

U.S. Department
of Transportation
United States
Coast Guard



Commander
Eighth Coast Guard District
Marie Boggs Federal Building

16711
New Orleans, LA 70130-3036
Staff Symcor MVS
Phone (504) 589-3624

16711
OCT 4 1995

From: Commander, Eighth Coast Guard District
To: Distribution

Subj: SEARIVER MARITIME PROPOSAL TO USE VOIDS FOR BARGE SPILLS

1. Enclosures (1) through (2) are forwarded for your information.

A handwritten signature in cursive script, appearing to read "G. A. Tetreau".

G. A. TETREAU
By direction

Encl: (1) COMDT (G-MCO-2) ltr 16711 dtd 14 Sep 1995
(2) MSO New Orleans ltr 16711 dtd 2 Jun 1995 w encl 1, only

Dist: All Eighth District MSOs, MSU and MSDs

US Department
of Transportation
**United States
Coast Guard**



Commandant
United States Coast Guard

Washington, D.C. 20593-0001
Staff Symbol: (G-MCO-2)3
Phone: (202) 267-1464
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16711

SEP 14 1995

From: Commandant
To : Commanding Officer, Marine Safety Office New Orleans
Subj: SEARIVER MARITIME PROPOSAL TO USE VOIDS FOR BARGE SPILLS
Ref : (a) Your 16711 RAPIDRAFT LETTER of 28 July 95

1. As requested in reference (a), we reviewed SeaRiver Maritime's plans to modify voids on their inland barges to recover spilled oil.
2. There appears to be no restriction on the emergency use of voids for recovered oil. However, as you have stated, carriage of cargo in any void is prohibited. A large spill on deck demands recovery in a timely manner. A system such as SeaRiver proposes where spilled oil could be quickly drained into a void or other tank would certainly enhance rapid containment and recovery.
3. If the reserve capacity, reserve buoyancy, and the rake protection is not compromised you may wish to accept SeaRiver's proposal. However, provisions should be made or operational requirements instituted to ensure that the recovered oil or slops do not accumulate in any space designated under this proposal. The following restrictions and requirements should be considered:
 - a. Endorse the vessel's Certificate of Inspection with respect to the piping arrangement and particular void specifying that this procedure is for emergency purposes only.
 - b. All proposed modifications must meet the requirements in 46 CFR Part 32 for vents, pipes, hoses, and connections for the type of cargo carried by the particular barge.
 - c. Any use of the designated void requires immediate notification of the nearest MSO. The MSO would require the vessel to remove all oil from the void prior to operating the vessel.
 - d. SeaRiver should be advised that their Declaration of Inspections, Operations Manuals, and Vessel Response Plans must be revised to address the procedures for use of this system.

SUBJ: SEARIVER MARITIME PROPOSAL TO USE VOIDS FOR BARGE SPILLS

4. If you require additional information, please feel free to contact LCDR Jack Kemerer of my staff at (202) 267-1464.



R. FITZPATRICK
By direction

U.S. Department
of Transportation

United States
Coast Guard



Commanding Officer
U.S. Coast Guard
Marine Safety Office

1440 Canal Street
New Orleans, LA
70112-2700
(504) 589-6273
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16711

JUN 02 1995

From: Commanding Officer, Coast Guard Marine Safety Office,
New Orleans

To: Commandant (G-MVI).

Via: Commander Eighth Coast Guard District (m) *EWI* (6/12)

Subj: SEARIVER MARITIME PROPOSAL UTILIZING VOIDS FOR BARGE SPILLS

1. Enclosure (1) is a proposal from SeaRiver Maritime to utilize existing voids to contain oil spilled on the deck of several of their tank barges. Enclosure (2) is the response to this proposal. Request that you review enclosures (1), (3), and (4) for conceptual approval of the utilization of prohibited spaces for cargo as proposed.

[Handwritten Signature]
S. K. TONEY
By direction

- Encl:
- (1) SeaRiver Maritime ltr dtd May 4, 95
 - (2) MSO New Orleans ltr 16711 dtd May 95
 - (3) SeaRiver Maritime Dwg., No. 201-760.01, Deck Spill/
Tank Overfill Containment System-Single Skin
 - (4) SeaRiver Maritime Dwg., No. 201-760.02, Deck Spill/
Tank Overfill Containment System-Single Skin
 - (5) Marine Safety Center ltr 16710 Ser C2-9501712 dtd
Apr 27, 95



Peter F. Weber - Head, Engineering and Electronic Support

RECEIVED ON

MAY 1995

INSPECTION DEPT.
USCG MSO NEW ORLEANS

4 May 1995

Barge Spill Recovery System

Officer in Charge, Marine Inspection
USCG MSO, New Orleans
1440 Canal Street,
New Orleans, LA 70112-2711

- Encl: (1) MSC letter C2-9501712, dated 27 April 1995
(2) Dwg. No. 201-760.01, "Deck Spill/Tank Overfill Containment System-Single Skin (5 copies)
(3) Dwg. No. 201-760.02, "Deck Spill/Tank Overfill Containment System-Double Skin (5 copies)

