

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

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16710/P018437
Serial: C1-1303087
September 12, 2013

Conrad Industries, Inc
Attn: Mr. Richard Soudelier
P.O. Box 790
Morgan City, LA 70381
Email: RLSoudelier@conradindustries.com

Subj: CBR 2021, O.N. 1248194, Conrad Shipyard Hull No. C-1032
CBR 2022, O.N. 1248783, Conrad Shipyard Hull No. C-1033
HSM 1001, O.N. 1249240, Conrad Shipyard Hull No. C-1035
HSM 1002, O.N. 1249241, Conrad Shipyard Hull No. C-1036
CBC 388, O.N. 1248751, Conrad Shipyard Hull No. C-1040
CBC 389, O.N. 1248047, Conrad Shipyard Hull No. C-1041
NEW CONSTRUCTION, CG1249506, Conrad Shipyard Hull No. C-1042
NEW CONSTRUCTION, CG1249510, Conrad Shipyard Hull No. C-1044
297'-6" x 54' x 12' Unmanned Double Hull Type II/III Tank Barges (D/O)
Grade A (max. 25 psia Reid) and Lower Grades Flammable or Combustible Liquids
Identified in 46 CFR Table 30.25-1 or 46 CFR 153 Table 2, and Specified Hazardous
Cargoes
Rivers; Lakes, Bays, and Sounds; Limited Coastwise on unmanned fair weather voyages
only, not more than 12 miles offshore between St. Marks and Carrabelle, Florida
Plan Approval Extension: Vapor Collection System and List of Authorized Cargoes

Dear Mr. Soudelier:

We have reviewed the information submitted with your e-mail dated August 22, 2013 (MSC Document No. 1315809), wherein you have requested that plans previously approved under project P014938 Conrad Shipyard Hulls C-994 through C-997, be used for the construction of the subject vessels. While we have no objection to you using the plans that were previously approved plans, please be advised that the cognizant Officer in Charge, Marine Inspection (OCMI) has the final authority for these issues.

Enclosure (1) includes details regarding MSC approval letters for previously approved plans you wish to use for the construction of the subject vessels. By copy of this letter, we recommend the OCMI extend approval of all drawings and calculations addressed in enclosure (1) to the subject vessels. This extension of plan approval is based on our understanding that:

- a. The subject vessel will be built to the same plans as those specified in enclosure (1),
- b. The regulations used for the original plan approval have not changed since the original plan approval,

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Subj: Conrad Shipyard Hulls C-1032, C-1033, C-1035, C-1036, C-1040, C-1041, C-1042, and C-1044

Plan Approval Extension: Vapor Collection System and List of Authorized Cargoes

- c. The owner of the original plans specifically authorizes the use of the plans for new construction,
- d. There are no modifications to subject vessel or any of the installed systems which would require additional review, and
- e. All comments provided in the original approval letters, accompanying the approved plans, still apply.

You must provide the OCMI a copy of each item listed in enclosure (1) with its corresponding MSC approval letter. Plans that do not conform to any part of (a) through (e) above shall be submitted to our office for approval. The installation, workmanship, and testing shall be to the satisfaction of the OCMI. Any vessel system, arrangement, structure, or other item that requires plan approval but is not covered by an extension must be either submitted to the MSC for review or reviewed by the OCMI.

The Vapor Control System (VCS) PRIS for the subject vessels is included as enclosure (2). In addition, we have updated each vessel's cargo and vapor control authority. The 46 CFR 151 Cargo List and VCS List of Cargoes are included as enclosures (3) and (4).

At the time of this review, some of the vessels' official numbers were not available. Once you provide the vessel names and official numbers to this office, the updated Cargo Authority Attachments (CAAs), containing the cargoes found in enclosure (3) and vapor control authority for the cargoes found in enclosure (4), will be made available for issuance by the OCMI.

Please note that only the local OCMI can issue a vessel's CAA as part of the Certificate of Inspection (COI). The OCMI will verify the carriage authority and vapor control tank group characteristics we used as a basis for creating enclosures (3) and (4) are consistent with the vessel's actual design. For the OCMI's convenience, we have included the following recommended COI endorsement:

Only those hazardous cargoes named in the vessel's Cargo Authority Attachment, Serial No. C1-1303087 dated September 12, 2013, 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.

In accordance with 46 CFR Part 39, excluding part 39.40, this vessel's vapor control system has been inspected to the plans approved by Marine Safety Center letters Serial No. C1-1204161 dated September 25, 2013 and extended by C1-

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Subj: Conrad Shipyard Hulls C-1032, C-1033, C-1035, C-1036, C-1040, C-1041, C-1042, and C-1044

Plan Approval Extension: Vapor Collection System and List of Authorized Cargoes

1303087 dated September 12, 2013 and found acceptable for collection of bulk liquid cargo vapors annotated with "Yes" in the CAA's VCS column.

Our Project Number for these vessels is **P018437**. Please ensure that future correspondence includes the Project Number, and either the Coast Guard (CG) number that appears in the subject line or the Official Number of each barge once assigned. To avoid confusion, the owners are encouraged to provide the National Vessel Documentation Center with the vessel CG numbers when applying for documentation.

If you have any questions concerning our review, please contact Lieutenant Rachel Beckmann at the number listed above.

Sincerely,



M. J. SEXTON
Lieutenant, U. S. Coast Guard
Assistant Chief, Tank Vessel and Offshore Division
By direction

- Encl: (1) Plan Approval Extension Form, dated August 21, 2013
(2) VCS PRIS, Conrad Shipyard Hulls C-1032, C-1033, C-1035, C-1036, C-1040, C-1041, C-1042, and C-1044, dated September 12, 2013
(3) 46 CFR Part 151 Cargo List, Conrad Shipyard Hulls C-1032, C-1033, C-1035, C-1036, C-1040, C-1041, C-1042, and C-1044, dated September 12, 2013
(4) VCS List of Cargoes, Conrad Shipyard Hulls C-1032, C-1033, C-1035, C-1036, C-1040, C-1041, C-1042, and C-1044, dated September 12, 2013

Copy: Commander, Coast Guard Sector Marine Safety Unit, Morgan City

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

2100 2nd Street, S.W. Stop 7102
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16710/P014938
Serial: C1-1204161
September 25, 2012

