

~~9.3.2.56.6~~ ~~The cables required for the electrical equipment referred to in 9.3.2.51.1 (b) and (c) are accepted in cofferdams, double-hull spaces, double bottoms, hold spaces and service spaces below deck.~~

~~9.3.2.57-~~
~~9.3.2.59~~ ~~(Reserved)~~

9.3.2.60 *Special equipment*

~~A shower and an eye and face bath shall be provided on the vessel at a location which is directly accessible from the cargo area.~~

~~9.3.2.61-~~
~~9.3.2.70~~ ~~(Reserved)~~

9.3.2.71 *Admittance on board*

~~The notice boards displaying the prohibition of admittance in accordance with 8.3.3 shall be clearly legible from either side of the vessel.~~

~~9.3.2.72-~~
~~9.3.2.73~~ ~~(Reserved)~~

9.3.2.74 *Prohibition of smoking, fire or naked light*

~~9.3.2.74.1~~ ~~The notice boards displaying the prohibition of smoking in accordance with 8.3.4 shall be clearly legible from either side of the vessel.~~

~~9.3.2.74.2~~ ~~Notice boards indicating the circumstances under which the prohibition is applicable shall be fitted near the entrances to the spaces where smoking or the use of fire or naked light is not always prohibited.~~

~~9.3.2.74.3~~ ~~Ashtrays shall be provided close to each exit of the accommodation and the wheelhouse.~~

~~9.3.2.75-~~
~~9.3.2.91~~ ~~(Reserved)~~

9.3.2.92 *Emergency exit*

~~Spaces the entrances or exits of which are likely to become partly or completely immersed in the damaged condition shall have an emergency exit which is situated not less than 0.10 m above the damage waterline. This requirement does not apply to forepeak and afterpeak.~~

~~9.3.2.93-~~
~~9.3.2.99~~ ~~(Reserved)~~

9.3.3 *Rules for construction of type N tank vessels*

The rules for construction of 9.3.3.0 to 9.3.3.99 apply to type N tank vessels.

9.3.3.0 *Materials of construction*

9.3.3.0.1 (a) The vessel's hull and the cargo tanks shall be constructed of shipbuilding steel or other at least equivalent metal.

The independent cargo tanks may also be constructed of other materials, provided these have at least equivalent mechanical properties and resistance against the effects of temperature and fire.

- (b) Every part of the vessel including any installation and equipment which may come into contact with the cargo shall consist of materials which can neither be dangerously affected by the cargo nor cause decomposition of the cargo or react with it so as to form harmful or hazardous products.



- (c) Inside vapour pipes and gas discharge pipes shall be protected against erosion.

9.3.3.0.2

Except where explicitly permitted in 9.3.3.03 below or in the certificate of approval, the use of wood, aluminium alloys or plastic materials within the cargo area is prohibited.

9.3.3.0.3

- (a) The use of wood, aluminium alloys or plastic materials within the cargo area is only permitted for:

- gangways and external ladders;
- movable items of equipment (aluminium gauging rods are, however, permitted provided that they are fitted with brass feet or protected in another way to avoid sparking);
- chocking of cargo tanks which are independent of the vessel's hull and chocking of installations and equipment;
- masts and similar round timber;
- engine parts;
- parts of the electrical installation;
- loading and unloading appliances;
- lids of boxes which are placed on the deck.

- (b) The use of wood or plastic materials within the cargo area is only permitted for:

- supports and stops of any kind.

- (c) The use of plastic materials or rubber within the cargo area is only permitted for:

- coating of cargo tanks and of hoses for loading and unloading;
- all kinds of gaskets (e.g. for dome or hatch covers);
- electric cables;
- hoses for loading and unloading;
- insulation of cargo tanks and of hoses for loading and unloading.





- (d) All permanently fitted materials in the accommodation or wheelhouse, with the exception of furniture, shall not readily ignite. They shall not evolve fumes or toxic gases in dangerous quantities, if involved in a fire.

- 9.3.3.0.4 The paint used in the cargo area shall not be liable to produce sparks in case of impact.
- 9.3.3.0.5 The use of plastic material for vessel's boats is permitted only if the material does not readily ignite.

**9.3.3.1-
9.3.3.7** (Reserved)

9.3.3.8 *Classification*

-  9.3.3.8.1  The tank vessel shall be built under survey of a recognised classification society in accordance with the rules established by that classification society for its highest class, and the tank vessel shall be classed accordingly.

The vessel's class shall be continued.

The classification society shall issue a certificate certifying that the vessel is in conformity with the rules of this section.

The design pressure and the test pressure of cargo tanks shall be entered in the certificate.

If a vessel has cargo tanks with different valve opening pressures, the design and test pressures of each tank shall be entered in the certificate.

The classification society shall draw up a certificate mentioning all the dangerous goods accepted for carriage by the vessel (see also 1.16.1.2.5).

- 9.3.3.8.2 The cargo pump-rooms shall be inspected by a recognised classification society whenever the certificate of approval has to be renewed as well as during the third year of validity of the certificate of approval. The inspection shall comprise at least:

- an inspection of the whole system for its condition, for corrosion, leakage or conversion works which have not been approved;
- a checking of the condition of the gas detection system in the cargo pump-rooms.

Inspection certificates signed by the recognised classification society with respect to the inspection of the cargo pump-rooms shall be kept on board. The inspection certificates shall at least include particulars of the above inspection and the results obtained as well as the date of the inspection.


- 9.3.3.8.3 The condition of the gas detection system referred to in 9.3.3.52.3 shall be checked by a recognised classification society whenever the certificate of approval has to be renewed and during the third year of validity of the certificate of approval. A certificate signed by the recognised classification society shall be kept on board.

- 9.3.3.8.4 9.3.3.8.2 and 9.3.3.8.3, checking of the condition of the gas detection system, do not apply to open type N.


9.3.3.9 (Reserved)

9.3.3.10 *Protection against the penetration of gases*

- 9.3.3.10.1 The vessel shall be designed so as to prevent gases from penetrating into the accommodation and the service spaces.

- 9.3.3.10.2  Outside the cargo area, the lower edges of door-openings in the sidewalls of superstructures and the coaming of access hatches to under-deck spaces shall have a height of not less than 0.50 m above the deck.


This requirement need not be complied with if the wall of the superstructures facing the cargo area extends from one side of the ship to the other and has doors the sills of which have a height of not less than 0.50 m above the deck. The height of this wall shall be not less than 2.00 m. In this case, the lower edges of door-openings in the sidewalls of superstructures and the coamings of access hatches behind this wall shall have a height of not less than 0.10 m above the deck. The sills of engine room doors and the coamings of its access hatches shall, however, always have a height of not less than 0.50 m.

- 9.3.3.10.3  In the cargo area, the lower edges of door-openings in the sidewalls of superstructures shall have a height of not less than 0.50 m above the deck and the sills of hatches and ventilation openings of premises located under the deck shall have a height of not less than 0.50 m above the deck. This requirement does not apply to access openings to double-hull and double bottom spaces.

- 9.3.3.10.4 The bulwarks, foot-rails etc. shall be provided with sufficiently large openings which are located directly above the deck.

- 9.3.3.10.5 9.3.3.10.1 to 9.3.3.10.4 above do not apply to open type N.

9.3.3.11 *Hold spaces and cargo tanks*

-  9.3.3.11.1 (a) The maximum permissible capacity of a cargo tank shall be determined in accordance with the following table:

$L \times B \times H$ (m ³)	Maximum permissible capacity of a cargo tank (m ³)
up to 600	$L \times B \times H \times 0.3$
600 to 3 750	$180 + (L \times B \times H - 600) \times 0.0635$
> 3 750	380

Alternative constructions in accordance with 9.3.4 are permitted.

In the table above $L \times B \times H$ is the product of the main dimensions of the tank vessel in metres (according to the measurement certificate), where:

L = overall length of the hull in m;

B = extreme breadth of the hull in m;

H = shortest vertical distance between the top of the keel and the lowest point of the deck at the side of the vessel (moulded depth) within the cargo area in m;

where:

For trunk vessels, H shall be replaced by H', where H' shall be obtained from the following formula:

$$H' = H + \left(ht \times \frac{bt}{B} \times \frac{lt}{L} \right)$$

where:

ht = trunk height (distance between trunk deck and main deck measured on trunk side at L/2) in m;

bt = trunk breadth in m;

lt = trunk length in m.

(b) The relative density of the substances to be carried shall be taken into consideration in the design of the cargo tanks. The maximum relative density shall be indicated in the certificate of approval.

(c) When the vessel is provided with pressure tanks, these tanks shall be designed for a working pressure of 400 kPa (4 bar).



(d) For vessels with a length of not more than 50.00 m, the length of a cargo tank shall not exceed 10.00 m; and

For vessels with a length of more than 50.00 m, the length of a cargo tank shall not exceed 0.20 L.

This provision does not apply to vessels with independent built-in cylindrical tanks having a length to diameter ratio ≤ 7 .

9.3.3.11.2



(a) The cargo tanks independent of the vessel's hull shall be fixed so that they cannot float.



(b) The capacity of a suction well shall be limited to not more than 0.10 m³.

9.3.3.11.3



(a) The cargo tanks shall be separated by cofferdams of at least 0.60 m in width from the accommodation, engine room and service spaces outside the cargo area below deck or, if there are no such accommodation, engine room and service spaces, from the vessel's ends. Where the cargo tanks are installed in a hold space, a space of not less than 0.50 m shall be provided between such tanks and the end bulkheads of the hold space. In this case an insulated end bulkhead meeting the definition for Class "A-60" according to SOLAS 74, Chapter II-2, Regulation 3, shall be deemed equivalent to a cofferdam. For pressure cargo tanks, the 0.50 m distance may be reduced to 0.20 m.

(b) Hold spaces, cofferdams and cargo tanks shall be capable of being inspected.

