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SLS.14/Circ.453
30 March 2012

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Alternative design and arrangements accepted under regulation II-2/17

Fire safety

Submitted by the Government of the United Kingdom

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of a communication by the Government of the United Kingdom in respect of alternative design and arrangements accepted in accordance with regulation II-2/17 of the above Convention for the M/V **Bodil Knutsen** (IMO No. 9472529) by the Government of the Isle of Man.

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.



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For the attention of the Secretary General

Your ref:
Our ref: **MS 067/022/0144**

23.3.2012

Dear *Secretary-General*,

Notification of alternative design and arrangements under regulation II-2/17 of the International Convention for Safety of Life at Sea, 1974

M.V. Bodil Knutsen (IMO 9472529)

The Government of the United Kingdom has agreed that the Government of the Isle of Man may accept alternative design and arrangements for fire safety for the Isle of Man registered vessel BODIL KNUTSEN (IMO 9472529).

The alternative arrangements follow those notified to the IMO by the Government of Norway in 2011 for this vessel during the construction process as per SLS.14/Circ.411. The vessel has subsequently changed flag to the Isle of Man and the United Kingdom Government therefore submits the details of the same arrangement on their behalf.

Yours sincerely

Katy Ware
Permanent Representative of the UK to the IMO



An executive agency of the
Department for
Transport

**Statement by the Government of the Isle of Man
Alternative design and arrangement**

International Convention for the Convention for the Safety of Life at Sea

Alternative arrangement requested under regulation II-2/17

BODIL KNUTSEN (IMO 9472529)

Regulation II-2/4.5.1.1 of the International Convention for the Safety of Life at Sea, 1974 as amended requires that –

Cargo pump-rooms, cargo tanks, slop tanks and cofferdams shall be positioned forward of machinery spaces.

This vessel was converted from a conventional crude oil tanker to a shuttle tanker having deep-well pumps within the cargo tanks at the design stage. Subsequently the conventional cargo pump-room has been replaced with an aft thruster space containing two azimuth thrusters with a permanent opening to the machinery spaces thus making them contiguous.

This 'aft thruster space' is therefore partly recessed into the vessels slop tanks, with three vertical sides being surrounded by slop tanks, with a cofferdam being placed between the thruster space and the slop tanks. This is a deviation from II-2/4.5.1.1 which requires that slop tanks be positioned forward of the machinery spaces.

This alternative design has already been notified to the organisation by the Government of Norway under SLS.14/Circ.411, at the time of the original application, the Government of Norway believed, based on the compensating actions, such as the ability of inerting the cofferdam space; the fitting of a fixed gas detection system for the cofferdam space, the provision of a mechanical over-pressure ventilation, a fixed fire extinguishing system in the thruster space and other risk analysis that this alternative arrangement provides an equivalent level of safety to that required by II-2/4.5.1.1. The Government of the Isle of Man considers this to still be the case.

The Government of the Isle of Man gives notification of the acceptance of this existing alternative arrangement under the provisions of Regulation II-2/17 of the Convention for the above-captioned vessel.

Isle of Man Ship Registry
Department of Economic Development
September 2011