Conrad Industries, Inc.
Attn: Mr. Richard L. Soudelier
PO Box 790
Morgan City, LA 70381
Email: rlsoudelier@conradindustries.com

Subj: JARED JOSEPH, O.N. 1242310, Conrad Shipyard Hull No. C-994
NICHOLAS RAY, O.N. 1213431, Conrad Shipyard Hull No. C-995
ALLISON JANE, O.N. 1213432, Conrad Shipyard Hull No. C-996
MACI BRYAN, O.N. 1242740, Conrad Shipyard Hull No. C-997
297'-6" x 54' x 12' Unmanned Double Hull Type II/III Tank Barges (D/O)
Grade A (max. 25 psia Reid) and Lower Grades Flammable or Combustible Liquids
Identified in 46 CFR Table 30.25-1 or 46 CFR 153 Table 2 as Pollution Category I or
III and Specified Hazardous Cargoes
Design Density 8.7 lbs/gal; Maximum Density (slack load) 15 lbs/gal
Rivers; Lakes, Bays, and Sounds; Limited Coastwise on unmanned fair weather voyages
only, not more than 12 miles offshore between St. Marks and Carrabelle, Florida
Vapor Collection System and List of Authorized Cargoes

Ref: (a) Document No. 1216407, Conrad Shipyard, "Vapor Control Piping," Dwg. No. P-03,
Sheets 1 and 2, Rev. 2, dated May 3, 2012
(b) Document No. 1216410, Guarino & Cox, LLC, "Vapor Control System
Calculations," Dwg. No. C-32, Rev. 1, dated September 25, 2012
(c) Coast Guard Marine Safety Center's "Industry Guidelines for Determining the
Maximum Liquid Transfer Rate for a Tank Vessel Transferring a Flammable or
Combustible Cargo Using a Vapor Control System" dated July 15, 2001

Dear Mr. Richard L. Soudelier:

In response to your electronic submissions dated September 14, 2012, September 24 2012, and September 25, 2012 we have reviewed the vapor collection system (VCS) piping plan and the vapor control pressure drop calculations for compliance with 46 CFR Part 39, excluding Subpart 39.40. The VCS piping plan, reference (a), is marked "**Approved.**" The installation, workmanship and testing shall be to the satisfaction of the cognizant Officer in Charge, Marine Inspection (OCMI). The pressure drop calculations, reference (b) are "**Examined.**" Calculations and plans such as these are not normally marked approved, but are used to verify that the system meets the applicable regulations. The following comments apply:

Subj: Conrad Shipyard Hull C-994 through C-997;
Vapor Collection System and List of Authorized Cargoes

1. Based on your calculations, this VCS is capable of recovering vapors of the cargoes listed in enclosure (1) at a maximum vapor-air mixture density of **0.35 lbm/ft³**, at a maximum liquid load rate of **5,500 bbl/hr**, and at a maximum liquid discharge rate of **4,300 bbl/hr**.

2. In accordance with reference (b), the set-point of the overfill shutdown system shall be no higher than **7 inches** below the tank top of cargo tank 1 P/S and 2 P/S, and set no higher than **9.5 inches** below the tank top of cargo tank 3 P/S.

3. The oil transfer procedures shall include a table or graph showing the liquid transfer rate versus the pressure drop, as required by 46 CFR 39.30-1(b)(3), to the satisfaction of the cognizant OCMI. This information must be taken from the calculations, tables, and graphs contained within reference (b). However, the table or graph added to the oil transfer procedures should exclude unauthorized cargoes, and shall not reflect transfer rates exceeding the maximum liquid load rate approved in paragraph 1.

4. The tanks share a common vent header, which would allow mixing of various vapors and liquid cargoes. Note this configuration restricts the types of cargoes that can be carried simultaneously.

5. Enclosure (3) contains VCS Category 2 and 4. Polymerization and residue build-up of these cargoes can adversely affect the operation of the vapor collection system. The barge's owner must develop a method for internal visual inspection to verify that fouling of VCS components is not occurring, to the satisfaction of the cognizant OCMI.

6. In conjunction with this review, we have generated the subject vessel's cargo authority based on the Tank Group Characteristics Loading Form submitted with your email dated September 14, 2012. The 46 CFR 151 Cargo List is attached as enclosure (2).

7. The Cargo Authority Attachment (CAA) for each vessel is now available in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE). The CAA will contain the cargoes found in enclosures (1) and (2). Please note that only the cognizant OCMI can issue a vessel's CAA, which is valid only when referenced by and attached to a valid Certificate of Inspection (COI). The OCMI will verify the carriage authority and vapor control tank group characteristics we used to create enclosures (1) and (2) are consistent with the vessel's actual construction. Enclosure (3) contains the VCS tank group characteristics and our recommended COI endorsement.

As a condition of your participation in MSC's electronic commerce program, you must provide a copy of the approved drawings to the OCMI, along with a copy of the corresponding MSC approval letter.

Our Project Number for this vessel is **P014938**. Please ensure that future correspondence includes the Project Number and Official Number that appears in the subject line for each barge.

16710/P014938
Serial: C1-1204161
September 25, 2012

Subj: Conrad Shipyard Hull C-994 through C-997;
Vapor Collection System and List of Authorized Cargoes

If you have any questions concerning our review, please contact Lieutenant Rachel Beckmann at the number listed above.

Sincerely,



J.B. Wheeler
Lieutenant, U. S. Coast Guard
Assistant Chief, Tank Vessel and Offshore Division
By direction

Encl: (1) Vapor Collection System List of Cargoes; Conrad Shipyard Hull Nos. C-994 through C-997; dated September 25, 2012
(2) 46 CFR Part 151 Cargo List, Conrad Shipyard Hull Nos. C-994 through C-997; dated September 25, 2012
(3) VCS PRIS; Conrad Shipyard Hull Nos. C-994 through C-997; dated September 25, 2012

Copy: Commander, Coast Guard Sector Morgan City, w/ enclosures

[illegible]

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I. VAPOR CONTROL SYSTEM CALCULATIONS - SUMMARY

A. General Description of Vessel:

Builder:	CONRAD INDUSTRIES, INC	
Builder's hull numbers:	Conrad C-994 THRU C-997	
Year Built:	2012 / 2013	
Official Numbers:		
Owner:		
Vessel Names:		
Vessel Dimensions:	297'-6" x 54'-0" x 12'-0"	
Service:	Inland Tank Barge (D/O)	
Classification:	None	
Max Design Working Pressure of Tanks:	3.00	(psig)
Max Cargo Loading Rate	5,500	(bbl/hr)
Maximum Discharge Rate	4,300	(bbl/hr)
VCS Cargoes:	See Table 1	
Maximum Vapor-Air Mixture Density:	0.35 (Pentane, all isomers)	(lbm/ft ³)
Maximum Vapor Growth Rate:	1.54 (Pentane, all isomers)	(lbm/ft ³)

B. General Description of Vapor Control System:

[Note: Also see Reference 6 for details of vapor control system.]

