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**PORT (TANKERS) (EEC REQUIREMENTS) RULES 1984**

Rule made under s. 19 of the Port Act.

**Subsidiary  
1984/053**

**PORT (TANKERS) (EEC REQUIREMENTS)  
RULES 1984**

**(LN. 1984/053)**

**7.6.1984**

Amending enactment	Relevant current provisions	Commencement date
None		

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**ARRANGEMENT OF RULES**

Rule

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**SCHEDULE**

**1960-16**

Port

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**PORT (TANKERS) (EEC REQUIREMENTS) RULES 1984****Title.****Subsidiary  
1984/053**

1. These rules may be cited as the Port (Tankers) (EEC Requirements) Rules, 1984.

**Interpretation.**

2. In these rules, unless the context otherwise requires, “chemicals” means any substance listed in Chapter VI of the IMCO Code for Ships carrying Dangerous Chemicals;

“gas” means any substance to which the IMCO Code for Existing Ships carrying Liquefied Gases and the IMCO Code for Ships carrying Liquefied Gases (being gas as defined in paragraph 1.2.1 of each of those Codes) apply;

“IMCO” means the Inter-Government Maritime Consultative Organisation;

“the IMCO Code for Existing Ships carrying Liquefied Gases” means the Code of Existing Ships carrying Liquefied Gases in Bulk published by IMCO in London in 1976 (as amended by the 1st to 3rd sets of Amendments published from 1978 to 1980);

“the IMCO Code for Ships carrying Dangerous Chemicals” means the Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk published by IMCO in London in 1977 (as amended by the 1st to 9th Sets of Amendments published from 1972 to 1980) ;

“the IMCO Code for Ships carrying Liquefied Gases” means the Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk -published by IMCO in London in 1976 (as amended by the 1st to 3rd Sets of Amendments published from 1978 to 1980) ;

“master” means any person (except a pilot) having command or charge of a tanker;

“oil” means petroleum in any form, including crude oil, fuel oil and refined products (other than a substance listed in Chapter VI of the IMCO Code for Ships carrying Dangerous Chemicals), when carried on board a tanker as cargo;

“tanker” means a ship of 1,600 gross registered tonnage or over (and the gross tonnage of a ship having alternative gross tonnage shall be taken to be the larger of those tonnages), which is constructed or adapted for the carriage of oil, chemicals or gas in bulk.

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**Subsidiary  
1984/053****Application.**

3. (1) Subject to sub-rule (2), these rules shall apply to all tankers (whether or not registered in Gibraltar) that –

- (a) are carrying a cargo or chemicals, gas or oil in bulk; or
- (b) having previously carried such a cargo, have discharged the cargo but whose tanks are not free of vapours given off by residues of such cargo, and have an atmosphere which has not been rendered non-flammable.

(2) These rules shall not apply to any ship belonging to Her Majesty or owned or operated by any State and used, for the time being, only on the non-commercial service of that State.

**Reporting.**

4. The master of a tanker to which these rules apply shall, in advance of entering the Port, notify to the Captain of the Port the following information:–

- (a) the name and call sign of the tanker;
- (b) the country in which the tanker is registered;
- (c) the overall length, draught and beam of the tanker;
- (d) the estimated time of arrival at the Port;
- (e) the nature and quantity of any chemicals, gas or oil carried by the tanker;
- (f) whether the tanker is fitted with an inert gas system; (g) whether the inert gas system, if fitted, is fully operational;
- (h) whether the cargo tanks have an atmosphere which has been rendered non-flammable;
- (i) whether or not a certificate has been issued in respect of the tanker –
  - (i) if its cargo includes chemicals, that it complies with the IMCO Code for Ships carrying Dangerous Chemicals; and

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- (ii) if its cargo includes gas, that it complies with the IMCO Code for Existing Ships carrying Liquefied Gases or with the IMCO Code for Ships carrying Liquefied Gases;
  
- (j) any defect in the hull, machinery or equipment of the tanker which may –
  - (i) affect materially the safe manoeuvrability of the tanker; or
  - (ii) affect materially the safety of other vessels in or in the vicinity of or in the approaches to, the Port; or
  - (iii) constitute a hazard to the marine environment; or (iv) constitute a hazard to persons or property on land or in the vicinity of the Port.

5. The master of a tanker to which these rules apply shall in advance of entering the Port forthwith notify the Captain of the Port of any change in the information notifiable under Rule 4 above that occurs after such information was notified to the Captain of the Port.

6. While a tanker to which these rules apply is in the Port the master of that tanker shall notify the Captain of the Port of any change that occurs in the information notifiable under rules 4 and 5 above.

**Check list.**

7. The master of a tanker to which these rules apply shall make available a check list, in the form set out in the Schedule, and completed in respect of the tanker to the duty Boarding Officer when granting pratique.

**Offences.**

8. (1) Where there is a contravention of any of the provisions of rules 4, 5, 6 and 7, the owner and the master of the tanker shall each be guilty of an offence and liable on summary conviction to a fine not exceeding £500.

(2) In any proceedings under rule 4(j) above, it shall be a defence to prove that the master had no knowledge of the defect in question.

**SCHEDULE**

**TANKER CHECK LIST**

A. Vessel Identification

Name of Vessel ..... Owner ..... Year built ..... Flag  
 ..... Call sign ..... Gross tonnage ..... Port of  
 registry ..... Length overall ..... Classification  
 society ..... Class notation  
 ..... Hull ..... Machinery ..... Propulsion machinery  
 ..... Output ..... Agent at the harbour where  
 the tanker will be berthed ..... Draught ..... forward  
 ..... amidships ..... aft ..... Type of cargo loaded (according to  
 tank loading plan) .....  
 Quantity of cargo loaded ..... ..

B. Safety Installations aboard

In good working order	Deficiencies	Yes No
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1. Construction and technical equipment

Main and auxiliary engines

Main steering gear

Auxiliary steering gear

Anchor gear

Fixed fire-extinguishing system

2. Navigational equipment

Manoeuvring characteristics available

First radar installation

Second radar installation

Gyro compass

Standard magnetic compass

Radio direction-finding apparatus

Echo-sounding device

Other electronic position fixing aids

3. Radio equipment

Radiotelegraph installation

Radiotelephone installation (VHF)

C. Safety Certificates and other documents

Certificates/documents valid on board	Yes No
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Cargo Ship Safety Construction  
 Certificate

Cargo Ship Safety Equipment Certificate

Cargo Ship Safety Radiotelegraphy Certificate

Ship Safety Radiotelephony Certificate

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Load Line Certificate  
 Classification Certificate  
 Oil Liability Certificate  
 Oil Record Book filled in  
 Certificate of fitness for the carriage  
 of dangerous chemicals in bulk under the terms of the IMCO Code for the  
 Construction and Equipment of Ships carrying Dangerous Chemicals Bulk  
 Certificate of fitness for the carriage of liquefied gases under the terms of  
 the IMCO Code for Existing Ships carrying Liquefied Gases in Bulk or the  
 IMCO Code for the Construction and Equipment of Ships carrying  
 Liquefied Gases in Bulk

D. Officers and ratings

Yes	No	Certificate of competency detailed	description	serial no.	Name	Place
		Country of issuing authority.				

Master

Chief Mate

Second Mate

Third Mate

Chief Engineer

First Engineer Officer

Second Engineer Officer

Third Engineer Officer

Fourth Engineer Officer

Radio Officer

Total number of ratings

deck

engine room

Deep-sea pilot

taken aboard