(c) All spaces in the cargo area shall be capable of being ventilated. Means for checking their gas-free condition shall be provided.

9.3.3.11.4



The bulkheads bounding the cargo tanks, cofferdams and hold spaces shall be watertight. The cargo tanks and the bulkheads bounding the cargo area shall have no openings or penetrations below deck.




The bulkhead between the engine room and the cofferdam or service space in the cargo area or between the engine room and a hold space may be fitted with penetrations provided that they conform to the provisions of 9.3.3.17.5.



The bulkhead between the cargo tank and the cargo pump-room below deck may be fitted with penetrations provided that they conform to the provisions of 9.3.3.17.6. The bulkheads between the cargo tanks may be fitted with penetrations provided that the loading and unloading pipes are fitted with shut-off devices in the cargo tank from which they come. These pipes shall be fitted at least 0.60m above the bottom. The shut-off devices shall be capable of being activated from the deck.


9.3.3.11.5 Double-hull spaces and double bottoms in the cargo area shall be arranged for being filled with ballast water only. Double bottoms may, however, be used as oil fuel tanks, provided they comply with the provisions of 9.3.3.32.


9.3.3.11.6 (a)  A cofferdam, the centre part of a cofferdam or another space below deck in the cargo area may be arranged as a service space, provided the bulkheads bounding the service space extend vertically to the bottom. This service space shall only be accessible from the deck.


(b) The service space shall be watertight with the exception of its access hatches and ventilation inlets.

(c) No pipes for loading and unloading shall be fitted within the service space referred to under 9.3.3.11.4 above.


Pipes for loading and unloading may be fitted in the cargo pump-rooms below deck only when they conform to the provisions of 9.3.3.17.6.


9.3.3.11.7  Where independent cargo tanks are used, or for double-hull construction where the cargo tanks are integrated in vessel's structure, the space between the wall of the vessel and wall of the cargo tanks shall be not less than 0.60 m.

 The space between the bottom of the vessel and the bottom of the cargo tanks shall be not less than 0.50 m. The space may be reduced to 0.40 m under the pump sumps.

 The vertical space between the suction well of a cargo tank and the bottom structures shall be not less than 0.10 m.

When a hull is constructed in the cargo area as a double hull with independent cargo tanks located in hold spaces, the above values are applicable to the double hull. If in this case the minimum values for inspections of independent tanks referred to in 9.3.3.11.9 are not feasible, it must be possible to remove the cargo tanks easily for inspection.


9.3.3.11.8  Where service spaces are located in the cargo area under deck, they shall be arranged so as to be easily accessible and to permit persons wearing protective clothing and breathing apparatus to safely operate the service equipment contained therein. They shall be designed so as to allow injured or unconscious personnel to be removed from such spaces without difficulties, if necessary by means of fixed equipment.


9.3.3.11.9  Cofferdams, double-hull spaces, double bottoms, cargo tanks, hold spaces and other accessible spaces within the cargo area shall be arranged so that they may be completely inspected and cleaned. The dimensions of openings except for those of double-hull spaces and double bottoms which do not have a wall adjoining the cargo tanks shall be sufficient to allow a person wearing breathing apparatus to enter or leave the space without difficulties. These openings shall have a minimum cross-section of 0.36 m² and a minimum side length of 0.50 m. They shall be designed so as to allow injured or unconscious personnel to be removed from the bottom of such a space without difficulties, if necessary by means of fixed equipment. In these spaces the free penetration width shall not be less than 0.50 m in the sector intended for the penetration. In double bottoms this distance may be reduced to 0.45 m.



Cargo tanks may have circular openings with a diameter of not less than 0.68 m.

9.3.3.11.10 9.3.3.11.6 (c) above does not apply to open type N.

9.3.3.12 *Ventilation*

9.3.3.12.1  Each hold space shall have two openings the dimensions and location of which shall be such as to permit effective ventilation of any part of the hold space. If there are no such openings, it shall be possible to fill the hold spaces with inert gas or dry air.

9.3.3.12.2  Double-hull spaces and double bottoms within the cargo area which are not arranged for being filled with ballast water, hold spaces and cofferdams shall be provided with ventilation systems.

 9.3.3.12.3  Any service spaces located in the cargo area below deck shall be provided with a system of forced ventilation with sufficient power for ensuring at least 20 changes of air per hour based on the volume of the space.



The ventilation exhaust ducts shall be located up to 50 mm above the bottom of the service space. The fresh air inlets shall be located in the upper part; they shall be not less than 2.00 m above the deck, not less than 2.00 m from the openings of the cargo tanks and not less than 6.00 m from the outlets of safety valves.

The extension pipes which may be necessary may be of the hinged type.


On board open type N vessels other suitable installations without ventilator fans shall be sufficient.

9.3.3.12.4 Ventilation of accommodation and service spaces shall be possible.

9.3.3.12.5 Ventilators used in the cargo area shall be designed so that no sparks may be emitted on contact of the impeller blades with the housing and no static electricity may be generated.


9.3.3.12.6   Notice boards shall be fitted at the ventilation inlets indicating the conditions when they shall be closed. Any ventilation inlets of accommodation and service spaces leading outside shall be fitted with fire flaps. Such ventilation inlets shall be located not less than 2.00 m from the cargo area.

Ventilation inlets of service spaces in the cargo area below deck may be located within such area.


9.3.3.12.7  Flame-arresters prescribed in 9.3.3.20.4, 9.3.3.22.4, 9.3.3.22.5 and 9.3.3.26.4 shall be of a type approved for this purpose by the competent authority.

9.3.3.12.8 9.3.3.12.5, 9.3.3.12.6 and 9.3.3.12.7 above do not apply to open type N.

9.3.3.13 *Stability (general)*

9.3.3.13.1  Proof of sufficient stability shall be furnished. This proof is not required for single hull vessels with cargo tanks the width of which is not more than 0.70 B.

9.3.3.13.2 The basic values for the stability calculation - the vessel's lightweight and location of the centre of gravity - shall be determined either by means of an inclining experiment or by detailed mass and moment calculation. In the latter case the lightweight of the vessel shall be checked by means of a lightweight test with a tolerance limit of $\pm 5\%$ between the mass determined by calculation and the displacement determined by the draught readings.

9.3.3.13.3  Proof of sufficient intact stability shall be furnished for all stages of loading and unloading and for the final loading condition.

For vessels with independent cargo tanks and for double-hull constructions with cargo tanks integrated in the frames of the vessel, floatability after damage shall be proved for the most unfavourable loading condition. For this purpose, calculated proof of sufficient stability shall be established for critical intermediate stages of flooding and for the final stage of flooding. Negative values of stability in intermediate stages of flooding may be accepted only if the continued range of curve of the righting lever in damaged condition indicates adequate positive values of stability.

9.3.3.14  **Stability (intact)**

9.3.3.14.1 For vessels with independent cargo tanks and for double-hull constructions with cargo tanks integrated in the frames of the vessel, the requirements for intact stability resulting from the damage stability calculation shall be fully complied with.

9.3.3.14.2 For vessels with cargo tanks of more than 0.70 B in width, proof shall be furnished that the following stability requirements have been complied with:

- (a) In the positive area of the righting lever curve up to immersion of the first non-watertight opening there shall be a righting lever (GZ) of not less than 0.10 m;
- (b) The surface of the positive area of the righting lever curve up to immersion of the first non-watertight opening and in any event up to an angle of heel $\leq 27^\circ$ shall not be less than 0.024 m.rad;
- (c) The metacentric height (GM) shall be not less than 0.10 m.

These conditions shall be met bearing in mind the influence of all free surfaces in tanks for all stages of loading and unloading.

9.3.3.15  **Stability (damaged condition)**

9.3.3.15.1 For vessels with independent cargo tanks and for double-hull constructions with cargo tanks integrated in the frames of the vessel, the following assumptions shall be taken into consideration for the damaged condition:

- (a) The extent of side damage is as follows:
 - longitudinal extent: at least 0.10 L, but not less than 5.00 m;
 - transverse extent: 0.59 m;
 - vertical extent: from the base line upwards without limit.
- (b) The extent of bottom damage is as follows:
 - longitudinal extent: at least 0.10 L, but not less than 5.00 m;
 - transverse extent: 3.00 m;
 - vertical extent: from the base 0.49 m upwards, the sump excepted.
- (c) Any bulkheads within the damaged area shall be assumed damaged, which means that the location of bulkheads shall be chosen so as to ensure that the vessel remains afloat after the flooding of two or more adjacent compartments in the longitudinal direction.

The following provisions are applicable:

- For bottom damage, adjacent athwartship compartments shall also be assumed as flooded;

- The lower edge of any non-watertight openings (e.g. doors, windows, access hatchways) shall, at the final stage of flooding, be not less than 0.10 m above the damage waterline;
- In general, permeability shall be assumed to be 95%. Where an average permeability of less than 95% is calculated for any compartment, this calculated value obtained may be used.

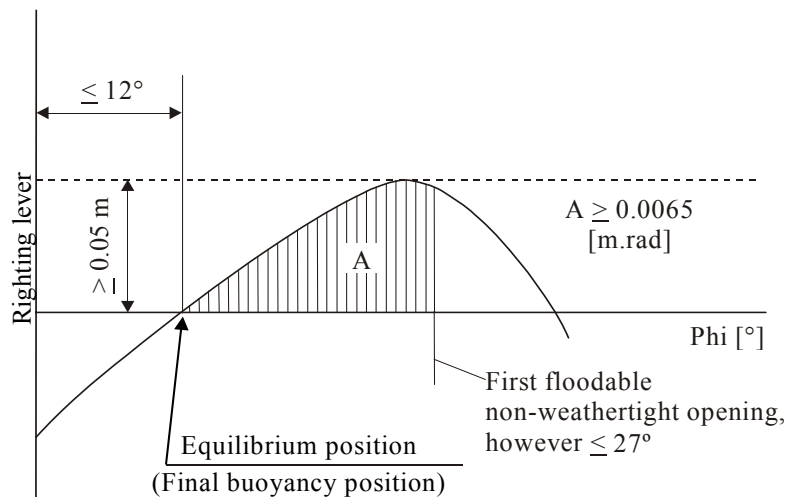
However, the following minimum values shall be used:

- engine rooms: 85%;
- accommodation: 95%;
- double bottoms, oil fuel tanks, ballast tanks, etc., depending on whether, according to their function, they have to be assumed as full or empty for the vessel floating at the maximum permissible draught: 0% or 95%.