1. Pipe:

One (1) 8" diam longitudinal vapor header fitted with a 6" high-velocity PV Valve.
 One (1) 8" diam tranverse vapor header with 8" shore connection valves.
 One (1) 8" diam branch line off longitudinal header to each cargo tank.
 (See Reference 6 for system layout)

2. High Velocity PV Valve:

Model:	Tanktech/Bergan KLPH-6	
Pressure Setting:	1.50	(psig)
Vacuum Setting:	0.5	(psig)
PV Valve Flow Capacity:	See Att. 1	(bbl/hr)

3. Spill Valve:

Model:	None installed
Pressure Setting:	N/A

4. Vapor Recovery Hose:

Diameter:	8" (assumed)
Length:	50' (assumed)

5. Cargo Tank P-V Valves:

	(One central P/V valve only, no individual tank P-V valves)	
Model:	See #2 above.	
Pressure Setting:	1.50	(psig)
Vacuum Setting:	0.5	(psig)

C. VCS Calculations:

1. Cargo Authority:

The vapor collection system installed on this barge is designed for Grade A and lower petroleum products and chemicals. Typical cargoes to be carried by this barge are listed in Table 1. These cargoes are to be listed in the Cargo Authority Attachment (CAA) of the barge's Certificate of Inspection. Note that Table 1 is not intended to be an all-inclusive list and the CAA should therefore not be limited to these cargoes. Other cargoes with less restrictive or equal characteristics shall also be included on the CAA.

2. Determining Vapor-Air Mixture Density and Vapor Growth Rate:

Of the cargoes carried, Pentane has the highest vapor-air mixture density. Pentane also has the greatest vapor growth rate. (See Table 1)

3. The Maximum Liquid Transfer Rate as Imposed by the Capacity of the Cargo Tank Venting System: (Ref: 46 CFR 39.20-11)

Tanks #1 P/S are the farthest tanks from the High-Velocity P-V Valve in terms of total equivalent pipe length. Using factors from Reference 4 and 9, the total equivalent length of pipe is calculated for this path. This calculation is shown in Table 2.

Using Darcy's equation, and friction factors selected as appropriate for the pipe size, and the maximum liquid transfer rate, the pressure drop along the VCS piping from tank #1P to the P-V Valve is calculated using the total equivalent length of pipe from Table 2. The pressure drop calculations were done for the maximum loading rate (5,500 BBL/hr) for this barge. This maximum loading rate is based on loading one tank at a time. This calculation is shown in Table 3.

Conclusions:

Using a 5,500 bbl/hr maximum liquid transfer rate (for Pentane and lower cargoes), the vapor-air mixture and air-equivalent volumetric flow rates for each cargo are shown in Table 3. The greatest pressure drop in the cargo tank venting system is 0.24 psig for Pentane cargo. At a pressure relief setting of 1.5 psig, the high-velocity P-V valve has an adequate flow capacity (see attachment 1). The greatest total back pressure imposed on the tanks by the cargo tank venting system (1.03 psig) does not exceed the design working pressure of the cargo tanks (3.00 psig). Also, the vacuum relieving capacity of the P-V Valve has been checked against the maximum discharge rate and has been found to have adequate vacuum relieving capacity (see Table 3).

4. The Maximum Liquid Transfer Rate as Imposed by the Relieving Capacity of the Cargo Tank Spill Valves:

No spill valves are installed on this barge.

5. The Maximum Liquid Transfer Rate as Imposed by the Set Point of the Overfill Alarm:

At the maximum cargo loading rate of 5,500 bbl/hr, required overfill alarm set points have been calculated such that the person in charge of the transfer operations has more than 60 seconds from the overfill alarm to stop the transfer operations before the tank overflows. (See attached overfill alarm set point calculation sheets.) The overfill alarms will need to be set at or below these calculated levels to ensure that the VCS complies with 46 CFR 39.20-9. In addition, the overfill alarms must also be set at or below a capacity of 98.5% to comply with 33CFR155.775.

6. The Maximum Liquid Transfer Rate as imposed by the pressure drop between the most remote tank and the facility vapor connection (Ref: 46 CFR 39.30-1(d)(3):

This requires the sum of the pressure drop along the longest path from the cargo tank to the vessel vapor connection and the back pressure at the facility vapor connection not to exceed 80 percent of the pressure setting of any pressure relief valve in the system. Tanks #1 P/S are the farthest from the facility vapor connection (in terms of total equivalent length of pipe). The total equivalent length from cargo tank #1P to the facility vapor connection is given in Table 4.

Using Darcy's equation, and friction factors selected as appropriate for the pipe size, and the maximum liquid transfer rate, the pressure drop along the VCS piping from tank #1P to the facility vapor connection is calculated using the total equivalent length of pipe from Table 4. These calculations are shown in Table 5.

Conclusions:

Pressure drop at the maximum liquid transfer rate of 5,500 bbl/hr (for Pentane and lower cargoes) along this path for each cargo is given in Table 5. The highest pressure drop (for Pentane) does not exceed 80 percent of the P-V valve pressure setting. If the pressure drop between the facility vapor connection and the shore facility's pressure sensor is known, it should be added to the pressure drop along this path to ensure that the total pressure drop does not exceed 80 percent of the P-V valve pressure setting.

7. Graph as Required by 46 CFR 39.30-1(b)(3):

See attached.

