BAHRIA CLASSIFICATION SOCIETY

BCS-I CC
Interpretations to BCH and IBC Code
October 2022

These interpretations are prepared by embedding related IMO and IACS Unified Interpretations.

Unless otherwise specified, these Rules apply according to the implementation dates as defined in each interpretation. See Rule Change Summary on BCS website for revision details

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CC1 Interpretation of sub-section 3.9(b), BCH Code

(1977) (Rev.1 1979) (Rev.2 Feb 2007)

(corresponds to paragraph 13.1.1.2 of the IBC Code)

Sub-section 3.9(b) of the Code reads as follows:

'(b) Restricted device which penetrates the tank and which, when in use, permits a small quantity of cargo vapour or liquid to be exposed to the atmosphere. When not in use, the device is completely closed. The design should ensure that no dangerous escape of tank contents (liquid or spray) can take place in opening device.'

This paragraph may be interpreted as follows:

'A restricted device could be a sounding pipe with inside diameter not exceeding 200 mm, with vapour tight cover.'

End of Document

CC2 Interpretation of paragraph 4.9.2, BCH Code

(1977) (Rev.1 Feb 2007)

(corresponds to paragraph 15.12.2 of the IBC Code)

Paragraph 4.9.2 of the Code reads as follows:

'Tank venting systems should be provided with a connection for a vapour return line to shore installation.'

This paragraph may be interpreted as follows in respect of the provision of a stop valve for the connection of tank venting systems with lines for the return of vapours to shore plants:

'Tank venting systems should be provided with a stop valve for vapour return line to shore.'

End of Document

CC3 Interpretation of paragraph 4.11.2, BCH Code

(1977) (Rev.1 Feb 2007)

(corresponds to paragraph 15.14.4 of the IBC Code)

Paragraph 4.11.2 of the above Code reads as follows:

'Connections for returning the expelled gases ashore during loading should be provided.'

This paragraph may be interpreted as follows in respect of the provision of a stop valve for the connection of tank venting systems with lines for the return of vapours to shore plants:

'Tank venting systems should be provided with a stop valve for vapour return line to shore.'

End of Document

CC4 Venting System on Chemical Tankers

(June 2002)

(IBC Code, paragraph 8.3.2)

By-passing of P/V valves is allowed during cargo operations for cargoes which do not require a vapor return system, provided that the vent-line outlet is fitted with flame arresters and is located at the required height above the deck level. However, by-passing of high-velocity valves is not permitted.

Note: 1. This UI CC4 is to be uniformly implemented by IACS Members and Associates from 1 January 2003.

End of Document

CC5 Fire protection and fire extinction IBC Code Chapter 11

CC5 (Sept 2008)

(Regulation 11.1)

Regulation

Paragraphs 11.1.1.3 and 4 of IBC Code Chapter 11 (as amended by Res.MSC.219(82) and Res.MEPC.166(56)) read:

"11.1.1 The requirements for tankers in SOLAS chapter II-2 shall apply to ships covered by the Code, irrespective of tonnage, including ships of less than 500 tons gross tonnage, except that:

.3 regulations 10.2, 10.4, and 10.5 shall apply as they would apply to cargo ships of 2,000 tons gross tonnage and over;

.4 regulation 10.5.6 shall apply to ships of 2,000 gross tonnage and over;

Interpretation

1. SOLAS Regulations II-2/10.2 and 10.4 apply to cargo ships of 500 gross tonnage and over under SOLAS and to chemical carriers, regardless of size, under the IBC Code.

2. SOLAS II-2/10.5, except for sub-paragraph 10.5.6, applies to chemical tankers, regardless of size, constructed on/after 1 July 1986.

3. SOLAS II-2/10.5.6 applies only to chemical tankers constructed on/after 1 July 2002 and of 2,000 gt and above.

Note:

This Unified Interpretation is to be uniformly implemented by IACS Members and Associates from 1 January 2009.

End of Document

CC6 Lining approved for use with acids – IBC Code item 15.11.2

(Apr 2011) (Rev.1 August 2022)

Interpretation of paragraph 15.11 Acids of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)

IBC Code 15.11 Acids

15.11.2 Proposals for lining steel tanks and related piping systems with corrosion-resistant materials may be considered by the Administration. The elasticity of the lining shall not be less than that of the supporting boundary plating.

Interpretation

"Lining" is an acid-resistant material that is applied to the tank or piping system in a solid state i.e. not spray on.

The requirement for the elasticity to be not less than the supporting boundary plating is to prevent debonding at the interface between the lining and the lined surface.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies to ships contracted for construction on/after 1 January 2023.

2. 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.

End of Document

CC7 Unprotected openings

(June 2016)

IBC Code - 2.9

Survival requirements

2.9.3 At final equilibrium after flooding, the righting-lever curve shall have a minimum range of 20° beyond the position of equilibrium in association with a maximum residual righting lever of at least 0.1 m within the 20° range; the area under the curve within this range shall not be less than 0.0175 m radians. Unprotected openings shall not be immersed within this range unless the space concerned is assumed to be flooded. Within this range, the immersion of any of the openings listed in 2.9.2.1 and other openings capable of being closed weathertight may be permitted.

Interpretation

Other openings capable of being closed weathertight do not include ventilators (complying with ILLC 19(4)) that for operational reasons have to remain open to supply air to the engine room or emergency generator room (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2017.

2. 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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