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To relevant business departments of CCS Headquarters, plan approval centers, branches (offices), shipyards, shipowners, related testing organizations, design units and product manufacturers

Regulations for the Surveys and Certification of the Offshore Supply Vessels

1. Introduction

Offshore Supply Vessels (OSV), as defined by Part 2/Chapter 11 of CCS RULES 2009 , is specially designed and constructed for the carriage of specialized stores and cargoes to mobile or fixed offshore installations. These vessels normally have the accommodation and bridge erections in the forward part of the vessel and an exposed deck in the after part for the handling of cargo at sea. Ships complying with the requirements of a.m. Chapter of the Rule are eligible to be assigned one of the following class notations:

(1) **Offshore Supply Ship** for offshore supply ships; or

(2) **Offshore Tug/Supply Ship** for offshore supply tug.

2. IMO resolutions about the Offshore Supply Vessels

In addition to the applicable requirements of the Rules, SOLAS 74 as amended, International Convention on Load Lines 1966 and MARPOL 73/78 as amended, there’re

two IMO guidelines on Offshore Supply Vessels should be followed, i.e., Guidelines for the Design and Construction of Offshore Supply Vessels, 2006 adopted by MSC.235(82) which revoked IMO A.469(XII) on 01.12.2006. and Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances In bulk on Offshore Supply Vessels adopted by A.673(16) as amended by MSC.236(82) & MEPC.158(55).

3. Status of the of the Flag States' authorization

There're several Flag States including China, Marshal Island, Singapore and Australia etc., have accredited CCS to carry out the survey and certification according to those two guidelines. The guidelines are mandatory for OSV flying Flag of China since they have been adopted by China MSA into the Technical Regulations for Statutory Survey of International Seagoing Ships as its Appendix 9 & 10 of Section 4, which come into effective on March 1,2009.

4. Requirements on survey and certification for implementation of the Guidelines for the Design and Construction of Offshore Supply Vessels, 2006 (hereinafter abbreviated as the Guideline)

4.1 Summary of the Guidelines

GUIDELINES FOR THE DESIGN AND CONSTRUCTION shall apply to OSV the keels of which was laid on or after June 1 2007. Parts 4(Machinery and electrical installations), 5(Fire protection), 6(Live saving appliances) and 7(Radio communications) of the Guideline apply to every new decked offshore supply vessel of 500 gross tonnage and above. These requirements are the same as those for the cargo ships as imposed in SOLAS. The difference between the guideline and SOLAS is the requirement for Subdivision and Damage Stability. According to the SOLAS II-1/Reg.4, the damage stability requirements shall apply to cargo ships of 80 m in length(L) and upwards. By contrast, the damage stability requirements stipulated in the Guidelines apply to every new decked offshore supply vessel of 24 m and over but not more than 100 m in length. The intact and damage

stability of a vessel of more than 100 m in length should be to the satisfaction of the Administration.

4.2 Requirements for Plan Approval

Related plans and drawings will be approved according to the Guideline for OSV constructed on or after March 1, 2009 flying Flag of China and OSV the keels of which is laid on or after June 1 2007 flying other Flags. The guideline should be included in List of Applicable Design and Construction Standards as one of the approval basis**.**

4.3 Requirements for new - buildings

The survey unit is to issue interim Document of Compliance for Offshore Supply Vessels (Form COS/COS(CHN)) and Report (Form OSc) after a satisfactory initial survey of the according to the Guideline. A final certificate should be issued by the headquarters of this Society.

4.4 Requirements for Ships in Service

For the existing OSV the keels of which was laid on or after June 1 2007(For fly the flag of CHINA, which shall apply to OSV constructed on or after March 1 2009), the shipowners should apply the initial survey according to the Guideline if there'd be no Document of Compliance for Offshore Supply Vessels been obtained as per requirement of the Flag Authorities. The surveyor shall confirm whether the Subdivision and Damage Stability Calculation were approved according to the Guideline. In case the Damage Stability was not approved according to the Guideline, it should be forwarded to CCS Plan Approval Center for re-approval. Interim Document of Compliance for Offshore Supply Vessels (Form COS/COS(CHN)) after a satisfactory survey of the initial survey will be issued by the Branch and the head quarter is to issue a final certificate.

5. Requirements on survey and certification for implementation of Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances In bulk on Offshore Supply Vessels (hereinafter abbreviated as the Guideline)

5.1 Summary of the Guidelines

The products of water based mud , oil based mud and drilling brines which are included in the appendix 1 of the Guideline**.** For the detailed requirements on the survey and certification of OSV transporting limited amounts of hazardous and noxious liquid substances in bulk, please see the appendix II of this circular.

All the requirements stipulated in chapter 1-6 are applied to the OSV the keels of which was laid on or after April 19 1990.

For OSV constructed before April 19 1990, the provisions of chapters 2 or 3 of the Guideline should be applied where deemed reasonable and practicable by the administration taking full account of the present arrangements and equipment of the vessel, relaxations may be granted. The provisions of chapters 4 to 6 of the Guidelines should be applied.

The cargoes listed in annex 1of the Guidelines are those regulated by IBC or IGC code. The basic philosophy of the Guidelines is to apply standards contained in the IBC Code and the IGC Code to the extent that it is practicable and reasonable taking into account the unique design features and service characteristics of these vessels, as well as the limitation placed on amounts to be carried. It’s noted that full application of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, in accordance with the International Convention for the Safety of Life at Sea, 1974, as amended and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, to cover safety and pollution aspects is not necessary for offshore support vessels, having regard to the limited quantities of chemicals permitted to be carried, and to the modified requirements of the said instruments as contained in the Guidelines in the Annex to this resolution.

5.2 Requirements for Plan Approval

Related plans and drawings will be approved according to the Guideline for OSV transporting and handling the limited amount of those products listed on the appendix 1 of the guideline. The guideline should be included in List of Applicable Design and Construction Standards as one of the approval basis.

5.3 Requirements for new - buildings

The survey unit is to issue interim Certificate Fitness for the Carriage of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Supply Vessels (Form CON/CON(CHN)) for OSV transporting and handling the limited amount of those products listed on the appendix 1 of the guidelines after a satisfactory initial survey according to the Guideline.

If the OSV intends to only transport and handle the substances of Marine Pollution Hazard Only which are identified as “P” in column d in chapter 17 of the IBC Code, International Pollution prevention Certificate For the Carriage of Noxious Liquid Substances in Bulk (Form CNL) may be issued instead of the Certificate of Fitness for the Carriage of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Supply Vessels (Form CON) according to MARPOL 73/78 Annex II.

For substances of both Pollution Hazard and Safety Hazard, Certificate of Fitness for the Carriage of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Supply Vessels (Form CON)shall be issued.

5.4 Requirements for Ships in Service

Applicable initial survey, annual survey, intermediate survey renewal survey and additional survey shall be carried out to the OSV transporting and handling the limited amount of those products listed on the appendix 1 of the guideline according to the Guideline and survey report (Form HNc) should be issued upon completion of survey.

Initial survey should be carried out by the branch with relevant drawings and plans were approved by CCS Plan Approval Center.

ATTACHMENT

1. GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OFFSHORE SUPPLY VESSELS, 2006

2. GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS

ANNEX 29

RESOLUTION MSC.235(82)

(adopted on 1 December 2006)

ADOPTION OF THE GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OFFSHORE SUPPLY VESSELS, 2006

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.469(XII) by which the Assembly adopted the Guidelines for the design and construction of offshore supply vessels (OSV Guidelines),

NOTING that the Assembly, by the aforementioned resolution, authorized the Committee to amend the Guidelines, as may be necessary, to incorporate new features of offshore supply vessels,

RECOGNIZING that the OSV Guidelines had been adopted in 1981 and were based on the requirements of the 1974 SOLAS Convention, as amended in that year, while a number of amendments to the Convention and other IMO instruments (such as the Intact Stability Code) have since been adopted which might affect the Guidelines,

BEING DESIROUS of keeping the OSV Guidelines up to date,

HAVING CONSIDERED, at its eighty-second session, the revised OSV Guidelines proposed by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, at its forty-eighth session, which was contributed by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers,

1. ADOPTS the Guidelines for the design and construction of offshore supply vessels, 2006, the text of which is set out in the Annex to the present resolution;

2. INVITES Governments to take appropriate steps to give effect to the annexed Guidelines for the design and construction of offshore supply vessels, 2006;

3. SUPERSEDES resolution A.469(XII).

ANNEX

GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OFFSHORE SUPPLY VESSELS, 2006

CONTENTS

PREAMBLE

1 These Guidelines have been developed for the design and construction of new offshore supply vessels with a view to promoting the safety of such vessels and their personnel, recognizing the unique design features and service characteristics of these vessels.

2 These Guidelines furthermore provide a standard of safety equivalent to the relevant requirements of the International Convention for the Safety of Life at Sea, 1974, as amended, and in particular to the stability criteria of the Code on Intact Stability for all Types of Ships Covered by IMO Instruments (IS Code), as amended.

3 Recognizing that for certain limited areas of operation and service characteristics it is unreasonable to apply these Guidelines in full, the possibility of relaxations has been introduced by the concept of "near-coastal voyage".

4 Provisions for offshore supply vessels carrying more than 12 industrial personnel are not included in these Guidelines.

5 When an offshore supply vessel is used for special purposes, such as diving assistance or oceanographic surveys, the persons on board in connexion with these special purposes should be treated as special personnel.

6 The content of these Guidelines was reviewed in 2006 in order to update the references contained therein, to enhance subdivision and damage stability requirements, to remove duplication of the content between the Guidelines and the IS Code and to introduce an appropriate documentation of compliance with the Guidelines.

1 GENERAL

1.1 Application

1.1.1 Every new decked offshore supply vessel of 24 m and over but not more than 100 m in length should comply with the provisions of Parts 2 and 3 of these Guidelines. The intact and damage stability of a vessel of more than 100 m in length should be to the satisfaction of the Administration.

1.1.2 Parts 4, 5, 6 and 7 of these Guidelines apply to every new decked offshore supply vessel of 500 gross tonnage and above.

1.1.3 Where these Guidelines set forth alternative safety standards to those contained in the Convention and where the Convention is applicable, these Guidelines may be applied under the equivalency provisions of regulation 5 of chapter I of the Convention.

1.1.4 Vessels fitted with dynamic positioning equipment should comply with the guidelines developed by the Organization[*].

[*] Refer to the Guidelines for vessels with dynamic positioning systems (MSC/Circ.645) and Guidelines for dynamic positioning system (DP) operator training (MSC/Circ.738).

1.1.5 For a vessel engaged in near-coastal voyages, the principles in 1.3 of these Guidelines should guide the Administration in the development of its national standards. Relaxations from the requirements of these Guidelines may be permitted by an Administration for vessels engaged in near-coastal voyages off its own coasts provided the operating conditions are, in the opinion of that Administration, such as to render compliance with the Guidelines unreasonable or unnecessary.

1.1.6 Unless expressly provided otherwise, an existing offshore supply vessel should be required to comply with these Guidelines as far as is practicable in the opinion of the Administration.

1.1.7 Where a vessel other than an offshore supply vessel, as defined in 1.2.1, is employed on a similar service, the Administration should determine the extent to which compliance with these Guidelines is required.

1.2 Definitions

For the purpose of these Guidelines, unless expressly provided otherwise:

1.2.1 *Offshore supply vessel* means a vessel:

.1 which is primarily engaged in the transport of stores, materials and equipment to offshore installations; and

.2 which is designed with accommodation and bridge erections in the forward part of the vessel and an exposed cargo deck in the after part for the handling of cargo at sea.

1.2.2 *New vessel* means a vessel the keel of which is laid or which is at a similar stage of construction six months after the date on which these Guidelines were adopted.

1.2.3 *Existing vessel* means a vessel which is not a new vessel.

1.2.4 The terms “length (L) of a vessel”, “perpendiculars”, “weathertight” and “summer load line” have the meanings as defined in the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended.

1.2.5 *Administration* means the Government of the State whose flag the vessel is entitled to fly.