Table 1 Determination of Vapor-Air Mixture Density & Vapor Growth Rate

	CHRIS Code	Name	VCS Category	Liquid S.G.	*Vapor Press. @ 115 F (psia)	Vapor S.G.	Vapor-air Mixture Weight Density (lb/ft ³)	Vapor Growth Rate	Max. Loading Rate	Vapor Volumetric Flow Rate (bbl/hr)	Air Equivalent Volumetric Flow Rate (bbl/hr)	Pressure Drop to PV Valve in VCS (See Table 3) (psig)	Pressure Drop to Facility Connection in VCS (See Table 5) (psig)
1	ACN	Acrylonitrile	4	0.81	5.00	1.80	0.095	1.10	5,500	6050	6756	0.033	0.068
2	ACT	Acetone	1	0.79	10.00	2.00	0.123	1.20	5,500	6600	8393	0.062	0.102
3	ACP	Acetophenone	1	1.03	0.80	4.14	0.085	1.01	5,500	5588	5881	0.025	0.050
4	AND	Adiponitrile	1	0.95	0.01	3.73	0.078	1.00	5,500	5601	5606	0.022	0.044
5	AEC	Amyl acetate (all isomers)	1	0.88	0.33	0.10	0.075	1.01	5,500	5636	5485	0.022	0.044
6	AAI	Amyl Alcohol (iso-, n-, sec-, primary)	1	0.82	0.30	3.04	0.079	1.01	5,500	5533	5637	0.023	0.046
7	ATN	Acetonitrile	3	0.78	0.03	1.41	0.078	1.00	5,500	5503	5605	0.022	0.044
8	BAL	Benzyl Alcohol	1	1.05	0.10	3.73	0.077	1.00	5,500	5511	5557	0.023	0.045
9	BNZ	Benzene	1	0.88	4.50	2.80	0.114	1.25	5,500	6875	8420	0.052	0.103
10	BTX	Benzene, Toluene, Xylene mixtures (10% Benzene or more)	1	0.84	7.30	2.80	0.138	1.25	5,500	6875	9252	0.083	0.124
11	BAR	Butyl Acrylate (iso-, n-)	2	0.90	0.60	4.42	0.086	1.01	5,500	5566	5908	0.028	0.051
12	BAX	Butyl Acetate (all isomers)	1	0.87	0.80	4.00	0.085	1.01	5,500	5566	5867	0.025	0.050
13	IAL	Butyl Alcohol (iso-)	1	0.81	0.90	2.60	0.083	1.02	5,500	5599	5843	0.026	0.050
14	BAN	Butyl Alcohol (n-)	1	0.81	0.50	0.10	0.074	1.01	5,500	5555	5477	0.022	0.044
15	BAS	Butyl Alcohol (sec-)	1	0.81	1.30	2.60	0.086	1.03	5,500	5843	5994	0.028	0.052
16	BAT	Butyl Alcohol (tert-)	1	0.78	2.80	2.60	0.097	1.06	5,500	5808	6582	0.032	0.063
17	BPH	Butyl Benzyl Phthalate	1	1.12	0.01	10.80	0.077	1.00	5,500	5501	5518	0.022	0.044
18	BAD	iso-Butyraldehyde	1	0.80	7.80	2.50	0.131	1.18	5,500	6358	8344	0.081	0.101
19	BTR	n-Butyraldehyde	1	0.80	7.80	2.50	0.131	1.16	5,500	6358	8344	0.081	0.101
20	BUE	Butyl Toluene	1	0.85	0.10	5.11	0.078	1.00	5,500	5511	5680	0.023	0.045
21	CLS	Caprolactam Solutions	1	1.02	0.05	3.90	0.077	1.00	5,500	5506	5530	0.022	0.044
22	CCH	Cyclohexanone	1	0.96	0.20	3.40	0.078	1.00	5,500	5522	5603	0.023	0.046
23	CHA	Cyclohexylamine	1	0.87	0.62	3.42	0.083	1.01	5,500	5568	5820	0.025	0.049
24	CHX	Cyclohexane	1	0.78	4.50	2.90	0.116	1.09	5,500	5995	7410	0.040	0.080
25	CHN	Cyclohexanol	1	0.96	0.15	3.45	0.078	1.00	5,500	5517	5679	0.023	0.045
26	CPD	1,3-Cyclopentadiene dimer (mottlen)	2	0.89	0.25	4.55	0.080	1.01	5,500	5528	5677	0.024	0.047
27	CMP	p-Cymene	1	0.86	0.11	4.62	0.078	1.00	5,500	5512	5578	0.023	0.045
28	CRB	Chlorobenzene	1	1.11	0.80	3.88	0.087	1.02	5,500	5588	5972	0.028	0.052
29	CRS	Cresols	1	1.05	0.08	3.72	0.077	1.00	5,500	5509	5646	0.022	0.045
30	CUM	Cumene	1	0.86	0.60	4.20	0.085	1.01	5,500	5566	5887	0.025	0.050
31	IDA	Decaldehyde (iso-)	1	0.83	0.01	5.00	0.076	1.00	5,500	5501	5508	0.022	0.044
32	DAL	Decaldehyde (n-)	1	0.83	0.00	5.01	0.076	1.00	5,500	5500	5500	0.022	0.044
33	DCE	Decane	1	0.74	0.12	4.80	0.078	1.00	5,500	5513	5590	0.023	0.045
34	DAX	Decyl Alcohol (all isomers) (Decanol)	1	0.83	0.01	5.30	0.076	1.00	5,500	5501	5508	0.022	0.044
35	DBZ	Decylbenzene (n-)	1	0.86	0.01	7.52	0.078	1.00	5,500	5501	5512	0.022	0.044
36	DAA	Diacetone Alcohol	1	0.97	0.10	4.00	0.078	1.00	5,500	5511	5562	0.023	0.045
37	DCH	1,1-Dichloroethane	1	1.18	9.90	3.41	0.188	1.20	5,500	6589	10361	0.079	0.156
38	DPA	Diisobutyl Phthalate (ortho-)	1	1.05	0.00	9.59	0.076	1.00	5,500	5500	5500	0.022	0.044
39	DEB	Diethylbenzene	1	0.87	0.08	4.62	0.078	1.00	5,500	5509	5558	0.023	0.045
40	DEG	Diethylene Glycol	1	1.12	0.01	3.68	0.078	1.00	5,500	5501	5508	0.022	0.044
41	DEN	Diethylamine	3	0.71	1.00	2.50	0.083	1.02	5,500	5610	5884	0.025	0.050
42	DBL	Diisobutylene	1	0.72	2.00	3.88	0.103	1.04	5,500	5720	6654	0.032	0.064
43	DIK	Diisobutyl Ketone	1	0.81	0.16	4.90	0.079	1.00	5,500	5518	5623	0.023	0.046
44	DIP	Diisopropanolamine	1	0.98	0.01	4.59	0.076	1.00	5,500	5501	5507	0.022	0.044
45	DIX	Diisopropylbenzene (all isomers)	1	0.86	0.03	5.60	0.077	1.00	5,500	5503	5627	0.022	0.044
46	DTL	Dimethyl Phthalate	1	1.19	0.00	6.89	0.076	1.00	5,500	5500	5500	0.022	0.044
47	DOP	Dioctyl Phthalate	1	0.98	0.00	13.47	0.076	1.00	5,500	5500	5500	0.022	0.044
48	DPN	Dipentene	1	0.84	0.10	4.90	0.078	1.00	5,500	5511	5577	0.023	0.045
49	DIL	Diphenyl	1	0.99	0.01	5.31	0.076	1.00	5,500	5501	5508	0.022	0.044
50	DDO	Diphenyl, Diphenyl Ether Mixtures	1	1.07	0.01	5.86	0.076	1.00	5,500	5501	5509	0.022	0.044
51	DMF	Dimethylformamide	1	0.95	0.30	2.51	0.078	1.01	5,500	5533	5610	0.023	0.046
52	DPE	Diphenyl Ether	1	1.07	0.01	5.87	0.076	1.00	5,500	5501	5509	0.022	0.044
53	DPG	Dipropylene Glycol	1	1.03	0.07	4.83	0.077	1.00	5,500	5508	5551	0.023	0.045
54	DPX	1,1-, 1,2-, 1,3-Dichloropropane	3	1.16	6.30	3.90	0.162	1.13	5,500	6193	9034	0.060	0.119
55	DFF	Distillates Flashed Feed Stocks	1	0.75	2.30	3.40	0.102	1.05	5,500	5753	6861	0.032	0.064
56	DSR	Distillates Straight Run	1	0.73	2.30	3.40	0.102	1.05	5,500	5753	6861	0.032	0.064
57	DOZ	Dodecene (all isomers)	1	0.76	0.02	5.81	0.077	1.00	5,500	5502	5519	0.022	0.044
58	DDB	Dodecylbenzene	1	0.86	4.70	8.40	0.240	1.25	5,500	8875	12196	0.109	0.218
59	EAC	Ethyl Acrylate	2	0.93	2.00	3.50	0.100	1.04	5,500	5720	6543	0.031	0.062
60	EAI	2-Ethylhexyl acrylate	2	0.89	0.02	6.35	0.077	1.00	5,500	5502	5520	0.022	0.044
61	EEA	2-Ethoxyethyl acetate	1	0.97	0.02	4.70	0.077	1.00	5,500	5503	5517	0.022	0.044
62	ETG	Ethoxy Triglycol (crude)	1	1.02	0.00	6.14	0.076	1.00	5,500	5500	5500	0.022	0.044
63	ETA	Ethyl Acetate	1	0.90	4.50	3.04	0.119	1.09	5,500	5995	7504	0.041	0.082
64	EAA	Ethyl Acetoacetate	1	1.03	0.20	4.48	0.079	1.00	5,500	5522	5639	0.023	0.046
65	EAL	Ethyl Alcohol (Ethanol)	1	0.79	3.50	1.60	0.088	1.07	5,500	5885	8255	0.029	0.057
66	ETB	Ethyl Benzene	1	0.87	0.60	3.56	0.083	1.01	5,500	5568	5824	0.025	0.049
67	EBT	Ethyl Butanol	1	0.83	0.12	3.52	0.078	1.00	5,500	5513	5564	0.023	0.045
68	EBE	Ethyl tert-butyl ether	1	0.74	0.19	3.50	0.078	1.00	5,500	5521	5602	0.023	0.046

