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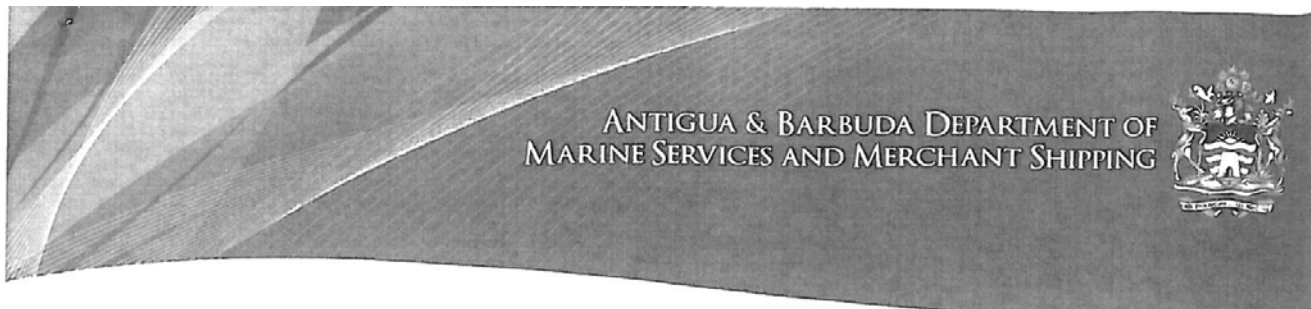
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Equivalent arrangements accepted under regulation I/5

Communication by the Government of Antigua and Barbuda

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of a communication by the Government of Antigua and Barbuda in respect of equivalent arrangements regarding the use of butterfly valves in collision bulkhead penetrations for two liquefied gas carriers (IMO Nos. 9618848 and 9623984, respectively) accepted under regulation I/5 of the above Convention.

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



March 5th, 2012

The Secretary General,
The International Maritime Organization,
4 Albert Embankment,
London SE1 7SR
UK

Dear Secretary General,

RE: Notification of an equivalent arrangement accepted under Chapter 1, Regulation 5 of the International Convention for the Safety of Life at Sea, 1974, as amended.

Use of Butterfly Valves in Collision Bulkhead penetrations

The Government of Antigua and Barbuda is pleased to communicate to the Organization the attached equivalent arrangements in respect of two ships under construction for registry in Antigua and Barbuda.

In accordance with Regulation 5(b) of Chapter 1 of SOLAS, the Government of Antigua and Barbuda would request that the Secretary General circulate the particulars of the equivalent arrangement for the information of other member states.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Dwight C. R. Gardiner".

Dwight C. R. Gardiner
Director/Registrar General

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Acceptance of Butterfly Valves for Collision Bulkhead penetrations.

Equivalent Arrangement accepted by Antigua and Barbuda.

This equivalent arrangement applies in respect of the two Liquefied Gas Carriers of 6509 Gross Tons under construction at STX Offshore & Shipbuilding Co, Ltd. (Busan Shipyard) with new building numbers B5058 and B5062 and which have been issued IMO numbers 9618848 and 9623984.

The owners and the builders have requested that, as a consequence of the design of the vessels and the lack of availability of suitable screw down valves as required by SOLAS Chapter II-1 Regulation 12 with remote hydraulic valve actuators , the vessels be fitted with an alternative arrangement using two butterfly valves.

The Antigua Department of Marine Services of Antigua and Barbuda has examined the proposals and in consultation with the vessel's Classification Society and after considering other vessels that have been constructed with this arrangement and after considering the safety of the proposed arrangement agreed that the proposed design may be accepted using butterfly valves as an equivalent arrangement to the screw down valve required by Regulation 12.

The arrangement is accepted under the following conditions:

1. Two valves are fitted of the "butterfly valve" type, one of which is located inside the forepeak tank and one of which is located aft of the collision bulkhead.
2. The pipe penetrating the bulkhead is steel and in the form of a penetration piece fully welded in place with the forward butterfly valve attached to the forward end of the penetration piece and the aft butterfly valve attached to the aft end of the penetration piece.
3. The penetration piece is kept as short as reasonable practicable for access for maintenance and operation.
4. The forward valve has a remote manual activation available and operable from outside the forepeak tank.

Antigua and Barbuda Department of Marine Services and Merchant Shipping
February 2012.