Dear Sir:

Enclosed for your review and approval please find drawings describing a proposed deck spill recovery system for SeaRiver's inland barge fleet. SeaRiver has, at customer's request, completed the installation of spill rails around the entire cargo deck on each of its inland barges. This spill rail is intended to contain cargo released following a tank overfill or other accidental spill. While this is a satisfactory arrangement for the containment of small quantities of cargo that can be cleaned up quickly, SeaRiver has safety concerns regarding the on-deck retention of large volumes of volatile cargo. In response to these concerns we have developed a system whereby large volumes of spilled cargo are gravitated into the barge voids with a minimum of personnel involvement. This system is intended for the emergency recontainment of large volumes of spilled cargo only, and will not be used in day-to-day slop handling activities. Following any use of this system the barge will be shifted to a cleaning plant, immediately after it is stabilized, and the voids stripped and rendered gas free.

Enclosure (1) details the system devised for a single skin barge or the main deck of a double skin barge. Each barge is outfitted with a series of plugged scupper openings in the spill rail and specially modified void hatches fitted with a cargo drop connection and a vent. In the event of a large deck spill a length of chemical hose is run from the spill rail scupper to the modified void hatch and the scupper plug is pulled, allowing the cargo to drain by gravity into the barge void. The required lengths of chemical hose are pre-assembled and kept on the barge as part of the normal equipment complement.

Enclosure (2) is applicable to the raised trunk of a double skin barge. In this arrangement, the spill rails are fitted with permanently piped spill recovery drop lines into the barge voids. These drops are fitted with normally closed ball valves locked with a lead seal. In the event of a large deck spill the lead seal is broken and the valve opened, allowing the cargo to drain into the void. Insuring the integrity of the lead seals will become a standard DOI item as is a void survey. These safeguards should prevent the unintentional collection of volatile cargo in the voids.

These systems allow spilled cargo to be recontained quickly without the need for rigging pumps and with a minimum of personnel exposure.

Please stamp and return three copies of each drawing to indicate your approval. The remaining copies are for your records. Should you have any questions regarding this proposal, or require any additional information, please don't hesitate to contact me. I can be reached at (713) 758-5109 or by fax at (713) 758-5095.

Regards,


Will Boytim

File: PN077

U.S. Department
of Transportation
**United States
Coast Guard**



Commanding Officer
U.S. Coast Guard
Marine Safety Office

1440 Canal Street
New Orleans, LA 70112-2711
(504) 589-6273

16711

JUN 02 1995

SeaRiver Maritime, Inc.
Attn: Mr. Will Boytim
P. O. Box 1512
Houston, TX 77251-1512

Subj: PROPOSED BARGE SPILL RECOVERY SYSTEM

Ref: (a) Your letter dated May 4, 1995

Gentlemen:

Enclosures (1) and (2), submitted with reference (a), are being forwarded to the Merchant Vessel Inspection and Documentation Division (G-MVI) for review due to the proposed unique design. Your proposal to utilize existing voids for the containment of oil spilled on deck during an emergency will require a conceptual review prior to approval.

The modification you propose will allow oil to be transferred into voids, which are prohibited by regulation from being used for the carriage of oil. You are to be commended for your foresight in planning for an emergency, however, I am concerned that this modification will facilitate the inappropriate use of these void spaces in other than an emergency situation.

If you have any questions on this matter, please contact the New Construction Section at (504) 589-6273.

Sincerely,

S. K. TONEY
Commander, U.S. Coast Guard
Chief, Inspection Department
By direction of the Officer in Charge
Marine Inspection

- Encl: (1) SeaRiver Maritime Dwg., No. 201-760.01, Deck Spill/
Tank Overfill Containment System-Single Skin
(2) SeaRiver Maritime Dwg., No. 201-760.02, Deck Spill/
Tank Overfill Containment System-Single Skin

ENCLOSURE(2)

U.S. Department
of Transportation

United States
Coast Guard



Commanding Officer
U.S. Coast Guard
Marine Safety Center

400 7th Street, S.W.
Washington, DC 20590-0001
Staff Symbol: MSC-3
Phone: (202) 366-6441
FAX (202) 366-3877

16710/P001836
Serial: C2-9501712
27 April 1995

SeaRiver Maritime, Inc.
Attn: Mr. Will Boytim
Post Office Box 1512
Houston, Texas 77251-1512

Subj: S/R Barges
Barge Spill Recovery System

Ref: (a) Your letter of 15 February 1995

Dear Mr. Boytim:

Enclosures (1) and (2) are returned without action. Cargo containment shall be satisfactory to the Officer in Charge, Marine Inspection.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. M. Michalowski".

J. M. MICHALOWSKI
Lieutenant Commander, U. S. Coast Guard
Acting Chief, Foreign Tank Vessel Branch
By direction of the Commanding Officer

- Encl: (1) Dwg, No. 201-760.01, "Deck Spill/ Tank Overfill Containment System-Single Skin
(2) Dwg, No. 201-760.02, "Deck Spill/ Tank Overfill Containment System-Double Skin