Vapor Recovery Calculations

	CHRIS Code	Name	VCS Category	Liquid S.G.	*Vapor Press. @ 115 F (psia)	Vapor S.G.	Vapor-air Mixture Weight Density (lb/ft ³)	Vapor Growth Rate	Max. Loading Rate	Vapor Volumetric Flow Rate (bbl/hr)	Air Equivalent Volumetric Flow Rate (bbl/hr)	Pressure Drop to PV Valve in VCS (See Table 3) (psig)	Pressure Drop to Facility Connection in VCS (See Table 5) (psig)
69	EBR	Ethyl butyrate	1	0.88	1.00	4.00	0.090	1.02	5,500	5610	6107	0.027	0.054
70	ECY	Ethyl Cyclohexane	1	0.79	0.50	3.87	0.083	1.01	5,500	5555	5798	0.025	0.049
71	EDC	Ethylene dichloride	1	1.26	4.00	3.42	0.122	1.08	5,500	5940	7508	0.041	0.082
72	EGL	Ethylene Glycol	1	1.19	0.01	2.21	0.078	1.00	5,500	5501	5503	0.022	0.044
73	EMA	Ethylene Glycol Butyl Ether Acetate	1	0.94	0.05	5.52	0.077	1.00	5,500	5506	5644	0.022	0.045
74	EGY	Ethylene Glycol Diacetate	1	1.10	0.01	5.03	0.078	1.00	5,500	5501	5508	0.022	0.044
75	EPE	Ethylene Glycol Phenyl Ether	1	1.10	0.01	4.80	0.078	1.00	5,500	5501	5608	0.022	0.044
76	EHP	Ethyl-3-ethoxypropionate	1	0.95	0.01	5.00	0.078	1.00	5,500	5501	5610	0.022	0.044
77	EHX	2-Ethylhexanol	1	0.84	0.02	4.50	0.078	1.00	5,500	5502	5514	0.022	0.044
78	EPR	Ethyl Propionate	1	0.89	3.50	1.60	0.088	1.07	5,500	5885	6255	0.029	0.057
79	ETE	Ethyl Toluene	1	0.88	0.28	4.15	0.080	1.01	5,500	5531	5679	0.024	0.047
80	FAM	Formamide	1	1.13	0.10	1.55	0.076	1.00	5,500	5511	5520	0.022	0.044
81	FMS	Formaldehyde Solution	1	1.13	0.15	1.03	0.076	1.00	5,500	5517	5517	0.022	0.044
82	FAL	Furfuryl Alcohol	1	1.13	0.05	3.40	0.077	1.00	5,500	5506	5526	0.022	0.044
83	FFA	Furfural	1	1.20	0.15	3.31	0.078	1.00	5,500	5517	5575	0.023	0.045
84	GAK	Gasoline Blending Stocks: Alkylates	1	0.75	12.50	3.40	0.217	1.25	5,500	6875	11610	0.099	0.196
85	GRF	Gasoline Blending Stocks: Reformates	1	0.80	12.50	3.40	0.217	1.25	5,500	6875	11610	0.099	0.196
86	GAT	Gasolines: Automotive	1	0.74	12.50	3.40	0.217	1.25	5,500	6875	11610	0.099	0.196
87	GAV	Gasolines: Aviation	1	0.71	12.50	3.40	0.217	1.25	5,500	6875	11610	0.099	0.196
88	GCS	Gasolines: Casinghead	1	0.87	12.50	3.40	0.217	1.25	5,500	6875	11610	0.099	0.196
89	GPL	Gasolines: Polymer	1	0.75	12.50	3.40	0.217	1.25	5,500	6875	11610	0.099	0.196
90	GSR	Gasolines: StraightRun	1	0.75	12.50	3.40	0.217	1.25	5,500	6875	11610	0.099	0.196
91	GCR	Glycerine	1	1.26	0.00	3.17	0.076	1.00	5,500	5500	5500	0.022	0.044
92	HMX	Heptane (all isomers)	1	0.68	2.50	3.45	0.105	1.05	5,500	5775	6779	0.034	0.067
93	HEP	Heptonic Acid	1	0.92	0.01	4.49	0.076	1.00	5,500	5501	5507	0.022	0.044
94	HTX	Heptanol (all isomers)	1	0.82	0.04	4.00	0.077	1.00	5,500	5504	5525	0.022	0.044
95	HPX	Heptene (all isomers)	2	0.70	2.90	3.40	0.109	1.06	5,500	5819	6958	0.036	0.070
96	HXS	Hexane (all isomers)	1	0.66	7.00	3.00	0.142	1.14	5,500	6270	8561	0.054	0.106
97	HXO	Hexanoic Acid	1	0.93	0.01	4.00	0.076	1.00	5,500	5501	5508	0.022	0.044
98	HXN	Hexanol	1	0.82	1.00	3.52	0.088	1.02	5,500	5610	6031	0.027	0.053
99	HEX	Hexene (all isomers)	2	0.67	8.00	2.90	0.148	1.16	5,500	6380	8882	0.058	0.115
100	HXG	Hexylene Glycol	1	0.92	0.01	1.10	0.076	1.00	5,500	5501	5501	0.022	0.044
101	IPH	Isophorone	1	0.93	0.01	4.75	0.076	1.00	5,500	5501	5507	0.022	0.044
102	JPJ	Jet Fuels: JP-4	1	0.81	3.40	4.00	0.124	1.07	5,500	5874	7499	0.041	0.082
