

IGC Code

International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk

2016 Edition

Supplement

January 2024

Since the publication of the 2016 edition of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), the following amendments were adopted by the Maritime Safety Committee (MSC) at its one hundred second and one hundred fourth sessions.

Resolution	Amends	Date of entry into force	Page
MSC.476(102)	Chapter 6: <i>Materials of construction and quality control</i> 6.5 Welding of metallic materials and non-destructive testing	1 January 2024	2
MSC.492(104)	Chapter 2: <i>Ship survival capability and location of cargo tanks</i> 2.7 Survival requirements	1 January 2024	3

Resolution MSC.476(102)

adopted on 11 November 2020

Chapter 6

Materials of construction and quality control

6.5 Welding of metallic materials and non-destructive testing

6.5.3 Welding procedure tests for cargo tanks and process pressure vessels

1 *Paragraph 6.5.3.5.1 is replaced by the following:*

“1 tensile tests: cross-weld tensile strength shall not be less than the specified minimum tensile strength for the appropriate parent materials. For materials such as aluminium alloys, reference shall be made to 4.18.1.3 with regard to the requirements for weld metal strength of under-matched welds (where the weld metal has a lower tensile strength than the parent metal). In every case, the position of fracture shall be recorded for information;”

Resolution MSC.492(104)

adopted on 8 October 2021

Chapter 2

Ship Survival Capability and Location of Cargo Tanks

2.7 Survival requirements

1 *The existing text of paragraph 2.7.1.1 is replaced with the following:*

“2.7.1 In any stage of flooding:

- .1** the waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or downflooding may take place. Such openings shall include air pipes and openings that are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and watertight flush scuttles, small watertight cargo tank hatch covers that maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non opening type;”