

**PART II RULES FOR THE CONSTRUCTION
AND CLASSIFICATION OF SHIPS
IDENTIFIED BY THEIR MISSION**

**TITLE 35 OIL RECOVERY SHIPS (AUXILIARY
SHIPS FOR POLLUTION PREVEN-
TION AND CONTROL)**

SECTION 2 STRUCTURE

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CHAPTER A APPROACH

CHAPTER CONTENTS

A1. APPLICATION

A1. SCOPE OF APPLICATION

A1. APPLICATION

100. Cargo types

101. The present Title applies to all vessels intended Ships for the removal of oil floating on the sea surface, as defined in the Regulation 1 of Annex 1 of MARPOL 73/78, handling, storage on board, transportation and subsequent discharge, as defined in Regulation 1 of Annex 1 of the International Convention MARPOL 73/78,.

102. The provisions of Title 35 cover the following aspects:

- a. Protection against fire and explosion during operations involving the removal, storage on board, transportation and discharge of spilled oil on the sea surface;
- b. Structural strength in relation to efforts imposed by the equipment intended for oil removal.

102. Ships in conformity with the regulations of the present Title 35 will be assigned the following Class Notations:

RecOil class 1: ships covered by Title 35 designed and built for the collection of oils with unknown flash point.

RecOil class 2: ships covered by Title 35 designed and built for the collection of oils with flash point greater than 60°C

200. Case of ships where the removal of oil floating on the sea surface is not the main mission

201. Ships in compliance with the requirements of Title 35, but whose primary mission is different, being occasionally used for collecting oil. Will be assigned the “**Rec-Oil Class 1**” or “**Rec-Oil Class 2** notation as an additional to class notation assigned notation according to the main mission of the vessel.

CAPÍTULO C MATERIALS AND WORKFORCE

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C1. BASIC CHARACTERISTICS OF THE MATERIALS OF THE STRUCTURE

C2. WORKFORCE – See Title 11

C1. BASIC CHARACTERISTICS OF THE MATERIALS OF THE STRUCTURE

100. Structure of the hull and recovered oil tanks

101. The recovered oil tanks are to be built of steel in accordance with Part III, Title 61, Section 2, or metal of equivalent strength.

102. Independent recovered oil tanks may be built of other materials provided that such materials have equivalent mechanical properties and adequate strength to the effects of temperature and the fire. Additionally, they are to be built from materials that are not likely to be attacked by or to react with the recovered oil, producing noxious or dangerous products.

103. Except where expressly authorized by this paragraph or Certificate of Compliance, the use of wood, aluminum alloys or plastic materials is forbidden in the recovered oil area.

104. Under RBNA analysis, the use of wood, aluminum alloys or plastic materials may be permitted in the following items in the recovered oil area:

- a. Outside walkways and stairs;
- b. Mobile equipment (the use of sounding rods is aluminum permitted if they are provided with tips of brass or protected against spark generation);
- c. When assembling cargo tanks independent of the hull;
- d. In the masts and chafing mats (back cushions);
- e. In parts of equipment;
- f. Components of electrical installation;
- g. In parts of the cargo handling equipment for loading and unloading.

105. The use of wood or synthetic materials may be allowed in the loading zone for all kind of supports.

106. The use of plastic or rubber is permitted in cargo zone for:

- a. coating of cargo tanks and pipelines for loading and unloading;
- b. All types of end covers, including panels of domes or hatches;
- c. In electrical cables.

107. The coating used in the cargo zone is not to be liable to produce sparks, particularly in the event of shocks.

108. All the materials used for fixing elements of the accommodation spaces or the wheelhouse are to be fire retardant and are not to give off smoke or toxic gases.

109. For the superstructure and deckhouses, the external bulkheads facing the recovered oil area, and side bulkheads within a distance of 3 meters from any bulkhead facing the recovered oil area are to be of steel and isolated to the standard "A60", as defined in the relevant chapters of the NORMAM 01 (Standard of the Brazilian Maritime Authority for vessels engaged in navigation at sea) and NORMAM 02 (Standard of the Brazilian Maritime Authority for vessels employed in inland navigation).

Alternatively, a water spray system with a capacity of 10 litros/m²/min may be installed to protect all bulkheads, portholes and windows having a recommended "A60" insulation.

CAPÍTULO T INSPECTIONS AND TESTS

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- T1. INSPECTIONS OF MATERIALS
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– See Part II, Title 11, Section 1
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– See Part II, Title 11, Section 1
 - T6. TIGHTNESS AND STRUCTURAL STRENGTH TESTS
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T6. TESTS OF TIGHTNESS AND OF STRUCTURAL STRENGTH

100. Locations of tests

101. Hydrostatic testing of various tanks and compartments are to be repeated at intervals, in no case exceeding 5 years.

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