For the main engine room only the one-compartment standard need be taken into account, i.e. the end bulkheads of the engine room shall be assumed as not damaged.

- 9.3.3.15.2 At the stage of equilibrium (final stage of flooding), the angle of heel shall not exceed 12° . Non-watertight openings shall not be flooded before reaching the stage of equilibrium. If such openings are immersed before that stage, the corresponding spaces shall be considered as flooded for the purpose of the stability calculation.

The positive range of the righting lever curve beyond the stage of equilibrium shall have a righting lever of ≥ 0.05 m in association with an area under the curve of ≥ 0.0065 m.rad. The minimum values of stability shall be satisfied up to immersion of the first non-watertight opening and in any event up to an angle of heel $\leq 27^\circ$. If non-watertight openings are immersed before that stage, the corresponding spaces shall be considered as flooded for the purposes of stability calculation.



- 9.3.3.15.3 If openings through which undamaged compartments may additionally become flooded are capable of being closed watertight, the closing appliances shall be marked accordingly.

- 9.3.3.15.4 Where cross- or down-flooding openings are provided for reduction of unsymmetrical flooding, the time for equalization shall not exceed 15 minutes, if during the intermediate stages of flooding sufficient stability has been proved.

9.3.3.16 *Engine rooms*

9.3.3.16.1 Internal combustion engines for the vessel's propulsion as well as internal combustion engines for auxiliary machinery shall be located outside the cargo area. Entrances and other openings of engine rooms shall be at a distance of not less than 2.00 m from the cargo area.



9.3.3.16.2 The engine rooms shall be accessible from the deck; the entrances shall not face the cargo area. Where the doors are not located in a recess whose depth is at least equal to the door width, the hinges shall face the cargo area.



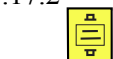
9.3.3.16.3 The last sentence of 9.3.3.16.2 does not apply to oil separator or supply vessels.

9.3.3.17 *Accommodation and service spaces*

9.3.3.17.1 Accommodation spaces and the wheelhouse shall be located outside the cargo area forward of the fore vertical plane or abaft the aft vertical plane bounding the part of cargo area below deck. Windows of the wheelhouse which are located not less than 1.00 m above the bottom of the wheelhouse may tilt forward.



9.3.3.17.2 Entrances to spaces and openings of superstructures shall not face the cargo area. Doors opening outward and not located in a recess whose depth is at least equal to the width of the doors shall have their hinges face the cargo area.



9.3.3.17.3 Entrances from the deck and openings of spaces facing the weather shall be capable of being closed. The following instruction shall be displayed at the entrance of such spaces:



**Do not open during loading and unloading without
the permission of the master.
Close immediately.**

9.3.3.17.4 Entrances and windows of superstructures and accommodation spaces which can be opened as well as other openings of these spaces shall be located not less than 2.00 m from the cargo area. No wheelhouse doors and windows shall be located within 2.00 m from the cargo area, except where there is no direct connection between the wheelhouse and the accommodation.



9.3.3.17.5 (a) Driving shafts of the bilge or ballast pumps may penetrate through the bulkhead between the service space and the engine room, provided the arrangement of the service space is in compliance with 9.3.3.11.6.



(b) The penetration of the shaft through the bulkhead shall be gastight and shall have been approved by a recognised classification society.

(c) The necessary operating instructions shall be displayed.

(d) Penetrations through the bulkhead between the engine room and the service space in the cargo area and the bulkhead between the engine room and the hold spaces may be provided for electrical cables, hydraulic lines and piping for measuring, control and alarm systems, provided that the penetrations have been approved by a recognised classification society. The penetrations shall be gastight. Penetrations through a bulkhead with an "A-60" fire protection insulation according to SOLAS 74, Chapter II-2, Regulation 3, shall have an equivalent fire protection.

(e) Pipes may penetrate the bulkhead between the engine room and the service space in the cargo area provided that these are pipes between the mechanical equipment in the engine room and the service space which do not have any openings within the service

space and which are provided with shut-off devices at the bulkhead in the engine room.

- (f) Notwithstanding 9.3.3.11.4, pipes from the engine room may pass through the service space in the cargo area or a cofferdam or a hold space or a double-hull space to the outside provided that within the service space or cofferdam or hold space or double-hull space they are of the thick-walled type and have no flanges or openings.
- (g) Where a driving shaft of auxiliary machinery penetrates through a wall located above the deck the penetration shall be gastight.

9.3.3.17.6



A service space located within the cargo area below deck shall not be used as a cargo pump-room for the loading and unloading system, except where:

- the cargo pump-room is separated from the engine room or from service spaces outside the cargo area by a cofferdam or a bulkhead with an “A-60” fire protection insulation according to SOLAS 74, Chapter II-2, Regulation 3, or by a service space or a hold space;
- the “A-60” bulkhead required above does not include penetrations referred to in 9.3.3.17.5 (a);
- ventilation exhaust outlets are located not less than 6.00 m from entrances and openings of the accommodation and service spaces outside the cargo area;
- the access hatches and ventilation inlets can be closed from the outside;
- all pipes for loading and unloading as well as those of stripping systems are provided with shut-off devices at the pump suction side in the cargo pump-room immediately at the bulkhead. The necessary operation of the control devices in the pump-room, starting of pumps and necessary control of the liquid flow rate shall be effected from the deck;
- the bilge of the cargo pump-room is equipped with a gauging device for measuring the filling level which activates a visual and audible alarm in the wheelhouse when liquid is accumulating in the cargo pump-room bilge;
- the cargo pump-room is provided with a permanent gas detection system which automatically indicates the presence of explosive gases or lack of oxygen by means of direct-measuring sensors and which actuates a visual and audible alarm when the gas concentration has reached 20% of the lower explosive limit. The sensors of this system shall be placed at suitable positions at the bottom and directly below the deck.

Measurement shall be continuous.

The audible and visual alarms are installed in the wheelhouse and in the cargo pump-room and, when the alarm is actuated, the loading and unloading system is shut down. Failure of the gas detection system shall be immediately signalled in the wheelhouse and on deck by means of audible and visual alarms;

- the ventilation system prescribed in 9.3.3.12.3 has a capacity of not less than 30 changes of air per hour based on the total volume of the service space.

9.3.3.17.7 The following instruction shall be displayed at the entrance of the cargo pump-room:

**Before entering the cargo pump-room check whether
it is free from gases and contains sufficient oxygen.
Do not open doors and entrance openings without
the permission of the master.
Leave immediately in the event of alarm.**

9.3.3.17.8 9.3.3.17.5 (g), 9.3.3.17.6 and 9.3.3.17.7 do not apply to open type N.

9.3.3.17.2, last sentence, 9.3.3.17.3, last sentence and 9.3.3.17.4 do not apply to oil separator and supply vessels.

9.3.3.18 *Inerting facility*

In cases in which inerting or blanketing of the cargo is prescribed, the vessel shall be equipped with an inerting system.

This system shall be capable of maintaining a permanent minimum pressure of 7 kPa (0.07 bar) in the spaces to be inerted. In addition, the inerting system shall not increase the pressure in the cargo tank to a pressure greater than that at which the pressure valve is regulated. The set pressure of the vacuum-relief valve shall be 3.5 kPa (0.035 bar).

A sufficient quantity of inert gas for loading or unloading shall be carried or produced on board if it is not possible to obtain it on shore. In addition, a sufficient quantity of inert gas to offset normal losses occurring during carriage shall be on board.

The premises to be inerted shall be equipped with connections for introducing the inert gas and monitoring systems so as to ensure the correct atmosphere on a permanent basis.





When the pressure or the concentration of inert gas in the gaseous phase falls below a given value, this monitoring system shall activate an audible and visible alarm in the wheelhouse. When the wheelhouse is unoccupied, the alarm shall also be perceptible in a location occupied by a crew member.

9.3.3.19 (*Reserved*)

9.3.3.20 *Arrangement of cofferdams*

9.3.3.20.1 Cofferdams or cofferdam compartments remaining once a service space has been arranged in accordance with 9.3.3.11.6 shall be accessible through an access hatch.

If, however, the cofferdam is connected to a double-hull space, it is sufficient for it to be accessible from that space. For openings giving access to double-hull spaces on deck the last sentence of 9.3.2.10.3 remains applicable. In this case an arrangement shall be made for possible monitoring in order to ascertain from the deck whether the cofferdam is empty.

 9.3.3.20.2    Cofferdams shall be capable of being filled with water and emptied by means of a pump. Filling shall be effected within 30 minutes. These requirements are not applicable when the bulkhead between the engine room and the cofferdam has an “A-16” fire protection insulation according to SOLAS 74, Chapter II-2, Regulation 3.

The cofferdams shall not be fitted with inlet valves.

9.3.3.20.3 No fixed pipe shall permit connection between a cofferdam and other piping of the vessel outside the cargo area.

9.3.3.20.4 The ventilation openings of cofferdams shall be fitted with a flame-arrester.

9.3.3.20.5 9.3.3.20.4 above does not apply to open type N.

9.3.3.20.2 above does not apply to oil separator and supply vessels.