1.2.6 *Offshore installation* means a marine structure located at an offshore site.

1.2.7 *IS Code* means the Code on Intact Stability for all Types of Ships Covered by IMO Instruments, as amended.

1.2.8 *Near-coastal* voyage means a voyage in the vicinity of the coast of a State as defined by the Administration of that State.

1.2.9 *Convention* means the International Convention for the Safety of Life at Sea, 1974, as amended.

1.3 Principles governing near-coastal voyages

1.3.1 The Administration defining near-coastal voyages for the purpose of these Guidelines should not impose design and construction standards for a vessel entitled to fly the flag of another State and engaged in such voyages in a manner resulting in a more stringent standard for such a vessel than for a vessel entitled to fly its own flag. In no case should the Administration impose, in respect of a vessel entitled to fly the flag of another State, standards in excess of these Guidelines for a vessel not engaged in near-coastal voyages.

1.3.2 With respect to a vessel regularly engaged in near-coastal voyages off the coast of another State, the Administration should prescribe design and construction standards for such a vessel at least equal to those prescribed by the Government of the State off whose coast the vessel is engaged, provided such standards do not exceed these Guidelines in respect of a vessel not engaged in near-coastal voyages.

1.3.3 A vessel which extends its voyage beyond a near-coastal voyage should comply with these Guidelines.

2 INTACT STABILITY

The vessel should comply with the relevant provisions for offshore supply vessels contained in the IS Code. Reference should be made to appendix 1 for operational matters related to stability criteria.

SUBDIVISION AND DAMAGE STABILITY

3.1 General

Taking into account, as initial conditions before flooding, the standard loading conditions required by the relevant provisions of Part B of the IS Code and the damage assumptions in 3.2, the vessel should comply with the damage stability criteria as specified in 3.3.

3.2 Damage assumptions

3.2.1 Damage should be assumed to occur anywhere in the vessel's length between transverse watertight bulkheads.

3.2.2 The assumed extent of damage should be as follows:

.1 longitudinal extent: vessels with the length (L) greater than 43 m, 3 m plus 3% of the vessel's length. For those with length (L) not greater than 43 m, 10% of the vessel's length,

.2 transverse extent: transverse extent of damage should be assumed as 760 mm, measured inboard from the side of the vessel perpendicularly to the centreline at the level of the summer load waterline,

.3 vertical extent: from the underside of the cargo deck, or the continuation thereof, for the full depth of the vessel.

3.2.3 A transverse watertight bulkhead extending from the vessel's side to a distance inboard of 760 mm or more at the level of the summer load line joining longitudinal watertight bulkheads may be considered as a transverse watertight bulkhead for the purpose of the damage calculations.

3.2.4 If pipes, ducts or tunnels are situated within the assumed extent of damage, arrangements should be made to ensure that progressive flooding cannot thereby extend to compartments other than those assumed to be floodable for each case of damage.

3.2.5 If damage of a lesser extent than that specified in 3.2.2 results in a more severe condition, such lesser extent should be assumed.

3.2.6 Where a transverse watertight bulkhead is located within the transverse extent of assumed damage and is stepped in way of a double bottom or side tank by more than 3.05 m, the double bottom or side tanks adjacent to the stepped portion of the transverse watertight bulkhead should be considered as flooded simultaneously.

3.2.7 If the distance between adjacent transverse watertight bulkheads or the distance between the transverse planes passing through the nearest stepped portions of the bulkheads is less than the longitudinal extent of damage given in 3.2.2.1, only one of these bulkheads should be regarded as effective for the purpose of 3.2.1.

3.3 Damage stability criteria

3.3.1 The final waterline, taking into account sinkage, heel and trim, should be below the lower edge of any opening through which progressive flooding may take place. Such openings should include air pipes and those which are capable of being closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated watertight sliding doors and sidescuttles of the non-opening type.

3.3.2 In the final stage of flooding, the angle of heel due to unsymmetrical flooding should not exceed 15°. This angle may be increased up to 17° if no deck immersion occurs.

3.3.3 The stability in the final stage of flooding should be investigated and may be regarded as sufficient if the righting lever curve has, at least, a range of 20° beyond the position of equilibrium in association with a maximum residual righting lever of at least 100 mm within this range. Unprotected openings should not become immersed at an angle of heel within the prescribed minimum range of residual stability unless the space in question has been included as a floodable space in calculations for damage stability. Within this range, immersion of any of the openings referred to in 3.3.1 and any other openings capable of being closed weathertight may be authorized.

3.3.4 The Administration should be satisfied that the stability is sufficient during intermediate stages of flooding.

3.4 Assumptions for calculating damage stability

3.4.1 Compliance with 3.3 should be confirmed by calculations which take into consideration the design characteristics of the vessel, the arrangements, configuration and permeability of the damaged compartments and the distribution, specific gravities and the free surface effect of liquids.

3.4.2 The permeability of compartments assumed to be damaged should be as follows:

Spaces	*Permeability*
Appropriated to stores	60
Occupied by accommodation	95
Occupied by machinery	85
Void spaces	95
Intended for dry cargo	95

The permeability of tanks should be consistent with the amount of liquid carried, as shown in the loading conditions specified in 3.1. The permeability of empty tanks should be assumed to be not less than 95.

3.4.3 The free surface effect should be calculated at an angle of heel of 5° for each individual compartment, or the effect of free liquid in a tank should be calculated over the range of positive residual righting arm, by assessing the shift of liquids by moment of transference calculations.

3.4.4 Free surface for each type of consumable liquid should be assumed for at least one transverse pair of tanks or a single centreline tank. The tank or tanks to be taken into account should be those where the effect of free surface is the greatest.

3.4.5 Alternatively, the actual free surface effect may be used provided the methods of calculation are acceptable to the Administration.

3.5 Subdivision

3.5.1 The machinery spaces and other working and living spaces in the hull should be separated by watertight bulkheads.

3.5.2 Arrangements made to maintain the watertight integrity of openings in watertight subdivisions should comply with the relevant provisions for cargo ships contained in chapter II-1 of the Convention.

3.5.3 A collision bulkhead should be fitted that complies with relevant provisions for cargo ships of chapter II-1 of the Convention.

3.5.4 An afterpeak bulkhead should be fitted and made watertight up to the freeboard deck. The afterpeak bulkhead may, however, be stepped below the freeboard deck, provided the degree of safety of the vessel as regards subdivision is not thereby diminished.

4 MACHINERY AND ELECTRICAL INSTALLATIONS

The vessel should comply with the relevant provisions for cargo ships contained in parts C, D and E of chapter II-1 of the Convention.

5 FIRE PROTECTION

The vessel should comply with the relevant provisions for cargo ships contained in chapter II-2 of the Convention.

6 LIFE-SAVING APPLIANCES

The vessel should comply with the relevant provisions for cargo ships contained in chapter III of the Convention.

7 RADIOCOMMUNICATIONS

The vessel should comply with the relevant provisions for cargo ships of chapter IV of the Convention.

8 DOCUMENTATION

The Administration, its nominated surveyor or duly authorized organization recognized by the Administration should issue a Document of Compliance, the model form of which is set out in appendix 2, after it is satisfied that the vessel complies with the provisions of these Guidelines.

9 TRANSPORT OF HAZARDOUS AND LIQUID NOXIOUS SUBSTANCES IN BULK

A vessel involved in the transport of limited quantities of hazardous and liquid noxious substances in bulk should comply with the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels, as amended[*].

[*] Refer to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels, as amended (resolution A.673(16), as amended).

APPENDIX 1

OPERATIONAL MATTERS PERTAINING TO STABILITY CRITERIA FOR OFFSHORE SUPPLY VESSELS

The following operational matters should be considered in relation to stability criteria under section 2 of the Guidelines.

1 The stability criteria mentioned in the IS Code are minimum values; no maximum values are recommended. It is advisable to avoid excessive values, since these might lead to acceleration forces which could be prejudicial to the vessel, its complement, its equipment and the safe carriage of the cargo.

2 Where anti-rolling devices are installed in a vessel, the Administration should be satisfied that the stability criteria in the IS Code can be maintained when the devices are in operation.

3 A number of factors such as beam wind on a vessel with large windage area, icing, rolling characteristics, following seas, etc., adversely affect stability and the Administration is advised to take these into account in so far as is deemed necessary.

APPENDIX 2

FORM OF THE OFFSHORE SUPPLY VESSEL DOCUMENT OF COMPLIANCE

DOCUMENT OF COMPLIANCE

(Official seal)

Issued under the provisions of the

GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OFFSHORE SUPPLY VESSELS, 2006
(resolution MSC.235(82))

under the authority of the Government of

.....
(full official designation of country)

by .....
(full official designation of the competent person or organization recognized by the Administration)

Particulars of the vessel[*]

Name of vessel .....
Distinctive number or letters .....
Port of registry .....
Gross tonnage .....
Deadweight .....
IMO Number[**] .....
Date on which keel was laid or on which the vessel was at a similar stage of construction .....

The vessel is exempted from compliance with the following provisions of the Guidelines:

.....

THIS IS TO CERTIFY that the design and construction of the vessel complies with relevant provisions of the Guidelines.

Issued at .....
(*place of issue of Certificat*e)

....
(Date of issue) *(signature of authorized official issuing the certificate)*

(Seal or stamp of the authority, as appropriate)

***

[*] Alternatively, the particulars of the vessel may be placed horizontally in boxes.
[**] In accordance with the IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).

ANNEX 30

RESOLUTION MSC.236(82)

(adopted on 1 December 2006)

ADOPTION OF AMENDMENTS TO THE GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.673(16) by which the Assembly adopted the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (LHNS Guidelines),

NOTING that the Assembly, by the aforementioned resolution, authorized the Maritime Safety Committee and the Marine Environment Protection Committee to amend the Guidelines as may be necessary,

NOTING ALSO that the Maritime Safety Committee, at its eighty-second session, adopted the Guidelines for the design and construction of offshore supply vessels, 2006 (OSV Guidelines),

NOTING FURTHER that the LHNS Guidelines were referred to in and applied in addition to the OSV Guidelines, stipulating that, where the Guidelines set forth alternative safety standards to those contained in the OSV Guidelines, the provisions of the LHNS Guidelines should be followed,

BEING DESIROUS of keeping the LHNS Guidelines up to date,

NOTING that the Marine Environment Protection Committee, at its fifty-fifth session, adopted by resolution MEPC.158(55) relevant amendments to the LHNS Guidelines,

CONSIDERING that it is highly desirable for the provisions of the LHNS Guidelines to remain identical when adopted by the Maritime Safety Committee and the Marine Environment Protection Committee,

HAVING CONSIDERED, at its eighty-second session, the amendments to the LHNS Guidelines proposed by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, at its forty-eighth session, which were contributed by the Sub-Committees on Bulk Liquids and Gases and on Dangerous Goods, Solid Cargoes and Containers,

1. ADOPTS the amendments to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (resolution A.673(16)), the text of which is set out in the Annex to the present resolution;

2. INVITES Governments to take appropriate steps to give effect to the annexed amendments to the LHNS Guidelines.

ANNEX 30

RESOLUTION MSC.236(82)

(adopted on 1 December 2006)

ADOPTION OF AMENDMENTS TO THE GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.673(16) by which the Assembly adopted the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (LHNS Guidelines),

NOTING that the Assembly, by the aforementioned resolution, authorized the Maritime Safety Committee and the Marine Environment Protection Committee to amend the Guidelines as may be necessary,

NOTING ALSO that the Maritime Safety Committee, at its eighty-second session, adopted the Guidelines for the design and construction of offshore supply vessels, 2006 (OSV Guidelines),

NOTING FURTHER that the LHNS Guidelines were referred to in and applied in addition to the OSV Guidelines, stipulating that, where the Guidelines set forth alternative safety standards to those contained in the OSV Guidelines, the provisions of the LHNS Guidelines should be followed,

BEING DESIROUS of keeping the LHNS Guidelines up to date,

NOTING that the Marine Environment Protection Committee, at its fifty-fifth session, adopted by resolution MEPC.158(55) relevant amendments to the LHNS Guidelines,

CONSIDERING that it is highly desirable for the provisions of the LHNS Guidelines to remain identical when adopted by the Maritime Safety Committee and the Marine Environment Protection Committee,

HAVING CONSIDERED, at its eighty-second session, the amendments to the LHNS Guidelines proposed by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, at its forty-eighth session, which were contributed by the Sub-Committees on Bulk Liquids and Gases and on Dangerous Goods, Solid Cargoes and Containers,

1. ADOPTS the amendments to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (resolution A.673(16)), the text of which is set out in the Annex to the present resolution;

2. INVITES Governments to take appropriate steps to give effect to the annexed amendments to the LHNS Guidelines.

ANNEX

AMENDMENTS TO THE GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS (RESOLUTION A.673(16))

PREAMBLE

1 In paragraph 2, the words "regulation 13(4) of Annex II" are replaced by the words "regulation 11(2) of Annex II".

2 In paragraph 5, the year "2006" is inserted after "Guidelines for the Design and Construction of Offshore Supply Vessels" and the words "(resolution A.469(XII))" are replaced by "resolution MSC.235(82)".

