

SC 188 Segregation of Cargo Oil Tanks (Reg.II-2/4.5.1.1)

(May 2004)

(Rev.1

Nov 2005)

(Rev.2

Feb 2015)

(Rev.3July 2015)

SOLAS Reg. II-2/4.5.1.1 reads:

Pump-rooms, containing pumps and their accessories for ballasting those spaces situated adjacent to cargo tanks and slop tanks and pumps for oil fuel transfer shall be considered as equivalent to a cargo pump-room within the context of this regulation provided that such pump-rooms have the same safety standard as that required for cargo pump-rooms.

Interpretation

Pump-rooms intended solely for ballast transfer need not comply with the requirements of regulation II-2/4.5.10. The requirements of regulation II-2/4.5.10 are only applicable to the pump-rooms, regardless of their location, where pumps for cargo, such as cargo pumps, stripping pumps, pumps for slop tanks, pumps for COW or similar pumps are provided. (MSC/Circ.1037 and MSC/Circ.1120).

~~(MSC/Circ. 1120)~~

“Similar pumps” includes pumps intended for transfer of fuel oil having a flashpoint ~~not exceeding~~ of less than 60°C. Pump-rooms intended for transfer of fuel oil having a flashpoint ~~exceeding~~ of not less than 60°C need not comply with the requirements of regulation II-2/4.5.10.

Notes:

1. This UI is to be uniformly implemented from 1 July 2004.
2. Rev.2 of the UI is to be uniformly implemented on ships constructed on or after 1 January 2016.
3. Rev.3 of the UI is to be uniformly implemented on ships constructed on or after 1 January 2016.
- ~~3. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.~~

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