103	JPV	Jet Fuels JP-5 (Kerosene, heavy)	1	0.82	0.10	4.00	0.078	1.00	5,500	5511	5582	0.023	0.045
104	KRS	Kerosene	1	0.81	0.15	4.50	0.079	1.00	5,500	5517	5605	0.023	0.046
105	MTT	Methyl Acetate	1	0.92	6.10	2.60	0.122	1.12	5,500	6171	7812	0.045	0.089
106	MAL	Methyl Alcohol (Methanol)	1	0.79	6.63	1.10	0.079	1.13	5,500	6229	8355	0.030	0.059
107	MAC	Methylamyl Acetate	1	0.86	0.33	4.97	0.082	1.01	5,500	5536	5758	0.024	0.048
108	MAA	Methylamyl Alcohol	1	0.81	0.43	3.52	0.081	1.01	5,500	5547	5730	0.024	0.048
109	MAK	Methylamyl Ketone	1	0.82	0.05	1.00	0.076	1.00	5,500	5506	5506	0.022	0.044
110	MAM	Methyl Acrylate	2	0.95	4.10	3.00	0.115	1.08	5,500	5951	7303	0.039	0.078
111	MBE	Methyl Tert-Butyl Ether (MTBE)	1	0.74	0.04	3.10	0.077	1.00	5,500	5504	5519	0.022	0.044
112	MBK	Methyl Butyl Ketone	1	0.81	0.97	3.50	0.088	1.02	5,500	5607	6012	0.028	0.053
113	MBU	Methyl Butyrate	1	0.90	1.26	3.53	0.091	1.03	5,500	5639	6168	0.028	0.055
114	MEK	Methyl Ethyl Ketone	1	0.80	4.50	2.50	0.108	1.09	5,500	5995	7135	0.037	0.074
115	MHK	Methyl Heptyl Ketone	1	0.83	0.06	4.90	0.077	1.00	5,500	5507	5546	0.023	0.045
116	MIK	Methyl Isobutyl Ketone	1	0.80	1.15	3.45	0.089	1.02	5,500	5627	6096	0.027	0.054
117	MMM	Methyl methacrylate	2	0.94	2.02	3.45	0.099	1.04	5,500	5722	6538	0.031	0.062
118	MNA	Methyl Naphthalene	1	1.02	0.01	4.91	0.076	1.00	5,500	5501	5508	0.022	0.044
119	MNS	Mineral Spirits	1	0.75	0.20	4.30	0.079	1.00	5,500	5522	5633	0.023	0.046
120	MPL	Morpholine	1	1.00	0.80	3.00	0.084	1.02	5,500	5588	5857	0.025	0.050
121	MRE	Myrcene	1	0.80	0.17	4.70	0.079	1.00	5,500	5519	5625	0.023	0.046
122	PTN	Naphtha: Petroleum	1	0.74	0.19	3.50	0.078	1.00	5,500	5521	5600	0.023	0.046
123	NSV	Naphtha: Solvent	1	0.87	0.20	3.50	0.078	1.00	5,500	5522	5607	0.023	0.046
124	NSS	Naphtha: Stoddard Solvent	1	0.76	0.20	4.30	0.079	1.00	5,500	5522	5633	0.023	0.046
125	NVM	Naphtha: VM&P	1	0.77	0.19	4.30	0.079	1.00	5,500	5521	5627	0.023	0.046
126	NAX	Nonane (all isomers)	1	0.72	0.27	4.40	0.080	1.01	5,500	5530	5684	0.024	0.047
127	NON	Nonene (all isomers)	2	0.73	0.35	4.30	0.082	1.01	5,500	5539	5733	0.024	0.048
128	NNS	Nonyl Alcohol (all isomers)	1	0.94	0.10	5.00	0.078	1.00	5,500	5511	5579	0.023	0.045
129	NNP	Nonyl Phenol	1	0.95	0.01	7.80	0.078	1.00	5,500	5501	5512	0.022	0.044
130	NPM	1-, 2-Nitropropane	1	0.99	1.05	3.06	0.086	1.02	5,500	5616	5979	0.026	0.052
131	OAX	Octane (all isomers)	1	0.70	0.79	3.90	0.087	1.02	5,500	5587	5969	0.026	0.052
132	OCX	Octanol (all isomers)	1	0.83	0.01	4.48	0.078	1.00	5,500	5501	5507	0.022	0.044
133	OTX	Octene (all isomers)	2	0.72	0.90	3.90	0.088	1.02	5,500	5589	6033	0.027	0.053
134	OTW	Oil, fuel: No. 2	1	0.88	0.56	8.00	0.095	1.01	5,500	5582	6198	0.028	0.056
135	OTD	Oil, fuel: No. 2-D	1	0.90	0.69	3.40	0.084	1.01	5,500	5578	5853	0.025	0.050
136	OFR	Oil, fuel: No. 4	1	0.90	0.15	3.40	0.078	1.00	5,500	5517	5577	0.023	0.045
137	OFV	Oil, fuel: No. 5	1	0.94	0.15	3.40	0.078	1.00	5,500	5517	5577	0.023	0.045
138	OSX	Oil, fuel: No. 6	1	0.95	0.15	3.40	0.078	1.00	5,500	5517	5577	0.023	0.045
139	OIL	Oil, misc: Crude	1	0.95	0.15	3.40	0.078	1.25	5,500	6875	8951	0.035	0.070
140	ODS	Oil, Misc: Diesel	1	0.90	0.69	3.40	0.084	1.01	5,500	5578	5854	0.025	0.050
141	OLB	Oil, Misc: Lubricating	1	0.90	0.16	1.00	0.076	1.00	5,500	5517	5517	0.022	0.044