CHAPTER 1 – GENERAL

1.1 Application

3 Paragraph 1.1.7 is deleted.

4 The following new paragraph 1.1.7 is inserted:

"1.1.7 For provisions regulating the transport of dangerous goods and marine pollutants in packaged form, including transport of dangerous goods in portable tanks, refer to the International Maritime Dangerous Goods (IMDG) Code."

5 In paragraph 1.1.8, the reference to "(resolution A.469(XII))" is deleted in the first sentence and the words "to those contained in resolution A.469(XII)" are deleted in the second sentence.

1.2 Scope

6 In paragraph 1.2.2.1.2, the words "category A, B and C" are deleted.

1.3 Definitions

7 Paragraph 1.3.6 is deleted.

8 Paragraphs 1.3.7, 1.3.8 and 1.3.9 are renumbered as paragraphs 1.3.6, 1.3.7 and 1.3.8, respectively.

9 Paragraph 1.3.10 is renumbered as paragraph 1.3.9 and the words ", as amended" are added after "MEPC.19(22)".

10 Paragraph 1.3.11 is renumbered as paragraph 1.3.10 and the words ", as amended" are added after "MSC.5(48)".

11 Paragraphs 1.3.12 and 1.3.13 are deleted.

1.5 Survey and certification

12 In paragraph 1.5.1, the following new sentence is added after the existing first sentence:

"If the language used is not English, French or Spanish, the text should include the translation into one of these languages."

13 In paragraph 1.5.2, the words "regulation 11 of Annex II" are replaced by the words "regulations 7 and 9 of Annex II".

CHAPTER 2 – STABILITY AND CARGO TANK LOCATION

14 In paragraph 2.1.1, the year "2006" is inserted after the words "Guidelines for the design and construction of offshore supply vessels" and the words "(resolution A.469(XII))" are replaced by "resolution MSC.235(82)".

CHAPTER 3 – SHIP DESIGN

3.4 Cargo tank construction

15 Paragraph 3.4.2 is deleted.

16 The following new paragraph 3.4.2 is inserted:

"3.4.2 Instead of the use of permanently attached deck-tanks, portable tanks meeting the requirements of the International Maritime Dangerous Goods (IMDG) Code or other portable tanks specifically approved by the Administration may be used for cargoes indicated in paragraph 1.2.2, provided that the tanks are properly located and secured to the vessel."

17 In paragraph 3.4.4.1, the reference to "0.7 bar" is replaced by the reference to "0.07 MPa".

3.6 Cargo tank vent systems

18 In paragraph 3.6.2, the reference to "8.2.2" is replaced by the reference to "8.3.4".

3.9 Fire-fighting requirements

19 In paragraph 3.9.1.1, the references to "60, 61, 62 and 63" are replaced by the references to "4.5.5, 10.8 and 10.9".

20 In paragraph 3.9.1.2, the references to "56.1, 56.2, 56.4, 56.8 and 56.7" are replaced by the references to "4.5.1.1, 4.5.1.2, 4.5.1.4, 4.5.2.1 to 4.5.2.3 and 9.2.4.2.5", respectively and the word "metres" is replaced by the symbol "m".

21 In paragraph 3.9.1.3, the reference to "57.1" is replaced by the reference to "9.2.4.1" and the reference to "42.5.1" is replaced by the reference to "9.2.3.1.1.1".

22 In paragraph 3.9.1.4, the reference to "44" is replaced by the reference to "9.2.3" and the reference to "58" is replaced by the reference to "9.2.4.2".

23 In paragraph 3.9.1.5, the word "regulation" is replaced by the word "regulations" and the reference to "59" is replaced by the reference to "4.5.3, 4.5.4 and 4.5.6 to 4.5.8".

24 The existing text of paragraph 3.9.1.6 is replaced by the following:

"regulations 10.2, 10.4 and 10.5, except regulation 10.5.6, should apply as they would apply to tankers of 2,000 gross tonnage and over;".

25 In paragraph 3.9.1.7, the reference to "61" is replaced by the reference to "10.8".

26 In paragraph 3.9.1.8, the reference to "63" is replaced by the reference to "10.9".

27 In paragraph 3.9.2.3, the words "should be provided" are deleted.

28 In paragraph 3.9.2.3.4.3, the words "per square metre" are deleted.

29 The existing text of paragraph 3.9.2.4 is replaced by the following:

"An alternative to the systems required in 3.9.2.3 above may be approved in accordance with the procedures contained in SOLAS regulation II-2/17."

3.16 Emergency remote shutdown

30 In paragraph 3.16, the reference to "50 bar gauge" is replaced by the reference to "5 MPa".

CHAPTER 4 – POLLUTION REQUIREMENTS

31 The existing text of paragraph 4.1 is replaced by the following:

"4.1 Each ship certified to carry noxious liquid substances should be provided with a Cargo Record Book, a Procedure and Arrangements Manual and a Shipboard Marine Emergency Plan developed for the ship in accordance with Annex II to MARPOL 73/78 and approved by the Administration."

32 The existing text of paragraph 4.2 is replaced by the following:

"4.2 Discharge into the sea of residues of noxious liquid substances permitted for the carriage in Ship Type 3, or products listed in appendix 1 or ballast water, tank washings, or other residues or mixtures containing such substances, is prohibited. Any discharges of residues and mixtures containing noxious liquid substances should be to reception facilities in port. As a consequence of this prohibition, the Administration may waive the requirements for efficient stripping and underwater discharge arrangements in MARPOL 73/78, Annex II."

33 Paragraph 4.3 is deleted and paragraph 4.4 is renumbered as paragraph 4.3.

34 The existing text of appendix 1 is replaced by the following:

APPENDIX 1

TABLE OF PERMITTED PRODUCTS

	Flammability
Oil-based mud containing mixtures of products listed in chapters 17 and 18 of the IBC Code and the MEPC.2/Circular and permitted to be carried under paragraph 1.2 of these Guidelines	No
Water-based mud containing mixtures of products listed in chapters 17 and 18 of the IBC Code and the MEPC.2/Circular and permitted to be carried under paragraph 1.2 of these Guidelines	No
Drilling Brines, including:	No
Sodium Chloride Solution	No
Calcium Bromide Solution	No
Calcium Chloride Solution	No
Calcium nitrate/Magnesium nitrate/Potassium chloride solution	No
Calcium Nitrate Solution (50% or less)	No
Drilling brines (containing zinc salts)	No
Potassium Formate Solution	No
Potassium Chloride Solution	No
Ethyl Alcohol	Yes
Ethylene Glycol	No
Ethylene Glycol monoalkyl ether	Yes
Methyl Alcohol	Yes
Acetic acid	Yes
Formic acid	Yes
Hydrochloric Acid	No
Hydrochloric-hydrofluoric mixtures containing 3% or less Hydrofluoric acid	No
Sodium Silicate Solution	No
Sulphuric Acid	No
Triethylene Glycol	Yes
Toluene	Yes
Xylene	Yes
Liquid carbon dioxide	No
Liquid nitrogen	No
Noxious liquid, NF, (7) n.o.s. (trade name ..., contains ...) ST3, Cat. Y	No
Noxious liquid, F, (8) n.o.s. (trade name …., contains …) ST3, Cat. Y	Yes
Noxious liquid, NF, (9) n.o.s. (trade name …, contains …) ST3, Cat. Z	No
Noxious liquid, F, (10) n.o.s. (trade name …, contains …) ST3, Cat. Z	Yes
Noxious liquid, (11) n.o.s. (trade name …, contains …) Cat. Z	No
Non-noxious liquid, (12) n.o.s. (trade name …, contains …) Cat. OS	No

APPENDIX 2

MODEL FORM OF CERTIFICATE OF FITNESS

35 The existing text of appendix 2 is replaced by the following:

"**CERTIFICATE OF FITNESS**

(Official seal)

Issued under the provisions of the

GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS
(resolution A.673(16), as amended by resolutions MSC.236(82) and MEPC.158(55))

under the authority of the Government of

.....
(full official designation of country)

by .....
(full official designation of the competent person or organization recognized by the Administration)

Particulars of ship[1]

Name of ship .....
Distinctive number or letters .....
IMO Number[2] .....
Port of registry .....
Gross tonnage .....
Date on which keel was laid or on which the vessel was at a similar stage of construction or (in the case of a converted vessel) date on which conversion for the carriage of bulk liquids subject to these Guidelines was commenced: .....

The ship also complies fully with the following amendments to the Guidelines:

.....
.....
The ship is exempted from compliance with the following provisions of the Guidelines:

.....
.....

[1] Alternatively, the particulars of the ship may be placed horizontally in boxes.
[2] In accordance with the IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the provisions of 1.5 of the Guidelines.

2 That the survey showed that the construction and equipment of the ship:

.1 complied with the relevant provisions of the Guidelines applicable to "new" ships[3];

.2 complied with the provisions of the Guidelines in respect of "existing" ships[3].

3 That the ship has been provided with a Manual in accordance with Appendix 4 of Annex II of MARPOL 73/78 as called for by regulation 14 of Annex II and that the arrangements and equipment of the vessel prescribed in the manual are in all respects satisfactory.

4 That the ship complies with the requirements of the Guidelines and Annex II to MARPOL 73/78 for carriage in bulk of the following products provided that all relevant operational provisions of the Guidelines and Annex II are observed:

Products (refer to Notes 1, 2 on completion of Certificate)	Conditions of carriage (tank numbers, etc.)	Pollution Category
Continued on attachment 1, additional signed and dated sheets[3]. Tank numbers referred to in this list are identified on attachment 2, showing a signed and dated simplified tank plan.		

[3] Delete as appropriate.

5 That, in accordance with 1.4[3] of the Guidelines and 2.8.2[3] of the IBC Code, the provisions of the Guidelines and the Code are modified in respect of the vessel in the following manner:

.....

6 That the ship must be loaded:

.1 in accordance with the loading conditions provided in the approved loading manual, stamped and dated …… and signed by a responsible officer of the Administration, or of an organization recognized by the Administration[3];

.2 in accordance with the loading limitations appended to this Certificate[3].

Where it is required to load the ship other than in accordance with the above instructions, then the necessary calculations to justify the proposed loading conditions should be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.[4]

This Certificate is valid until: .....[5]
(dd/mm/yyyy)
subject to surveys in accordance with 1.5 of the Guidelines.

Completion date of the survey on which this certificate is based: .....
(dd/mm/yyyy)

Issued at .....
(*Place of issue of Certificat*e)

....
(Date of issue) *(Signature of authorized official issuing the certificate)*

(Seal or stamp of the authority, as appropriate)

[3] Delete as appropriate.
[4] Instead of being incorporated in the Certificate, this text may be appended to the Certificate if duly signed and stamped.
[5] Insert the day of expiry, as specified by the Administration, which should not exceed 5 years from the date of initial survey or the periodical survey.

Notes on completion of Certificate:

1 Products: products listed in appendix 1 to the Guidelines or which have been evaluated by the Administration in accordance with 1.2.4 of the Guidelines should be listed. In respect of the latter "new" products, any special requirements provisionally prescribed should be noted.

