its fourth session, the Maritime Safety Committee at its [seventy-first session (19 to 28 May 1999)]* and the Marine Environment Protection Committee at its [forty-third session (28 June to 2 July 1999)]* approved the following interpretation of paragraph 8.1.5 of the IBC Code and part E of chapter II of the BCH Code to cover the application of cargo-tank venting requirements to combined chemical/oil tankers:

"The relevant provisions for controlled tank venting systems contained in chapter 8 of the IBC Code and part E of chapter II of the BCH Code should be applied to combined chemical/oil tankers in lieu of the requirements of SOLAS regulations II-2/59.1. ~~and 59.2.~~"

3 Member Governments are invited to take into account the above interpretation when applying the relevant cargo-tank venting requirements of the IBC Code and the BCH Code to combined chemical/oil tankers and to note the above interpretation when submitting proposals to amend the relevant provisions of SOLAS regulation II-2/59 or chapter 8 of the IBC Code and part E of chapter II of the BCH Code with a view that the respective requirements should maintain an equivalent level of safety.

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Note: Approved by MSC 71 on 28 May 1999 and by MEPC 43 on 2 July 1999

ANNEX 10**PROPOSED AMENDMENTS TO THE INTERNATIONAL
BULK CHEMICAL CODE (IBC CODE)****CHAPTER 8 - CARGO-TANK VENTING AND GAS-FREEING ARRANGEMENTS**

- 1 In paragraph 8.1.1, the word "This" is replaced by the words "Unless expressly provided otherwise, this".
- 2 The following new paragraph 8.1.6 is added after existing paragraph 8.1.5:

"8.1.6 Ships constructed on or after 1 July 1986 but before 1 July 2002 should comply with the requirements of paragraph 8.3.3 by the date of the first scheduled dry-docking after 1 July 2002, but not later than 1 July 2005. However, the Administration may accept relaxation from the application of paragraph 8.3.3 for ships of less than 500 gross tonnage which were constructed on or after 1 July 1986, but before 1 July 2002."
- 3 In the last sentence of the existing paragraph 8.3.2, the reference to "8.3.5" is replaced by the reference to "8.3.6".
- 4 The following new paragraph 8.3.3 is added after existing paragraph 8.3.2:

"8.3.3 On ships constructed on or after 1 July 2002, controlled tank venting systems should consist of a primary and a secondary means of allowing full flow relief of vapour to prevent over-pressure or under-pressure in the event of failure of one means. Alternatively, the secondary means may consist of pressure sensors fitted in each tank with a monitoring system in the ship's cargo control room or position from which cargo operations are normally carried out. Such monitoring equipment should also provide an alarm facility which is activated by detection of over-pressure or under-pressure conditions within a tank."
- 5 Existing paragraphs 8.3.3 to 8.3.7 are renumbered as paragraphs 8.3.4 to 8.3.8.
- 6 In the last sentence of renumbered paragraph 8.3.5, the reference to "8.3.3.1" is replaced by the reference to "8.3.4.1".

CHAPTER 16 - OPERATIONAL REQUIREMENTS

- 7 In the list of additional operational requirements in paragraph 16.7, a reference to "8.3.6" is added underneath "7.1.6.3".

ANNEX 11

PROPOSED AMENDMENTS TO THE BULK CHEMICAL CODE (BCH CODE)

CHAPTER II - CARGO CONTAINMENT

- 1 The following new paragraph 2.14.3 is added after existing paragraph 2.14.2:

"2.14.3 The controlled tank venting systems as provided in paragraph 2.14.2 above should consist of a primary and a secondary means of allowing full flow relief of vapour to prevent over-pressure or under-pressure in the event of failure of one means. Alternatively, the secondary means may consist of pressure sensors fitted in each tank with a monitoring system in the ship's cargo control room or position from which cargo operations are normally carried out. Such monitoring equipment should also provide an alarm facility which is activated by detection of over-pressure or under-pressure conditions within a tank. Ships should comply with the requirements of this paragraph by the date of the first scheduled dry-docking after 1 July 2002, but not later than 1 July 2005. However, the Administration may accept relaxation from the application of this paragraph for ships of less than 500 gross tonnage."

- 2 Existing paragraphs 2.14.3 and 2.14.4 are renumbered as paragraphs 2.14.4 and 2.14.5.
