



Technical Circular

No.: 053/2017

Date: 6th April 2017

To Whomsoever it may concern

Subject: Marshall Islands – International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code).

1. The International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code) entered into force on 01 January 2017. The Code establishes goals, functional requirements, and regulations for the design and operation of ships using gases or other low-flashpoint fuels.
2. Republic of Marshall Islands (RMI) has issued Marine Notice No. 2-011-51 (copy attached) providing Administrations requirements for operating ships using gases or other low-flashpoint fuels.
3. The notice stipulates various requirements pertaining to Applicability, Design and Construction, Operation and Maintenance requirements.
4. Salient points from the notice are mentioned below;
 - Every ship covered under the IGF Code must carry a copy of the IGF Code on board. Electronic version is acceptable to the Administration.
 - Each ship must be provided with suitable emergency procedures, covering all aspects of the fuel handling systems. In addition, emergency procedures shall also be provided for the emergency shutdown (ESD) of any equipment that has the potential to become hazardous under certain abnormal conditions.
 - Each ship must be provided with a suitably detailed fuel handling manual, to ensure that trained personnel can safely operate the fuel bunkering, storage and transfer systems. This manual must be a part of the vessel's Safety Management Systems (SMS) and must include atleast the following:
 - Overall operation of the ship from dry-dock to dry-dock, including procedures for system cool down and warm up, bunker loading and, where appropriate discharging, sampling, inerting and gas freeing;
 - Bunker temperature and pressure control, alarm and safety systems;

- System limitations, cool down rates, and maximum fuel storage temperatures prior to bunkering, including minimum fuel temperatures, maximum tank pressure, transfer rates, filling limits and sloshing limitations;
 - Operation of inert gas systems;
 - Fire fighting and emergency procedures, including the operation and maintenance of fire fighting systems and the use of extinguishing agents;
 - Specific fuel properties and special equipment needed for the safe handling of the particular fuel;
 - Fixed and portable gas detection operation and maintenance of equipment;
 - Emergency shut down and emergency release systems, where fitted;
 - A pro forma bunkering safety checklist, a copy of which is to be reviewed, completed, and signed during each bunkering operation; and
 - A description of the procedural actions to be taken in an emergency situation, such as leakage, fire or potential fuel stratification resulting in rollover.
5. Before any bunkering operations, the Master or his designated representative and the representative of the bunkering source must;
- Agree in writing to the transfer procedure, including cooling down and if necessary, gassing up, the maximum transfer rate at all stages and volume to be transferred;
 - Agree in writing action to be taken in an emergency; and
 - Complete and sign the bunkering safety checklist.
6. Upon completion of bunkering operations, the ship person in charge (PIC) must receive and sign a Bunker Delivery Note for the fuel delivered containing atleast the information specified in the form in the Appendix to the notice, completed and signed by the bunkering source PIC.
7. The Administration requires all applicable seafarers serving on board ships subject to the IGF Code to have a valid Certificate of Proficiency that relates to the IGF training appropriate to their assigned shipboard duties. IGF training should satisfy the requirements of STCW Code A-V/3.

8. Ship Owners / operators and masters of RMI flagged vessels are advised to be guided by the above and attached Marine Notice No. 2-011-51.

Enclosure:

1. Republic of Marshall Islands Marine Notice No. 2-011-51.

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