

The requirements given below do not apply to a tanker used for storage of dirty ballast received from other tankers. (Interpretation 31)

SEGREGATED BALLAST (Reg. 18.1,18.2 and 18.11)

Crude oil tanker of DWT \geq 20000 tons and product carrier of DWT \geq 30000 tons delivered after 01-06-1982, and all tankers of DWT \geq 70000 tons delivered after 31-12-1979, shall be provided with SBT whose total capacity shall be such that the tanker operating in lightweight condition plus segregated ballast only, shall satisfy all the following requirements :

- Tanker can operate safely without taking ballast in cargo tanks.
- Moulded draft amidships $\geq 2.0 + 0.02L$, without taking into account any deformation.
- L --- Length of the tanker as defined in Reg. 1.19, approximately LBP.
- Trim by the stern $\leq 0.015L$.
- Propellers shall be fully immersed.
- Tanker of length $< 150m$. should comply with the guidelines given in appendix 1 to the Interpretation 33 in lieu of the above requirements, as decided by the Flag State.

ADDITIONAL BALLAST (Reg. 18.3 and 18.4)

- Additional ballast may be carried in the cargo tanks under the following exceptional circumstances : (Interpretation 32)
 - For safety of the tanker in severe weather conditions.
 - If a combination carrier has to operate beneath a low loading or unloading gantry.
 - If a tanker has to pass under a low bridge.
 - If local regulations require specific deeper drafts for safe navigation.
 - If loading and unloading arrangements require the tanker to be at a specific deeper draft.
 - For close-up inspection and/or hull gauging using rafts.
 - For tank hydrostatic pressure tests.
- If additional ballast is carried then the tanker shall comply with the following conditions :
 - Such ballast is discharged according to discharge criteria for cargo tanks stated in Reg. 34.
 - Appropriate entry is made in Part II of the ORB when the ballast is discharged.
 - In crude oil tanker the cargo tanks to be ballasted are crude oil washed as prescribed in Reg. 35, before departure from an unloading port.

ALTERNATE ARRANGEMENTS

- Crude oil tankers of DWT \geq 40000 tons delivered on or before 01-06-1982 shall comply with SBT as stated above or shall operate with CBT and COW procedure prescribed in Reg. 33 and 35, unless the crude oil carried is not suitable for COW. (Reg. 18.6, 18.7 and Interpretation 34)
- Product carriers of DWT \geq 40000 tons delivered on or before 01-06-1982 shall comply with SBT as stated above or operate with CBT in compliance with CBT manual, and be equipped with oil content meter. (Reg. 18.8 and Interpretations 34, 35 and 36)
- If a tanker delivered on or before 01-06-1982 is so constructed that it can always comply with the draft and trim requirements stated above without the use of ballast water, then it shall be deemed to comply with SBT requirements, provided that it operates with ballast arrangements approved by the Flag State and the same is agreed to by other concerned Port States. Such a tanker may carry additional ballast in oil tanks in severe weather conditions. Flag State shall endorse the arrangements on the IOPP certificate and inform IMO about it. (Reg. 18.10)
- The above alternate systems shall not be required if all the following conditions are complied with : (Reg. 2.5 and 2.6)
- Tanker is engaged in trade within the ports of Party States, or the voyage is within a special area, or within limits designated by IMO.
- Adequate reception facilities are available at cargo loading ports for all ballast, including clean ballast, and tank washing residues.
- All Port States in the area agree to the above arrangement.
- Appropriate entry is made in the ORB and endorsed by Port State.
- IOPP certificate is endorsed accordingly.

CARRIAGE OF BALLAST IN FUEL TANK AND FUEL IN FORE PEAK TANK

- The following ships/tankers shall not carry ballast in any fuel tank :
 - Tanker of GT \geq 150 tons, delivered after 31-12-1979.
 - Ship, other than tanker, of GT \geq 4000 tons, delivered after 31-12-1979.
 - Ship, other than tanker, having spaces for carrying bulk oil cargo of aggregate capacity \geq 200 m³. (Reg. 2.2)
- If there is need to carry large quantities of fuel due to extended stay at sea, which makes it necessary to carry ballast in the fuel tanks for stability and safe navigation, then such dirty ballast shall be discharged into the sea as oily mixture using oil filtering equipment fitted with alarm and auto-stop device, as per the specified criteria. Entry shall be made in the ORB. (Interpretation 29)

- Ship of GT \geq 400 tons constructed after 01-07-1982, and ship, other than tanker, having spaces for carrying bulk oil cargo of aggregate capacity \geq 200 m³ (Reg. 2.2), shall not carry any oil in any tank forward of collision bulkhead.
- If it is unreasonable or impracticable to separate the fuel and ballast tanks for ships other than those stated above, then the ballast water from fuel tanks shall be discharged in compliance with Reg. 15, or to reception facility. (Interpretation 30)