

Corrigenda and Unified Interpretations for the IGC Code

Amended Rules and Guidance

Rules for the Survey and Construction of Steel Ships Part N

Guidance for the Survey and Construction of Steel Ships Part N

Reason for Amendment

The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (the IGC Code) underwent a comprehensive review by the IMO, and 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. These amendments have already been incorporated into the ClassNK Rules.

In this regard, unified interpretations to facilitate the implementation of the revised IGC Code were submitted and discussed at the 3rd session of the IMO Sub-Committee on Carriage of Cargoes and Containers (CCC3) held in September 2016. During these discussions, however, clerical errors in some parts of the revised Code were also pointed out. As a result, corrigenda to correct the clerical errors found as well as draft unified interpretations for the revised IGC Code were agreed by the Sub-Committee.

Accordingly, relevant requirements were amended in accordance with the corrigenda publicized in October 2016 and the unified interpretations approved as MSC.1/Circ.1559 at the 97th Session of the IMO Maritime Safety Committee (MSC97) held in November 2016.

Outline of Amendment

The main contents of this amendment are as follows:

- (1) Restricted the scope of application of non-destructive testing requirements to cargo piping butt-welded joints.
- (2) Restricted the scope of application of oxygen deficiency monitoring installation requirements to ships carrying asphyxiant products.
- (3) Specified that the requirements for the protection of cargo pump-rooms need not be applied to cargo machinery spaces and turret compartments.
- (4) Specified methods for calculating the external surface areas of prismatic tanks which are used to determine the relieving capacities of the PRVs used for such tanks.
- (5) Specified that the means to back-flush water-spray systems with fresh water are to be capable of flushing the system as a whole, including nozzles and in-line filters, etc., in an appropriate direction.

Amended Requirements

Rules for the Survey and Construction of Steel Ships

Part N: 5.9.3, 5.11.6, 13.6.4

Guidance for the Survey and Construction of Steel Ships

Part N: N3.3.1, N8.2.9, Fig. N8.2.9-1, Fig. N8.2.9-2, N8.4.1, Fig. N8.4.1-1, N11.3.6