Inspected and approved for the carriage of liquefied flammable gases (1) at a pressure not to exceed \( p \text{ p.s.i.} \), and (2) at temperatures not less than \( -40 \text{ °F} \).

(b) Tanks approved to carry cargoes at below ambient temperatures shall have the applicable limiting temperatures indicated on the certificate. Tanks designed to carry cargoes only at ambient temperatures should have the word "ambient" entered in these spaces.

Subpart 38.05—Design and Installation

§ 38.05–1 Design and construction of vessels—general—TB/ALL.
(a) Vessels designed for the carriage of liquefied gases shall comply with the applicable requirements of this subchapter.

(b) Access and ventilation intakes to the machinery, accommodation and working spaces should be so arranged as to prevent the flow of cargo vapor from the weather deck into such spaces. In this respect openings in the forward or after ends of poops, forecastles, and deckhouses adjacent the cargo area shall be at least 24 inches above the cargo handling deck.

(c) Materials used in the fabrication of cargo tanks and piping shall have adequate notch toughness at the service temperature. Where a secondary barrier is required, the material of that barrier and of contiguous hull structure shall have sufficient notch toughness at the lowest temperature which may result during the containment of leakage cargo within the secondary barrier. Materials used in the fabrication of the cargo containment and handling system shall satisfy the requirements for toughness specified in subchapter F (Marine Engineering) of this chapter.

(d) Cargo tank spaces are to be isolated from the remainder of the vessel by cofferdams in accordance with § 32.60–10 of this subchapter. In a non-pressure vessel configuration, the void between the primary and secondary barriers shall not be acceptable as the required cofferdam between the tank spaces and the main machinery spaces.

(e) Compartments containing cargo tanks or pipes shall be accessible from the weather deck only. No openings from these compartments to other parts of the vessel are permitted.

(f) Barges utilized for the carriage of liquefied gases shall be of Type II barge hull as defined in § 32.63–5(b)(2) of this subchapter. The Commandant may, based on the properties of the liquefied gas to be carried, require a Type I barge hull, as defined in § 32.63–5(b)(1) of this subchapter, to ensure the hull is consistent with the degree and nature of the hazard of the liquefied gas to be carried.

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§ 38.05–3 Design and construction of pressure vessel type cargo tanks—TB/ALL.

(a) Cargo tanks of pressure vessel configuration (e.g. cylindrical, spherical, etc.) shall be designed, fabricated, inspected, and tested in accordance with the applicable requirements of part 54 of subchapter F (Marine Engineering) of this chapter, except as otherwise provided for in this part.

(b) The requirements of this section anticipate that cargo tanks constructed as pressure vessels will, by themselves, constitute the cargo containment system and usually will not require a secondary barrier.

(c) In the design of the tank, consideration shall be given to the possibility of the tank being subjected to external loads. Consideration shall also be given to excessive loads that can be imposed on the tanks by their support due to static and dynamic forces under operating conditions or during testing. The design shall show the manner in which the tanks are to be installed, supported, and secured, and shall be approved prior to tank installation.

(d) Tanks with a service temperature of minus 20 °F. or lower and fabricated of ferritic materials shall be stress relieved.

(e) Unlagged cargo tanks, where the cargo is transported, at or near ambient temperatures, shall be designed for the vapor pressure of the gas at 115 °F. The design shall also be based on the minimum internal pressure (maximum vacuum), plus the maximum external static head to which the tank may be subjected. Whenever surrounding cargo is at a greater temperature than the maximum allowable temperature of the liquefied flammable gas tanks, the liquefied flammable gas cargo is to be such that the design pressure of the liquefied flammable gas tank is not exceeded.

(f) Where cargo tanks, in which the cargo is transported at or near ambient temperature, are lagged with an insulation material of a thickness to provide a thermal conductance of not more than 0.075 B.t.u. per square foot per degree Fahrenheit differential in temperature per hour, the tanks shall be designed for a pressure of not less than the vapor pressure of the gas at 105 °F. The insulation material shall conform to the requirements of §38.05–20. The design shall also be based on the minimum internal pressure (maximum vacuum) plus the maximum external static head to which the tank may be subjected.

(g) Cargo tanks in which the temperature is maintained below the normal atmospheric temperature by refrigeration or other acceptable means shall be designed for a pressure of not less than 110 percent of the vapor pressure corresponding to the temperature of the liquid at which the system is maintained, or the pressure corresponding to the greatest dynamic and static loads expected to be encountered either in service or during testing. For mechanically stress relieved cargo tanks, additional factors relating design pressure and maximum allowable pressure shall be as specified by the Commandant. The material of the tank shall satisfy the requirements of subchapter F (Marine Engineering) of this chapter for the service temperature, and this temperature shall be permanently marked on the tank as prescribed in §38.05–5.

(h) Where applicable, the design shall investigate the thermal stresses induced in the cargo tank at the service temperature.

(i) The shell and head thickness of liquefied gas cargo tanks shall not be less than five-sixteenths inch.