



**PROVISIONAL DOCUMENT OF COMPLIANCE
FOR THE CARRIAGE OF SOLID BULK CARGOES
(IMSBC CODE)**

CERT NO: **VRS - IBCC - 254/19**

Issued under the provisions of the
International Maritime Solid Bulk Cargo (IMSBC) Code,
under the Authority of the Government of
-----BELIZE-----

BY
VERITAS REGISTER OF SHIPPING LTD.

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	IMO Number
DEEB BREEZE	V3WF2	BELIZE CITY	6079	9191577

THIS IS TO CERTIFY that, with respect to the "International Maritime Solid Bulk Cargo (IMSBC) Code" the above mentioned vessel is suitable for the carriage of cargoes listed in **GROUPS "A", "B" AND "C"** of the above mentioned Code (see Annex overleaf), subject to conformance with the following conditions:

1. The cargo being loaded and carried in accordance with the conditions approved in the Loading Manual.⁽¹⁾
2. The cargo being loaded and carried in accordance with the conditions approved in the Trim & Stability Booklet.
3. The Master being responsible for the remaining requirements of the "International Maritime Solid Bulk Cargo (IMSBC) Code".

This Document of Compliance remains valid until: **The 12TH of August 2025**

Issued at **Tripoli, Lebanon** the **13TH** day of **March** 20 **25**

AHMAD KAHEELA
For: VERITAS REGISTER OF SHIPPING LTD.



¹ Applicable for ships over 150 meters in length.

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ANNEX (LIST OF CARGOES)

Material	UN No.	IMO Class
BROWN COAL BRIQUETTES (LIGNITE)	-	MHB (CB and/or SH)
COAL	-	MHB (CB and/or SH and/or WF and/or CR)
WOOD CHIPS, with moisture content 15% or more	-	MHB (CB)
WOOD PELLETS, not containing additives and/or binders	-	MHB (OH)
BROWN COAL BRIQUETTES (LIGNITE)	-	MHB (CB and/or SH)

SPECIAL REQUIREMENTS:

1. The bulkhead between the cargo space and engine room to be gastight.
2. If the bulkhead between cargo space and the engine room is not insulated to A-60, then cargo shall be stowed away from bulkhead.
3. The boundary of compartment where this cargo is carried shall be resistant to fire and passage of liquid.
4. Inadvertent pumping of cargo space bilge to machinery space to be avoided.
5. Where bilge line are led to machinery space , bilge line is to be isolated either by fitting a blank flange or by a closed lockable valve and notice is to be placed adjacent to the valve warning against opening without the master permission.
6. The cargo shall not be loaded in cargo space adjacent to fuel oil tanks, unless heating arrangement for the tanks are disconnected and remain disconnected during the entire voyage.
7. Not to be stowed immediately adjacent to any tank, double bottom or pipe containing heated fuel oil unless there are means to monitor and control the temperature so that it does not exceed 50 deg C.
8. The cargo shall not be loaded to adjacent to fuel oil tank , when heated fuel oil temperature exceed 65 deg C or temperature exceed more than 55 deg c in period of 12 Hrs. In 24 hrs. Period.
9. Natural surface ventilation system is to be provided for cargo holds.
10. Surface Natural or mechanical ventilation system is to be provided for cargo holds.
11. Mechanical ventilation system is to be provided for cargo holds.
12. At least two mechanical ventilation fans are to be provided for cargo holds. The total ventilation is to be at least six air changes per hour.
13. Ventilation fans are to be safe for use in a flammable atmosphere.
14. Spark-arresting screens are to be fitted to ventilation openings.
15. In continuous ventilation, Ventilation openings are to comply with the requirements of the Load Line Convention as amended for openings not fitted with means of closure.

