

GF1 Test for gas fuel tank's high level alarm

(Jan 2017)

(Rev.1
July 2017)

The International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code), MSC Res.391(95)., at paragraph 15.4.2.3 states:

“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 bunkering line and prevent the liquefied gas fuel tank from becoming liquid full.”

.3 The position of the sensors in the liquefied gas fuel 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 fuel liquid level in the liquefied gas fuel tank to the alarm point.”

Interpretation

1. The expression “each ~~dry-docking~~ dry-docking” refers to:

- 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, for cargo ships.
- the survey of the outside of the ship's bottom to be carried out every 60 months according to IMO Resolution A.1104(29, paragraphs 5.10.1 and 5.10.2), for passenger ships.

2. The expression “high-level alarms” is considered to be high liquid level alarm(s) in 15.4.2.1 and does not include the independent sensor(s) which activates the automatic shutdown of liquefied gas fuel tank filling and additional sensor(s) specified in 15.4.2.2 of the IGF Code.

3. The expression “first occasion of full loading” after “dry-docking” is considered to be the first loading of the liquefied gas fuel where conditions allow for testing provided that the position of sensors for all high-level alarm(s) additional sensor(s) specified in 15.4.2.2 of the IGF Code and independent sensor(s) which activates the automatic shutdown of liquefied gas fuel tank filling were tested by simulation at the dry-docking. The testing of the high-level alarms with liquefied gas fuel is to be recorded in the ship's logbook by the Master and verified by the Administration or recognized organisation at the first annual survey of a cargo ship, or the first renewal survey of a passenger ship, after “each dry-docking”.

Ref.

SOLAS Reg. I/10.
IMO Res. A.1104(29)

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Note:

1. This UI is to be applied by IACS Members from 1 January 2018.
2. Rev.1 of this UI is to be applied by IACS Members from 1 July 2018.