

SUB-COMMITTEE ON CARRIAGE OF
CARGOES AND CONTAINERS
5th session
Agenda item 8

CCC 5/8/9
5 July 2018
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**UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY AND
ENVIRONMENT-RELATED CONVENTIONS**

Unified interpretation of paragraph 5.13.1.1.4 of the IGC Code

Submitted by IACS

SUMMARY

<i>Executive Summary:</i>	This document provides a copy of IACS UI GC24 on paragraph 5.13.1.1.4 of the IGC Code to facilitate the consistent and global implementation of this mandatory provision
<i>Strategic Direction, if applicable:</i>	6
<i>Output:</i>	6.1
<i>Action to be taken:</i>	Paragraph 7
<i>Related documents:</i>	None

Introduction

1 The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), as amended by resolution MSC.370(93), provides an international standard for the construction of ships carrying liquefied gases in bulk.

2 IACS Members, acting as recognized organizations, have discussed how to implement the requirements of the revised IGC Code, and have found some instances where further clarification is needed to facilitate the global and uniform implementation of these mandatory provisions.

Discussion

3 Paragraph 5.13.1.1.4 of the IGC Code specifies requirements regarding fire tests for emergency shutdown valves with materials having melting temperatures lower than 925°C, as follows:

"5.13.1.1 Valves

Each type of valve intended to be used at a working temperature below -55°C shall be subject to the following type tests:

.1 ...

...

.4 for emergency shutdown valves, with materials having melting temperatures lower than 925°C, the type testing shall include a fire test to a standard acceptable to the Administration."

4 For emergency shutdown valves as referred to in paragraph 5.13.1.1.4 of the IGC Code, IACS is aware of valves that are constructed of materials having melting temperatures lower than 925°C; but these materials are used only in parts, which, if they fail, do not cause intrinsic deterioration of the shell or seat tightness; for example, rubber handle covers. IACS questions, from a technical viewpoint, if such valves should be required to undergo a fire test.

5 To clarify the above issues, IACS has developed a Unified Interpretation (IACS UI GC24), a copy of which is provided in the annex to this document.

6 The Sub-Committee is invited to note that IACS Members intend to implement UIGC24 on ships constructed on or after 1 July 2019, unless they are provided with written instructions to apply a different interpretation by the Administration on whose behalf they are authorized to act as a recognized organization.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to consider the comments provided in paragraphs 3 to 5 above and the IACS UI GC24 provided in the annex to this document; and to note the implementation provisions explained in paragraph 6 above; and take action, as appropriate.

ANNEX

GC24
(July 2018)

Fire Test for Emergency Shutdown Valves

The International Code for the Construction and Equipment of Ships Carrying Liquid Gases in Bulk (IGC Code) as amended by Res. MSC.370(93), 5.13.1.1.4 reads:

5.13.1.1 Valves

Each type of valve intended to be used at a working temperature below -55°C shall be subject to the following type tests:

- .4 for emergency shutdown valves, with materials having melting temperatures lower than 925°C, the type testing shall include a fire test to a standard acceptable to the Administration.*

Interpretation

Emergency shutdown valves, with materials having melting temperatures lower than 925°C, does not include emergency shutdown valves which use materials having melting temperatures lower than 925°C, in components such as rubber handle covers where failure would not cause deterioration of shell or seat tightness intrinsically.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships constructed on or after 1 July 2019.

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Document