

# **Gas Fuel Pump Automatic Shutdown and Gas Fuel Supply System Monitoring**

## **Amended Rules**

Rules for the Survey and Construction of Steel Ships Part GF

## **Reason for Amendment**

Since there has been a growing interest in ships which use gases as propulsion fuel (hereinafter referred to as “gas-fuelled ships”) due to concerns about the impact that more traditional propulsion fuels have upon the environment, the IMO adopted the IGF Code at the 95<sup>th</sup> session of the IMO Maritime Safety Committee (MSC95) held in June 2015 for the purpose of ensuring the safety of such ships. The Code has already been incorporated into the ClassNK Rules.

After the adoption of the IGF Code, the IMO Sub-Committee on Carriage of Cargoes and Containers, at the 3<sup>rd</sup> session (CCC3) held in September 2016, discussed unified interpretations submitted thereto for the purpose of facilitating the unified implementation of the code. During the discussion, however, clerical errors in some parts of the IGF Code were pointed out, and a corrigenda to correct said errors was issued as a result at the end of January 2017.

Since this corrigenda modified some requirements related to gas fuel pump automatic shutdown in the event of low liquid levels of liquefied gas fuel in gas fuel tanks as well as some requirements related to the locations of fire detection systems provided for the monitoring of gas supply systems, all relevant requirements were amended.

## **Outline of Amendment**

- (1) Changed “low liquid level”, which was the required setting of gas fuel-pump motors and their supply cables automatic shutdown, to “low-low liquid level”.
- (2) Amended requirements related to the locations of fire detection systems provided for the monitoring of gas supply systems.

## **Amended Requirements**

Rules for the Survey and Construction of Steel Ships  
Part GF: 14.3.7, 15.4.10, Table GF15.1