9.3.3.21 Safety and control installations

9.3.3.21.1 Cargo tanks shall be provided with the following equipment:

(a) a mark inside the tank indicating the liquid level of 97%;



(b) a level gauge;

(c) a level alarm device which is activated at the latest when a degree of filling of 90% is reached;

(d) a high level sensor for actuating the facility against overflowing when a degree of filling of 97.5% is reached;

(e) an instrument for measuring the pressure of the vapour phase inside the cargo tank;

(f) an instrument for measuring the temperature of the cargo if in column (9) of Table C of Chapter 3.2 a heating installation is required or if in column (20) a possibility of heating the cargo is required or if a maximum temperature is indicated;




(g) a connection for a sampling device, closed or partially closed, and/or at least one sampling opening as required in column (13) of Table C of Chapter 3.2.


9.3.3.21.2 When the degree of filling in per cent is determined, an error of not more than 0.5% is permitted. It shall be calculated on the basis of the total cargo tank capacity including the expansion trunk.

9.3.3.21.3 The level gauge shall allow readings from the control position of the shut-off devices of the particular cargo tank. The permissible maximum filling level of the cargo tank shall be marked on each level gauge.

Permanent reading of the overpressure and vacuum shall be possible from a location from which loading or unloading operations may be interrupted. The permissible maximum overpressure and vacuum shall be marked on each level gauge.

Readings shall be possible in all weather conditions.

9.3.3.21.4  The level alarm device shall give a visual and audible warning on board when actuated. The level alarm device shall be independent of the level gauge.

9.3.3.21.5  (a) The high level sensor referred to in 9.3.3.21.1 (d) above shall give a visual and audible alarm on board and at the same time actuate an electrical contact which in the form of a binary signal interrupts the electric current loop provided and fed by the shore facility, thus initiating measures at the shore facility against overflowing during loading operations. The signal shall be transmitted to the shore facility via a watertight two-pin plug of a connector device in accordance with standard EN 60309-2:1999 for direct current of 40 to 50 volts, identification colour white, position of the nose 10 h.

The plug shall be permanently fitted to the vessel close to the shore connections of the loading and unloading pipes.

The high level sensor shall also be capable of switching off the vessel's own discharging pump.

The high level sensor shall be independent of the level alarm device, but it may be connected to the level gauge.

(b) On board oil separator vessels the sensor referred to in 9.3.3.21.1 (d) shall activate a visual and audible alarm and switch off the pump used to evacuate bilge water.

(c) Supply vessels and other vessels which may be delivering products required for operation shall be equipped with a transshipment facility compatible with European standard EN 12 827:1996 and a rapid closing device enabling refuelling to be interrupted. It shall be possible to actuate this rapid closing device by means of an electrical signal from the overflow prevention system. The electrical circuits actuating the rapid closing device shall be secured according to the quiescent current principle or other appropriate error detection measures. The state of operation of electrical circuits which cannot be controlled using the quiescent current principle shall be capable of being easily checked.

It shall be possible to actuate the rapid closing device independently of the electrical signal.

The rapid closing device shall actuate a visual and an audible alarm on board.





(d) During discharging by means of the on-board pump, it shall be possible for the shore facility to switch it off. For this purpose, an independent intrinsically safe power line, fed by the vessel, shall be switched off by the shore facility by means of an electrical contact.

It shall be possible for the binary signal of the shore facility to be transmitted via a watertight two-pole socket or a connector device in accordance with standard EN 60309-2:1999, for direct current of 40 to 50 volts, identification colour white, position of the nose 10 h.

This socket shall be permanently fitted to the vessel close to the shore connections of the unloading pipes.

9.3.3.21.6 The visual and audible signals given by the level alarm device shall be clearly distinguishable from those of the high level sensor.

The visual alarm shall be visible at each control position on deck of the cargo tank stop valves. It shall be possible to easily check the functioning of the sensors and electric circuits or these shall be intrinsically safe apparatus.

9.3.3.21.7  When the pressure or temperature exceeds a set value, instruments for measuring the vacuum or overpressure of the gaseous phase in the cargo tank or the temperature of the cargo, shall activate a visual and audible alarm in the wheelhouse.  When the wheelhouse is unoccupied, the alarm shall also be perceptible in a location occupied by a crew member.

When the pressure exceeds the set value during loading and unloading, the instrument for measuring the pressure shall, by means of the plug referred to in 9.3.3.21.5, initiate simultaneously an electrical contact which shall put into effect measures to interrupt the loading and unloading operation. If the vessel's own discharge pump is used, it shall be switched off automatically.

The instrument for measuring the overpressure or vacuum shall activate the alarm at latest when an overpressure equal to 1.15 times the opening pressure of the pressure relief device, or a vacuum pressure equal to the construction vacuum pressure but not exceeding 5 kPa. The maximum allowable temperature is indicated in column (20) of Table C of Chapter 3.2. The sensors for the alarms mentioned in this paragraph may be connected to the alarm device of the sensor.

When it is prescribed in column (20) of Table C of Chapter 3.2 the instrument for measuring the overpressure of the gaseous phase shall activate a visible and audible alarm in the wheelhouse when the overpressure exceeds 40 kPa during the voyage. When the wheelhouse is unoccupied, the alarm shall also be perceptible in a location occupied by a crew member.

- 9.3.3.21.8 Where the control elements of the shut-off devices of the cargo tanks are located in a control room, it shall be possible to stop the loading pumps and read the level gauges in the control room, and the visual and audible warning given by the level alarm device, the high level sensor referred to in 9.3.3.21.1 (d) and the instruments for measuring the pressure and temperature of the cargo shall be noticeable in the control room and on deck.

Satisfactory monitoring of the cargo area shall be ensured from the control room.

- 9.3.3.21.9 9.3.3.21.1 (e), 9.3.3.21.7 as regards measuring the pressure, do not apply to open type N with flame-arrester and to open type N.

9.3.3.21.1 (b), (c) and (g), 9.3.3.21.3 and 9.3.3.21.4 do not apply to oil separator and supply vessels.

Screens in sampling openings are not required on board open type N tank vessels.

9.3.3.21.1 (f) and 9.3.3.21.7 do not apply to supply vessels.

9.3.3.21.5 (a) does not apply to oil separator vessels.

9.3.3.22 *Cargo tank openings*

- 9.3.3.22.1 (a) Cargo tank openings shall be located on deck in the cargo area.



- (b) Cargo tank openings with a cross-section of more than 0.10 m² and openings of safety devices for preventing overpressures shall be located not less than 0.50 m above deck.

- 9.3.3.22.2 Cargo tank openings shall be fitted with gastight closures capable of withstanding the test pressure in accordance with 9.3.3.23.1.

- 9.3.3.22.3 Closures which are normally used during loading or unloading operations shall not cause sparking when operated.

- 9.3.3.22.4 (a) Each cargo tank or group of cargo tanks connected to a common vapour pipe shall be fitted with safety devices for preventing unacceptable overpressures or vacuums.

These safety devices shall be as follows:

for the open N type:

- safety devices designed to prevent any accumulation of water and its penetration into the cargo tanks;

for the open N type with flame-arresters:

- safety equipment fitted with flame-arresters capable of withstanding steady burning and designed to prevent any accumulation of water and its penetration into the cargo tank;

for the closed N type:

- safety devices for preventing unacceptable overpressure or vacuum. Where anti-explosion protection is required in column (17) of Table C of Chapter 3.2, the vacuum valve shall be fitted with a flame arrester capable of withstanding a deflagration and the pressure relief valve with a high-velocity vent valve acting as a flame arrester capable of withstanding steady burning. Gases shall be discharged upwards. The opening pressure of the high-velocity vent valve and the opening pressure of the vacuum valve shall be permanently marked on the valves.
- a connection for the safe return ashore of gases expelled during loading;
- a device for the safe depressurisation of the cargo tanks consisting of at least a flame-arrester capable of withstanding steady burning and a stop valve the position of which shall clearly indicate whether it is open or shut.



- (b) The outlets of high-velocity vent valves shall be located not less than 2.00 m above the deck and at a distance of not less than 6.00 m from the accommodation and from the service spaces outside the cargo area. This height may be reduced when within a radius of 1.00 m round the outlet of the high-velocity vent valve, there is no equipment, no work is being carried out and signs indicate the area. The setting of the high-velocity vent valves shall be such that during the transport operation they do not blow off until the maximum permissible working pressure of the cargo tanks is reached.

- 9.3.3.22.5 (a) Insofar as anti-explosion protection is prescribed in column (17) of Table C of Chapter 3.2, a vapour pipe connecting two or more cargo tanks shall be fitted, at the connection to each cargo tank, with a flame arrester with a fixed or spring-loaded plate stack, capable of withstanding detonation. This equipment may consist of:
- (i) a flame arrester fitted with a fixed plate stack, where each cargo tank is fitted with a vacuum valve capable of withstanding a deflagration and a high-velocity vent valve capable of withstanding steady burning;
 - (ii) a flame arrester fitted with a spring-loaded plate stack, where each cargo tank is fitted with a vacuum valve capable of withstanding a deflagration;
 - (iii) a flame arrester with a fixed plate stack;
 - (iv) a flame arrester with a fixed plate stack, where the pressure measurement device is fitted with an alarm system in accordance with 9.3.3.21.7;
 - (v) a flame arrester with a spring-loaded plate stack, where the pressure measurement device is fitted with an alarm system in accordance with 9.3.3.21.7.

Only substances which do not mix and which do not react dangerously with each other may be carried simultaneously in cargo tanks connected to a common vapour pipe;

or

- (b) Insofar as anti-explosion protection is prescribed in column (17) of Table C of Chapter 3.2, a vapour pipe connecting two or more cargo tanks shall be fitted, at the connection to each cargo tank, with a pressure/vacuum valve incorporating a flame arrester capable of withstanding a detonation/deflagration.

