



Technical Circular

No.: 10/2015

Date: 26th May 2015

To Whomsoever it may concern

Subject: Carriage of oil as cargo in Offshore Supply/Support Vessels (OSV) – Corrigendum 1 to Engineering Circular No. 4 of 2013 issued by D.G. Shipping, Govt. of India

For certification under Marpol Annex I, Offshore Supply/Support Vessels (OSV) carrying fuel oil as cargo are categorized as “Ships other than Oil Tanker” and are to be issued with IOPP Form B.

D.G. Shipping (GOI) had issued Engg. Circular No. 4 of 2013 providing guidance on the calculation of aggregate cargo carrying capacity and also the procedure to be followed while issuing Form B to the OSVs.

For compliance to Marpol Annex I, these vessels were to comply with Regulation 26.4 which requires the length of cargo tank not to exceed 10m or the values derived as per Regulation 26.4.1, 26.4.2 and 26.4.3 whichever is greater. Accordingly any oil tank exceeding above length requirement could not be designated as cargo tank.

D.G. Shipping taking into consideration the difficulties expressed by owners with respect to non-feasibility of alteration of oil tanks to meet the requirement of Marpol Annex I Reg.26.4, has now issued the Corrigendum 1 to Engg. Circular 4 of 2013 (copy attached) providing as follows for OSVs delivered before 1 August 2010.

- (1) The aggregate cargo carrying capacity of any such vessel shall not exceed 1000m³.
- (2) The limitation in the size of the cargo tank, as required by Regulation 26.4, shall be complied by limiting the actual volume of the cargo carried in such tanks to a value proportionate; so as, not to exceed the volume determined by the calculation stated in Regulation 26.4, Annex I of MARPOL.
- (3) The Stability Booklet, Cargo Plan and the IOPP Form ‘B’ shall mention the corrected volume of the Cargo tank and the same need to be suitably approved by the RO. The compliance with this requirement shall be evidenced by the Oil Record Book entries and all such documents of declaration of the vessels cargo carrying capacity.

Further Administration has clarified that fuel oil from cargo tanks for the OSVs can be used as ships bunker for its own use.

Based on the consideration as provided in the Corrigendum 1 to Engg. Circular 4 of 2013, owners intending to carry out re-evaluation of the oil tanks are requested to approach IRS H.O.

While making the request for above evaluation, owners will be required to submit following documents:

- (i) A copy of the capacity plan and table clearly indicating the fuel oil tanks and cargo oil tanks. Designated cargo tanks which exceed the length limitation specified by Reg. 26.4, calculation showing proportionate volume as required in the Corrigendum 1 to Engg. Circular 4 of 2013 is to be attached to the capacity plan.
- (ii) Fuel oil piping diagram for reference.
- (iii) An addendum to the Trim and Stability Booklet as per Annexure.

Based on the satisfactory approval of the Addendum to Trim and Stability Booklet for the changes, the Form B will be amended to reflect the corrected total volume of the cargo tanks and will be sent to the owners for placing same on board. Information identifying cargo tanks with volume restriction due to proportionate limitation in the volume for compliance with Reg.26.4 as per corrigendum 1 to Engg. Circ. 4 of 2013 will be reflected in the survey status of the vessel.

Annexure:

Following guidelines to be followed with regard to Stability Booklet for OSVs delivered before 01-Aug-2010:

There is no need to revise the complete Trim & Stability Booklet. Instead an addendum to Trim & Stability Booklet can be submitted with the following documentation/conditions.

- (a) A capacity plan and table clearly indicating the fuel oil tanks and cargo oil tanks.
- (b) Limitation on aggregate cargo oil carrying capacity and individual capacity of cargo tanks as per point nos. (1) and (2) of corrigendum 1.
- (c) Loading Conditions

If the owner does not provide any specific loading conditions indicating oil as cargo, calculations should be made for the following standard loading conditions:

- Vessel in fully loaded departure condition with cargo distributed below deck including oil as cargo and/or with cargo specified by position and weight on deck, with full stores and fuel, corresponding to the worst service condition in which all the relevant stability criteria are met.

- Vessel in fully loaded arrival condition with cargo as specified above, but with 10% stores and fuel.

Note: In calculating the free surface effects in tanks containing consumable liquids, it should be assumed that for each type of liquid at least one transverse pair or a single centreline tank has a free surface and the tank or combination of tanks taken into account should be those where the effect of free surfaces is the greatest.

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