



**REVIEW OF GENERAL ARRANGEMENT, STRUCTURES AND STRUCTURAL FIRE PROTECTION PLANS FOR NON-TANK BARGES INSPECTED UNDER 46 CFR SUBCHAPTER I**

Procedure Number: C1-09

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A handwritten signature in blue ink that reads "E. J. Newton".

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**Purpose**

The purpose of this document is to provide guidance and information regarding the submission of the general arrangement, structural fire protection, and structural plans for barges regulated under the provision of 46 CFR Subchapter I, including deck cargo, derrick or crane, pipe-laying, and hopper barges.

\*Note: This document is not intended for tank barges regulated under 46 CFR Subchapters D and O.

**Contact Information**

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

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## **1. Applicability**

This PRG is applicable to non-self-propelled barges as detailed in 46 CFR Table 2.01-7(a) Column 4, Rows (3) and (4).

A barge is considered uninspected in accordance with references (a) and (b) if the following criteria are met:

1. The barge is unmanned,
2. The barge does not carry hazardous material as cargo, and
3. The barge does not carry flammable or combustible liquids, including oil, as cargo.

If all three criteria above are met then no plan review is required under this guidance. Ensure that the cognizant OCMI concurs that the barge in question is considered an uninspected barge.

A stability review is required if a Loadline certificate is to be issued. Please refer to MSC Guidelines for Review of Miscellaneous Barge Stability, Procedure No. C1-10, for guidance on submitting stability calculations.

## **2. Responsibilities**

Using applicable portions of references (a) through (f), the submitter shall provide sufficient documentation and plans to indicate compliance with the applicable requirements. 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.

## **3. References**

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

## **4. Content**

The following guidance is intended for inspected, U.S. flagged, non-tank barges.

### **a. General:**

- (1) 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.
- (2) Does the submission clearly state what is desired from the MSC?
- (3) Are all plans requiring Coast Guard review and/or approval submitted in triplicate (if submittal is in hard copy)?
- (4) Are there any special/unusual requests or a time critical element involved?

### **b. General Arrangement:**

- (1) If the vessel is carrying a limited quantity (20% or less of the deadweight tonnage) of flammable or combustible liquid cargo in bulk the portion of the vessel used for that carriage will also be reviewed to meet the requirements of 46 CFR Subchapter D.
- (2) If the vessel is carrying more than limited quantities of flammable or combustible liquid cargo in bulk the vessel must be reviewed and certificated under Subchapter D as a tank vessel.
- (3) All compartments which are accessible to passengers or where the crew is accommodated or normally employed must meet the means of escape requirements found in 46 CFR 92.10.
- (4) Accommodations for crew and industrial workers, if installed, must meet the requirements listed in 46 CFR 92.20.

### **c. Structures:**

- (1) The submission must contain adequate drawings and calculations to demonstrate compliance with the current structural requirements of ABS which are in force at the time of construction.
- (2) Barges intended for service on ocean, Great Lakes, and coastwise routes must meet the requirements of reference (c).
- (3) Barges intended for service on rivers, lakes, bays, and sounds must meet the requirements of reference (d)

- (4) If the barge is classed by ABS and structural plan review is being performed in accordance with NVIC 10-82, structural drawings do not need to be submitted to the MSC for review.
- (5) If the barge is classed by ABS but plan review is not being performed in accordance with NVIC 10-82, structural plans must be submitted after approval by ABS. The MSC's review will complement the items covered by ABS' review.

**d. Structural Fire Protection:**

- (1) The structural fire protection requirements of 46 CFR 92.07-10 must be met if:
  - i. The vessel is over 4,000 gross tons and was contracted on or after January 1, 1962; or
  - ii. The vessel is an industrial vessel (pipe-lay barge or crane/derrick barge) of 300 gross tons or more and carrying more than 12 industrial personnel, and was contracted for on or after July 1, 1968.

Note: Reference (e) provides guidance on structural fire protection requirements.

**5. 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 MSC, the unit responsible for implementing this guidance.