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Ref. T5/1.01

MEPC/Circ.427
21 December 2004

**NOTIFICATION OF EQUIVALENCY UNDER REGULATION 3(1)
OF ANNEX I TO MARPOL 73/78**

Communication received from the Administration of Norway

A communication has been received from the Administration of Norway concerning equivalency under regulation 3(1) of Annex I to MARPOL 73/78.

In accordance with regulation 3(2) of Annex I to MARPOL 73/78, the above-mentioned communication, annexed hereto, is circulated to the Parties to the Convention for their information and appropriate action, if any.



Sjøfartsdirektoratet
Norwegian Maritime Directorate

Our date
2004-01-28
Your reference

Our reference and file no
200401828-2/57/020898
Inquiries to / Direct phone
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The International Maritime Organization (IMO)
4 Albert Embankment
London SE1 7SR
United Kingdom

Dear Sirs,

Notification of Equivalency Submitted by Norway, Concerning Carriage of Aviation Turbine and Jet fuels in Gas Carriers. Product grades: JA1, JP-1, JP-4, JP-5 and JP-8 all Finished end Products.

This note is applicable for the following ships only. LPG/C Berge Captain IMO Nr.8910902. LPG/C Berge Challenger IMO Nr. 9002491. LPG/C Berge Clipper IMO Nr. 8917807 and LPG/C Berge Commander IMO Nr 8910897.

Reference is made to regulation 3(1) of Annex I to MARPOL 73/78.

As an extension of the ranges of products accepted under the equivalency given in MEPC/Circ.167 dated 3 June 1986 for carriage of oil products by gas carriers the Norwegian Maritime Administration has accepted carriage also of the above mentioned grades of aviation turbine and jet fuels, which are **finished end products**, by gas carriers not being provided with oil discharge monitoring and control equipment.

The extended range of products accepted for carriage has been given to gas carriers provided with an efficient verified cargo tank stripping system tested to leave product quantities of about 30 liters in the suction well and thus substantially reducing the cargo remaining for removal by ventilation.

The installation and use of such stripping system and a prohibition of use of water for tank cleaning has, for the mentioned products, been accepted as and equivalent to the installation and use of slop tanks, oily water discharge arrangement, oil discharge monitoring and control system normally required for oil tankers.

Yours faithfully,


Sigurd Gude
Deputy Director of Shipping and Navigation


Per M. Indreide
Director of Department

Enclosures Copy of original form B of applicable IOPP Certificates.

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