



---

## **INFORMATION BULLETIN No. 176**

---

### **Voluntary Early Implementation of SOLAS Regulation II-1/12**

#### **Guidance and Instructions for Bahamas Recognised Organisations, Bahamas Approved Nautical Inspectors, Ship Owners, Managers and Masters**

---

#### **1. Purpose**

- 1.1. This Bulletin provides guidance on the early implementation of amended Regulation 12 of Chapter II-1 of the International Convention for the Safety of Life at Sea 1974, as amended (SOLAS) by the Bahamas Maritime Authority (BMA).

#### **2. Application**

- 2.1. This Bulletin applies to all ships registered in The Bahamas to which Chapter II-1 of SOLAS is applicable.

#### **3. Background**

- 3.1. The Maritime Safety Committee of the International Maritime Organization (IMO) adopted amendments to SOLAS regulations II-1 at its 98<sup>th</sup> session – see Resolution MSC.421(98) ([click here](#)).
- 3.2. The planned entry into force date for the amended regulations is 01 January 2020.
- 3.3. The Maritime Safety Committee also invited SOLAS contracting governments to take action as appropriate pending formal entry into force – see MSC.1/Circ.1567 ([click here](#)).

#### 4. Amendment Details

- 4.1. The existing paragraph 5.1 of SOLAS Regulation II-1/12 is to be replaced by the following new renumbered paragraph 6.1 (new/amended text in blue):

*"6.1 Except as provided in paragraph 6.2, 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".*

- 4.2. The BMA has previously agreed to the fitting of butterfly valves in lieu of screw-down valves in pipes piercing a collision bulkhead on Bahamian registered ships, as described in paragraph 4.2.5 of The Bahamas National Requirements, Rev.9.
- 4.3. Noting MSC.1/Circ.1567, the BMA accepts voluntary early implementation of amended SOLAS regulations II-1/12.6.1.
- 4.4. The BMA has advised its early acceptance of the amended regulations to the IMO and has entered this in the IMO Global Integrated Shipping Information System (GISIS) ([click here](#)).
- 4.5. A copy of this Bulletin is to be kept with the statutory certificates on board any ship where the amended regulations have been implemented early, in case of any queries by Port State Control Officers or third-party inspectors.

#### 5. Revision History

Rev.1 (22 June 2018) – Revised link in paragraph 4.4 to reflect transfer of the GISIS notification to the new "Voluntary Early Implementation" section of GISIS.

Rev.0 (12 April 2018) – First issue