Only substances which do not mix and which do not react dangerously with each other may be carried simultaneously in cargo tanks connected to a common vapour pipe;

or

- (c) Insofar as anti-explosion protection is prescribed in column (17) of Table C of Chapter 3.2, an independent vapour pipe for each cargo tank, fitted with a pressure/vacuum valve incorporating a flame arrester capable of withstanding a deflagration and a high-velocity vent valve incorporating a flame arrester capable of withstanding steady burning. Several different substances may be carried simultaneously;

or

- (d) Insofar as anti-explosion protection is prescribed in column (17) of Table C of Chapter 3.2, a vapour pipe connecting two or more cargo tanks shall be fitted, at the connection to each cargo tank, with a shut-off device capable of withstanding a detonation, where each cargo tank is fitted with a vacuum valve capable of withstanding a deflagration and a high-velocity vent valve capable of withstanding steady burning.

Only substances which do not mix and which do not react dangerously with each other may be carried simultaneously in cargo tanks connected to a common vapour pipe.

9.3.3.22.6 9.3.3.22.2, 9.3.3.22.4 (b) and 9.3.3.22.5 do not apply to open type N with flame-arrester and to open type N.

9.3.3.22.3 does not apply to open type N.

9.3.3.23 *Pressure tests*

9.3.3.23.1 The cargo tanks, residual cargo tanks, cofferdams, pipes for loading and unloading, with the exception of discharge hoses shall be subjected to initial tests before being put into service and thereafter at prescribed intervals.

Where a heating system is provided inside the cargo tanks, the heating coils shall be subjected to initial tests before being put into service and thereafter at prescribed intervals.

9.3.3.23.2 The test pressure for the cargo tanks and residual cargo tanks shall be not less than 1.3 times the design pressure. The test pressure for the cofferdams and open cargo tanks shall be not less than 10 kPa (0.10 bar) gauge pressure.



9.3.3.23.3 The test pressure for pipes for loading and unloading shall be not less than 1,000 kPa (10 bar) gauge pressure.







9.3.3.23.4 The maximum intervals for the periodic tests shall be 11 years.

9.3.3.23.5 The procedure for pressure tests shall comply with the provisions established by the competent authority or a recognised classification society.

9.3.3.24 (Reserved)

9.3.3.25 Pumps and piping

- 9.3.3.25.1  (a) Pumps and accessory loading and unloading piping shall be located in the cargo area.
-  (b) Cargo pumps shall be capable of being shut down from the cargo area and from a position outside the cargo area.
- (c) Cargo pumps situated on deck shall be located not less than 6.00 m from entrances to, or openings of, the accommodation and service spaces outside the cargo area.
- 9.3.3.25.2 (a) Pipes for loading and unloading shall be independent of any other piping of the vessel. No cargo piping shall be located below deck, except those inside the cargo tanks and inside the cargo pump-room.
- (b) The pipes for loading and unloading shall be arranged so that, after loading or unloading operations, the liquid remaining in these pipes may be safely removed and may flow either into the vessel's cargo tanks or the tanks ashore.
- (c) Pipes for loading and unloading shall be clearly distinguishable from other piping, e.g. by means of colour marking.
- (d) (Reserved).
-  (e) The shore connections shall be located not less than 6.00 m from the entrances to, or openings of, the accommodation and service spaces outside the cargo area.
- (f) Each shore connection of the vapour pipe and shore connections of the pipes for loading and unloading, through which the loading or unloading operation is carried out, shall be fitted with a shut-off device. However, each shore connection shall be fitted with a blind flange when it is not in operation.
- (g) (Deleted).
-  (h) Pipes for loading and unloading, and vapour pipes, shall not have flexible connections fitted with sliding seals.
- 9.3.3.25.3 The distance referred to in 9.3.3.25.1 (c) and 9.3.3.25.2 (e) may be reduced to 3.00 m if a transverse bulkhead complying with 9.3.3.10.2 is situated at the end of the cargo area. The openings shall be provided with doors.

The following notice shall be displayed on the doors:

**Do not open during loading and unloading without
the permission of the master.
Close immediately.**

- 9.3.3.25.4 (a) Every component of the pipes for loading and unloading shall be electrically connected to the hull.
- (b) The pipes for loading shall extend down to the bottom of the cargo tanks.
- 9.3.3.25.5 The stop valves or other shut-off devices of the pipes for loading and unloading shall indicate whether they are open or shut.


- 9.3.3.25.6 The pipes for loading and unloading shall have, at the test pressure, the required elasticity, leakproofness and resistance to pressure.
- 9.3.3.25.7 The pipes for loading and unloading shall be fitted with pressure gauges at the outlet of the pumps. The permissible maximum overpressure or vacuum value shall be indicated on each measuring device. Readings shall be possible in all weather conditions.

- 9.3.3.25.8 (a) When pipes for loading and unloading are used for supplying the cargo tanks with washing or ballast water, the suction of these pipes shall be located within the cargo area but outside the cargo tanks.

Pumps for tank washing systems with associated connections may be located outside the cargo area, provided the discharge side of the system is arranged in such a way that suction is not possible through that part.

A spring-loaded non-return valve shall be provided to prevent any gases from being expelled from the cargo area through the tank washing system.

- (b) A non-return valve shall be fitted at the junction between the water suction pipe and the cargo loading pipe.

- 9.3.3.25.9  The permissible loading and unloading flows shall be calculated. For open type N with flame-arrester and open type N the loading and unloading flows depend on the total cross-section of the exhaust ducts.

Calculations concerning the permissible maximum loading and unloading flows for each cargo tank or each group of cargo tanks, taking into account the design of the ventilation system. These calculations shall take into consideration the fact that in the event of an unforeseen cut-off of the gas return piping or the compensation piping of the shore facility, the safety devices of the cargo tanks will prevent pressure in the cargo tanks from exceeding the following values:

over pressure: 115% of the opening pressure of the high velocity vent valve

vacuum pressure: not more than the construction vacuum pressure but not exceeding 5 kPa (0.05 bar)


The main factors to be considered are the following:

1. Dimensions of the ventilation system of the cargo tanks;
2. Gas formation during loading: multiply the largest loading flow by a factor of not less than 1.25;
3. Density of the vapour mixture of the cargo based on 50% volume vapour of 50% volume air;
4. Loss of pressure through ventilation pipes, valves and fittings. Account will be taken of a 30% clogging of the mesh of the flame-arrester;
5. Chocking pressure of the safety valves.

The permissible maximum loading and unloading pressure for each cargo tank or for each group of cargo tanks shall be given in an on-board instruction.

- 9.3.3.25.10 (*Deleted*)

9.3.3.25.11 If the vessels is carrying several dangerous substances liable to react dangerously with each other, a separate pump with its own piping for loading and unloading shall be installed for each substance. The piping shall not pass through a cargo tank containing dangerous substances with which the substance in question is liable to react.

9.3.3.25.12  9.3.3.25.1 (a) and (c), 9.3.3.25.2 (a), last sentence and (e), 9.3.3.25.3 and 9.3.3.25.4 (a) do not apply to type N open unless the substance carried has corrosive properties (see column (5) of Table C of Chapter 3.2, hazard 8).

9.3.3.25.4 (b) does not apply to open type N.

9.3.3.25.2 (f), last sentence, 9.3.3.25.2 (g), 9.3.3.25.8 (a), last sentence and 9.3.3.25.10 do not apply to oil separator and supply vessels.

9.3.3.25.9 does not apply to oil separator vessels.

9.3.3.25.2 (h) does not apply to supply vessels.

9.3.3.26 *Receptacles for residual products and receptacles for slops*

NOTE: It is not necessary to apply this paragraph. The date of application will be defined later.

9.3.3.26.1 If vessels are provided with a tank for residual products, it shall comply with the provisions of 9.3.3.26.3 and 9.3.3.26.4. Receptacles for residual products and receptacles for slops shall be located only in the cargo area. During filling of receptacles for residual products, means for collecting any leakage shall be placed under the filling connections.

9.3.3.26.2 Receptacles for slops shall be fire resistant and shall be capable of being closed with lids (drums with removable heads, code 1A2, ADR). The receptacles for slops shall be marked and easy to handle.

9.3.3.26.3 The maximum capacity of a tank for residual products is 30 m³.

9.3.3.26.4 The tank for residual products shall be equipped with:

- in the case of an open system:
 - a device for ensuring pressure equilibrium;
 - an ullage opening;
 - connections, with stop valves, for pipes and hoses;
- in the case of a protected system:
 - a device for ensuring pressure equilibrium, fitted with a flame-arrester capable of withstanding steady burning;
 - an ullage opening;
 - connections, with stop valves, for pipes and hoses;
- in the case of a closed system:

- a vacuum valve and a high-velocity vent valve.

The high-velocity vent valve shall be so regulated that it does not open during carriage. This condition is met when the opening pressure of the valve meets the conditions required in column (10) of Table C of Chapter 3.2 for the substance to be carried. When anti-explosion protection is required in column (17) of Table C of Chapter 3.2, the vacuum valve shall be capable of withstanding deflagrations and the high-velocity vent valve steady burning;

- a device for measuring the degree of filling;
- connections, with stop valves, for pipes and hoses.

Receptacles for residual products shall be equipped with:

- a connection enabling gases released during filling to be evacuated safely;
- a possibility of indicating the degree of filling;
- connections with shut-off devices, for pipes and hoses.

Receptacles for residual products shall be connected to the vapour pipe of cargo tanks only for the time necessary to fill them in accordance with 7.2.4.15.2.

Receptacles for residual products and receptacles for slops placed on the deck shall be located at a minimum distance from the hull equal to one quarter of the vessel's breadth.

9.3.3.26.5 Paragraphs 9.3.3.26.1, 9.3.3.26.3 and 9.3.3.26.4 above do not apply to oil separator vessels.

9.3.3.27 (*Reserved*)

9.3.3.28 *Water-spray system*

When water-spraying is required in column (9) of Table C of Chapter 3.2, a water-spray system shall be installed in the cargo area on deck for the purpose of cooling the tops of cargo tanks by spraying water over the whole surface so as to avoid safely the activation of the high-velocity vent valve at 10 kPa or as regulated.