Vapor Recovery Calculations

	CHRIS Code	Name	VCS Category	Liquid S.G.	*Vapor Press. @ 115 F (psia)	Vapor S.G.	Vapor-air Mixture Weight Density (lb/ft ³)	Vapor Growth Rate	Max. Loading Rate	Vapor Volumetric Flow Rate (bbl/hr)	Air Equivalent Volumetric Flow Rate (bbl/hr)	Pressure Drop to PV Valve in VCS (See Table 3) (psig)	Pressure Drop to Facility Connection in VCS (See Table 5) (psig)
142	ORL	Oil, Misc: Residual	1	1.02	0.15	1.00	0.076	1.00	5,500	5517	5517	0.022	0.044
143	OTB	Oil, Misc: Turbine	1	0.87	0.30	6.40	0.082	1.01	5,500	5533	5754	0.024	0.048
144	PTY	Pentane (all isomers)	5	0.63	27.00	2.50	0.350	1.54	5,500	8470	18150	0.241	0.479
145	PTE	Pentene (all isomers)	6	0.64	24.95	2.40	0.310	1.50	5,500	8245	16840	0.203	0.402
146	PIN	Pinene	1	0.88	0.38	4.70	0.083	1.01	5,500	5542	5777	0.024	0.048
147	PLB	Polybutene	1	0.91	0.01	1.00	0.076	1.00	5,500	5501	5501	0.022	0.044
148	PGC	Polypropylene Glycol	1	1.01	0.10	1.00	0.076	1.00	5,500	5511	5511	0.022	0.044
149	IAC	Propyl Acetate (iso-)	1	0.89	1.80	3.52	0.097	1.04	5,500	5898	6447	0.030	0.060
150	PAT	Propyl Acetate (n-)	1	0.00	1.85	3.52	0.098	1.04	5,500	5704	6472	0.031	0.061
151	IPA	Propyl Alcohol (iso-)	1	0.79	3.00	2.07	0.091	1.06	5,500	5830	6382	0.030	0.059
152	PAL	Propyl Alcohol (n-)	1	0.80	1.20	2.07	0.082	1.02	5,500	5832	5851	0.026	0.050
153	PBY	Propylbenzene (all isomers)	1	0.88	0.20	4.14	0.079	1.00	5,500	5522	5628	0.023	0.046
154	IPX	Iso-Propylcyclohexane	1	0.80	0.01	4.35	0.076	1.00	5,500	5501	5507	0.022	0.044
155	PPG	Propylene Glycol	1	1.04	0.01	2.82	0.076	1.00	5,500	5501	5504	0.022	0.044
156	PGN	Propylene Glycol Methyl Ether Acetate	1	0.92	0.70	3.11	0.083	1.01	5,500	5577	5826	0.025	0.049
157	PTT	Propylene Tetramer	1	0.29	0.02	1.00	0.076	1.00	5,500	5502	5502	0.022	0.044
158	SFL	Sulfolane	1	1.28	0.01	4.14	0.076	1.00	5,500	5501	5506	0.022	0.044
159	STY	Styrene	2	0.92	0.40	3.60	0.081	1.01	5,500	5544	5719	0.024	0.048
160	TTG	Tetraethylene Glycol	1	1.20	0.01	6.70	0.076	1.00	5,500	5501	5511	0.022	0.044
161	THN	Tetrahydronaphthalene	1	0.97	0.04	4.56	0.077	1.00	5,500	5504	5529	0.022	0.044
162	TOL	Toluene	1	0.87	1.50	3.14	0.091	1.03	5,500	5665	6201	0.028	0.056
163	TCN	1,2,3-Trichloropropane	3	1.39	0.15	5.60	0.079	1.00	5,500	5517	5633	0.023	0.046
164	TCP	Tricresyl Phosphate (less than 1% of ortho)	1	1.16	0.01	12.69	0.077	1.00	5,500	5501	5521	0.022	0.044
165	TEB	Triethylbenzene	1	0.88	0.02	5.60	0.077	1.00	5,500	5502	5518	0.022	0.044
166	TEN	Triethylamine	3	0.73	2.50	3.49	0.105	1.05	5,500	5775	6795	0.034	0.067
167	TEG	Triethylene Glycol	1	1.12	0.01	5.17	0.076	1.00	5,500	5501	5508	0.022	0.044
168	TPS	Triethyl Phosphate	1	1.07	0.03	6.28	0.077	1.00	5,500	5503	5530	0.022	0.044
169	TRE	Trimethylbenzene (all isomers)	1	0.89	0.14	4.20	0.078	1.00	5,500	5515	5588	0.023	0.045
170	TRP	Trixylenyl Phosphate	1	1.16	0.00	14.20	0.076	1.00	5,500	5500	5500	0.022	0.044
171	THF	Tetrahydrofuran	1	0.89	8.50	1.35	0.090	1.17	5,500	6435	7001	0.036	0.071
172	UDC	Undecene	1	0.75	0.05	5.32	0.077	1.00	5,500	5508	5542	0.022	0.045
173	UND	Undecyl Alcohol	1	0.84	0.01	5.94	0.076	1.00	5,500	5501	5509	0.022	0.044
174	VAM	Vinyl Acetate	2	0.94	5.80	2.97	0.130	1.12	5,500	6138	8015	0.047	0.093
175	XLX	Xylenes (ortho-, meta-, para-)	1	0.89	0.51	3.68	0.083	1.01	5,500	5558	5786	0.024	0.049

