

§ 38.05-10

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(b) All tank inlet and outlet connections, except safety relief valves, liquid level gaging devices, and pressure gages, shall be labeled to designate whether they terminate in the vapor or liquid space. Labels of corrosion-resistant material may be attached to valves.

(c) All tank markings shall be permanently and legibly stamped in a readily visible position, and shall not be obscured by painting. If the tanks are lagged, the markings attached to the tank proper shall be duplicated on a corrosion-resistant plate secured to the outside jacket of the lagging.

[CGFR 66-33, 31 FR 15269, Dec. 6, 1966, as amended by CGFR 68-82, 33 FR 18807, Dec. 18, 1968]

§ 38.05-10 Installation of cargo tanks—general—TB/ALL.

(a)(1) Cargo tanks shall be supported on foundations of steel or other suitable material and securely anchored in place to prevent the tanks from shifting when subjected to external forces. Each tank shall be so supported as to prevent the concentration of excessive loads on the supporting portions of the shell or head as prescribed under § 38.05-2(d).

(2) Cargo tanks installed in barges shall comply with the requirements of § 32.63-25 of this subchapter.

(b) Foundations, and stays where required, shall be designed for support and constraint of the weight of the full tank, and the dynamic loads imposed thereon. Thermal movement shall also be considered.

(c) Foundations and stays which may be exposed to the cargo shall be suitable for the temperatures involved and be impervious to the cargo.

(d) The design of the foundations and stays shall consider the resonance of the cargo tank, or parts thereof, and the vibratory forces, found in the tank vessel. If necessary, effective damping arrangements shall be provided.

(e) Independent containment systems shall be so arranged as to provide a minimum clearance of not less than 24 inches from the vessel's side and not less than 15 inches from the vessel's bottom to provide access for inspection of the hull. Clearances for collision protection, where required by other

parts of the regulations in this subchapter, may increase the clearances specified here.

(1) For pressure vessel type tanks the distance between adjacent tanks and between tanks and vessel's structure shall be adequate to permit access for inspection and maintenance of all tank surfaces and hull structure as approved by the Commandant. Alternate provisions may be made for inspection and maintenance of the vessel's structure and tanks by moving such tanks or by providing equivalent acceptable means for remote inspection.

(2) For nonpressure vessel type containment systems, access shall be arranged to permit inspection of one side each of the primary tank and secondary barrier, under normal shipyard conditions. Containment systems which, because of their peculiar design, cannot be visually inspected to this degree, may be specially considered provided an equivalent degree of safety is attained.

(f) Cargo tanks may be installed *on deck, under deck*, or with the tanks protruding through the deck. All tanks shall be installed with the manhole openings located in the open above the weather deck. Provided an equivalent degree of safety is attained, the Commandant may approve cargo tanks installed with manhole openings located below the weather deck.

(g) For pressure vessel type cargo tanks, the following conditions apply:

(1) Liquefied flammable gas cargo tanks may be located in cargo tanks or in spaces which meet the requirements for cofferdams as defined in § 30.10-13 of this subchapter. When liquefied flammable gas cargo tanks are installed in cargo tanks, such cargo tanks may be used simultaneously or separately for the carriage of flammable or combustible liquids up to and including the grade for which the cargo tanks are otherwise certified in accordance with the requirements of this subchapter.

(2) Where the liquefied flammable gas tanks are installed in cargo tanks and a portion of the liquefied flammable gas tanks extend above the weather deck, the penetration shall be made gastight and watertight, and shall be such as to provide full compliance with the structural requirements including

testing for the hull and integral tanks. In the application of the requirements for the hydrostatic test of the cargo tanks, the hydrostatic test shall in no case be less severe than the worst anticipated service condition of the cargo loading. In the design and testing of independent cargo tanks and integral cargo tanks consideration shall be given to the possibility of the independent tanks being subjected to external loads.

(3) Where the liquefied flammable gas tanks are installed in nontank hull spaces and a portion of the tank extends above the weather deck, provision shall be made to maintain the weathertightness of the deck, except that the weathertightness of the upper deck need not be maintained on:

(i) Vessels operating on restricted routes which are sufficiently protected; or,

(ii) Open hopper type barges of acceptable design.

(h) No strength welding employed in the attachment of supports, lugs, fittings, etc., shall be done on tanks that require and have been stress relieved, unless authorized by the Commandant.

**§ 38.05–20 Insulation—TB/ALL.**

(a) Where used, tank insulation shall satisfy the following requirements for combustibility, installation, and arrangement:

(1) Insulation in a location exposed to possible high temperature or source of ignition shall be either:

(i) Incombustible, complying with the requirements of subpart 164.009 of subchapter Q (Specifications) of this chapter; or,

(ii) Self-extinguishing, as determined by ASTM D 4986, “Standard Test Method for Horizontal Burning Characteristics of Cellular Polymeric Materials,” (incorporated by reference, see § 38.01–3) and covered by a suitable steel cover.

(2) Insulation in a location protected against possible ignition by enclosure in a tight steel envelope in which inert conditions are maintained need satisfy no requirement for combustibility except chemical stability.

(3) Insulation in a location protected against possible high temperature or source of ignition by continuous surrounding structural voids or ballast

tanks need satisfy no requirement for combustibility except chemical stability.

(b) All insulation shall be of a vapor-proof construction, or have a vapor-proof coating of a fire-retardant material acceptable to the Commandant. Unless the vapor barrier is inherently weather resistant, tanks exposed to the weather shall be fitted with a removable sheet metal jacket of not less than 0.083-inch thick over the vapor-proof coating and flashed around all openings so as to be weathertight. Weather resistant coatings shall have sheet metal over areas subject to mechanical damage.

(c) The insulation shall be adequately protected in areas of probable mechanical damage.

(d) Insulation which forms an integral part of the secondary barrier shall meet the following additional requirements:

(1) When the secondary barrier is called upon to contain the cargo, insulating material which is contacted shall not be affected by the cargo. Samples of the insulating material shall be tested in the cargo for solubility, absorption and shrinkage. The samples shall be checked for the above effects at intervals not exceeding 1 week, for a total test period of 6 weeks.

(2) Any adhesives, sealers, coatings, or vapor barrier compounds used in conjunction with the insulating material shall be similarly tested to insure suitable cargo resistive properties.

(3) The insulation shall have sufficient mechanical strength for the proposed design. Additionally, the thermal expansion of the insulation relative to the material to which it is affixed shall be considered in the design.

(e) The insulation for the piping systems shall be at least of the “self-extinguishing” type described in paragraph (a) of this section, and comply with the requirements contained in paragraphs (b) and (c) of this section.

[CGFR 66–33, 31 FR 15269, Dec. 6, 1966, as amended by USCG–1999–5151, 64 FR 67177, Dec. 1, 1999]

**§ 38.05–25 Refrigerated systems—TB/ALL.**

(a) When a liquefied flammable gas is carried below atmospheric temperature