

GC 13 Examination before and after the first loaded voyage

(Jan 2008)

The International Code for the Construction and Equipment of Ships Carrying Liquid Gases in Bulk (IGC Code), 4.10.14 reads:

“The overall performance of the cargo containment system should be verified for compliance with the design parameters during the initial cool-down, loading and discharging of the cargo. Records of the performance of the components and equipment essential to verify the design parameters should be maintained and be available to the Administration.”

IGC Code, 4.10.16 reads:

“The hull should be inspected for cold spots following the first loaded voyage.”

Paragraphs 4.10.14 and 4.10.16 shall be interpreted as follows:

Application

This UI applies to all vessels carrying liquefied natural gases (LNG) in bulk which have satisfactorily completed gas trials.

Certification

The following initial certificates shall be “conditionally” issued at delivery subject to satisfactory completion of the first cargo loading and unloading survey requirements below in the presence of a Surveyor:

1. Classification Certificate
2. Short Term Certificate of Fitness for the Carriage of Liquefied Gases in Bulk

Note: The conditions may either be stated on the Classification Certificate or issued as a Condition of Class/Outstanding Recommendation in the vessel’s Record.

Survey Requirements

• First Loading (considered to be full loading):

1. Priority to be given to latter stages of loading (approximately last 6 hours).
2. Review cargo logs and alarm reports.

Note:

This Unified Interpretation is to be applied by all Members and Associates for surveys commenced on or after the 1 July 2008.

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3. Witness satisfactory operation of the following:
 - Gas detection system.
 - Cargo control and monitoring systems such as level gauging equipment, temperature sensors, pressure gauges, cargo pumps and compressors, proper control of cargo heat exchangers, if operating, etc.
 - Nitrogen generating plant or inert gas generator, if operating.
 - Nitrogen pressure control system for insulation, interbarrier, and annular spaces, as applicable.
 - Cofferdam heating system, if in operation.
 - Reliquefaction plant, if fitted.
 - Equipment fitted for the burning of cargo vapors such as boilers, engines, gas combustion units, etc., if operating.
 4. Examination of on-deck cargo piping systems including expansion and supporting arrangements.
 5. Witness topping off process for cargo tanks including high level alarms activated during normal loading.
 6. Advise master to carry out cold spot examination of the hull and external insulation during transit voyage to unloading port.
- **First Unloading:**
1. Priority to be given to the commencement of unloading (approximately first 4 - 6 hours).
 2. Witness emergency shutdown system testing prior to commencement of unloading.
 3. Review cargo logs and alarm reports.
 4. Witness satisfactory operation of the following:
 - Gas detection system.
 - Cargo control and monitoring systems such as level gauging equipment, temperature sensors, pressure gauges, cargo pumps and compressors, proper control of cargo heat exchangers, if operating, etc.
 - Nitrogen generating plant or inert gas generator, if operating.
 - Nitrogen pressure control system for insulation, interbarrier, and annular spaces, as applicable.
 - On membrane vessels, verify that the readings of the cofferdam and inner hull temperature sensors are not below the allowable temperature for the selected grade of steel. Review previous readings.
 - Cofferdam heating system, if in operation.
 - Reliquefaction plant and review of records from previous voyage.
 - Equipment fitted for the burning of cargo vapors such as boilers, engines, gas combustion units, etc., if operating.
 5. Examination of on-deck cargo piping systems including expansion and supporting arrangements.

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6. Obtain written statement from the Master that the cold spot examination was carried out during the transit voyage and found satisfactory. Where possible, the surveyor should examine selected spaces.

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