

**Subject: Amendments to the SOLAS Regulation II-1/12**  
**EIF on 1st January 2020**

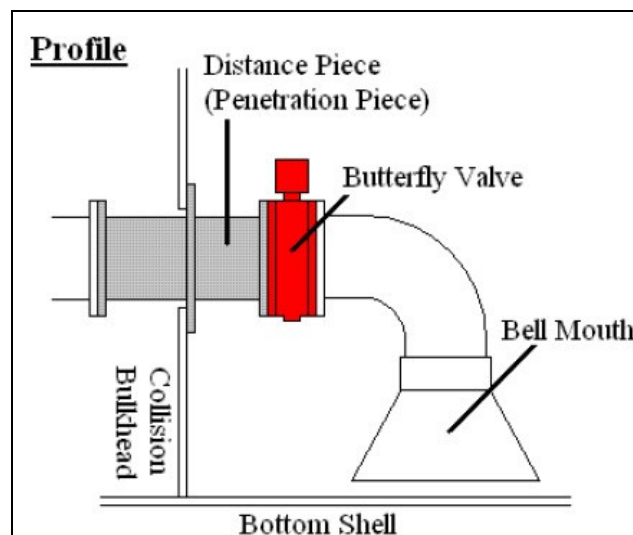
WRT SOLAS II-1/12 any pipe piercing a collision bulkhead should be fitted with a screw-down valve capable of being operated from above the bulkhead deck and according to resolution MSC.421 (98), MSC.1/Circ.1567, the following amendment were adopted into SOLAS regulation II-1/12 which will enter into force on 1 January 2020.

**Compliance Dates:**

This amendments will be enter into force on or after 1 January 2020.

**Descriptions & revised requirements for ships:**

Except as provided in paragraph A, The collision bulkhead may be pierced below the bulkhead deck of passenger ships and the freeboard deck of cargo ships by not more than one pipe for dealing with fluid in the forepeak tank, provided that the pipe is fitted with a screw-down valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships, the valve being located inside the forepeak at the collision bulkhead. The Administration may, however, authorize the fitting of this valve on the after side of the collision bulkhead provided that the valve is readily accessible under all service conditions and the space in which it is located is not a cargo space. **Alternatively, for cargo ships, the pipe may be fitted with a butterfly valve suitably supported by a seat or flanges and capable of being operated from above the freeboard deck. All valves shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable.**



Typical Butterfly Valve Arrangement

Paragraph A: If the forepeak is divided to hold two different kinds of liquids the Administration may allow the collision bulkhead to be pierced below the bulkhead deck of passenger ships and the freeboard deck of cargo ships by two pipes, each of which is fitted as required by paragraph 6.1, provided the Administration is satisfied that there is no practical alternative to the fitting of such a second pipe and that, having regard to the additional subdivision provided in the forepeak, the safety of the ship is maintained.

*Note for owner:*

The fitting of butterfly valves in lieu of screw-down valves in pipes piercing a collision bulkhead is acceptable on Iranian classification society registered ships.

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