The spray nozzles shall be so installed that the entire cargo deck area is covered and the gases released are precipitated safely.

The system shall be capable of being put into operation from the wheelhouse and from the deck. Its capacity shall be such that when all the spray nozzles are in operation, the outflow is not less than 50 litres per square metre of deck area and per hour.



9.3.3.29-
9.3.3.30 (*Reserved*)

9.3.3.31 *Engines*


9.3.3.31.1 Only internal combustion engines running on fuel with a flashpoint of more than 55 °C are allowed.

9.3.3.31.2 Ventilation inlets of the engine room and, when the engines do not take in air directly from the engine room, air intakes of the engines shall be located not less than 2.00 m from the cargo area.




- 9.3.3.31.3 Sparking shall not be possible within the cargo area.
- 9.3.3.31.4  The surface temperature of the outer parts of engines used during loading or unloading operations, as well as that of their air inlets and exhaust ducts shall not exceed the allowable temperature according to the temperature class of the substances carried. This provision does not apply to engines installed in service spaces provided the provisions of 9.3.3.52.3 are fully complied with.
- 9.3.3.31.5  The ventilation in the closed engine room shall be designed so that, at an ambient temperature of 20 °C, the average temperature in the engine room does not exceed 40 °C.
- 9.3.3.31.6 9.3.3.31.2 above does not apply to oil separator or supply vessels.


9.3.3.32 *Oil fuel tanks*


- 9.3.3.32.1 Where the vessel is provided with hold spaces, the double bottoms within these spaces may be arranged as oil fuel tanks, provided their depth is not less than 0.6 m.
- Oil fuel pipes and openings of such tanks are not permitted in the hold space.
- 9.3.3.32.2  The open ends of the air pipes of each oil fuel tank shall extend to 0.5 m above the open deck. These open ends and the open ends of overflow pipes leading to the deck shall be provided with a protective device consisting of a gauze diaphragm or a perforated plate.
- 9.3.3.33 (*Reserved*)


9.3.3.34 *Exhaust pipes*

- 9.3.3.34.1  Exhaust shall be evacuated from the vessel into the open air either upwards through an exhaust pipe or through the shell plating. The exhaust outlet shall be located not less than 2.00 m from the cargo area. The exhaust pipes of engines shall be arranged so that the exhausts are led away from the vessel. The exhaust pipes shall not be located within the cargo area.
- 9.3.3.34.2 Exhaust pipes shall be provided with a device preventing the escape of sparks, e.g. spark arresters.
- 9.3.3.34.3 The distance prescribed in 9.3.3.34.1 above does not apply to oil separator or supply vessels.

9.3.3.35 *Bilge pumping and ballasting arrangements*


- 9.3.3.35.1 Bilge and ballast pumps for spaces within the cargo area shall be installed within such area.
-  This provision does not apply to:
- double-hull spaces and double bottoms which do not have a common boundary wall with the cargo tanks;
 - cofferdams, double-hull, double bottom and hold spaces where ballasting is carried out using the piping of the fire-fighting system in the cargo area and bilge-pumping is performed using eductors.
- 9.3.3.35.2 Where the double bottom is used as a liquid oil fuel tank, it shall not be connected to the bilge piping system.

9.3.3.35.3  Where the ballast pump is installed in the cargo area, the standpipe and its outboard connection for suction of ballast water shall be located within the cargo area but outside the cargo tanks.

9.3.3.35.4  A cargo pump-room below deck shall be capable of being drained in an emergency by an installation located in the cargo area and independent from any other installation. The installation shall be provided outside the cargo pump-room.

9.3.3.36-
9.3.3.39 (Reserved)


9.3.3.40 *Fire-extinguishing arrangements*

9.3.3.40.1  A fire-extinguishing system shall be installed on the vessel. This system shall comply with the following requirements:

- It shall be supplied by two independent fire or ballast pumps, one of which shall be ready for use at any time. These pumps and their means of propulsion and electrical equipment shall not be installed in the same space.;
- It shall be provided with a water main fitted with at least three hydrants in the cargo area above deck. Three suitable and sufficiently long hoses with spray nozzles having a diameter of not less than 12 mm shall be provided. It shall be possible to reach any point of the deck in the cargo area simultaneously with at least two jets of water which do not emanate from the same hydrant;

A spring-loaded non-return valve shall be fitted to ensure that no gases can escape through the fire-extinguishing system into the accommodation or service spaces outside the cargo area;

- The capacity of the system shall be at least sufficient for a jet of water to have a minimum reach of not less than the vessel's breadth from any location on board with two spray nozzles being used at the same time.

9.3.3.40.2  In addition the engine room, the pump-room and all spaces containing essential equipment (switchboards, compressors, etc.) for the refrigeration equipment, if any, shall be provided with a fixed fire-extinguishing system meeting the following requirements:

9.3.3.40.2.1 *Extinguishing agents*

For the protection of spaces in engine rooms, boiler rooms and pump rooms, only permanently fixed fire-extinguishing systems using the following extinguishing agents are permitted:

- (a) CO₂ (carbon dioxide);
- (b) HFC 227 ea (heptafluoropropane);
- (c) IG-541 (52% nitrogen, 40% argon, 8% carbon dioxide).
- (d) FK-5-1-12 (dodecafluoro 2-methylpentane-3-one).

Other extinguishing agents are permitted only on the basis of recommendations by the Administrative Committee.

9.3.3.40.2.2 *Ventilation, air extraction*

- (a) The combustion air required by the combustion engines which ensure propulsion should not come from spaces protected by permanently fixed fire-extinguishing systems. This requirement is not mandatory if the vessel has two independent main engine rooms with a gastight separation or if, in addition to the main engine room, there is a separate engine room installed with a bow thruster that can independently ensure propulsion in the event of a fire in the main engine room.
- (b) All forced ventilation systems in the space to be protected shall be shut down automatically as soon as the fire-extinguishing system is activated.
- (c) All openings in the space to be protected which permit air to enter or gas to escape shall be fitted with devices enabling them to be closed rapidly. It shall be clear whether they are open or closed.
- (d) Air escaping from the pressure-relief valves of the pressurised air tanks installed in the engine rooms shall be evacuated to the open air.
- (e) Overpressure or negative pressure caused by the diffusion of the extinguishing agent shall not destroy the constituent elements of the space to be protected. It shall be possible to ensure the safe equalisation of pressure.
- (f) Protected spaces shall be provided with a means of extracting the extinguishing agent. If extraction devices are installed, it shall not be possible to start them up during extinguishing.

9.3.3.40.2.3 *Fire alarm system*

The space to be protected shall be monitored by an appropriate fire alarm system. The alarm signal shall be audible in the wheelhouse, the accommodation and the space to be protected.

9.3.3.40.2.4 *Piping system*

- (a) The extinguishing agent shall be routed to and distributed in the space to be protected by means of a permanent piping system. Piping installed in the space to be protected and the reinforcements it incorporates shall be made of steel. This shall not apply to the connecting nozzles of tanks and compensators provided that the materials used have equivalent fire-retardant properties. Piping shall be protected against corrosion both internally and externally.
- (b) The discharge nozzles shall be so arranged as to ensure the regular diffusion of the extinguishing agent. In particular, the extinguishing agent must also be effective beneath the floor.

9.3.3.40.2.5 *Triggering device*

- (a) Automatically activated fire-extinguishing systems are not permitted.
- (b) It shall be possible to activate the fire-extinguishing system from a suitable point located outside the space to be protected.
- (c) Triggering devices shall be so installed that they can be activated in the event of a fire and so that the risk of their breakdown in the event of a fire or an explosion in the space to be protected is reduced as far as possible.

Systems which are not mechanically activated shall be supplied from two energy sources independent of each other. These energy sources shall be located outside the space to be protected. The control lines located in the space to be protected shall be so designed as to remain capable of operating in the event of a fire for a minimum of 30 minutes. The electrical installations are deemed to meet this requirement if they conform to the IEC 60331-21:1999 standard.

When the triggering devices are so placed as not to be visible, the component concealing them shall carry the “Fire-fighting system” symbol, each side being not less than 10 cm in length, with the following text in red letters on a white ground:

Fire-extinguishing system

- (d) If the fire-extinguishing system is intended to protect several spaces, it shall comprise a separate and clearly-marked triggering device for each space.
- (e) The instructions shall be posted alongside all triggering devices and shall be clearly visible and indelible. The instructions shall be in a language the master can read and understand and if this language is not English, French or German, they shall be in English, French or German. They shall include information concerning:
 - (i) the activation of the fire-extinguishing system;
 - (ii) the need to ensure that all persons have left the space to be protected;
 - (iii) The correct behaviour of the crew in the event of activation and when accessing the space to be protected following activation or diffusion, in particular in respect of the possible presence of dangerous substances;
 - (iv) the correct behaviour of the crew in the event of the failure of the fire-extinguishing system to function properly.
- (f) The instructions shall mention that prior to the activation of the fire-extinguishing system, combustion engines installed in the space and aspirating air from the space to be protected, shall be shut down.

9.3.3.40.2.6 *Alarm device*

- (a) Permanently fixed fire-extinguishing systems shall be fitted with an audible and visual alarm device.
- (b) The alarm device shall be set off automatically as soon as the fire-extinguishing system is first activated. The alarm device shall function for an appropriate period of time before the extinguishing agent is released; it shall not be possible to turn it off;
- (c) Alarm signals shall be clearly visible in the spaces to be protected and their access points and be clearly audible under operating conditions corresponding to the highest possible sound level. It shall be possible to distinguish them clearly from all other sound and visual signals in the space to be protected.
- (d) Sound alarms shall also be clearly audible in adjoining spaces, with the communicating doors shut, and under operating conditions corresponding to the highest possible sound level.
- (e) If the alarm device is not intrinsically protected against short circuits, broken wires and drops in voltage, it shall be possible to monitor its operation.