2 Products: the list of products the vessel is suitable to carry should include the Noxious Liquid Substances of category Z which are not covered by the Guidelines and should be identified as "IBC Code chapter 18 category Z".

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by 1.5.2 of the Code the ship was found to comply with the relevant provisions of the Guidelines.

Annual survey: Signed: .....
(Signature of duly authorized official)

Place: .....

Date: .....
(dd/mm/yyyy)

(Seal or stamp of the Authority, as appropriate)

Annual/Intermediate[3] survey: Signed: .....
(Signature of duly authorized official)

Place: .....

Date: .....
(dd/mm/yyyy)

(Seal or stamp of the Authority, as appropriate)

Annual/Intermediate[3] survey: Signed: .....
(Signature of duly authorized official)

Place: .....

Date: .....
(dd/mm/yyyy)

(Seal or stamp of the Authority, as appropriate)

[3] Delete as appropriate.

Annual survey: Signed: .....
(Signature of duly authorized official)

Place: .....

Date: .....
(dd/mm/yyyy)

(Seal or stamp of the Authority, as appropriate)

ANNUAL/INTERMEDIATE SURVEY IN ACCORDANCE WITH PARAGRAPH 1.5.6.8.3

THIS IS TO CERTIFY that, at an annual/intermediate[3] survey in accordance with paragraph 1.5.8.6.3 of the Code, the ship was found to comply with the relevant provisions of the Guidelines:

Signed: .....
(Signature of duly authorized official)

Place: .....

Date: .....
(dd/mm/yyyy)

(Seal or stamp of the Authority, as appropriate)

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE PARAGRAPH 1.5.6.3 APPLIES

The ship complies with the relevant provisions of the Guidelines, and this Certificate shall, in accordance with paragraph 1.5.6.3 of the Code, be accepted as valid until: ……....
(dd/mm/yyyy)

Signed: .....
(Signature of duly authorized official)

Place: .....

Date: .....
(dd/mm/yyyy)

(Seal or stamp of the Authority, as appropriate)

[3] Delete as appropriate.

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND PARAGRAPH 1.5.6.4 APPLIES

The ship complies with the relevant provisions of the Guidelines, and this Certificate shall, in accordance with paragraph 1.5.6.4 of the Code, be accepted as valid until: ……..…….
(dd/mm/yyyy)

Annual survey: Signed: ……..
(Signature of duly authorized official)

Place: .....

Date: .....
(dd/mm/yyyy)

(Seal or stamp of the Authority, as appropriate)

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE WHERE PARAGRAPH 1.5.6.5 OR 1.5.66 APPLIES

This Certificate shall, in accordance with paragraph 1.5.6.5/1.5.6.6[3] of the Code, be accepted as valid until ……..

Signed: .....
(Signature of duly authorized official)

Place: .....

Date: .....
(dd/mm/yyyy)

(Seal or stamp of the Authority, as appropriate)

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE PARAGRAPH 1.5.6.8 APPLIES

In accordance with paragraph 1.5.6.8 of the Code, the new anniversary date is ……..

Signed: .....
(Signature of duly authorized official)

Place: .....

Date: .....
(dd/mm/yyyy)

(Seal or stamp of the Authority, as appropriate)

[3] Delete as appropriate.

ATTACHMENT 1 TO THE CERTIFICATE OF FITNESS

Continued list of products to those specified in section 3, and their conditions of carriage.

Products (refer to Notes 1, 2 on completion of Certificate)	Conditions of carriage (tank numbers, etc.)	Pollution Category

Date ....

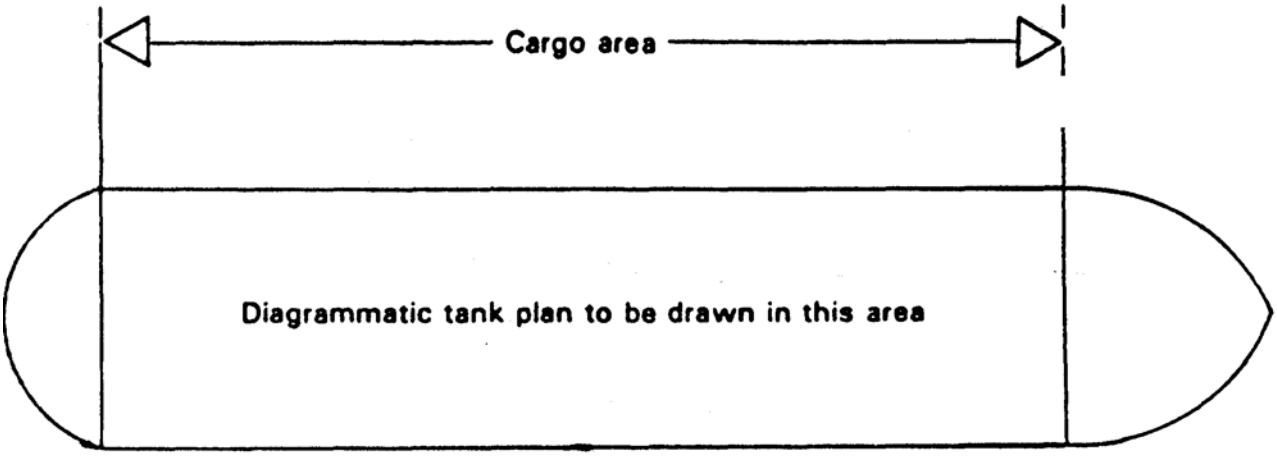
(dd/mm/yyyy) *(Signature of official issuing the*
(as for certificate) *Certificate and/or seal of issuing authority)*

ATTACHMENT 2 TO THE CERTIFICATE OF FITNESS

TANK PLAN (specimen)

Name of ship: .....

Distinctive number or letters: .....



Date ....

(dd/mm/yyyy)
(as for certificate)

(Signature of official issuing the Certificate and/or seal of issuing authority)"

***

ANNEX 15

RESOLUTION MEPC.158(55)
Adopted on 13 October 2006

AMENDMENTS TO THE GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFF-SHORE SUPPORT VESSELS (RESOLUTION A.673(16))

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee,

RECALLING ALSO resolution A.673(16) by which the Assembly adopted the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (LHNS Guidelines),

NOTING that the Assembly, by the aforementioned resolution, authorized the Maritime Safety Committee and the Marine Environment Protection Committee to amend the Guidelines as may be necessary,

NOTING ALSO that the Maritime Safety Committee will, at its eighty-third session in 2007, adopt the Guidelines for the design and construction of offshore supply vessels (OSV Guidelines),

NOTING FURTHER that the LHNS Guidelines were referred to in, and applied in addition to, the OSV Guidelines, stipulating that where the Guidelines set forth alternative safety standards to those contained in the OSV Guidelines, the provisions of the LHNS Guidelines should be followed,

BEING DESIROUS of keeping the LHNS Guidelines up to date,

NOTING that it is highly desirable for the provisions of the LHNS Guidelines to remain identical when adopted by the Maritime Environment Protection Committee and the Maritime Safety Committee,

1. ADOPTS the amendments to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (resolution A.673(16)), the text of which is set out in the Annex to the present resolution;

2. INVITES all Governments to take appropriate steps to give effect to the annexed amendments to the LHNS Guidelines; and

3. INVITES ALSO the Maritime Safety Committee to note this resolution and take action as appropriate.

ANNEX

AMENDMENTS TO THE GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS (RESOLUTION A.673(16))

PREAMBLE

1 In paragraph 2, the words "regulation 13(4) of Annex II" are replaced by the words "regulation 11(2) of Annex II".

2 In paragraph 5, the year "[2007]" is inserted after "Guidelines for the Design and Construction of Offshore Supply Vessels" and "(resolution A.469(XII))" is replaced by "resolution MSC…(…)".

CHAPTER 1 – GENERAL

1.1 Application

2a Paragraph 1.1.7 is deleted.

2b Insert new paragraph 1.1.7 "For provisions regulating the transport of dangerous goods and marine pollutants in packaged form, including transport of dangerous goods in portable tanks, refer to the International Maritime Dangerous Goods (IMDG) Code".

3 In paragraph 1.1.8, the reference to "(resolution A.469(XII))" is deleted in the first sentence and the words "to those contained in resolution A.469(XII)" are deleted in the second sentence.

1.2 Scope

4 In paragraph 1.2.2.1.2, the words "category A, B and C" are deleted.

1.3 Definitions

5 Paragraph 1.3.6 is deleted.

6 Paragraphs 1.3.7, 1.3.8 and 1.3.9 are renumbered as paragraphs 1.3.6, 1.3.7 and 1.3.8, respectively.

7 Paragraph 1.3.10 is renumbered as paragraph 1.3.9 and the words ", as amended" are added after the words "MEPC.19(22)".

8 Paragraph 1.3.11 is renumbered as paragraph 1.3.10 and the words ", as amended" are added after the words "MSC.5(48)".

9 Paragraphs 1.3.12 and 1.3.13 are deleted.

1.5 Survey and certification

10 In paragraph 1.5.1, the following new sentence is added after the existing first sentence:

"If the language used is not English, French or Spanish, the text should include the translation into one of these languages."

11 In paragraph 1.5.2, the words "regulation 11 of Annex II" are replaced by the words "regulations 7 and 9 of Annex II".

CHAPTER 2 – STABILITY AND CARGO TANK LOCATION

12 In paragraph 2.1.1, the year "[2007]" is inserted after the words "Guidelines for the design and construction of offshore supply vessels" and the words "(resolution A.469(XII))" are replaced by "resolution MSC…(…)".

CHAPTER 3 – SHIP DESIGN

3.4 Cargo tank construction

12a Paragraph 3.4.2 is deleted.

12b Insert new paragraph 3.4.2 "Instead of the use of permanently attached deck-tanks, portable tanks meeting the requirements of the International Maritime Dangerous Goods (IMDG) Code or other portable tanks specifically approved by the Administration may be used for cargoes indicated in paragraph 1.2.2 provided that the tanks are properly located and secured to the vessel".

13 In paragraph 3.4.4.1, the words "0.7 bar" are replaced by the words "0.07 MPa".

3.6 Cargo tank vent systems

14 In paragraph 3.6.2, the reference to "8.2.2" is replaced by the reference to "8.3.4".

3.9 Fire-fighting requirements

15 In paragraph 3.9.1.1, the references to "60, 61, 62 and 63" are replaced by the references to "4.5.5, 10.8 and 10.9".

16 In paragraph 3.9.1.2, the references to "56.1, 56.2, 56.4, 56.8 and 56.7" are replaced by the references to "4.5.1.1, 4.5.1.2, 4.5.1.4, 4.5.2.1 to 4.5.2.3 and 9.2.4.2.5", respectively and the word "metres" is replaced by the symbol "m".

17 In paragraph 3.9.1.3, the reference to "57.1" is replaced by the reference to "9.2.4.1" and the reference to "42.5.1" is replaced by the reference to "9.2.3.1.1.1".

18 In paragraph 3.9.1.4, the reference to "44" is replaced by the reference to "9.2.3" and the reference to "58" is replaced by the reference to "9.2.4.2".

19 In paragraph 3.9.1.5, the word "regulation" is replaced by the word "regulations" and the reference to "59" is replaced by the reference to "4.5.3, 4.5.4 and 4.5.6 to 4.5.8".

20 The existing text of paragraph 3.9.1.6 is replaced by the following:

"regulations 10.2, 10.4 and 10.5, except regulation 10.5.6, should apply as they would apply to tankers of 2,000 gross tonnage and over;".

21 In paragraph 3.9.1.7, the reference to "61" is replaced by the reference to "10.8".

22 In paragraph 3.9.1.8, the reference to "63" is replaced by the reference to "10.9".

23 In paragraph 3.9.2.3, the words "should be provided" are deleted.

24 In paragraph 3.9.2.3.4.3, the words "per square metre" are deleted.

25 The existing text of paragraph 3.9.2.4 is replaced by the following:

"An alternative to the systems required in 3.9.2.3 above may be approved in accordance with the procedures contained in SOLAS regulation II-2/17."

