§ 154.421 Cargo tank corrosion allowance.

A cargo tank must be designed with a corrosion allowance if the cargo tank:

(a) is located in a space that does not have inert gas or dry air; or

(b) carries a cargo that corrodes the tank material.

Note: Corrosion allowance for independent tank type C is contained in §54.01–35 of this chapter.

§ 154.418 General.

An integral tank must not be designed for a temperature colder than −10 °C (14 °F), unless the tank is specially approved by the Commandant (CG–ENG).

§ 154.419 Design vapor pressure.

The $P_o$ of an integral tank must not exceed 24.5 kPa gauge (3.55 psig) unless special approval by the Commandant (CG–ENG) allows a $P_o$ between 24.5 kPa gauge (3.55 psig) and 69 kPa gauge (10 psig).

§ 154.420 Tank design.

(a) The structure of an integral tank must meet the deep tank scantling standards of the American Bureau of Shipping published in “Rules for Building and Classing Steel Vessels”, 1981.

(b) The structure of an integral tank must be designed and shown by calculation to withstand the internal pressure determined under §154.407.

§ 154.421 Allowable stress.

The allowable stress for the integral tank structure must meet the American Bureau of Shipping’s allowable stress for the vessel’s hull published in
§ 154.425  
"Rules for Building and Classing Steel Vessels", 1981.

[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 77–069, 52 FR 31630, Aug. 21, 1987]

MEMBRANE TANKS

§ 154.425  General.

The design of the hull structure and the design of the membrane tank system, that includes the membrane tank, secondary barrier, including welds, the supporting insulation, and pressure control equipment, must be specially approved by the Commandant (CG–ENG).


§ 154.426  Design vapor pressure.

The $P_o$ of a membrane tank must not exceed 24.5 kPa gauge (3.55 psig) unless special approval by the Commandant (CG–ENG) allows a $P_o$ between 24.5 kPa gauge (3.55 psig) and 69 kPa gauge (10 psig).


§ 154.427  Membrane tank system design.

A membrane tank system must be designed for:

(a) Any static and dynamic loads with respect to plastic deformation and fatigue;

(b) Combined strains from static, dynamic, and thermal loads;

(c) Preventing collapse of the membrane from:

(1) Over-pressure in the interbarrier space;

(2) Vacuum in the cargo tank;

(3) Sloshing in a partially filled cargo tank; and

(4) Hull vibrations; and

(d) The deflections of the vessel's hull.

§ 154.428  Allowable stress.

The membrane tank and the supporting insulation must have allowable stresses that are specially approved by the Commandant (CG–ENG).


§ 154.429  Calculations.

The tank design load calculations for a membrane tank must include the following:

(a) Plastic deformation and fatigue life resulting from static and dynamic loads in the membrane and the supporting insulation.

(b) The response of the membrane and its supporting insulation to vessel motion and acceleration under the worst weather conditions. Calculations from a similar vessel may be submitted to meet this paragraph.

(c) The combined strains from static, dynamic, and thermal loads.

§ 154.430  Material test.

The membrane and the membrane supporting insulation must be made of materials that withstand the combined strains calculated under § 154.429(c).


§ 154.431  Model test.

(a) The primary and secondary barrier of a membrane tank, including the corners and joints, must withstand the combined strains from static, dynamic, and thermal loads calculated under § 154.429(c).

(b) Analyzed data of a model test for the primary and secondary barrier of the membrane tank must be submitted to the Commandant (CG–ENG).


§ 154.432  Expansion and contraction.

The support system of a membrane tank must allow for thermal and physical expansion and contraction of the tank.