- (f) A sign with the following text in red letters on a white ground shall be clearly posted at the entrance to any space the extinguishing agent may reach:

Warning, fire-extinguishing system!
Leave this space immediately when the ... (description)
alarm is activated!

9.3.3.40.2.7 *Pressurised tanks, fittings and piping*

- (a) Pressurised tanks, fittings and piping shall conform to the requirements of the competent authority.
- (b) Pressurised tanks shall be installed in accordance with the manufacturer's instructions.
- (c) Pressurised tanks, fittings and piping shall not be installed in the accommodation.
- (d) The temperature of cabinets and storage spaces for pressurised tanks shall not exceed 50 °C.
- (e) Cabinets or storage spaces on deck shall be securely stowed and shall have vents so placed that in the event of a pressurised tank not being gastight, the escaping gas cannot penetrate into the vessel. Direct connections with other spaces are not permitted.

9.3.3.40.2.8 *Quantity of extinguishing agent*

If the quantity of extinguishing agent is intended for more than one space, the quantity of extinguishing agent available does not need to be greater than the quantity required for the largest of the spaces thus protected.

9.3.3.40.2.9 *Installation, maintenance, monitoring and documents*

- (a) The mounting or modification of the system shall only be performed by a company specialised in fire-extinguishing systems. The instructions (product data sheet, safety data sheet) provided by the manufacturer of the extinguishing agent or the system shall be followed.
- (b) The system shall be inspected by an expert:
- (i) before being brought into service;
 - (ii) each time it is put back into service after activation;
 - (iii) after every modification or repair;
 - (iv) regularly, not less than every two years.
- (c) During the inspection, the expert is required to check that the system conforms to the requirements of 9.3.3.40.2.
- (d) The inspection shall include, as a minimum:
- (i) an external inspection of the entire system;
 - (ii) an inspection to ensure that the piping is leakproof;

- (iii) an inspection to ensure that the control and activation systems are in good working order;
 - (iv) an inspection of the pressure and contents of tanks;
 - (v) an inspection to ensure that the means of closing the space to be protected are leakproof;
 - (vi) an inspection of the fire alarm system;
 - (vii) an inspection of the alarm device.
- (e) The person performing the inspection shall establish, sign and date a certificate of inspection.
 - (f) The number of permanently fixed fire-extinguishing systems shall be mentioned in the inspection certificate.

9.3.3.40.2.10 *Fire-extinguishing system operating with CO₂*

In addition to the requirements contained in 9.3.3.40.2.1 to 9.3.3.40.2.9, fire-extinguishing systems using CO₂ as an extinguishing agent shall conform to the following provisions:

- (a) Tanks of CO₂ shall be placed in a gastight space or cabinet separated from other spaces. The doors of such storage spaces and cabinets shall open outwards; they shall be capable of being locked and shall carry on the outside the symbol “Warning: danger”, not less than 5 cm high and “CO₂” in the same colours and the same size;
- (b) Storage cabinets or spaces for CO₂ tanks located below deck shall only be accessible from the outside. These spaces shall have an artificial ventilation system with extractor hoods and shall be completely independent of the other ventilation systems on board;
- (c) The level of filling of CO₂ tanks shall not exceed 0.75 kg/l. The volume of depressurised CO₂ shall be taken to be 0.56 m³/kg;
- (d) The concentration of CO₂ in the space to be protected shall be not less than 40% of the gross volume of the space. This quantity shall be released within 120 seconds. It shall be possible to monitor whether diffusion is proceeding correctly;
- (e) The opening of the tank valves and the control of the diffusing valve shall correspond to two different operations;
- (f) The appropriate period of time mentioned in 9.3.3.40.2.6 (b) shall be not less than 20 seconds. A reliable installation shall ensure the timing of the diffusion of CO₂.

9.3.3.40.2.11 *Fire-extinguishing system operating with HFC-227 ea (heptafluoropropane)*

In addition to the requirements of 9.3.0.40.2.1 to 9.3.0.40.2.9, fire-extinguishing systems using HFC-227 ea as an extinguishing agent shall conform to the following provisions:

- (a) Where there are several spaces with different gross volumes, each space shall be equipped with its own fire-extinguishing system;
- (b) Every tank containing HFC-227 ea placed in the space to be protected shall be fitted with a device to prevent overpressure. This device shall ensure that the contents of the tank are safely diffused in the space to be protected if the tank is subjected to fire, when the fire-extinguishing system has not been brought into service;
- (c) Every tank shall be fitted with a device permitting control of the gas pressure;
- (d) The level of filling of tanks shall not exceed 1.15 kg/l. The specific volume of depressurised HFC-227 ea shall be taken to be 0.1374 m³/kg;
- (e) The concentration of HFC-227 ea in the space to be protected shall be not less than 8% of the gross volume of the space. This quantity shall be released within 10 seconds;
- (f) Tanks of HFC-227 ea shall be fitted with a pressure monitoring device which triggers an audible and visual alarm in the wheelhouse in the event of an unscheduled loss of propellant gas. Where there is no wheelhouse, the alarm shall be triggered outside the space to be protected;
- (g) After discharge, the concentration in the space to be protected shall not exceed 10.5% (volume);
- (h) The fire-extinguishing system shall not comprise aluminium parts.

9.3.3.40.2.12 *Fire-extinguishing system operating with IG-541*

In addition to the requirements of 9.3.3.40.2.1 to 9.3.3.40.2.9, fire-extinguishing systems using IG-541 as an extinguishing agent shall conform to the following provisions:

- (a) Where there are several spaces with different gross volumes, every space shall be equipped with its own fire-extinguishing system;
- (b) Every tank containing IG-541 placed in the space to be protected shall be fitted with a device to prevent overpressure. This device shall ensure that the contents of the tank are safely diffused in the space to be protected if the tank is subjected to fire, when the fire-extinguishing system has not been brought into service;
- (c) Each tank shall be fitted with a device for checking the contents;
- (d) The filling pressure of the tanks shall not exceed 200 bar at a temperature of +15 °C;
- (e) The concentration of IG-541 in the space to be protected shall be not less than 44% and not more than 50% of the gross volume of the space. This quantity shall be released within 120 seconds.

9.3.3.40.2.13 *Fire-extinguishing system operating with FK-5-1-12*

In addition to the requirements of 9.3.3.40.2.1 to 9.3.3.40.2.9, fire-extinguishing systems using FK-5-1-12 as an extinguishing agent shall comply with the following provisions:

- (a) Where there are several spaces with different gross volumes, every space shall be equipped with its own fire-extinguishing system;
- (b) Every tank containing FK-5-1-12 placed in the space to be protected shall be fitted with a device to prevent overpressure. This device shall ensure that the contents of the tank are safely diffused in the space to be protected if the tank is subjected to fire, when the fire-extinguishing system has not been brought into service;
- (c) Every tank shall be fitted with a device permitting control of the gas pressure;
- (d) The level of filling of tanks shall not exceed 1.00 kg/l. The specific volume of depressurized FK-5-1-12 shall be taken to be 0.0719 m³/kg;
- (e) The volume of FK-5-1-12 in the space to be protected shall be not less than 5.5% of the gross volume of the space. This quantity shall be released within 10 seconds;
- (f) Tanks of FK-5-1-12 shall be fitted with a pressure monitoring device which triggers an audible and visual alarm in the wheelhouse in the event of an unscheduled loss of extinguishing agent. Where there is no wheelhouse, the alarm shall be triggered outside the space to be protected;
- (g) After discharge, the concentration in the space to be protected shall not exceed 10.0%.

9.3.3.40.2.14 *Fixed fire-extinguishing system for physical protection*


In order to ensure physical protection in the engine rooms, boiler rooms and pump rooms, permanently fixed fire-extinguishing systems are accepted solely on the basis of recommendations by the Administrative Committee.


9.3.3.40.3 The two hand fire-extinguishers referred to in 8.1.4 shall be located in the cargo area.


9.3.3.40.4 The fire-extinguishing agent and the quantity contained in the permanently fixed fire-extinguishing system shall be suitable and sufficient for fighting fires.

9.3.3.40.5 9.3.3.40 and 9.3.3.40.2 above do not apply to oil separator or supply vessels.

9.3.3.41 *Fire and naked light*

9.3.3.41.1  The outlets of funnels shall be located not less than 2.00 m from the cargo area. Arrangements shall be provided to prevent the escape of sparks and the entry of water.

9.3.3.41.2  Heating, cooking and refrigerating appliances shall not be fuelled with liquid fuels, liquid gas or solid fuels.

 The installation in the engine room or in another separate space of heating appliances fuelled with liquid fuel having a flashpoint above 55 °C is, however, permitted.

Cooking and refrigerating appliances are permitted only in the accommodation.

9.3.3.41.3 Only electrical lighting appliances are permitted.

9.3.3.42 *Cargo heating system*

9.3.3.42.1 Boilers which are used for heating the cargo shall be fuelled with a liquid fuel having a flashpoint of more than 55 °C. They shall be placed either in the engine room or in another separate space below deck and outside the cargo area, which is accessible from the deck or from the engine room.

9.3.3.42.2 The cargo heating system shall be designed so that the cargo cannot penetrate into the boiler in the case of a leak in the heating coils. A cargo heating system with artificial draught shall be ignited electrically.



9.3.3.42.3 The ventilation system of the engine room shall be designed taking into account the air required for the boiler.

9.3.3.42.4 Where the cargo heating system is used during loading, unloading or gas-freeing, the service space which contains this system shall fully comply with the requirements of 9.3.3.52.3. This requirement does not apply to the inlets of the ventilation system. These inlets shall be located at a minimum distance of 2 m from the cargo area and 6 m from the openings of cargo tanks or residual cargo tanks, loading pumps situated on deck, openings of high-velocity vent valves, pressure relief devices and shore connections of loading and unloading pipes and must be located not less than 2 m above the deck.

The requirements of 9.3.3.52.3 are not applicable to the unloading of substances having a flashpoint of 60 °C or more when the temperature of the product is at least 15 K lower at the flashpoint.