3.16 Emergency remote shutdown

26 In paragraph 3.16, the words "50 bar gauge" are replaced by the words "5 MPa".

CHAPTER 4 – POLLUTION REQUIREMENTS

27 The existing text of paragraph 4.1 is replaced by the following:

"Each ship certified to carry noxious liquid substances should be provided with a Cargo Record Book, a Procedure and Arrangements Manual and a Shipboard Marine Emergency Plan developed for the ship in accordance with Annex II to MARPOL 73/78 and approved by the Administration."

28 The existing text of paragraph 4.2 is replaced by the following:

"Discharge into the sea of residues of noxious liquid substances permitted for the carriage in Ship Type 3, or products listed in appendix 1 or ballast water, tank washings, or other residues or mixtures containing such substances, is prohibited. Any discharges of residues and mixtures containing noxious liquid substances should be to reception facilities in port. As a consequence of this prohibition, the Administration may waive the requirements for efficient stripping and underwater discharge arrangements in MARPOL 73/78, Annex II."

29 Paragraph 4.3 is deleted and paragraph 4.4 is renumbered as paragraph 4.3.

30 The existing text of appendix 1 is replaced by the following:

APPENDIX 1

TABLE OF PERMITTED PRODUCTS

	Flammability
Oil based mud containing mixtures of products listed in Chapters 17 and 18 of the IBC Code and the MEPC.2/Circular and permitted to be carried under paragraph 1.2 of these Guidelines	No
Water based mud containing mixtures of products listed in Chapters 17 and 18 of the IBC Code and the MEPC.2/Circular and permitted to be carried under paragraph 1.2 of these Guidelines	No
Drilling Brines, including:	No
Sodium Chloride Solution	No
Calcium Bromide Solution	No
Calcium Chloride Solution	No
Calcium nitrate/Magnesium nitrate/Potassium chloride solution	No
Calcium Nitrate Solution (50% or less)	No
Drilling brines (containing zinc salts)	No
Potassium Formate Solution	No
Potassium Chloride Solution	No
Ethyl Alcohol	Yes
Ethylene Glycol	No
Ethylene Glycol monoalkyl ether	Yes
Methyl Alcohol	Yes
Acetic acid	Yes
Formic acid	Yes
Hydrochloric Acid	No
Hydrochloric-hydrofluoric mixtures containing 3% or less Hydrofluoric acid	No
Sulphuric Acid	No
Toluene	Yes
Xylene	Yes
Liquid carbon dioxide	No
Liquid nitrogen	No
Noxious liquid, NF, (7) n.o.s. (trade name ..., contains ...) ST3, Cat. Y	No
Noxious liquid, F, (8) n.o.s. (trade name …., contains …) ST3, Cat. Y	Yes
Noxious liquid, NF, (9) n.o.s. (trade name …, contains …) ST3, Cat. Z	No
Noxious liquid, F, (10) n.o.s. (trade name …, contains …) ST3, Cat. Z	Yes
Noxious liquid, (11) n.o.s. (trade name …, contains …) Cat. Z	No
Non-noxious liquid, (12) n.o.s. (trade name …, contains …) Cat. OS	No

APPENDIX 2 – MODEL FORM OF CERTIFICATE OF FITNESS

31 The existing text of appendix 2 is replaced by the following:

"**CERTIFICATE OF FITNESS**

(Official seal)

Issued under the provisions of the

GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS
(resolution A.673(16), as amended by resolutions MSC…(82) and MEPC.158(55))

under the authority of the Government of

.....
(full official designation of country)

by .....
(full official designation of the competent person or organization recognized by the Administration)

Particulars of ship[1]

Name of ship .....
Distinctive number or letters .....
IMO Number[2] .....
Port of registry .....
Gross tonnage .....
Date on which keel was laid or on which the vessel was at a similar stage of construction or (in the case of a converted vessel) date on which conversion for the carriage of bulk liquids subject to these Guidelines was commenced: .....

The ship also complies fully with the following amendments to the Guidelines:

.....
The ship is exempted from compliance with the following provisions of the Guidelines:

.....

[1] Alternatively, the particulars of the ship may be placed horizontally in boxes.
[2] In accordance with IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the provisions of 1.5 of the Guidelines;

2 That the survey showed that the construction and equipment of the ship:

.1 complied with the relevant provisions of the Guidelines applicable to "new" ships[3];

.2 complied with the provisions of the Guidelines in respect of "existing" ships[3].

3 That the ship has been provided with a Manual in accordance with Appendix 4 of Annex II of MARPOL 73/78 as called for by regulation 14 of Annex II and that the arrangements and equipment of the vessel prescribed in the manual are in all respects satisfactory;

4 That the ship complies with the requirements of the Guidelines and Annex II to MARPOL 73/78 for carriage in bulk of the following products provided that all relevant operational provisions of the Guidelines and Annex II are observed:

Products (refer to Notes 1,2 on completion of Certificate)	Conditions of carriage (tank numbers, etc.)	Pollution Category
Continued on attachment 1, additional signed and dated sheets[3]. Tank numbers referred to in this list are identified on attachment 2, showing a signed and dated simplified tank plan.		

[3] Delete as appropriate.

5 That, in accordance with 1.4[3] of the Guidelines and 2.8.2[3] of the IBC Code, the provisions of the Guidelines and the Code are modified in respect of the vessel in the following manner:

.....

6 That the ship must be loaded:

.1 in accordance with the loading conditions provided in the approved loading manual, stamped and dated …… and signed by a responsible officer of the Administration, or of an organization recognized by the Administration[3];

.2 in accordance with the loading limitations appended to this Certificate[3].

Where it is required to load the ship other than in accordance with the above instructions, then the necessary calculations to justify the proposed loading conditions should be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.[4]

This Certificate is valid until (dd/mm/yyyy): .....[5]
subject to surveys in accordance with 1.5 of the Guidelines.

Completion date of the survey on which this certificate is based: .....
(dd/mm/yyyy)

Issued at .....
(P*lace of issue of Certificat*e)

....
(Date of issue) *(Signature of authorized official issuing the Certificate)*

(Seal or stamp of the authority, as appropriate)

[3] Delete as appropriate.
[4] Instead of being incorporated in the Certificate, this text may be appended to the Certificate if duly signed and stamped.
[5] Insert the day of expiry, as specified by the Administration, which should not exceed 5 years from the date of initial survey or the periodical survey.

Notes on completion of Certificate:

1 Products: products listed in appendix 1 to the Guidelines or which have been evaluated by the Administration in accordance with 1.2.4 of the Guidelines should be listed. In respect of the latter "new" products, any special requirements provisionally prescribed should be noted.

2 Products: the list of products the vessel is suitable to carry should include the Noxious Liquid Substances of category Z which are not covered by the Guidelines and should be identified as "IBC Code chapter 18 category Z".

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by 1.5.2 of the Code the ship was found to comply with the relevant provisions of the Guidelines.

Annual survey: Signed: .....
(Signature of duly authorized official)

Place: .....

Date *(dd/mm/yyyy)*: .....

(Seal or stamp of the Authority, as appropriate)

Annual/Intermediate[3] survey: Signed: .....
(Signature of duly authorized official)

Place: .....

Date *(dd/mm/yyyy)*: .....

(Seal or stamp of the Authority, as appropriate)

Annual/Intermediate[3] survey: Signed: .....
(Signature of duly authorized official)

Place: .....

Date *(dd/mm/yyyy)*: .....

(Seal or stamp of the Authority, as appropriate)

[3] Delete as appropriate.

Annual survey: Signed: .....
(Signature of duly authorized official)

Place: .....

Date*(dd/mm/yyyy)*: .....

(Seal or stamp of the Authority, as appropriate)

ANNUAL/INTERMEDIATE SURVEY IN ACCORDANCE WITH PARAGRAPH 1.5.6.8.3

THIS IS TO CERTIFY that, at an annual/intermediate[3] survey in accordance with paragraph 1.5.8.6.3 of the Code, the ship was found to comply with the relevant provisions of the Guidelines:

Signed: .....
(Signature of duly authorized official)

Place: .....

Date *(dd/mm/yyyy)*: .....

(Seal or stamp of the Authority, as appropriate)

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE PARAGRAPH 1.5.6.3 APPLIES

The ship complies with the relevant provisions of the Guidelines, and this Certificate shall, in accordance with paragraph 1.5.6.3 of the Code, be accepted as valid until (dd/mm/yyyy):……...

Signed: .....
(Signature of duly authorized official)

Place: .....

Date *(dd/mm/yyyy)*: .....

(Seal or stamp of the Authority, as appropriate)

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND PARAGRAPH 1.5.6.4 APPLIES

The ship complies with the relevant provisions of the Guidelines, and this Certificate shall, in accordance with paragraph 1.5.6.4 of the Code, be accepted as valid until (dd/mm/yyyy): ……..……

[3] Delete as appropriate.

Annual survey: Signed: ……..

(Signature of duly authorized official)

Place: .....

Date *(dd/mm/yyyy)*: .....

(Seal or stamp of the Authority, as appropriate)

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE WHERE PARAGRAPH 1.5.6.5 OR 1.5.66 APPLIES

This Certificate shall, in accordance with paragraph 1.5.6.5/1.5.6.6[3] of the Code, be accepted as valid until ……..

Signed: .....

(Signature of duly authorized official)

Place: .....

Date *(dd/mm/yyyy)*: .....

(Seal or stamp of the Authority, as appropriate)

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE PARAGRAPH 1.5.6.8 APPLIES

In accordance with paragraph 1.5.6.8 of the Code, the new anniversary date is ……..

Signed: .....

(Signature of duly authorized official)

Place: .....

Date *(dd/mm/yyyy)*: .....

(Seal or stamp of the Authority, as appropriate)

[3] Delete as appropriate.

ATTACHMENT 1 TO THE CERTIFICATE OF FITNESS

Continued list of products to those specified in section 3, and their conditions of carriage.

Products (refer to Notes 1, 2 on completion of Certificate)	Conditions of carriage (tank numbers, etc.)	Pollution Category

Date ....

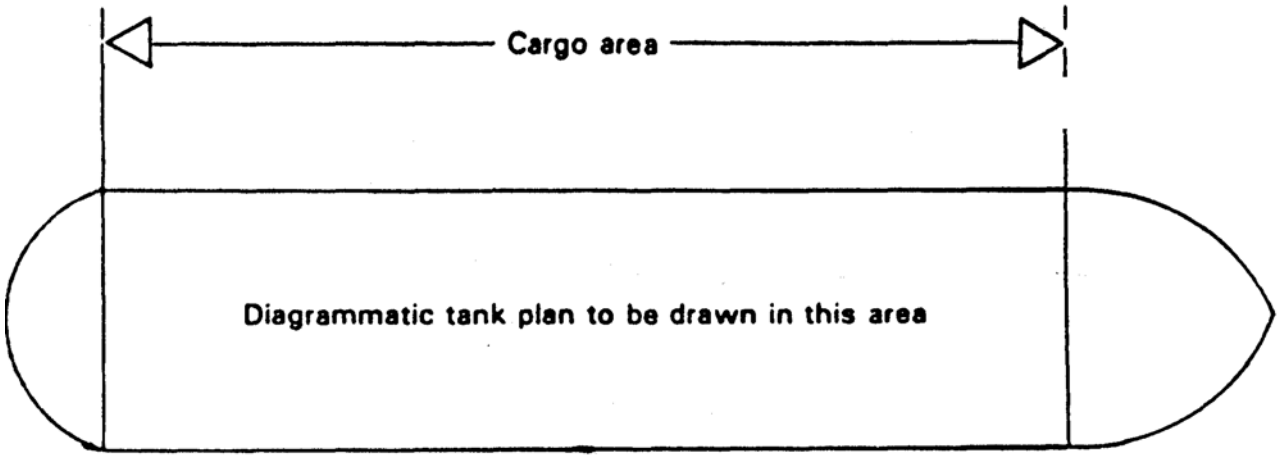
(dd/mm/yyyy) *(Signature of official issuing the*
(as for Certificate) *Certificate and/or seal of issuing authority)*

ATTACHMENT 2
TO THE CERTIFICATE OF FITNESS

TANK PLAN (specimen)

Name of ship: .....

