

IGC Code (Hulls)

Amended Rules and Guidance

Rules for the Survey and Construction of Steel Ships Parts B, D, and N
Guidance for the Survey and Construction of Steel Ships Parts B, and N

Reason for Amendment

Although various parts of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, the IGC Code, have been reviewed and revised over the years since the code was adopted in 1983, the entire code itself has never undergone a comprehensive review. The IMO, therefore, decided to carry out such a review in order to take into account the latest technology advancements and to increase the safety of the structures and equipment used on ships. As a result, amendments to the Code were adopted as resolution MSC.370(93) at the 93rd Session of the IMO Maritime Safety Committee (MSC93) held in May 2014.

Therefore, relevant requirements are amended in accordance with the resolution MSC.370(93).

More specifically, the aforementioned amendments to the IGC Code related to hulls had to primarily do with the revision of distance between cargo tanks and outer shell to depending on a capacity of the cargo tank considering effect of the accident and of requirements for design loads, and the addition of the standards for designs of cargo containment systems of novel configurations expected to be developed in the future.

Outline of Amendment

The main contents of this amendment are as follows:

- (1) Amended the extent of assumed damage to be applied when considering ship survival capability.
- (2) Amended requirements related to the location of cargo tanks.
- (3) Specified requirements related to the inspection/survey plans of cargo containment systems.
- (4) Amended the fatigue design conditions for cargo containment systems.
- (5) Specified the guidelines to be followed when non-metallic materials were used for cargo containment systems.
- (6) Specified the standards for the designs of cargo containment systems of novel configurations.