

- 62 Existing paragraph 1.3.2 is replaced by the following:

"1.3.2 Where the arrangements are combined with other cargo tanks, either stop valves or other acceptable means shall be provided to isolate each cargo tank. Where stop valves are fitted, they shall be provided with locking arrangements which shall be under the control of the responsible ship's officer. There shall be a clear visual indication of the operational status of the valves or other acceptable means. Where tanks have been isolated, it shall be ensured that relevant isolating valves are opened before cargo loading or ballasting or discharging of those tanks is commenced. Any isolation must continue to permit the flow caused by thermal variations in a cargo tank in accordance with paragraph 1.2.1."

- 63 The following new paragraph 1.3.3 is added:

"1.3.3 If cargo loading and ballasting or discharging of a cargo tank or cargo tank group is intended, which is isolated from a common venting system, that cargo tank or cargo tank group shall be fitted with a means for over-pressure or under-pressure protection as required in paragraph 1.2.3"

- 64 The following new paragraph 1.11 is added:

"1.11 Ships constructed before 1 July 1998 shall comply with the requirements of paragraphs 1.2.3 and 1.3.3 by the date of the first scheduled dry-docking after 1 July 1998, but not later than 1 July 2001."

- 65 The following new paragraph 5 is added:

"5 Combustible gas indicators

All tankers shall be equipped with at least one portable instrument for measuring flammable vapour concentrations, together with a sufficient set of spares. Suitable means shall be provided for the calibration of such instruments."

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- 66 In paragraph 11.2.1, the following sentence is added at the end:

"The control system operated shall provide positive indication of the operational status of such valves."