

MSC Guidelines for Review of Oil Spill Response Vessels (OSRV): General Arrangement, Structures, & Structural Fire Protection

Procedure Number: T1-19

Revision Date: 01/13/00

References

- a. MVI Policy Letter No. 1-95, dated February 13, 1995
 - b. MVI Policy Letter No. 3-92, dated March 3, 1992
 - c. MVI Policy Letter No. 7-91
 - d. 46 CFR Subchapter D
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Disclaimer

These guidelines were developed by the Marine Safety Center staff as an aid in the preparation and review of vessel plans and submissions. They were developed to supplement existing guidance. They are not intended to substitute or replace laws, regulations, or other official Coast Guard policy documents. The responsibility to demonstrate compliance with all applicable laws and regulations still rests with the plan submitter. The Coast Guard and the U. S. Department of Transportation expressly disclaim liability resulting from the use of this document.

Contact Information

If you have any questions or comments concerning this document, please contact the Marine Safety Center by e-mail or phone. Please refer to the Procedure Number: **T1-19**

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General Review Guidance

- ❑ If the vessel is new and not a sister vessel, has the Application for Inspection been submitted? In general, no plan review will 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 or unusual requests involved?
 - ❑ Is the vessel being reviewed under NVIC 10-82? If **Yes**, then ABS will review structural and structural fire protection plans; these plans may be reviewed by CG under normal oversight procedures. The Coast Guard retains review of the General Arrangement Plans.
 - ❑ This MSC Guideline does not apply to vessels participating in an oil spill response that do not recover or carry oil. Such vessels, including passenger
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vessels, craft of opportunity, or other work craft may be subject to inspection per reference (a). The guidance for conducting plan review on these vessels is contained in other MSC Guidelines, depending on the inspection Subchapter that the Office in Charge, Marine Inspection (OCMI) deems appropriate. (See reference (a) and other pertinent MSC Guidelines.)

All Review Types

- Verify applicability of policy. This Guideline applies to Oil Spill Response Vessels which carry recovered oil in bulk as a result of oil spill response operations. The following statements further delineate the applicable policy:
 - All recovery vessels, dedicated or non-dedicated, between 15 and 500 gross tons, with contract dates for conversion or construction after February 13, 1995, may meet the criteria in reference (a) in lieu of reference (d).
 - All existing recovery vessels built or converted based on the policy guidance in reference (b) may continue to be reviewed and inspected to that guidance, unless major modifications are made to the vessel.
 - All existing recovery vessels built or converted based on the policy guidance in reference (c), should be reviewed and inspected to the guidance of reference (a), as discussed in reference (a).
 - All existing recovery vessels that were inspected for certification prior to the issuance of reference (c), should continue to be inspected. They are not required to meet the standards of reference (a) for the grade of product which they were initially authorized unless they undergo a major conversion or desire authorization to carry a higher grade of recovered oil than the currently authorized grade.
 - Recovery vessels below 15 gross tons are not subject to inspection according to reference (a).
 - Recovery vessels above 500 gross tons carrying recovered oil in bulk shall be inspected as tank vessels for the grade of oil they intend to recover using the inspection standards of Subchapter D. (See applicable Guidelines for tank vessels).
- Per 33 CFR 157.08(n)(2), the double hull requirements of 33 CFR 157.10(d) do not apply to oil spill response vessels.
- Open Hopper Dredges: Army Corps of Engineers' open hopper dredges may be authorized to perform oil recovery operations. These vessels will normally be inspected under 46 CFR Subchapter I. See reference (a) and/or contact Commandant (G-MSE) for further inspection and review guidance.

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- *Note: This Guideline is developed consistent with the current policy for OSRV's as promulgated in reference (a). Figure 10-4 of reference (a) is a matrix which details OSRV specific requirements and applicability based on vessel type. Figure 10-4 is included as an attachment to this Guideline.

STRUCTURES

- There are no unique structural requirements for OSRV's. See MSC Guidelines for Structural Review of Subchapter T vessels (Aluminum/Steel) if less than 100 gross tons. See Guidelines for Structural Review of Subchapter L or I vessels if over 100 gross tons.

GENERAL ARRANGEMENT

- Ensure that General Arrangement (GA) drawings are submitted:
- In general, apply the MSC Guideline for GA Review of Subchapter T (small passenger) vessels if the OSRV is less than 100 gross tons. Also verify OSRV specific arrangement requirements as specified below.
- In general, apply the MSC Guideline for GA Review of Subchapter I (Freight) vessels if the OSRV is greater than 100 gross tons. Also verify OSRV specific arrangement requirements as specified below.

OSRV SPECIFIC GENERAL ARRANGEMENT

- As applicable to vessel type in Figure 10-4, verify that cargo spaces are separated from accommodation and machinery spaces in accordance with 46 CFR 32.60-10, and 15. See also the footnote 11 to Figure 10-4 of reference (a) regarding the use of cofferdams for this purpose. Note that OSRV Barges may meet the requirements of 46 CFR Subchapter D in lieu of these requirements.
- For OSRV's with overnight accommodations, verify that openings facing the cargo deck and related escape routes are in compliance with footnote 12 of Figure 10-4 per applicability of Figure 10-4. An air lock system of openings may be acceptable per 46 CFR 154.345. If the physical size of the vessel precludes such access arrangements, the accesses must be located as far as reasonable and practicable from the oil tank block (per footnote 14 of Figure 10-4).
- For OSRV'S fitted with helicopter platforms, verify that the helo decks are located at least 3 meters above the tank deck and at least 3 meters from

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sources of vapor leakage. Design and installation shall meet 46 CFR 108.233-241, 108.486-489, Table 108.495(a), and NVIC 9-81 per footnote 28 of figure 10-4. Refer to the pertinent sections of the MSC Guideline for Review of MODU General Arrangements for additional review guidance pertaining to the design and installation of helicopter decks.

STRUCTURAL FIRE PROTECTION

- If the OSRV is less than 100 gross tons, the general fire protection requirements of Subchapter T (46 CFR 177 Subpart D) will apply and will be verified by the OCMI (no review required).
- If the OSRV is greater than 100 gross tons, and carries less than 12 industrial persons, the general fire protection requirements of Subchapter I (46 CFR Subpart 92.05) will apply and will be verified by the OCMI (no review required).
- If the OSRV carries more than 12 industrial personnel, the SFP requirements of Subchapter I (46 CFR Subpart 92.07) will apply. See the MSC Guideline for review of SFP of freight vessels inspected under Subchapter I.
- In addition to the SFP requirements listed above, verify that the OSRV specific SFP requirements listed below are met.

OSRV SPECIFIC STRUCTURAL FIRE PROTECTION

- For OSRV's with overnight accommodations, verify that the insulation of the bulkhead facing recovered oil tanks and openings in the superstructure/deckhouse are in compliance with 46 CFR 32.56 per footnote 12 and Table 10-4 applicability.
- Verify that ventilation intakes are located in a gas safe area per footnote 15 and Table 10-4 applicability. If the physical size of the vessel precludes ventilation intakes meeting this requirement, the OCMI may consider installation of a fixed flammable gas detection system as an equivalent (see footnote 16 of Figure 10-4).

Attachment

Figure 10-4 of reference (a), Oil Spill Response Vessel Requirements Matrix.