Distinctive number or letters: .....



Date ....
(dd/mm/yyyy) *(Signature of official issuing the Certificate*
(as for certificate) *and/or seal of issuing authority)*"

***

Resolution A.673(16)

Adopted on 19 October 1989

GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUISUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

NOTING the current practices of the offshore industry for servicing and resupplying mobile offshore drilling units and offshore platforms, including those employed in the search for and recovery of hydrocarbons from the sea-bed,

NOTING ALSO the continuing and increasing need for offshore support vessels to carry limited quantities of noxious and hazardous liquids in bulk in the normal course of their operations,

NOTING FURTHER that regulation 13(4) of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, calls for guidelines to be developed by the Organization on the basis of which Administrations shall establish appropriate measures in respect of ships other than chemical tankers carrying noxious liquid substances of category A, B or C in bulk,

RECOGNIZING that full application of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, in accordance with the International Convention for the Safety of Life at Sea, 1974, as amended and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, to

cover safety and pollution aspects is not necessary for offshore support vessels, having regard to the limited quantities of chemicals permitted to be carried, and to the modified requirements of the said instruments as contained in the Guidelines in the Annex to this resolution,

HAVING CONSIDERED the recommendations of the Maritime Safety Committee, at its fifty-seventh session, and the Marine Environment Protection Committee, at its twenty-sixth session,

1. ADOPTS the Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels, the text of which is contained in the Annex to this resolution;

2. INVITES all Governments concerned:

(a) to take appropriate steps to give effect to the Guidelines as early as possible;

(b) to inform the Organization on measures taken to apply the Guidelines;

3. AUTHORIZES the Maritime Safety Committee and the Marine Environment Protection Committee to amend the Guidelines as may be necessary.

ANNEX

GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS

CONTENTS

Appendix 1 - Table of permitted cargoes

Appendix 2 - Model form of Certificate of Fitness

PREAMBLE

1 These Guidelines have been developed for the design, construction and operation of offshore support vessels which transport limited amounts of hazardous and noxious liquid substances in bulk for the servicing and resupplying of offshore platforms, mobile offshore drilling units and other offshore installations, including those employed in the search for and recovery of hydrocarbons from the sea-bed.

2 These Guidelines have been developed in accordance with the provisions set forth in regulation 13(4) of Annex II to MARPOL 73/78 and in recognition of the need for standards which provide an alternative to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk for these types of vessels.

3 The Guidelines are intended to permit limited quantities of these hazardous and noxious liquid substances to be transported in bulk in offshore support vessels with minimum risk to the vessel, its crew and the environment.

4 The basic philosophy of the Guidelines is to apply standards contained in the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk to the extent that it is practicable and reasonable taking into account the unique design features and service characteristics of these vessels, as well as the limitation placed on amounts to be carried.

5 The Guidelines for the Design and Construction of Offshore Supply Vessels (resolution A.469(12)) adopted on 19 November 1981 are also applicable to offshore support vessels subject to these Guidelines.

6 It is recognized that the technology of the offshore industry is complex and subject to continued evolution as is evidenced by the growing need for specialized vessels such as well-stimulation vessels. To meet the needs of the industry the Guidelines should not remain static. Therefore the Organization will periodically review the Guidelines, taking into account both experience and technical development. Amendments to the Guidelines involving requirements for new cargoes will be circulated periodically as new cargoes are proposed for carriage and the requirements are developed.

CHAPTER 1 - GENERAL

1.1 Application

1.1.1 The Guidelines apply to offshore support vessels, regardless of size or voyage, that, while not constructed or adapted primarily to carry in bulk cargoes subject to these Guidelines, carry, in limited quantities, the substances identified in 1.2.2. The Guidelines apply when these cargoes are carried.

1.1.2 For an offshore support vessel the keel of which is laid or which is at a similar stage of construction on or after 19 April 1990, the requirements in chapters 1 to 6 apply in full. For an offshore support vessel the keel of which is laid or which is at a similar stage of construction prior to 4 April 1990, the Guidelines apply as indicated in chapter 7.

1.1.3 A vessel irrespective of the date of construction, which is converted for the carriage of bulk liquids subject to these Guidelines on or after the date specified in 1.1.2 should be treated as a vessel constructed on the date on which such conversion commences. An existing offshore support vessel which transports a cargo subject to these Guidelines and undergoes modification for the transport of additional cargoes falling under these Guidelines should not be considered as a vessel which has undergone a conversion.

1.1.4 For the purpose of these Guidelines, "limited quantities" means that the aggregate quantity of bulk liquids identified in 1.2.2 that is carried is any amount not exceeding a maximum which is the lesser of 800m^3 or a volume in cubic m equal to 40% of the vessel's deadweight calculated at a cargo density of 1.0. For ships referred to in 1.3.4.2, such as well-stimulation vessels, the Administration may permit carriage of more than the maximum amount specified above.

1.1.5 For other ships, the Administration may permit carriage of more than the relevant maximum amount specified above, provided that the survival capability requirements of chapter 2 of the International Bulk Chemical Code or the International Gas Carrier Code are complied with.

1.1.6 The Guidelines apply only in the case of bulk carriage involving transfer of the cargo to or from its containment which forms part of the vessel or remains on board.

1.1.7 Carriage and handling of dangerous goods and marine pollutants in packaged form should be in accordance with the recommendations of the International Maritime Dangerous Goods Code.

1.1.8 These Guidelines apply in addition to the Guidelines for the Design and Construction of Offshore Supply Vessels (resolution A.469(XII)). Where the present Guidelines set forth alternative safety standards to those contained in resolution A.469(XII), the standards in the present Guidelines should be followed.

1.2 Scope

1.2.1 The provisions of the Guidelines have been developed so that limited quantities of cargoes regulated under these Guidelines may be carried in bulk with minimum risk to the offshore support vessel, its crew, and to the environment.

1.2.2 Products which may be carried subject to the Guidelines are:

.1 those hazardous and noxious liquids listed in appendix 1 and those other products which may be assigned to appendix 1 based on the following criteria:

.1.1 products which for safety reasons may be assigned for carriage on a type 3 ship as defined by the International Bulk Chemical Code and which are not required to meet the requirements for toxic products in section 15.12 of that Code,

.1.2 category A, B and C noxious liquid substances which would be permitted for carriage on a type 3 ship;

.2 flammable liquids.

1.2.3 Additives which are considered to fall outside the scope of products in 1.2.2 may be carried in limited amounts in accordance with requirements acceptable to the Administration. The aggregate amount of such additives which may be transported should not exceed 10% of the vessel's maximum authorized quantity of products subject to these Guidelines. An individual tank should contain not more than 10 m^3 of these additives. The discharge of these additives into the sea from offshore support vessels is prohibited.

1.2.4 Carriage of products not listed in appendix 1 should be undertaken only in accordance with suitable preliminary carriage conditions prescribed by the Administration, having regard to the criteria for hazard evaluation of bulk chemicals as approved by the Organization and the limitation referred to in 1.2.2. The

Organization should be notified of the preliminary evaluation and conditions so that the hazardous material may be considered for inclusion in appendix 1.

1.3 Definitions

Unless expressly provided otherwise, the definitions contained in chapters 1 and 4 of the International Bulk Chemical Code apply.

1.3.1 Cargo area is that part of the offshore support vessel where cargo and cargo vapours are likely to be present and includes cargo tanks, cargo pump-rooms, hold spaces in which independent tanks are located, cofferdams surrounding integral tanks and the following deck areas:

.1 within 3 m of a cargo tank installed on deck;

.2 within 3 m of a cargo tank outlet in case of independent tanks installed below deck;

.3 within 3 m of a cargo tank outlet in case of integral tanks installed below deck and separated from the weather deck by a cofferdam;

.4 the deck area above an integral tank without an overlaying cofferdam plus the deck area extending transversely and longitudinally for a distance of 3 m beyond each side of the tank;

.5 within 3 m of any cargo liquid or vapour pipe, flange, cargo valve, gas or vapour outlet, or entrance or ventilation opening to a cargo pump-room.

1.3.2 Deadweight means the difference in metric tons between the displacement of an offshore support vessel in water of a density of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.

1.3.3 Lightweight means the displacement of an offshore support vessel in metric tons without cargo, fuel, lubricating oil, ballast water, fresh water and feed water in tanks, consumable stores, and passengers and crew and their effects.

1.3.4 Offshore support vessels are:

.1 vessels which are primarily engaged in the transport of stores, materials and equipment to and from mobile offshore drilling units, fixed and floating platforms and other similar offshore installations; or

.2 vessels, including well-stimulation vessels, but excluding mobile offshore drilling units, derrick barges, pipelaying barges and floating accommodation units, which are otherwise primarily engaged in supporting the work of offshore installations.

1.3.5 Hazardous substance is any substance either listed in chapter 17 of the International Bulk Chemical Code or having a hazard more severe than one of the minimum hazard criteria given in criteria for hazard evaluation of bulk chemicals as approved by the Organization.

1.3.6 Noxious liquid substance is any substance listed as a category A substance, a category B substance, a category C substance, a category D substance, and any substance provisionally listed in such categories.

1.3.7 Pollution hazard only substance means a substance having an entry only of "P" in column d in chapter 17 of the International Bulk Chemical Code.

1.3.8 Safety hazard substance means a substance having an entry of "S" or "S/P" in column d in chapter 17 of the International Bulk Chemical Code.

1.3.9 Flammable liquid is any liquid having a flashpoint not exceeding 60℃ (closed cup test).

1.3.10 International Bulk Chemical Code means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (resolutions MSC.4(48) and MEPC.19(22)).

1.3.11 International Gas Carrier Code means the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (resolution MSC.5(48)).

1.3.12 MARPOL 73/78 means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto.

1.3.13 1974 SOLAS Convention, as amended, means the International Convention for the Safety of Life at Sea, 1974, as amended.

1.4 Equivalents

1.4.1 When these Guidelines require that a particular fitting material, appliance, apparatus, item of equipment or type thereof should be fitted or carried in an offshore support vessel, or that any particular provision should be made, or any procedure or arrangement should be complied with, the Administration may allow any other fitting, material, appliance, apparatus, item of equipment or type thereof to be fitted or carried, or any other provision, procedure or arrangement to be made in that ship, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance, apparatus, item of equipment or type thereof or that any particular provision, procedure or arrangement is at least as effective as that required by the Guidelines. However, the Administration may not allow operational methods or procedures to be made an alternative to a particular fitting, material, appliance, apparatus, item of equipment, or

type thereof, which are prescribed by these Guidelines, unless such substitution is specifically allowed by these Guidelines.

1.4.2 When the Administration so allows any fitting, material, appliance, apparatus, item of equipment, or type thereof, or provision, procedure, or arrangement, or novel design or application to be substituted thereafter, it should communicate to the Organization the particulars thereof together with a report on the evidence submitted so that the Organization may circulate the same to other Contracting Governments to the 1974 SOLAS Convention, as amended, and Parties to MARPOL 73/78, for the information of their officers.

1.5 Survey and certification

1.5.1 Following a satisfactory initial survey of an offshore support vessel, the Administration or its duly authorized organization should issue a certificate, the model form of which is set out in appendix 2, suitably endorsed to certify compliance with the provisions of the Guidelines. The certificate should indicate the cargoes regulated by these Guidelines that the vessel is permitted to carry with any relevant carriage conditions and should have a period of validity not to exceed five years.

1.5.2 The certificate issued under these Guidelines should have the same force and receive the same recognition as the certificate issued under regulation 11 of Annex II of MARPOL 73/78 and regulations VII/10 and VII/13 of the 1974 SOLAS Convention, as amended.

1.5.3 When the vessel is constructed to carry substances having only a marine pollution hazard, then the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk required under MARPOL 73/78, Annex II may be suitably endorsed and serve the purpose of 1.5.1.

