

MSC Guidelines for the Review of General Arrangement, Structures and Structural Fire Protection Plans for Non-Tank Barges Inspected under 46 CFR Subchapter I

Procedure Number: C1-09

Revision Date: March 30, 2012



R. J. LECHNER, CDR, Tank Vessel and Offshore Division

Purpose

To establish a process for reviewing the general arrangement, structural fire protection, and structural plans for barges inspected under 46 CFR Subchapter I, including deck cargo, derrick, pipe-laying, and hopper barges. This is not intended for tank barges inspected under 46 CFR Subchapter D.

References

- a. 46 USC 3302 (m): Exemption from inspection of seagoing barges
 - b. 46 CFR Subchapter C
 - c. 2009 Rules for Building and Classing Steel Barges
 - d. 2007 Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways
 - e. 46 CFR Subchapter I
 - f. Navigation and Vessel Inspection Circular (NVIC) 9-97 Ch-1, Guide to Structural Fire Protection
 - g. 46 CFR Subchapter D
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Contact Information

If you have any questions or comments concerning this document, please contact the Marine Safety Center (MSC) by email or phone. Please refer to the Procedure Number C1-09.

Email: MSC@uscg.mil

Phone: 202-475-3403

Website: <http://homeport.uscg.mil/msc>

Responsibilities

Using applicable portions of references (a) through (g), the submitter shall provide sufficient documentation and plans to indicate compliance with the applicable requirements. The submission shall be made electronically to the

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above email address or, if paper, in triplicate to the MSC's address found on the above website. To facilitate plan review and project management, all plans and information specified in these guidelines should be submitted as one complete package through a single point of contact for the project.

General Guidance

- ❑ Per reference (a), a barge is considered **uninspected** if the following criteria are met, and reference (b) applies:
 - Barge is unmanned
 - Barge does not carry hazardous material as cargo
 - Barge does not carry flammable or combustible liquids, including oil, as cargo.
- ❑ If the barge meets all three criteria then no plan review is required under this guidance. Please check with OCMI to see if the barge in question is considered as an uninspected barge. Only OCMI will make the determination. If the barge is determined to be an uninspected barge, then only a stability review will be required if the barge requires a Loadline certificate. Please refer to MSC Guidelines for Review of Miscellaneous Barge Stability, Procedure No. C1-10 for guidance on issuing the required stability letter.

Note: The following guidance is intended for **inspected** U.S. flagged non-tank barges and references (c) through (f) apply.

- ❑ If the vessel is new and not a sister vessel, has the Application for Inspection been submitted? In general, no plan review may occur until receipt of a copy of the Application.
- ❑ Is it clearly stated what is desired from the MSC? Are all plans requiring Coast Guard Review and / or approval submitted in triplicate? Are there any special/unusual requests or a time critical element involved?
- ❑ Are the plans being reviewed under NVIC 10-82? If **Yes**, then MSC review of structure and structural fire protection plans is not required. **Note:** The general arrangement plans and any other plans not reviewed under NVIC 10-82 shall be reviewed and approved by the MSC.
- ❑ Is the barge being classed by ABS but not reviewed under NVIC 10-82? If **Yes**, Per 46 CFR 91.55-1(b), (c), and 92.01-10, USCG considers ABS structural review for class as acceptable for showing compliance with US regulations for

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hull structure. However, the structural plans are still required to be submitted to MSC for review and approval.

- Is the vessel carrying a limited quantity (20% or less of deadweight tonnage) of flammable or combustible liquid cargo in bulk? If so, then the portion of the vessel used for that carriage shall also be reviewed to meet the requirements of 46 CFR Subchapter D – Tank Vessels.
 - Is the vessel carrying more than a limited quantity? If so, then the vessel shall be reviewed under Subchapter D as a tank vessel.
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- Verify Structural Fire Protection applicability, 46 CFR 92.07-1.
 - Is the vessel over 4,000 gross tons and was it contracted for on or after January 1, 1962?
 - Is the vessel an industrial vessel (pipe-lay barge/derrick barge) of 300 gross tons and over but less than 4,000 gross tons and carrying more than 12 industrial personnel contracted for on or after July 1, 1968?
 - If the answer to either of these questions is yes, then the following criteria apply:

46 CFR 92.07-10

Construction

Note: The vessels contracted on or after April 1, 2011 must also meet reference (f) as applicable to the inspection subchapter I.

- Verify applicability in 46 CFR 92.10-1 and 46 CFR 92.20-1 for respective requirements:
 - For barges intended for service on ocean, Great Lakes, and coastwise routes, check and verify compliance with ABS Rules (ref. (c)): (Exposed & Partially Protected Waters)
 - For barges intended for service on rivers, lakes, bays, and sounds, check and verify compliance with ABS Rules (ref. (d)): (Protected Waters)
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Definitions

Routes:

Rivers: 46 CFR 90.10-33
Lakes, Bays, and Sounds: 46 CFR 90.10-19

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Great Lakes:	46 CFR 90.10-13
Ocean:	46 CFR 90.10-25
Coastwise:	46 CFR 90.10-11

Stability related route terms:

Exposed Waters:	46 CFR 170.050(c)
Partially Protected Waters:	46 CFR 170.050(i)
Protected Waters:	46 CFR 170.050(j)

Disclaimer

This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is not intended to nor does it impose legally-binding requirements on any party. It represents the Coast Guard's current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other federal and state regulators, in applying statutory and regulatory requirements. You can use an alternative approach for complying with these requirements if the approach satisfies the requirements of the applicable statutes and regulations. If you want to discuss an alternative, you may contact the MSC, the unit responsible for implementing this guidance.