

# GC18 Test for cargo tank's high level alarm (on ships built on or after 1 July 2016)

(Nov  
2016)  
(Corr.1  
Mar 2017)  
(Rev.1  
July 2017)

The International Code for the Construction and Equipment of Ships Carrying Liquid Gases in Bulk (IGC Code) as amended by Res. MSC.370(93), 13.3.5 reads:

“2 An additional sensor operating independently of the high liquid level alarm shall automatically actuate a shutoff valve in a manner that will both avoid excessive liquid pressure in the loading line and prevent the tank from becoming liquid full.”

[...]

“5 The position of the sensors in the tank shall be capable of being verified before commissioning. At the first occasion of full loading after delivery and after each dry-docking, testing of high-level alarms shall be conducted by raising the cargo liquid level in the cargo tank to the alarm point.”

## Interpretation

1. The expression “~~each dry-docking~~ dry-docking” is considered to be the survey of the outside of the ship's bottom required for the renewal of the Cargo Ship Safety Construction Certificate and or the Cargo Ship Safety Certificate.
2. The expression “high-level alarms” is considered to be high liquid level alarm(s) in 13.3.1 and does not include the independent sensor which activates the emergency shutdown system (ESD) and additional sensor(s) specified in paragraph 13.3.2 of the IGC Code.
3. The expression “first occasion of full loading” after “dry-docking” is considered to be the first loading where conditions allow for testing provided that the position of sensors for all high-level alarms(s), additional sensor(s) specified in paragraph 13.3.2 of the IGC Code, and sensor(s) which activates the ESD were tested by simulation at the dry-docking. The testing of the high-level alarms with liquid cargo is to be recorded in the ship's logbook or cargo log by the Master and verified by the Administration or recognized organisation at the first annual survey after “each dry-docking”.

## Technical Background

The ~~interpretation is based upon the fact that:~~

- ~~—— the expression dry-docking is not defined along the Code~~
- ~~—— all kinds of the surveys verifications are set by the Code under paragraph 1.4.2, and~~

Note:

1. This UI is to be uniformly implemented by IACS Members on or after 1 January 2018.
2. Rev.1 of this UI is to be uniformly implemented by IACS Members on or after 1 July 2018.

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(cont)

- ~~—— the one under paragraph 13.3.5 is linked to those required under paragraph 1.4.2.2 relevant to the renewal survey of the “International Certificate of Fitness of Liquefied Gases in Bulk”, which requires:~~
- ~~—— *A renewal survey at intervals specified by the Administration, but not exceeding five years, except where regulation 1.4.6.2.1, 1.4.6.5, 1.4.6.6 or 1.4.6.7 is applicable. The renewal survey shall be such as to ensure that the structure, equipment, fittings, arrangements and material fully comply with the applicable provisions of the Code.*~~
- ~~—— the renewal of the “International Certificate of Fitness of Liquefied Gases in Bulk” is linked to the renewal of the Cargo Ship Safety Construction Certificate and or the Cargo Ship Safety Certificate.~~

~~The Code does not expect specifically any dry-docking survey or inspection of the outside of the ship's bottom under paragraph 1.4.2. Therefore considering also the preamble of this paragraph it is concluded that the dry-docking recalled in paragraph 13.3.5 is the inspection of the outside of the ship's bottom of the ship required by the SOLAS Regulation I/10(v) to be carried out in conjunction with the renewal survey of the Cargo Ship Safety Construction Certificate and or the Cargo Ship Safety Certificate.~~

**Ref.**

~~SOLAS Reg. I/10.~~

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