NEWBUILDINGS
SPECIAL EQUIPMENT AND SYSTEMS – ADDITIONAL CLASS

Gas fuelled ship installations

JANUARY 2016

The electronic pdf version of this document found through http://www.dnvgl.com is the officially binding version

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FOREWORD

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The Rules lay down technical and procedural requirements related to obtaining and retaining a Class Certificate. It is used as a contractual document and includes both requirements and acceptance criteria.
CHANGES – CURRENT

General
This document supersedes the January 2014 edition.

Text affected by the main changes in this edition is highlighted in red colour. However, if the changes involve a whole chapter, section or sub-section, normally only the title will be in red colour.

Det Norske Veritas AS, company registration number 945 748 931, has on 27th November 2013 changed its name to DNV GL AS. For further information, see www.dnvgl.com. Any reference in this document to “Det Norske Veritas AS” or “DNV” shall therefore also be a reference to “DNV GL AS”.

Main changes January 2016, entering into force 1 July 2016
— Complete text has been deleted and replaced with reference to DNV GL rule chapter.

Editorial corrections
In addition to the above stated main changes, editorial corrections may have been made.
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SECTION 1 GENERAL REQUIREMENTS

For Gas fuelled ship installations DNV GL rules Pt.6 Ch.2 Sec.5 shall apply.
**CHANGES – HISTORIC**

Note that historic changes older than the editions shown below have not been included. Older historic changes (if any) may be retrieved through http://www.dnvgl.com.

**January 2014 edition**

Main changes January 2014, entering into force 1 July 2014

- **Sec.1 General requirements**
  - Documentation requirements in Table C1 have been updated and readability has been improved.

**January 2013 edition**

Amendments July 2013

- **Sec.8 Manufacture, Workmanship and Testing**
  - In items B301 and B401 references to Pt.5 Ch.5 have been corrected.

Main changes coming into force 1 January 2013

- **Sec.4 Fire Safety**
  - The requirement in Sec.4 E to spark arrestors (introduced in January 2010) has been removed due to the following:
    - Combustion of gas produces a very clean exhaust gas virtually free from particles.
    - Spark arrestors for large diameter exhaust outlets are currently not available in the maritime industry.
    - The draft IGF Code does not have a requirement for spark arrestors.