

# 4 Tankers, Hazardous Cargoes, Hazardous Works and Dangerous Materials

## 4.1 Vessels carrying explosives

- 4.1.1 The master of any vessel in any port, harbour, roadstead, or anchorage having on board or intending to load explosives must hoist on the ship a red flag or the flag B of the International Code by day and a red light by night.
- 4.1.2 The master of any vessel in any port, harbour, roadstead or anchorage, or the pilot, must not allow that vessel to approach within 200 metres of any other vessel that is carrying or loading explosives, except:
- (a) with the permission of the Harbourmaster; or
  - (b) for the purpose of loading or unloading that other vessel; or
  - (c) for the purpose of rendering assistance to that other vessel in an emergency.
- 4.1.3 The master of any vessel carrying explosives in any port, harbour, roadstead, or anchorage, or the pilot, must not allow that vessel to approach within 200 metres of any other vessel, except:
- (a) with the permission of the Harbourmaster; or
  - (b) for the purpose of loading or unloading that other vessel; or
  - (c) for the purpose of rendering assistance to that other vessel in an emergency.
- 4.1.4 Nothing in Clause 4.2.1, 4.2.2 and 4.2.3 applies to any vessel which:
- (a) is carrying not more than 27 kilograms of explosives; or
  - (b) is carrying no explosives other than explosives of the first division of the sixth (ammunition) class or the third division of the seventh (fireworks) class as defined by the Explosives Act 1957.

## 4.2 Signals to be displayed by oil tankers

- 4.2.1 On or immediately before the arrival in port of any vessel carrying bulk oil cargo, and so long as the vessel remains in port, the master must display by day a red Flag B of the International Code of Signals, and by night a red light at the masthead or where it can best be seen from all directions.
- 4.2.2 However, if the vessel cannot normally comply with clause 4.2.1, the master must instead display by day, in a conspicuous position above the deck, a red flag made of metal not less than 0.6 metres square, and by night a red light capable of being seen from all directions.

## 4.3 Duties of master while tanker is in port

- 4.3.1 While in port, the master of an oil tanker must operate in accordance with the current edition of the International Safety Guide For Oil Tankers and Terminals (ISGOTT).

- 4.3.2 The master must:
- (a) berth or moor the tanker only at such wharf or place as specified for bulk oil discharges as specified in Schedule 4, or as otherwise permitted in writing by the Harbourmaster; and
  - (b) keep the tanks containing Class 3 packing groups I and II oil cargo securely closed, except when opened for loading or discharging; and
  - (c) in the case of a vessel carrying a cargo of bulk oil, unless exempted by the Harbourmaster, ensure that sufficient motive power is available at all times to enable the vessel to be moved from the berth in case of fire or other emergency.

## **4.4 Oil tankers not to lie close to other vessels**

- 4.4.1 The master of a tanker must ensure that, except for the purpose of transshipment, the tanker does not lie within 30 metres of another vessel, unless the consent of the Harbourmaster has first been obtained in writing.

## **4.5 Hot work operations**

- 4.5.1 Within the Napier Breakwater Harbour, the master of every vessel on board which or on the hull of which it is proposed to carry out welding or flame-cutting operations in or from any position, whether on board the vessel or not, must obtain a Hot Work Permit in accordance with requirements set out in Schedule 5 no less than two hours before commencing the work.
- 4.5.2 The master of the vessel must ensure that, before any welding operations are commenced, precautions are taken for the detection, prevention, and extinguishing of fire on board vessel or elsewhere during the welding operations and that the requirements of the Hot Work Permit are met. Provision must be made for the continuance of the precautions until the operations are completed.
- 4.5.3 Despite clauses 4.5.1 and 4.5.2, the Harbourmaster may exempt from compliance with those provisions the master of a vessel lying at any vessel-repairing establishment.
- 4.5.4 If in any case the Harbourmaster is not satisfied that adequate precautions have been taken, the Harbourmaster may forbid the operations to be commenced or continued until he or she is so satisfied or has caused such precautions to be taken as he or she thinks necessary.