



5 FEB 2021

No. DC/C-SH/ 709

To,
MANSA
ALL PORT USERS
SHIP AGENTS
SHIP OWNERS / CHARTERERS
SHIPPING CORPORATION OF INDIA
ALL OIL COMPANIES
CHARTERERS / MANAGERS / OPERATORS OF ALL KIND OF VESSELS

Notice

In the recent past, there was an incidence of the base oil carrying barge running aground due to flooding of engine room. Since vessel was double hull the risk of pollution due to grounding was minimal. Learning from the experience and also adopting the practice followed in International Ports such as Singapore. It has been decided to adopt following broad specifications for vessels carrying persistent oil in Mumbai Port Limit.

Specification for vessels carrying petroleum product/persistent oil

Considering that oil pollution and in particular the persistent oil is a threat to the environment; following specifications will apply to any new vessel, seeking permission to ply in Mumbai Port Limits. From the date of issue of this notice, existing single hull vessel will be given a period of maximum one year to carry out modifications so as to comply with the prescribed specification, particularly of requirement of double hull to protect cargo tanks from the potential risk of pollution due to grounding or collision. Failing to comply with will, lead to withdrawal of permission to ply in Mumbai Port Limits.

Propulsion : A self-propelled vessel intended for the carriage of petroleum in bulk shall be fitted with an approved type and sufficient power to propel the vessel at a speed of not less than 7 knots.

Tonnage : The maximum carrying capacity of the vessel shall be not more than 5000 tonnes.

Compartments: For all vessels of cargo carrying capacity of more than 150 tons shall have divisional bulkheads and compartments as follows:

- 1) Forepeak Tank / Store/ Void Space
- 2) Aft Pump room/ Void Space
- 3) The entire cargo tank length shall be protected by ballast tanks or spaces other than tanks that carry oil as follows :

- a) Wing tanks or spaces :
Wing tanks or spaces shall extend for the full depth of the ship's side or from the top of the double bottom to the uppermost deck disregarding a rounded gunwale where fitted they shall be arranged such that the cargo tanks are located inboard of the moulded line of the side shell plating as recommended by the Certification Authority.
- b) Double Bottom Tanks or spaces :
At any cross section the depth of each double bottom tank or space shall be such that the distance between the bottom of the cargo tanks and moulded line of the bottom shell plating measured at right angles to the bottom shell plating as recommended by the Certification Authority.
- c) Suction Wells in cargo tanks: Suction wells in cargo tanks may protrude into double bottom, such wells shall be as small as practicable and the distance between the well bottom and the bottom shall be as recommended by the Certification Authority.
- d) Ballast & Cargo Piping: Ballast piping and other piping such as sounding & vent piping to ballast tanks shall not pass through cargo tanks. Similarly, cargo piping and other piping to cargo tanks shall not pass through ballast tanks.

If a vessel is intended to be put in service outside Inland Water Limit, then has to be under class of the member of the IACS

P. 105/02/2021
DEPUTY CONSERVATOR

Copy to PS to Chairman, for kind information of the Chairman.