16. The Mechanical ventilation fan is to be at least give 6 air change per hour in cargo space.
17. Wire mesh guard to be provided in inlet and outlet ventilation opening.
18. Natural ventilation arrangement to be provided, where mechanical ventilation is not possible.
19. Safe type electrical equipment to be provided.
20. If equipment are not certified and unsuitable for use than possible to completely isolate the electrical system outside hazardous area by removal of links or lockable switches, not by removing fuse.
21. All electrical equipment, other than that of approved intrinsically safe type, in the cargo space to be used shall be electrically disconnected from power source by appropriate means other than fuse, at point external to the space.
22. The cable and conduit penetration of the decks and bulkhead to be sealed against the passage of gas or vapour.
23. Protective clothing (gloves, boots, coveralls, headgear) to be provided.
24. At least two set of self- contained breathing apparatus, in addition to those required by SOLAS regulation II-2/10.10 to be provided.
25. Self- contained breathing apparatus
26. When metal sulphide concentrate exhibit any self-heating, flammability hazard, fixed co2 or inert gas firefighting system complying with FSS code to be provided.
27. Fixed co2 or inert gas firefighting system complying to FSS code or with firefighting system which in opinion of the administration gives equivalent protection to be provided (SOLAS II-2/ 7.2).
28. Adequate amount of water for the firefighting purpose should be immediately available from the fire main and fire hoses shall be in ready to use condition ,due consideration to be given for effect on stability of ship.
29. Hydrogen, phosphine and arsine gas measuring equipment to be provided and equipment to be safe type if are used in flammable atmosphere. Equipment may be combined or individual for each gas measurement.
30. Hydrogen, Phosphine, arsine and silane gas measuring equipment to be provided and equipment to be safe type if are used in flammable atmosphere. Equipment may be combined or individual for each gas measurement.
31. Hydrogen, Ammonia and Acetylene gas measuring equipment to be provided and equipment to be safe type if are used in flammable atmosphere. Equipment may be combined or individual for each gas measurement.
32. Oxygen, Methane and carbon mono oxide gas measuring equipment to be provided and equipment to be safe type if are used in flammable atmosphere. Equipment may be combined or individual for each gas measurement.
33. Oxygen gas measuring equipment to be provided and equipment to be safe type, if are used in flammable atmosphere.

34. Hydrogen, oxygen gas measuring equipment to be provided and equipment to be safe type, if are used in flammable atmosphere. Equipment may be combined or individual for each gas measurement.
35. Hydrogen, Phosphine gas measuring equipment to be provided and equipment to be safe type, if are used in flammable atmosphere. Equipment may be combined or individual for each gas measurement.
36. Hydrogen gas measuring equipment to be provided and equipment to be safe type, if are used in flammable atmosphere.
37. Oxygen , sulphur dioxide, Hydrogen sulphide , hydrogen cyanide and hydrogen gas measuring equipment to be provided and equipment to be safe type , if are used in flammable atmosphere. Equipment may be combined or individual for each gas measurement.
38. Oxygen and Hydrogen sulphide to be provided and equipment to be safe type, if are used in flammable atmosphere. Equipment may be combined or individual for each gas measurement
39. Oxygen and carbon mono oxide to be provided and equipment to be safe type, if are used in flammable atmosphere. Equipment may be combined or individual for each gas measurement.
40. CASTER MEAL, CASTER POMACE and CASTER FLAKE shall not be carried in bulk.
41. Consideration shall be given to providing the vessel with the means to top up the cargo spaces with additional supplies of inert gas taking into account the duration of the voyage. The ship's fixed CO2 fire extinguishing system shall not be used for this purpose.
42. Radar and expose radio communication equipment to be protected.
43. UT or other equivalent method with suitable instrument to be conducted on hatch cover to ensure weather tightness of the hatch cover.
44. Introduce dry inert gas at tank top level so that inert gas purge the air from cargo, nitrogen is preferred and all opening to be closed.
45. Ventilation trunking to be in good condition and arranged that prevent interconnection of the atmosphere of cargo space with the other space, accommodation or work shop.
46. Isolation of electrical circuit for the equipment in the adjacent of the cargo space which is unsuitable for use in explosive atmospheric.
47. Equipment for measurement of Ph value for cargo hold bilge to be provided.
48. Two sampling point to be provided per cargo space, one in port side and other in STBD side of hatch cover or hatch coaming for measurement.
49. The adjacent enclosed space such as store room, carpenter shop, passage way, tunnel to be adequately ventilated and regularly monitored for methane, oxygen and carbon mono oxide. In case of mechanical ventilation, only safe type equipment to be use. The electrical equipment on these space to be safe type for flammable / or dust atmospheric or positively isolated.
50. Four set of protective clothing resistant to chemical attack , to be selected taking into

account the hazard associated with chemical being transported.(clothing to satisfy the requirement specified in IMDG/IMSBC code).

51. Immediate availability of water supply from fire main at required pressure either by permanent pressurization or remote start of pumps.

52. 4 number of nozzle spraying water simultaneously in cargo space at pressure , with four hydrant operated simultaneously. The number and position of hydrant is such that at least two of the required four jet, when supplied by single length of hose may reach any part of cargo space.

Note: Vessel to comply with all operational requirements for cargo as per IMSBC Code.

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