
RULES FOR MARINE POLLUTION PREVENTION SYSTEMS

RULES

2008 AMENDMENT NO.3

Rule No.61 5th September 2008

Resolved by Technical Committee on 25th June 2008

Approved by Board of Directors on 22nd July 2008

“Rules for marine pollution prevention systems” has been partly amended as follows:

Part 3 CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION BY OIL

Chapter 3 CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION BY OIL CARRIED IN BULK

3.2 Hull Construction

3.2.5 Cargo Pump-Room Protection (*Regulation 22 of Annex I*)

Sub-paragraph -5 has been amended as follows.

1 The cargo pump-room of oil tankers of 5,000 *tonnes* deadweight and above is to be provided with a double bottom such that at any cross-section the depth of each double bottom tank or space shall be such that the distance *h* between the bottom of the pump-room and the ship's base line measured at right angles to the ship's base line is not to be less than specified below:

$$h = B/15(m) \text{ or}$$

$$h = 2 \text{ m, whichever is the lesser.}$$

However, the minimum value of $h = 1.0 \text{ m}$.

2 In case of cargo pump rooms whose bottom plate is located above the base line by at least the minimum height required in -1 above (*e.g.* gondola stern designs), there will be no need for a double bottom construction in way of the pump-room.

3 Ballast pumps, where provided within cargo pump-room, are to be provided with suitable arrangements to ensure efficient suction from double bottom tanks.

4 Notwithstanding the provisions of -1 and -2 above, where the flooding of the cargo pump-room would not render the ballast or cargo pumping system inoperative, a double bottom need not be fitted.

5 Bilge wells may penetrate into the double bottom provided that such wells are as small as practicable and the distance between the well bottom and ~~bottom shell plating~~ the ship's base line measured at right angles to the ship's base line is not less than $0.5h$.

EFFECTIVE DATE AND APPLICATION

- 1.** The effective date of the amendments is 5 September 2008.

GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

GUIDANCE

2008 AMENDMENT NO.2

Notice No.65 5th September 2008

Resolved by Technical Committee on 25th June 2008

Notice No.65 5th September 2008

AMENDMENT TO THE GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

“Guidance for marine pollution prevention systems” has been partly amended as follows:

Part 3 CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION BY OIL

Chapter 3 CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION BY OIL CARRIED IN BULK

3.2 Hull Construction

3.2.5 Cargo Pump-Room Protection

Sub-paragraph -3 has been added as follows.

1 For the purpose of the provisions of **3.2.5 in Part 3 of the Rules**, the double bottom protecting the cargo pump-room is to be a void or a ballast tank. In case where such tank location is complying with the provisions of **1.2.3 in Part 3 of the Rules**, such double bottom may be a fuel oil tank.

2 With respect to the provisions of **3.2.5 in Part 3 of the Rules**, ballast piping may be permitted to be located within the cargo pump-room double bottom provided any damage to that piping does not render the ship’s pumps located in the cargo pump-room ineffective.

3 With respect to the provisions of **3.2.5-1 in Part 3 of the Rules**, in cases where the distance between a portion of the cargo pump-room bottom plate and the ship’s base line is less than the h specified in **3.2.5-1 in Part 3 of the Rules**, only such portion of the pump-room may be protected by a double bottom construction.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 5 September 2008.