

in addition to meeting the requirements enumerated in this table.

- ^e Reference is made to the IMO International Maritime Dangerous Goods Code (resolution A.81(IV) as amended), or the IMO Code of Safe Practice for Solid Bulk Cargoes (resolution A.434(XI) as amended), as appropriate.
- ^f At least natural ventilation is required in enclosed cargo spaces intended for carriage of solid dangerous goods in bulk. In cases where power ventilation is required in the Code of Safe Practice for Solid Bulk Cargoes (resolution A.434(XI) as amended), the use of portable ventilation units (equipment) to the satisfaction of the Chief Surveyor may suffice.

Table 95.3 Application of the Requirements to Different Classes of Dangerous Goods Except Solid Dangerous Goods in Bulk

Clause 95(3)	Class of Dangerous Goods							
	1	2	3	4	5.1	5.2	6.1	8
(a)	X ^b	X ⁱ	X ^j	-	-	-	X ^{l,m}	X ^{o,m}
(b)	-	X ^g	X ^j	X ^m	X ^m	-	X ^{l,m}	X ^{o,m}
(c)	-	X ⁱ	X ^j	-	-	-	X ^{l,m}	X ^{o,m}
(d)	-	-	X ^j	-	-	-	X ^k	X ^j
(e)	X ^h	X	X	X	X ^m	-	X ⁿ	X ⁿ

Notes:

- ^a Applicable to flammable or poisonous gases.
- ^b Except goods of class 1 in division 1.4, compatibility group S.
- ^c All flammable gases.
- ^d All liquids having a flashpoint below 23°C (closed cup test).
- ^e Liquids only.
- ^f Goods of class 1 shall be stowed 3m horizontally away from the machinery space boundaries in all cases.
- ^g Reference is made to the IMO International Maritime Dangerous Goods Code (resolution A.81(IV) as amended) or the IMO Code of Safe Practice for Solid Bulk Cargoes (resolution A.434(XI) as amended), as appropriate.

Section D—Tankers

The requirements of this section are additional to those of section C except for clauses 93, 94 and 95 of this Code and except as provided otherwise in clauses 98 and 99 of this Code.

96. Application—(1) Unless expressly provided otherwise, this part shall apply to tankers carrying crude oil and petroleum products having a flashpoint not exceeding 60°C (closed cup test), as determined by an approved flashpoint apparatus, and a Reid vapour pressure which is below atmospheric pressure and other liquid products having a similar fire hazard.

(2) Where liquid cargoes other than those referred to in sub-clause (1) of this clause or liquefied gases which introduce additional fire hazards are intended to be carried, additional safety measures shall be required to the satisfaction of the Chief Surveyor, having due regard to the provisions of the IMO International Bulk Chemical Code, the IMO Bulk Chemical Code, the IMO International Gas Carrier Code and the IMO Gas Carrier Code, as appropriate.

(3) This subclause applies to all ships which are combination carriers. Such ships shall not carry solid cargoes unless all cargo tanks are empty of oil and gas-freed or unless the arrangements provided in each case are to the satisfaction of the Chief Surveyor and in accordance with the relevant operational requirements contained in the IMO Guidelines for Inert Gas Systems.

(4) Chemical tankers and gas carriers shall comply with the requirements of this part, except where alternative and supplementary arrangements are provided to the satisfaction of the Chief Surveyor, having due regard to the provisions of the IMO International Bulk Chemical Code, the IMO Bulk Chemical Code, the IMO International Gas Carrier Code and the IMO Gas Carrier Code, as appropriate.

97. Location and Separation of Spaces—(1) Machinery

spaces shall be positioned aft of cargo tanks and slop tanks; they shall also be situated aft of cargo pump-rooms and cofferdams, but not necessarily aft of the oil fuel bunker tanks. Any machinery space shall be isolated from cargo tanks and slop tanks by cofferdams, cargo pump-rooms, oil fuel bunker tanks or permanent ballast tanks. 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 clause, provided that such pump-rooms have the same safety standard as that required for cargo pump-rooms. However, the lower portion of the pump-room may be recessed into machinery spaces of category A to accommodate pumps, provided that the deck head of the recess is in general not more than one third of the moulded depth above the keel, except that in the case of ships of not more than 25,000 tonnes deadweight, where it can be demonstrated that for reasons of access and satisfactory piping arrangements this is impracticable, the Chief Surveyor may permit a recess in excess of such height, but not exceeding one half of the moulded depth above the keel.

(2) Accommodation spaces, main cargo control stations, control stations and service spaces (excluding isolated cargo handling gear lockers) shall be positioned aft of all cargo tanks, slop tanks, cargo pump-rooms and cofferdams which isolate cargo or slop tanks from machinery spaces but not necessarily aft of the oil fuel bunker tanks. A recess provided in accordance with sub-clause (1) of this clause need not be taken into account when the position of these spaces is being determined.

(3) However, where deemed necessary, accommodation spaces, control stations, machinery spaces other than those of category A, and service spaces may be permitted forward of the cargo area, provided they are isolated from the cargo tanks and slop tanks by cofferdams, cargo pump-rooms, oil fuel bunker tanks or permanent ballast tanks and subject to an equivalent standard of safety and appropriate availability of fire-extinguishing arrangements being provided to the satisfaction of the Chief Surveyor. In addition, where deemed necessary for the safety or navigation of the ship, the Chief Surveyor may permit machinery spaces containing internal combustion machinery not being main propulsion machinery having an output greater than 375kW to be located forward of the cargo area provided the arrangements are in accordance with the provisions of this sub-clause.

(4) In combination carriers only:

(a) The slop tanks are to be surrounded by cofferdams except where the boundaries of the slop tanks where slop may be carried on dry cargo voyages are the hull, main cargo deck, cargo pump-room bulkhead or oil fuel bunker tank. These cofferdams shall not be open to a double bottom, pipe tunnel, pump-room or other enclosed space. Means shall be provided for filling the cofferdams with water and for draining them. Where the boundary of a slop tank is the cargo pump-room bulkhead the pump-room shall not be open to the double bottom, pipe tunnel or other enclosed space; however, openings provided with gastight bolted covers may be permitted.

(b) Means shall be provided for isolating the piping connecting the pump-room with the slop tanks referred to in subclause (4)(a) of this clause. The means of isolation shall consist of a valve followed by a spectacle flange or a spool piece with appropriate blank flanges. This arrangement shall be located adjacent to the slop tanks, but where this is unreasonable or impracticable, it may be located within the pump-room directly after the piping penetrates the bulkhead. A separate pumping and piping arrangement shall be provided for discharging the contents of the slop tanks directly over the open deck when the ship is in the dry cargo mode.

(c) Hatches and tank cleaning openings to slop tanks shall only be permitted on the open deck and shall be fitted with