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Updated: 2019-12-13 (Senior Surveyor of Ships Cargo Ships Safety)		
<h2>Exemptions and Equivalents for Ships / Hong Kong, China</h2> <p>Reference: XQ59558</p>		
<h3>Details of Exemption or Equivalent</h3>		
Flag Administration:	Hong Kong, China	
Date of notification:	2019-12-13	
Title of the reporting:	Equivalent arrangement accepted under regulation I/5	
Additional description:	Screw-down valve at collision bulkhead	
Convention:	SOLAS 1974	
Code, if applicable:		
Under the authority conferred by the provisions of:	SOLAS regulation I/5	
Exempted from or equivalent to the requirements of:	SOLAS regulation II-1/12.5.1	
Conditions or restrictions:	see attachment	
Details, reasons, justification and other information:	see attachment	
Documents:		
	 <a href="#">Exemption/equivalent document</a> Statement of equiv arrangement_SD Valve_HK 2019... (259 KB) / English	

### Withdrawal or cancellation of the above grant/approval

Date withdrawn  
or cancelled:

Reasons:

### IMO Circulars (if applicable)

Circular:

Circular date:

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12 December 2019

## INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

### Equivalent arrangement accepted under regulation I/5

#### Screw-down valve at collision bulkhead

#### Statement by the Maritime Administration of the Hong Kong Special Administrative Region of the People's Republic of China

Regulation 12.5.1 of Chapter II-1 of SOLAS 1974, as amended, requires that except as provided in paragraph 5.2, the collision bulkhead may be pierced below the bulkhead deck 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.

Ships may, in lieu of complying with the requirements in Regulation 12.5.1 of Chapter II-1, comply with the following:

1. install a remotely operated butterfly valve which is approved by the ship's classification society in lieu of a screw-down valve in way of the collision bulkhead;
2. the ship's classification society is satisfied with the piping and valve arrangement for the forepeak tank of the ship;
3. the butterfly valve is suitably supported by a seat or flanges and capable of being operated from above the freeboard deck;
4. the butterfly valve shall be of steel, bronze or other approved ductile material; and
5. the butterfly valve is maintained in good working condition.

The Administration considers this arrangement as providing an equivalent level of safety to that required under Regulation 12 of Chapter II-1 of SOLAS 1974, as amended by Resolution MSC.194(80) and Resolution MSC.421(98).



(S. Y. CHAN)

General Manager / Ship Safety Branch  
for Director of Marine

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