9.3.3.43-
9.3.3.49 (*Reserved*)

9.3.3.50 *Documents concerning electrical installations*

9.3.3.50.1 In addition to the documents required in accordance with the Regulations referred to in 1.1.4.6, the following documents shall be on board:

- (a) a drawing indicating the boundaries of the cargo area and the location of the electrical equipment installed in this area;
- (b) a list of the electrical equipment referred to in (a) above including the following particulars:

machine or appliance, location, type of protection, type of protection against explosion, testing body and approval number;
- (c) a list of or general plan indicating the electrical equipment outside the cargo area which may be operated during loading, unloading or gas-freeing. All other electrical equipment shall be marked in red. See 9.3.3.52.3 and 9.3.3.52.4.


9.3.3.50.2 The documents listed above shall bear the stamp of the competent authority issuing the certificate of approval.


9.3.3.51 *Electrical installations*

9.3.3.51.1 Only distribution systems without return connection to the hull are permitted.

This provision does not apply to:


- active cathodic corrosion protection;
- certain limited sections of the installations situated outside the cargo area (e.g. connections of starters of diesel engines);
- the device for checking the insulation level referred to in 9.3.3.51.2 below.


9.3.3.51.2  Every insulated distribution network shall be fitted with an automatic device with a visual and audible alarm for checking the insulation level.


9.3.3.51.3  For the selection of electrical equipment to be used in zones presenting an explosion risk, the explosion groups and temperature classes assigned to the substances carried in columns (15) and (16) of Table C of Chapter 3.2 shall be taken into consideration.


9.3.3.52 *Type and location of electrical equipment*


- 9.3.3.52.1
- (a) Only the following equipment may be installed in cargo tanks, residual cargo tanks, and pipes for loading and unloading (comparable to zone 0):
 - measuring, regulation and alarm devices of the EEx (ia) type of protection.
 - (b) Only the following equipment may be installed in the cofferdams, double-hull spaces, double bottoms and hold spaces (comparable to zone 1):
 - measuring, regulation and alarm devices of the certified safe type;
 - lighting appliances of the “flame-proof enclosure” or “apparatus protected by pressurization” type of protection;
 - hermetically sealed echo sounding devices the cables of which are led through thick-walled steel tubes with gastight connections up to the main deck;
 - cables for the active cathodic protection of the shell plating in protective steel tubes such as those provided for echo sounding devices.
 - (c) Only the following equipment may be installed in the service spaces in the cargo area below deck (comparable to zone 1):
 - measuring, regulation and alarm devices of the certified safe type;
 - lighting appliances of the “flame-proof enclosure” or “apparatus protected by pressurization” type of protection;
 - motors driving essential equipment such as ballast pumps; they shall be of the certified safe type.
 - (d) The control and protective equipment of the electrical equipment referred to in paragraphs (a), (b) and (c) above shall be located outside the cargo area if they are not intrinsically safe.
 - (e) The electrical equipment in the cargo area on deck (comparable to zone 1) shall be of the certified safe type.

9.3.3.52.2  Accumulators shall be located outside the cargo area.

- 9.3.3.52.3
- (a)  Electrical equipment used during loading, unloading and gas-freeing during berthing and which are located outside the cargo area shall (comparable to zone 2) be at least of the “limited explosion risk” type.
 - (b) This provision does not apply to:
 - (i) lighting installations in the accommodation, except for switches near entrances to accommodation;
 - (ii) radiotelephone installations in the accommodation or the wheelhouse;
 - (iii) mobile and fixed telephone installations in the accommodation or the wheelhouse;
 - (iv) electrical installations in the accommodation, the wheelhouse or the service spaces outside the cargo areas if:
 1. These spaces are fitted with a ventilation system ensuring an overpressure of 0.1 kPa (0.001 bar) and none of the windows is capable of being opened; the air intakes of the ventilation system shall be located as far away as possible, however, not less than 6.00 m from the cargo area and not less than 2.00 m above the deck;
 2. The spaces are fitted with a gas detection system with sensors:
 - at the suction inlets of the ventilation system;
 - directly at the top edge of the sill of the entrance doors of the accommodation and service spaces;
 3. The gas concentration measurement is continuous;
 4. When the gas concentration reaches 20% of the lower explosive limit, the ventilators are switched off. In such a case and when the overpressure is not maintained or in the event of failure of the gas detection system, the electrical installations which do not comply with (a) above, shall be switched off. These operations shall be performed immediately and automatically and activate the emergency lighting in the accommodation, the wheelhouse and the service spaces, which shall comply at least with the “limited explosion risk” type. The switching-off shall be indicated in the accommodation and wheelhouse by visual and audible signals;
 5. The ventilation system, the gas detection system and the alarm of the switch-off device fully comply with the requirements of (a) above;
 6. The automatic switch-off device is set so that no automatic switching-off may occur while the vessel is under way.

9.3.3.52.4  The electrical equipment which does not meet the requirements set out in 9.3.3.52.3 above together with its switches shall be marked in red. The disconnection of such equipment shall be operated from a centralised location on board.

9.3.3.52.5  An electric generator which is permanently driven by an engine and which does not meet the requirements of 9.3.3.52.3 above, shall be fitted with a switch capable of shutting down the excitation of the generator. A notice board with the operating instructions shall be displayed near the switch.

9.3.3.52.6  Sockets for the connection of signal lights and gangway lighting shall be permanently fitted to the vessel close to the signal mast or the gangway. Connecting and disconnecting shall not be possible except when the sockets are not live.

9.3.3.52.7 The failure of the power supply for the safety and control equipment shall be immediately indicated by visual and audible signals at the locations where the alarms are usually actuated.

9.3.3.53 *Earthing*

9.3.3.53.1 The metal parts of electrical appliances in the cargo area which are not live as well as protective metal tubes or metal sheaths of cables in normal service shall be earthed, unless they are so arranged that they are automatically earthed by bonding to the metal structure of the vessel.

9.3.3.53.2 The provisions of 9.3.3.53.1 above apply also to equipment having service voltages of less than 50 V.


9.3.3.53.3 Independent cargo tanks shall be earthed.

9.3.3.53.4 Receptacles for residual products shall be capable of being earthed.

9.3.3.54-
9.3.3.55 (*Reserved*)

9.3.3.56 *Electrical cables*

9.3.3.56.1  All cables in the cargo area shall have a metallic sheath.

9.3.3.56.2  Cables and sockets in the cargo area shall be protected against mechanical damage.

9.3.3.56.3 Movable cables are prohibited in the cargo area, except for intrinsically safe electric circuits or for the supply of signal lights, gangway lighting and submerged pumps on board oil separator vessels.

9.3.3.56.4 Cables of intrinsically safe circuits shall only be used for such circuits and shall be separated from other cables not intended for being used in such circuits (e.g. they shall not be installed together in the same string of cables and they shall not be fixed by the same cable clamps).

9.3.3.56.5 For movable cables intended for signal lights, gangway lighting, and submerged pumps on board oil separator vessels, only sheathed cables of type H 07 RN-F in accordance with IEC publication-60 245-4 (1994) or cables of at least equivalent design having conductors with a cross-section of not less than 1.5 mm² shall be used.

These cables shall be as short as possible and installed so that damage is not likely to occur.

9.3.3.56.6 The cables required for the electrical equipment referred to in 9.3.3.52.1 (b) and (c) are accepted in cofferdams, double-hull spaces, double bottoms, hold spaces and service spaces below deck. When the vessel is only authorized to carry substances for which no anti-explosion protection is required in column (17) of Table C in Chapter 3.2, cable penetration is permitted in the hold spaces.

9.3.3.57-
9.3.3.59 (*Reserved*)

9.3.3.60 *Special equipment*

A shower and an eye and face bath shall be provided on the vessel at a location which is directly accessible from the cargo area.

This requirement does not apply to oil separator and supply vessels.

9.3.3.61-
9.3.3.70 (*Reserved*)

9.3.3.71 *Admittance on board*

The notice boards displaying the prohibition of admittance in accordance with 8.3.3 shall be clearly legible from either side of the vessel.

9.3.3.72-
9.3.3.73 (*Reserved*)

9.3.3.74 *Prohibition of smoking, fire or naked light*

9.3.3.74.1 The notice boards displaying the prohibition of smoking in accordance with 8.3.4 shall be clearly legible from either side of the vessel.

9.3.3.74.2 Notice boards indicating the circumstances under which the prohibition is applicable shall be fitted near the entrances to the spaces where smoking or the use of fire or naked light is not always prohibited.

9.3.3.74.3 Ashtrays shall be provided close to each exit in the accommodation and the wheelhouse.

9.3.3.75-
9.3.3.91 (*Reserved*)

9.3.3.92 On board of tank vessels referred to in 9.3.3.11.7, spaces the entrances or exits of which are likely to become partly or completely immersed in the damaged condition shall have an emergency exit which is situated not less than 0.10 m above the damage waterline. This requirement does not apply to forepeak and afterpeak.

9.3.3.93-
9.3.3.99 (*Reserved*)

9.3.4 ~~**Alternative constructions**~~

~~**9.3.4.1** *General*~~

~~9.3.4.1.1 The maximum permissible capacity of a cargo tank in accordance with 9.3.1.11.1, 9.3.2.11.1 and 9.3.3.11.1 may be exceeded and the minimum distances in accordance with 9.3.1.11.2 a) and 9.3.2.11.7 may be deviated from provided that the provisions of this section are complied with. The capacity of a cargo tank shall not exceed 1000 m³.~~

~~9.3.4.1.2 Tank vessels whose cargo tanks exceed the maximum allowable capacity or where the distance between the side wall and the cargo tank is smaller than required, shall be protected through a more crashworthy side structure. This shall be proved by comparing the risk of a conventional construction (reference construction), complying with the ADN regulations with the risk of a crashworthy construction (alternative construction).~~