1.5.4 The validities of the certificates referred to in 1.5.1 and 1.5.3 should be subject to the periodical, intermediate, annual, and additional surveys required by the International Bulk Chemical Code, the International Gas Carrier Code and MARPOL 73/78, AnnexII.

CHAPTER 2 - STABILITY AND CARGO TANK LOCATION

2.1 Stability

2.1.1 Offshore support vessels built in accordance with these Guidelines should be designed to meet the requirements for intact stability and for subdivision and damage stability contained in the Guidelines for the Design and Construction of Offshore Supply Vessels (resolution A.469(Ⅻ)).

2.1.2 Well-stimulation vessels which are permitted to carry more than the maximum amounts specified in 1.1.4 should be designed to meet the requirements for intact stability and for subdivision and damage stability contained in the Guidelines for the Design and Construction of Offshore Supply Vessels, but with the damage given in 3.2.1 of those Guidelines occurring anywhere in the ship's length at any transverse watertight bulkhead.

2.2 Cargo tank location

Cargo tanks containing products subject to the provisions of the Guidelines should be located at least 760 mm measured inboard from the side of the vessel perpendicular to the centreline at the level of the summer load waterline.

CHAPTER 3 - SHIP DESIGN

3.1 Cargo segregation

3.1.1 Tanks containing cargo or residues of cargo subject to the provisions of the Guidelines should be segregated from machinery spaces, propeller shaft tunnels, if fitted, dry cargo spaces, accommodation and service spaces and from drinking water and stores for human consumption, by means of a cofferdam, void space, cargo pump-room, empty tank, oil fuel tank, or other similar space. On-deck stowage of independent tanks or installing independent tanks in otherwise empty hold spaces should be considered as satisfying this requirement.

3.1.2 Cargoes which react in a hazardous manner with other cargoes or oil fuels should:

.1 be segregated from such other cargoes or oil fuels by means of a cofferdam, void space, cargo pump-room, pump-room, empty tank, or tank containing a mutually compatible cargo;

.2 have separate pumping and piping systems which should not pass through other cargo tanks containing such cargoes, unless encased in a tunnel; and

.3 have separate tank venting systems.

3.1.3 Cargo piping should not pass through any accommodation, service or machinery space other than cargo pump-rooms or pump-rooms.

3.1.4 Pumps, ballast lines, vent lines and other similar equipment serving permanent ballast tanks should be independent of similar equipment serving cargo tanks.

3.1.5 Bilge pumping arrangements for cargo pump-rooms or for hold spaces in which independent cargo tanks are installed should be situated entirely within the cargo area.

Segregation requirements for integral tanks

3.1.6 Where not bounded by bottom shell plating, fuel oil tanks, a cargo pump-room or a pump-room, the cargo tanks should be surrounded by cofferdams. Tanks for other purposes (except fresh water and lubricating oils) may be accepted as cofferdams for these tanks.

3.1.7 For access to all spaces, the minimum spacing between cargo tank boundaries and adjacent ship's structures should be 600 mm.

3.1.8 Cargo tanks may extend to the deck plating, provided dry cargo is not handled in that area. Where dry cargo is handled on the deck area above a cargo tank, the cargo tank may not extend to the deck plating unless a continuous, permanent deck sheathing of wood or other suitable material of appropriate thickness and construction is fitted to the satisfaction of the Administration.

3.1.9 Cargoes subject to the Guidelines should not be carried in either the fore or aft peak tanks.

3.1.10 For pollution hazard only substances having a flashpoint exceeding 60℃ (closed cup test) the Administration may waive the arrangements referred to in 3.1.1 and 3.1.3 provided that the segregation requirements for accommodation spaces, drinking water and stores for human consumption are observed. Additionally, 3.1.6 and 3.1.7 need not be applied.

3.2 Accommodation, service and machinery spaces and control stations

3.2.1 Accommodation or service spaces, or control stations should not be located within the cargo area.

3.2.2 Unless they are spaced at least 7 m away from the cargo area containing flammable products, entrances, air inlets and openings to accommodation, service and machinery spaces and control stations should not face the cargo area. Doors to spaces not having access to accommodation, service and machinery spaces and control stations, such as cargo control stations and store-rooms, may be permitted by the Administration within the 7 m zone specified above, provided the boundaries of the spaces are insulated to A-60 standard. When arranged within the 7 m zone specified above, windows and sidescuttles facing the cargo area should be of a fixed type. Such sidescuttles in the first tier on the main deck should be fitted with inside covers of steel or equivalent material.

3.2.3 In order to guard against the danger of hazardous vapours, due consideration should be given to the location of air intakes and openings into accommodation, service and machinery spaces and control stations in relation to cargo piping and cargo vent systems.

3.2.4 For pollution hazard only substances having a flashpoint exceeding 60℃, the arrangements referred to in 3.2.1 to 3.2.3 may be waived.

3.3 Access to spaces in the cargo area

Access to spaces within the cargo area should meet the requirements of 3.4 of the International Bulk Chemical Code.

3.4 Cargo tank construction

3.4.1 Cargo tanks should be at least of the type required for the cargo by the International Bulk Chemical Code or the International Gas Carrier Code, as applicable.

3.4.2 Portable tanks meeting the requirements of section 13 of the General Introduction to the International Maritime Dangerous Goods Code for the cargo concerned or other portable tanks specifically approved by the Administration may be used, provided that they are properly located and secured to the vessel.

3.4.3 Except for the tank connections to cargo pump-rooms, all tank openings and connections to the tank should terminate above the weather deck and should be located in the tops of the tanks. Where cofferdams are provided over integral tanks, small trunks may be used to penetrate the cofferdam.

3.4.4 The greater of the following design pressures (gauge) should be used for determining scantlings of independent pressure tanks:

.1 0.7 bar;

.2 the vapour pressure of the cargo at 45℃;

.3 the vapour pressure of the cargo at 15℃ above the temperature at which it is normally carried; or

.4 the pressure which occurs in the tank during the loading or unloading.

The design of the tanks should comply with standards acceptable to the Administration taking into account the carriage temperature and relative density of cargo. Due consideration should also be given to dynamic forces and any vacuum pressure to which the tanks may be subjected.

3.4.5 Integral and independent gravity tanks should be constructed and tested according to standards of the Administration taking into account the carriage temperature and relative density of cargo.

3.4.6 For pollution hazard only substances having a flashpoint exceeding 60℃, the requirements of 3.4.3 need not be applied.

3.5 Materials of construction

Materials of construction for tanks, piping, fittings and pumps should be in accordance with chapter 6 of the International Bulk Chemical Code, or chapter 6 of the International Gas Carrier Code, as applicable.

3.6 Cargo tank vent systems

3.6.1 Independent pressure tanks should be fitted with pressure relief devices that are so designed as to direct the discharge away from personnel and that have a set pressure and capacity which is in accordance with standards acceptable to the Administration taking into account the design pressure referred to in 3.4.4.

3.6.2 Cargo tank vent systems of integral or independent gravity tanks should meet the requirements of the International Bulk Chemical Code, except that the height specified in 8.2.2 of the Code may be reduced to 2 m.

3.6.3 The location of cargo tank vent outlets for independent pressure tanks and for cargo tanks used to carry pollution hazard only substances with a flashpoint exceeding 60 degrees C (closed cup test) should be to the satisfaction of the Administration.

3.6.4 Cargo tank vent systems of portable tanks allowed under 3.4.2 should be to the satisfaction of the Administration, taking into account the requirements of 3.6.

3.7 Cargo transfer

3.7.1 The cargo transfer system should comply with the requirements of chapter 5 of the International Bulk Chemical Code or chapter 5 of the International Gas Carrier Code when considered applicable and practical by the Administration, taking into account existing industry standards and practices.

3.7.2 The remote shutdown devices for all cargo pumps and similar equipment, required by 5.6.1.3 of the International Bulk Chemical Code, should be capable of being activated from a dedicated cargo control location which is manned at the time of cargo transfer and from at least one other location outside the cargo area and at a safe distance from it.

3.8 Electrical installations

Electrical installations should meet the requirements of chapter 10 of the International Bulk Chemical Code.

3.9 Fire-fighting requirements

3.9.1 For the carriage of flammable liquids identified in appendix 1, the requirements for tankers in chapter II-2 of the 1974 SOLAS Convention, as amended, should apply to vessels covered by the Guidelines, irrespective of tonnage, including vessels of less than 500 tons gross tonnage, except that:

.1 regulations 60, 61, 62 and 63 should not be applied;

.2 regulation 56.1 (i.e., positioning of machinery spaces aft of cargo tanks, slop tanks, cargo pump-rooms and cofferdams), regulation 56.2 (i.e, the requirements for location of the main cargo control station), regulations 56.4 and 56.8 need not be applied. Additionally, regulation 56.7 need not be applied provided that the exterior boundaries of superstructures and deckhouses enclosing accommodation and including any overhanging decks which support such accommodation are spaced at least 7 m away from the cargo area. The insulation of such boundaries should however be to the satisfaction of the Administration;

.3 with regard to regulation 57.1, the Administration may permit use of a method other than IC as defined in regulation 42.5.1 where considered appropriate;

.4 the requirements of regulation 44 may be applied in lieu of those in regulation 58, where considered appropriate by the Administration;

.5 the provisions of regulation 59 need be applied only where considered appropriate by the Administration, taking into account the requirement in 3.6.2 of the Guidelines that cargo tank vent systems should meet the relevant requirements of the International Bulk Chemical Code;

.6 regulation 4, as applicable to cargo ships, and regulation 7 should apply as they would apply to tankers of 2,000 tons gross tonnage and over;

.7 the provisions of 3.9.2.3 should be applied in lieu of regulation 61; and

.8 the provisions of 3.9.2.5 should be applied in lieu of regulation 63.

3.9.2 The following provisions also apply for the carriage of flammable liquids identified in appendix 1:

.1 During cargo transfer, water pressure should be maintained on the fire main system.

.2 Fire hoses, fitted with approved dual-purpose nozzles (i.e. spray/jet type with a shutoff), should be attached to each fire hydrant in the vicinity of the flammable liquid to be carried.

.3 Either a fixed deck foam system or a fixed fire-extinguishing system of the dry chemical type complying with the following should be provided:

.3.1 the system should be located to protect the deck within the cargo area;

.3.2 the system should be capable of covering the deck within the cargo area without being moved;

.3.3 when a fixed deck foam system is provided, it should comply with the requirements of 11.3.3 to 11.3.12 of the International Bulk Chemical Code. Only foam suitable for the products carried should be used.

.3.4 Administrations may approve a fixed fire-extinguishing system provided that:

.3.4.1 on a deck area of 45 m^2 or less, there are two or more dry chemical extinguishers whose total capacity is not less than 135 kg;

.3.4.2 on a deck area of more than 45 m^2 , there are three or more dry chemical extinguishers whose total capacity of extinguishing agent is not less than:

C = 3 A kg

where A is the deck area (in square m);

.3.4.3 the minimum rate of supply of the extinguishing agent is not less than 3 kg/min per square metre.

.4 An alternative to the systems required in 3.9.2.3 above may be approved in accordance with the procedures contained in regulation II-2/22 of the 1974 SOLAS Convention, as amended.

.5 The cargo pump-room where flammable liquids are handled should be provided with a fixed fire-extinguishing system in accordance with 11.2 of the International Bulk Chemical Code.

3.9.3 For vessels which carry only liquids identified as non-flammable in appendix 1, the fire-fighting requirements should be to the satisfaction of the Administration.

3.10 Acid spill protection

3.10.1 Floors or decks under acid storage tanks and pumps and piping for acid should have a lining or coating of corrosion-resistant material extending up to a minimum height of 500 mm on the bounding bulkheads or coamings. Hatches or other openings in such floors or decks should be raised to a minimum height of 500 mm; however, where the Administration determines that this height is not practicable a lesser height may be required.

3.10.2 Flanges or other detachable pipe connections should be covered by spray shields.

3.10.3 Portable shield covers for connecting the flanges of the loading manifold should be provided. Drip trays of corrosion-resistant material should be provided under loading manifolds for acids.

3.10.4 Spaces for acid storage tanks and acid pumping and piping should be provided with drainage arrangements of corrosion-resistant materials.

