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

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?

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 Information Sheet (PRIS) for Unmanned Inland Tank Barge

1. Vessel Identification
   - Hull Identification: HH2467, Shipyard Hull No. 1234
   - ABS Service: Class:

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. O Authority: Yes
     - Part 151: Part 152: No
     - Part 154: No

4. “Conditions of Carriage” Tab in “Cargo” Window
   - a. The following statement should appear at the beginning of the CO’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 108, Subpart C are applied.
      - Per 46 CFR 103.130, the Person In Charge of the vessel is responsible for ensuring that the compatibility requirements of 46 CFR 103 are met. Cargoes must be checked for compatibility using the figures, tables, and appendices of 46 CFR 103 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 9.59 lb/gal. Cargoes with higher densities, up to 14.07 lb/gal, may be carried as slack loads, but shall not exceed the tank weight limits as listed below.
      - Note: Per 46 CFR 151.13-15(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 barges(s) should always be loaded uniformly.

5. Loading Constraints
   - Loading Constraints - Structural
   - Loading Constraints - Stability