

SC 306

Valve piercing ship's collision bulkhead

(Nov 2024) Interpretation of SOLAS II-1/12.6.2, as adopted by resolution MSC.474(102)

SOLAS regulation II-1/12.6.2 reads as follows:

“Regulation 12 - Peak and machinery space bulkheads, shaft tunnels, etc.

6.2 For ships constructed on or after 1 January 2024, except as provided in paragraph 6.3, 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 remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. The valve shall be normally closed. If the remote control system should fail during operation of the valve, the valve shall close automatically or be capable of being closed manually from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. The valve shall be located at the collision bulkhead on either the forward or aft side, provided the space on the aft side is not a cargo space. The valve shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable.”

Interpretation

1 For the compliance with SOLAS regulation II-1/12.6.2, as amended by resolution MSC.474(102), the valve fitted on the pipe piercing ship's collision bulkhead below the bulkhead deck of passenger ships and the freeboard deck of cargo ships may be either a deck standing manual type or a mechanically powered type with a fail-close arrangement.

2 For the purpose of the fail-close arrangement, the valve shall be of an automatic fail-close type, or shall have an additional manual-closing function activated from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2026.
2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29

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