3.10.5 Deck spills should be kept away from accommodation and service areas by means of a permanent coaming of suitable height and extension.

3.11 Ventilation of spaces in the cargo area

The requirements of chapter 12 of the International Bulk Chemical Code apply. The Administration may, however, grant relaxations concerning the distances required in 12.1.5 of the Code.

3.12 Vapour detection

3.12.1 Vapour detection for the cargoes carried should be provided in accordance with the requirements contained in the International Bulk Chemical Code.

3.12.2 Enclosed and semi-enclosed spaces containing installations for acid should be fitted with fixed vapour detection and alarm systems which provide visual and audible indication. The vapour detection systems should be capable of detecting hydrogen except that, in the case where only hydrochloric acid is carried, a hydrogen chloride vapour detection system should be provided.

3.12.3 At least two portable instruments for detecting flammable vapour concentrations should be provided when cargoes subject to these Guidelines with a flashpoint not exceeding 60℃ (closed cup test) are carried.

3.12.4 At least two portable instruments suitable for measuring the concentration of oxygen in atmospheric air should be provided.

3.13 Special requirements - General

The special requirements for the cargo as referred to in chapter 17 of the International Bulk Chemical Code or chapter 19 of the International Gas Carrier Code are applicable; however, the requirement in 15.19.6 of the International Bulk Chemical Code for a visual and audible high-level alarm may be waived by the Administration taking into account the cargo carriage arrangements and cargo loading procedures.

3.14 Special requirements for the carriage of liquefied gases

3.14.1 Each enclosed space used for handling or storage of a liquefied gas should be fitted with a sensor continuously monitoring the oxygen content of the space and an

alarm indicating low oxygen concentration. For semi-enclosed spaces portable equipment may also be acceptable.

3.14.2 Drip trays resistant to cryogenic temperatures should be provided at manifolds transferring liquefied gases or at other flanged connections in the liquefied gas system.

3.14.3 For the carriage of liquid nitrogen the requirements of 17.19 of the International Gas Carrier Code should apply.

3.14.4 The construction of cargo tanks and cargo piping systems for liquefied nitrogen and liquid carbon dioxide should be to the satisfaction of the Administration.

3.14.5 Emergency shutoff valves should be provided in liquid outlet lines from each liquefied gas tank. The controls for the emergency shutoff valves should meet the requirements given in 3.7.2 for remote shutdown devices.

3.15 Gauging and level detection

Each cargo tank should have a level gauging system acceptable to the Administration. As a minimum the system should meet relevant requirements of the International Bulk Chemical Code and the International Gas Carrier Code. The systems for process tanks on board well-stimulation vessels should be to the satisfaction of the Administration.

3.16 Emergency remote shutdown

In the case of transfer operations involving pressures in excess of 50 bar gauge, arrangements for emergency depressurizing and disconnection of the transfer hose should be provided. The controls for activating emergency depressurization and disconnection of the transfer hose should meet the requirements given in 3.7.2 for remote shutdown devices.

CHAPTER 4 - POLLUTION REQUIREMENTS

4.1 Each ship certified to carry a noxious liquid substance should be provided with a Cargo Record Book and a Procedures and Arrangements Manual developed for the ship in accordance with the provisions of the Standards for Procedures and Arrangements for the Discharge of Noxious Liquid Substances (resolution MEPC.18(22)) and approved by the Administration.

4.2 Discharge into the sea of category A, B, and C noxious liquid substances or ballast water, tank washings, or other residues or mixtures containing such substances, is prohibited. Any discharges of residues and mixtures containing noxious liquid substances should be to reception facilities in port. As a consequence of this

prohibition, the Administration may waive the requirements for efficient stripping and underwater discharge arrangements in MARPOL 73/78, Annex II.

4.3 Residues of category D substances, tank washings, other mixtures or ballast water containing such substances may be discharged into the sea provided that the discharge is in accordance with the relevant conditions as required under MARPOL 73/78, Annex II.

4.4 In the case of cargoes regulated by MARPOL 73/78, Annex I, the requirements of that Annex should apply as appropriate.

CHAPTER 5 - PERSONNEL PROTECTION

5.1 Decontamination showers and eyewashes Except in the case of pollution hazard only substances, a suitably marked decontamination shower and eyewash should be available on deck in a convenient location. The shower and eyewash should be operable in all ambient conditions.

5.2 Protective and safety equipment Protective and safety equipment should be kept on board in suitable locations as required by chapter 14 of the International Bulk Chemical Code or the International Gas Carrier Code for products to be carried.

CHAPTER 6 - OPERATIONAL REQUIREMENTS

6.1 Deck cargo and products covered by these Guidelines should not be loaded or unloaded simultaneously.

6.2 Only personnel engaged in the transfer of cargo covered by those Guidelines should be permitted to be in the cargo area and the adjacent open main deck during loading or unloading operations.

CHAPTER 7 - APPLICABILITY OF THE GUIDELINES TO EXISTING OFFSHORE SUPPORT VESSELS

The provisions of the Guidelines should apply to offshore support vessels the keels of which are laid or which are at a similar stage of construction before the date specified in 1.1.2 as follows.

7.1 The provisions of chapter 1 of these Guidelines should apply except that, with reference to 1.1.4:

.1 larger quantities of bulk liquids may be permitted by the Administration on an individual vessel basis;

.2 the survival capability requirements of chapter 2 of the International Bulk Chemical Code and the International Gas Carrier Code need not be applied to vessels referred to in 1.3.4.2.

7.2 The provisions of chapters 2 and 3 of the Guidelines should be applied where deemed reasonable and practicable by the Administration taking full account of the present arrangements and equipment of the vessel. Recognizing that existing vessels may not meet many of the requirements of these chapters, relaxations may be granted.

7.3 The provisions of chapters 4 to 6 of the Guidelines should be applied.

APPENDIX 1

TABLE OF PERMITTED CARGOES

	Annex II, MARPOL 73/78 pollution category	Flammability
Acetic acid (aqueous solution)	C(D)	Yes
Formic acid (aqueous solution)	D	Yes
Hydrochloric acid	D	No
Hydrochloric-hydrofluoric mixtures containing 3% or less hydrofluoric acid	D	No
Sulphuric acid	C	No
Toluene	C	Yes
Xylene	C	Yes
Zinc bromide brine	(A)	No
Lquid carbon dioxide	N/A	No
Liquid nitrogen	N/A	No

APPENDIX 2

Model form of Certificate of Fitness CERTIFICATE OF FITNESS

(Official seal)

Issued under the provisions of the

GUIDELINES FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS

(resolution A.673(16))

under the authority of the Government of

.....
.....

(full official designation of country)

by.....
.....

(full official designation of the competent person or organization recognized by the Administration)

Name of vessel	Distinctive number or letters	Port of registry	Gross tonnage	Deadweight

Date on which keel was laid or on which the vessel was at a similar stage of construction or (in the case of a converted vessel) date on which conversion for the carriage of bulk liquids subject to these Guidelines was commenced:

.....

The vessel also complies fully with the following amendments to the Guidelines:

.....

The vessel is exempted from compliance with the following provisions of the Guidelines:

.....
.

The Certificate should be drawn up in the official language of the issuing country. If the language used is neither English nor French, the text should include a translation into one of these language.

THIS IS TO CERTIFY:

1 .1 That the vessel has been surveyed in accordance with the provisions of 1.5 of the Guidelines;

.2 that the survey showed that the construction and equipment of the vessel

*.2.1 complied with the relevant provisions of the Guidelines applicable to "new" vessels

*.2.2 complied with the provisions of the Guidelines in respect of "existing" vessels;

* Delete as appropriate.

2 That the vessel has been provided with a manual in accordance with the standards for procedures and arrangements as called for by regulations 5, 5A and 8 of Annex II of MARPOL 73/78, and that the arrangements and equipment of the vessel prescribed in the manual are in all respects satisfactory and comply with the applicable requirements of the said Standards;

3 That the vessel is suitable for the carriage in bulk of the following products, provided that all relevant operational provisions of the Guidelines are observed:

Products[1,2]	Conditions of carriage(tank numbers, etc)
* Continued on attachment 1, additional signed and dated sheets. Tank numbers referred to in this list are identified on attachment 2, signed and dated tank plan.	

4 That, in accordance with *1.4 of the Guidelines and *2.8.2 of the IBC Code, the provisions of the Guidelines and the Code are modified in respect of the vessel in the following manner:

.....
.....

* Delete as appropriate.

5 That the vessel must be loaded:

*.1 in accordance with the loading conditions provided in the approved loading manual, stamped and dated ..... and signed by a responsible officer of the Administration, or of an organization recognized by the Administration;

*.2 in accordance with the loading limitations appended to this Certificate.

* Delete as appropriate.

Where it is required to load the vessel other than in accordance with the above instructions, then the necessary calculations to justify the proposed loading conditions should be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.**

** Instead of being incorporated in the Certificate, this text may be appended to the Certificate if duly signed and stamped.

This certificate is valid
until .....

subject to surveys in accordance with 1.5 of the Guidelines.

Issued at ....19.....

(Place of issue of Certificate)

The undersigned declares that he is duly authorized by the said Government to issue this Certificate.

.....

(signature of official issuing the Certificate and/or seal of issuing authority)

Notes on completion of Certificate:

1 Products: products listed in appendix 1 to the Guidelines or which have been evaluated by the Administration in accordance with 1.2.4 of the Guidelines should be listed. In respect of the latter "new" products, any special requirements provisionally prescribed should be noted.

2 Products: The list of products the vessel is suitable to carry should include the noxious liquid substances of category D which are not covered by the Guidelines and should be identified as "IBC Code chapter 18 category D".

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by 1.5 of the Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk in Offshore Support Vessels, the vessel was found to comply with the relevant provisions of the Guidelines.

Annual survey: Signed: .....

(signature of duly authorized official)

Place: .....

Date: .....

(seal or stamp of the Authority, as appropriate)

Annual*/Intermediate* survey: Signed: .....

(signature of duly authorized official)

Place: .....

Date: .....

* Delete as appropriate.

(seal or stamp of the Authority, as appropriate)

Annual*/Intermediate* survey: Signed: .....

(signature of duly authorized official)

Place: .....

Date: .....

(seal or stamp of the Authority, as appropriate)

* Delete as appropriate.

Annual survey: Signed: .....

(signature of duly authorized official)

Place: .....

Date: .....

(seal or stamp of the Authority, as appropriate)

ATTACHMENT 1 TO THE CERTIFICATE OF FITNESS

Continued list of products to those specified in section 3, and their conditions of carriage.

Products	Conditions of carriage(tank numbers, etc)

Date ....

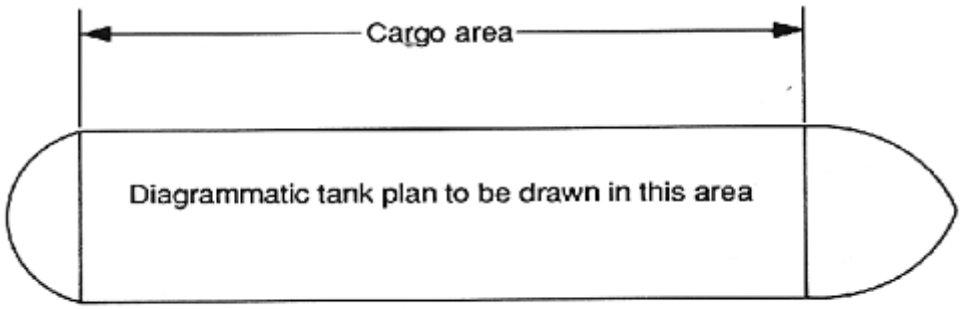
(as for Certificate) (signature of official issuing the Certificate and/or seal of issuing authority

ATTACHMENT 2 TO THE CERTIFICATE OF FITNESS

TANK PLAN (specimen)

Name of
vessel: .....
.....

Distinctive number or
letters: .....



Diagrammatic tank plan to be drawn in this area

Date .....

(as for Certificate)

.....

(signature of official issuing the Certificate and/or seal of issuing authority)