

**РОССИЙСКИЙ МОРСКОЙ РЕГИСТР СУДОХОДСТВА  
RUSSIAN MARITIME REGISTER OF SHIPPING**

**ГЛАВНОЕ УПРАВЛЕНИЕ  
HEAD OFFICE**

Санкт-Петербург  
St. Petersburg



**Информационное письмо  
Information letter**

№ 009-1.8-508<sub>4</sub> от 29.12.2010  
of

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|---|---|--|
| <b>КАСАТЕЛЬНО:</b><br>Re:<br><br>О содержании и порядке применения рекомендации МАКО . 114 (June 2010) "Recommendation for the design, construction, operation and survey of emergency shut down valves and safe cargo sampling connections on liquefied gas carriers".<br><br>Contents of and implementation procedure for IACS Rec. 114 (June 2010) 'Recommendation for the design, construction, operation and survey of emergency shut down valves and safe cargo sampling connections of liquefied gas carriers' | На основании ЦП:<br>Based on Circular letter:<br><br>№ 009-1.8-508 <sub>4</sub> от 29.12.2010<br>№ dated  | Ввод в действие:<br>Implementation date:<br><br>01.06.2011   |
|   | Учтены требования нормативных документов (ИМО, МАКО и др.)<br>Requirements of normative documents taken into consideration IMO, IACS and other) | Срок действия:<br>Valid until:   |
|   | IACS Rec. 114 (June 2010)   | Дополняет/изменяет/отменяет информационное письмо<br>Supplementing/amending/cancelling/ inf. letter<br><br>№ _____ от _____<br>№ dated |
| <b>ОБЪЕКТ НАБЛЮДЕНИЯ:</b><br>SUPERVISED ITEM:<br><br>Cargo system equipment and inert gas system of gas carriers  |   | Количество страниц: 1 + 2<br>Number of pages:  |

Зам. Генерального директора

Director General/Deputy Director General

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подпись

Настоящим информируем Вас о вступлении в силу с 01.06.2011 рекомендации IACS Rec. .114 (June 2010) "Recommendation for the design, construction, operation and survey of emergency shut down valves and safe cargo sampling connections on liquefied gas carriers". Указанные рекомендации уточняют требования о ручном управлении аварийных запорных клапанов грузовой системы, изложенные в п. 3.2.4 части VI "Системы и трубопроводы" Правил классификации и постройки газовозов, и их периодических испытаниях, изложенные в п. 8.4.2.10.1 части III "Дополнительные освидетельствования судов в зависимости от их назначения и материала корпуса" Правил классификационных освидетельствований судов в эксплуатации. Кроме того, уточняются требования к трубопроводам в системе контроля концентрации углеводородов в грузовом танке при проведении дегазации танка, изложенные в п. 3.5.3.3 части V "Противопожарная защита" Правил классификации и постройки газовозов. Полный оригинальный текст рекомендации МАКО Rec. .114 (June 2010) на английском языке прилагается. Вышеупомянутые рекомендации будут учтены при переиздании Правил классификации и постройки газовозов в разделе 11 части VI "Системы и трубопроводы".

This is to inform you of the forthcoming enforcement on 01.06.2011 of IACS Rec. 114 (June 2010) 'Recommendation for the design, construction, operation and survey of emergency shut down valves and safe cargo sampling connections of liquefied gas carriers'. The Recommendation will specify the requirements for manual operation of emergency shut down cargo valves described under para 3.2.4 , Part VI 'Systems and Piping' of Rules for the Classification and Construction of Gas Carriers as well as requirements for their periodic testing to be found under para 8.4.2.10.1, Part III 'Additional Surveys of Ships Depending on Their Purpose and Hull Material' of Rules for the Classification Surveys of Ships in Service. Besides, requirements have been specified for the piping of the system used for gas sampling during the gas-freeing of the cargo tanks, as found under para 3.5.3.3, Part V 'Fire Protection' of Rules for the Classification and Construction of Gas Carriers. A full English text of IACS Rec. 114 (June 2010) is attached.. Above recommendations will be incorporated in Section 11, Part VI 'Systems and Piping' of the new edition of Rules for the Classification and Construction of Gas Carriers.

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**No.  
114**  
(June  
2010)

## **Recommendation for the design, construction, operation and survey of emergency shut down valves and safe cargo sampling connections on liquefied gas carriers**

Reference is made to IGC Code Reg. 5.6, 9.1 and 18.7

### **1. Scope**

This document is to provide guidelines on the design, construction, operation, survey and testing of emergency shut down valves (ESD) and for the provision of safe cargo sampling arrangements for Liquefied Gas Carriers.

### **2. Emergency Shut Down Valves**

The IGC Code Regulation 5.6, Cargo system valving arrangements, specifies the requirements for emergency shutdown valves. In addition, the following recommendations are made:

#### **2.1 Control of ESD valves**

In addition to operating the ESD valve from a remote position, it must also be possible to operate the valve manually locally. It is recommended that manual operation is not the removal of the valve opening power but a physical mechanical over-ride forcing the valve onto its seat.

#### **2.2 Indication of Position**

A clear indication of the valve position should be provided; the use of the valve handle position may not provide a robust indication of the actual valve position.

#### **2.3 Testing and Inspection**

The IGC Code Reg 18.7 states:

*“Cargo emergency shutdown and alarm systems involved in cargo transfer should be tested and checked before cargo handling operations begin. Essential cargo handling controls should also be tested and checked prior to transfer operations.”*

Ship operators should periodically verify that the ESD valves onboard their vessels function correctly. The test results should be recorded.

Also, as part of the check on the integrity of the cargo containment system, the ESD valves should be pressure tested and internally inspected. Pressure testing at the same pressure as working pressure is recommended to be conducted every 5 years.

#### **2.4 Documentation**

The instruction manual produced by the ESD valve manufacturer providing information on installing, servicing and reassembly of the valves should be retained on board the ship.

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(cont)**Safe Cargo Sampling Connections****3. Basic Requirements**

IGC Code Reg 9.1 states:

*"9.1.2. A sufficient number of gas sampling points should be provided for each cargo tank in order to adequately monitor the progress of purging and gas-freeing. Gas sampling connections should be valved and capped above the main deck."*

In addition, the following recommendations are made:

**3.1 Valve isolation**

At least two valves should be used to isolate the gas sampling point.

**3.2 Sampling coupling connection**

Whilst it is permissible to use threaded connections for the sampling coupling for pipes with a diameter of 25mm or less, the use of threaded connections for the sampling coupling should be avoided. If a threaded coupling is used, a positive means to prevent the coupling from rotating should be provided and regular inspections of the tightness of the connection should be performed and recorded.

**3.3 Configuration**

Open loop sampling connections should only be used when only minor releases of gas/liquid residuals to the atmosphere are possible. In all other cases arrangements should be provided to allow the unused sample to be returned to the cargo tank in a safe manner.

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