

GC37 Suitable Pressure Relief System for Air Inlet, Scavenge Spaces, Exhaust System and Crank Case

(Feb 2021)

Interpretation of the first sentence of paragraph 16.7.1.4 of the IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (as amended by Resolutions MSC.370(93), MSC.411(97) and MSC.441(99))

The first sentence of Paragraph 16.7.1.4 of the Code reads as follows:

16.7.1.4 Unless designed with the strength to withstand the worst case overpressure due to ignited gas leaks, air inlet manifolds, scavenge spaces, exhaust system and crank cases shall be fitted with suitable pressure relief systems. [...]

Interpretation

A suitable pressure relief system for air inlet manifolds, scavenge spaces and exhaust system is to be provided unless designed to accommodate the worst-case overpressure due to ignited gas leaks or justified by the safety concept of the engine. A detailed evaluation regarding the hazard potential of overpressure in air inlet manifolds, scavenge spaces and exhaust system is to be carried out and reflected in the safety concept of the engine.

In the case of crankcases, the explosion relief valves, as required by Regulation 27.4 of SOLAS Chapter II-1 as amended by IMO resolutions up to MSC.436(99), are to be considered suitable for the gas operation of the engine. For engines not covered by said Regulation, a detailed evaluation regarding the hazard potential of fuel gas accumulation in the crankcase is to be carried out.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2021.
2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

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