

(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 under the requirements of § 38.05–3(f) or § 38.05–4, maintenance of the tank pressure below the maximum allowable pressure shall be provided by one or more of the following means:

(1) A refrigeration or liquefaction system which regulates the pressure in the tanks. A standby compressor or equivalent equipment, of a capacity equal to one of the working units shall be provided.

(2) A system whereby the vapors are utilized as fuel for shipboard use.

(3) A system allowing the liquefied flammable gas to warm up and increase in pressure. The insulation and tank design pressure shall be adequate to provide for a suitable margin for the operating time and temperatures involved.

(4) Other systems acceptable to the Commandant.

(b) A system whereby the vapors are vented to the atmosphere at sea only

may be employed in conjunction with paragraph (a)(1) of this section. The pressure control valves shall be independent of the safety relief valves. See § 38.20–1(j).

**Subpart 38.10—Piping, Valves, Fittings, and Accessory Equipment**

**§ 38.10–1 Valves, fittings, and accessories—TB/ALL.**

(a) All valves, flanges, fittings, and accessory equipment shall be of a type suitable for use with liquefied flammable gases, and shall be made of steel or grade A malleable iron, acceptable for the service temperature and pressure according to the requirements of part 56 of subchapter F (Marine Engineering) of this chapter. Other materials may be specially considered and approved by the Commandant.

(b) All valves, flanges, fittings, and accessory equipment shall have a pressure rating at operating temperatures not less than the maximum allowable pressure to which they may be subjected. Piping which is not protected by a relief valve or which can be isolated from its relief valve by other valves shall be designed for the greatest of the cargo vapor pressure at 115 °F., or the maximum allowable pressure of the cargo tank, or the requirements of § 38.10–10(a). Cargo liquid piping which may be subject to liquid full conditions shall be fitted with relief valves. The escape from piping systems relief valves shall be piped to a venting system or to a suitable vapor recovery system. Provision shall be made for the proper venting of all valves, fittings, etc., in which pressure buildup may occur, especially in refrigerated systems, because of an increase in product temperature.

(c) Welded connections shall be used wherever possible with the number of flanged joints kept to the minimum necessary for assembly and cleaning. Sockets in sizes 3 inches and smaller and slipon flanges in sizes 4 inches and smaller may be used. Threaded joints may be used in sizes of 1 inch and smaller. Where threaded joints are used, they shall be visible and accessible for inspection under all service conditions, and limited to instrument and control lines properly valved from