



# New requirements for P/V valves on Chemical Tankers (MSC.1/Circ.1324)

(Amendments to MSC/Circ. 677, the testing standard for flame preventing devices on cargo tanks)

The amendments to MSC/Circ. 677 started applying retroactively to existing ships as from 1 January 2013. This was addressed in our technical eNewsletter issued in January 2012. Noting a need for further clarification, we want to emphasise the following:

## APPLICABILITY

As [MSC.1/Circ.1324](#) solely amends Circ. 677, and considering Circ. 677 has never been retroactively applicable, prior standards are not deemed to be affected by MSC.1/Circ. 1324. Therefore only Circ. 677 type-approved P/V valves will be affected, and prior standards (i.e. Circ. 373) will not.

## TYPE APPROVAL

Modifying an existing P/V valve that was originally type approved as one complete 'end of line'-flame-preventing device is considered to be a change of model, thus necessitating a new type approval for the complete unit. Typical modifications in this context may involve replacing the flame screen on the vacuum side. If modifying or replacing an existing valve, new flow curves for the complete unit are to be submitted to DNV for evaluation of the max loading/discharging rates and, if applicable, revising the VECS manual may be necessary.

## PREPARATION BY THE OWNER

*Check the applicability to the ship and P/V valves.*

Not applicable if:

- IIA electrical equipment in hazardous areas, thus not certified for IIB products in the first place, or
- P/V valves not type approved to MSC/Circ. 677. (Check P/V valve or T/A certificate), or
- P/V valves already IIB compliant. (Check P/V valve or T/A certificate).

*If applicable, decide whether or not to modify.*

- If no upgrading, IIB products\* will not be included in the CoF after the dry docking.
- If upgrading, IIB products will remain on the CoF after the dry docking.
- DNV will on request assist in determining the consequences of not upgrading for any DNV-classed ship.

*If upgrading:*

- Check with maker if upgrading kits are available, or
- Replace valves with new MSC/Circ.677 IIB compliant valves.
- In either case, new flow curves for the complete unit should be submitted to DNV for evaluation of the max loading/discharging rates and possible amendments to the VECS manual. Ensure that type-approval certificates are provided on board for the modified valve or replacement valve and that the device is properly marked.

*When to upgrade:*

- At the first scheduled dry docking after 1 January 2013, i.e., when doing a dry-docking survey - normally when the renewal or intermediate survey takes place. If an 'in-water survey' is done in lieu of a 'dry-docking survey', upgrade at the next 'dry-docking survey'.
- The upgrade may also be done at any later time subject to an onboard survey. The IIB products will then be reinstated in the CoF upon a successful survey.

*Prepare for survey:*

- Ensure that flow curves have been reviewed.
- Ensure that new T/A certificates are on board.
- Ensure that new marking tags are in place and can be read by the surveyor.

\*The 2012 Amendments of the IBC Code and the latest MEPC.2/Circular totals about 70 products denoted IIB. Only these products will be affected if no upgrading takes place. We therefore urge owners to check their CoFs to determine which IIB products they may lose when considering whether or not to upgrade. DNV can assist in determining the gap for any DNV-classed ship.

## CONTACT INFO

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