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where:

h=the height of the tank or the dimension in the vessel's vertical direction, in meters;
b=the width of the tank or the dimension in the vessel's transverse direction; in meters; and
l=the length of the tank or the dimension in the vessel's longitudinal direction, in meters; and
ρ=the specific gravity of the cargo.

§ 154.452 External pressure.

The design external pressure, P_e, for an independent tank type C must be calculated by the following formula:

$$P_e = P_1 + P_2 + P_3 + P_4$$

where:

P_1=the vacuum relief valve setting for tanks with a vacuum relief valve, or 24.5 kPa gauge (3.55 psig) for tanks without a vacuum relief valve.
P_2=0, or the pressure relief valve setting for an enclosed space containing any portion of a pressure vessel.
P_3=total compressive load in the tank shell from the weight of the tank, including corrosion allowance, weight of insulation, weight of dome, weight of pipe tower and piping, the effect of the partially filled tank, the effect of acceleration and hull deflection, and the local effect of external and internal pressure.
P_4=0, or the external pressure from the head of water from any portion of the pressure vessel on exposed decks.

§ 154.453 Failure to meet independent tank type C standards.

If the Commandant (G–MSO) determines during plan review, that a tank designed as an independent tank type C fails to meet the standards under § 154.450, § 154.451, and 154.452 and can not be redesigned to meet those standards, the tank may be redesigned as an independent tank type A or B.

[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 82–063b, 48 FR 4782, Feb. 3, 1983]

SECONDARY BARRIER

§ 154.459 General.

(a) Each cargo tank must have a secondary barrier that meets Table 3 and except as allowed in Table 3, the hull must not be the secondary barrier.

(b) If the Commandant (G–MSO) specially approves an integral tank for a design temperature at atmospheric pressure lower than −10° C (14°F), the integral tank must have a complete secondary barrier that meets § 154.460.

(c) If the Commandant (G–MSO) specially approves a semi-membrane tank under the requirements of an independent tank type B, the semi-membrane tank may have a partial secondary barrier specially approved by the Commandant (G–MSO).

(d) If Table 3 allows the hull to be a secondary barrier, the vessel's hull must:

(1) Meet §§ 154.605 through 154.630; and

(2) Be designed for the stresses resulting from the design temperature.

TABLE 3—SECONDARY BARRIERS FOR TANKS

Tank type	Cargo temperature (T) at atmospheric pressure		
	T≥ −10°C (14°F)	T<–10°C (14°F)≥55°C (−67°F)	T< −55°C (−67°F)
Integral	No secondary barrier required	Tank type not usually allowed[1]	Tank type not allowed.
Membrane	...do	Complete secondary barrier[1]	Complete secondary barrier.
Semi-membrane	...do	...do	Do.
Independent:			
Type A	...do	...do	Do.
Type B	...do	Partial secondary barrier[1]	Partial secondary barrier.
Type C	...do	No secondary barrier required	No secondary barrier required.

[1] The hull may be a secondary barrier.

(14 U.S.C. 632; 46 U.S.C. 369, 375, and 416; 49 U.S.C. 1655(b); 49 CFR 1.46(b))
[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 82–063b, 48 FR 4782, Feb. 3, 1983]

§ 154.460 Design criteria.

At static angles of heel up through 30°, a secondary barrier must

(a) If a complete secondary barrier is required in § 154.459, hold all of the liquid cargo in the cargo tank for at least 15 days under the dynamic loads in § 154.409(e);

(b) If a partial secondary barrier is permitted in § 154.459, hold any leakage of liquid cargo corresponding to the extent of failure under § 154.448(a) after initial detection or primary barrier leak for at least 15 days under the dynamic loads in § 154.409(e);

(c) If the primary barrier fails, prevent the temperature of the vessel's structure from falling below the minimum allowable service temperature of the steel; and

(d) Be designed so that a cargo tank failure does not cause a failure in the secondary barrier.

INSULATION

§ 154.465 General.

If the design temperature is below −10°C (14°F), the cargo tank insulation must prevent the temperature of the vessel's hull from cooling below the minimum temperature allowed under § 154.172.

§ 154.466 Design criteria.

(a) The insulation for a cargo tank without a secondary barrier must be designed for the cargo tank at the design temperature, and for a vessel operating in:

(1) Any waters in the world, except Alaskan waters, for the ambient cold condition of:

(i) Five knots air at −18°C (0°F); and

(ii) Still sea water at 0°C (32°F); or

(2) Alaskan waters for the ambient cold condition of:

(i) Five knots air at −29°C (20°F); and

(ii) Still sea water at −2°C (28°F).

(b) The insulation for a cargo tank with a secondary barrier must be designed for the secondary barrier at the design temperature, and the ambient cold conditions listed under paragraph (a)(1) or paragraph (a)(2) of this section.

(c) The insulation material must be designed for any loads transmitted from adjacent hull structure.

(d) Insulation for cargo tank and piping must meet § 38.05–20 of this chapter.

(e) Powder or granulated insulation must:

(1) Not compact from vibrations of the vessel;

(2) Maintain the thermal conductivity listed under § 154.467; and

(3) Not exert a static pressure greater than the external design pressure of the cargo tank under § 154.408.

§ 154.467 Submission of insulation information.

The following insulation information must be submitted for special approval by the Commandant (G–MSO):

(a) Compatibility with the cargo.

(b) Solubility in the cargo.

(c) Absorption of the cargo.

(d) Shrinkage.

(e) Aging.

(f) Closed cell content.

(g) Density.

(h) Mechanical properties.

(i) Thermal expansion.

(j) Abrasion.

(k) Cohesion.

(l) Thermal conductivity.

(m) Resistance to vibrations.

(n) Resistance to fire and flame spread.

(o) The manufacturing and installation details of the insulation including:

(1) Fabrication;

(2) Storage;

(3) Handling;

(4) Erection; and

(5) Quality control.

[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 82–063b, 48 FR 4782, Feb. 3, 1983]

SUPPORT SYSTEM

§ 154.470 General.

(a) A cargo tank must have a support system that:

(1) prevents movement of the cargo tank under the static and dynamic loads in § 154.406; and

(2) allows the cargo tank to contract and expand from temperature variation and hull deflection without exceeding the design stress of the cargo tank and the hull.

(b) The cargo tank support system must have a key that prevents rotation of the cargo tank.