

MSC Guidelines for the Generation of a Tank Barge Plan Review Information Sheet (PRIS)

Procedure Number: C1-11

Revision Date: April 19, 2016

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Purpose:

To establish a process for generating a Plan Review Information Sheet (PRIS) for Inland and Ocean barges under 46 CFR Subchapters D and O.

References:

- a. 46 CFR Subchapter D, Part 38, Liquefied Flammable Gases (LFGs)
 - b. 46 CFR Subchapter O, Part 151, Barges Carrying Bulk Liquid Hazardous Material Cargoes
 - c. 46 CFR Subchapter O, Part 153, Ships Carrying Bulk Liquid, Liquefied Gas, or Compressed Gas Hazardous Materials
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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, and refer to Plan Review Guide Number C1-11.

Email: MSC@uscg.mil

Phone: 202-795-6731

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

Responsibilities:

Using applicable portions of references (a) through (c), the submitter shall provide sufficient documentation and plans in order for MSC to generate the Plan Review Information Sheet (PRIS) for the barge(s). The submission shall be made electronically to the 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.

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General Review Procedure:

- ❑ If the vessel is new and not a sister vessel, has the Application for Inspection been submitted? In general, plan review may not occur until a copy of the Application is received.
 - ❑ Does the submission clearly state what is desired from MSC?
 - ❑ Does the submission contain all the necessary information to demonstrate compliance with the applicable regulations? At a minimum, the following information should be submitted to facilitate development of the PRIS:
 - Maximum cargo weight (short tons) and density (lbs/gal).
 - Numbering (e.g. 1 P/S, 1 C, 2 P/S, 2 C), volume (ft³), and maximum capacity (short tons) of each tank.
 - Loading cases (maximum load and draft) for each hull type and route with corresponding hydrostatic calculations.
 - ❑ Are there any special/unusual requests or a time critical element involved?
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General Review Guidance:

- ❑ The MSC's Tank Vessel and Offshore Division (TVO) is responsible for reviewing the general arrangements, stability, and structure of tank barges. The PRIS is generated after completion of this review and specifies routes and conditions of carriage. This information is used by the local inspector to update the Certificate of Inspection (COI) with loading constraints, which include maximum allowable cargo density and weight per tank.
 - ❑ For new construction, a PRIS will be generated if:
 - The vessel carries any cargoes regulated under Subchapter O; or
 - The vessel carries LFGs regulated under Subchapter D.

Note: *Inland* barges carrying only Subchapter D cargoes (excluding LFGs) do not require a PRIS.
 - ❑ For existing vessels, a new PRIS will be generated if a change is made to:
 - The maximum allowable cargo density;
 - The barge's hull type(s); or
 - The authorized route(s).
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Attachments:

(1) Sample PRIS

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 guidance 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.

PLAN REVIEW GUIDE C1-11: ATTACHMENT 1

MSC Project No. P123456

January 1, 2016

Serial No. C1-1612345

Plan Review Information Sheet (PRIS) for Unmanned Inland Tank Barge

1. Vessel Identification	Hull Type	Service	ABS classed?
VESSEL NAME, O.N. 1234567, Shipyard Hull No. 1234	I/II/III	O/D	No

2. Route Permitted - Routes and Conditions

R	Rivers
LBS	Lakes, Bays, and Sounds

3. Cargo Authority - "Authorization" Tab in "Cargo" Window

Authorization:

46 CFR Sub. D Authority:	Highest Grade	A	Capacity (bbls)	10,935		
46 CFR Sub. O Authority:	Part 151	Yes	Part 153	No	Part 154	No
33 CFR Sub. O Authority:	Part 151.47	No	Part 151.49a	No	Part 151.49b	No

4. "Conditions of Carriage" Tab in "Cargo" Window

- a. The following statement should appear at the beginning of the COI's "Conditions of Carriage" section:
 Only those cargoes named in the vessel's Cargo Authority Attachment may be carried, and then only in the tanks indicated. When the vessel is carrying cargoes containing greater than 0.5% benzene, the person in charge is responsible for ensuring the provisions of 46 US Code of Federal Regulations Part 197, Subpart C are applied.
 Per 46 CFR 150.130, the Person In Charge of the vessel is responsible for ensuring that the compatibility requirements of 46 CFR 150 are met. Cargoes must be checked for compatibility using the figures, tables, and appendices of 46 CFR 150 in conjunction with the reactive group numbers from the "Compat Group No" column listed in the vessel's Cargo Authority Attachment.
- b. The maximum design density of cargo which may be filled to the tank top is 9.99 lbs/gal. Cargoes with higher densities, up to 14.07 lbs/gal, may be carried as slack loads, but shall not exceed the tank weight limits as listed below.

Note: Per 46 CFR 151.10-15(c)(2) the max. tank weights listed below reflect uniform (within 5%) loading at the deepest draft allowed. When carrying Subchapter O cargoes at shallower drafts, the barge(s) should always be loaded uniformly.

5. Loading Constraints

Loading Constraints - Structural

Tank	Max Cargo	
	Wgt/Each Tank (ST)	Max Density (lbs/gal)
1 C	590	14.07
2 C	668	14.07
3 C	590	14.07

Loading Constraints - Stability

Hull Type	Route	Max. Load (ST)	Max Draft (ft, in)	Max Density (lbs/gal)
I	R, L/B/S	1390.0	8'-9"	14.07
II	R, L/B/S	1550.0	9'-6"	14.07
III	L/B/S	1660.0	10'-0"	14.07
III	R	1760.0	10'-6"	14.07