max = 0.350 1.54 max = 0.241 0.479

Notes: 1. The above data is sourced from the USCG CHRIS Manual (Ref. 7) & from various manufacturer's MSDS's.

Calculation of Maximum Liquid Transfer Rate as Imposed by the Capacity of the Cargo Tank Venting System

Table 2

Note: Darcy's equation will be used to estimate the pressure drop of the vapor-air mixture through the vent piping from the farthest tank in terms of equivalent pipe length (#1P) to the P-V valve. Equivalent length for this path is calculated using Crane's Technical Paper 410 (Ref 4) and Cameron Hydraulic Data handbook (Ref 9).

Calculate equivalent lengths of pipe:

a. Pipe run #1

Description:

8" Branch (Exp trunk to vapor stack)

Pipe size, nominal:

8" sch. 40 pipe

Pipe ID (inches):

7.98

Item	Description	Size (in)	Qty	Unit Equivalent Length (ft)	Total Equivalent Length (ft)
1	Entrance	8	1	23.3	23.3
2	Straight Pipe	8	1	54.0	54.0
3	Tee, branch	8	2	39.9	79.8
4	Tee, flow	8	1	13.3	13.3
5					
6					
	Sum (pipe run #1)				170.4

b. Pipe run #2

Description:

6" branch at P-V valve

Pipe size, nominal:

6" sch. 40 pipe

Pipe ID (inches):

6.07

Item	Description	Size (in)	Qty	Unit Equivalent Length (ft)	Total Equivalent Length (ft)
1	Straight Pipe	6	1	3.0	3.0
2	Reducer (8x6)	6	1	6.4	6.4
	Sum (pipe run #2)				9.4

Table 4 **Calculation of the Maximum Liquid Transfer Rate as Imposed by the pressure drop between the most remote tank and the facility vapor connection (Ref: 46 CFR 39.30-1(d)(3):**

Note: Darcy's equation will be used to estimate the pressure drop of the vapor-air mixture through the vent piping from the farthest tank in terms of equivalent pipe length (#1P) to the facility connection. Equivalent length for this path is calculated using Crane's Technical Paper 410 (Ref. 4) and Cameron Hydraulic Data handbook (Ref. 9)

Calculate equivalent lengths of pipe:

a. Pipe run #1

Description: 8" Piping
 Pipe size, nominal: 8" sch. 40 pipe
 Pipe ID (inches): 7.98

Item	Description	Size (in)	Qty	Unit Equivalent Length (ft)	Total Equivalent Length (ft)
1	Entrance	8	1	23.3	23.3
2	Straight Pipe	8	1	195.0	195.0
3	Tee, branch	8	2	39.9	79.8
4	Tee, run	8	3	13.3	39.9
5	Elbow, 45 deg.	8	2	10.2	20.4
6	Valve, Gate	8	1	8.6	8.6
7	Hose	8	1	50.0	50.0
	Sum (pipe run #1)				417.0

Pipe run #1			
Description:	8" Piping		
Pipe ID:	7.98 (in)		
Equivalent Length of Pipe (from Table 4a):	417.0 (feet)		
Darcy friction factor:	0.014		

111	MBE	Methyl Tert-Butyl Ether (MTBE)	0.0771	5,500	1.001	5504	24.72	0.044	0.044	5519
112	MBK	Methyl Butyl Ketone	0.0888	5,500	1.019	5607	25.17	0.053	0.053	5612
113	MBU	Methyl Butyrate	0.091	5,500	1.025	5639	25.32	0.055	0.055	5668
114	MEK	Methyl Ethyl Ketone	0.108	5,500	1.090	5695	26.52	0.074	0.074	5735
115	MEK	Methyl Propyl Ketone	0.077	5,500	1.001	5507	24.73	0.045	0.045	5548
116	MEK	Methyl Isobutyl Ketone	0.069	5,500	1.023	5627	25.26	0.054	0.054	5696
117	MMM	Methyl methacrylate	0.099	5,500	1.040	5722	26.69	0.062	0.062	5838
118	MNA	Methyl Naphthalene	0.076	5,500	1.000	5501	24.70	0.044	0.044	5508
119	MNS	Mineral Spirits	0.079	5,500	1.004	5522	24.79	0.046	0.046	5533
120	MPL	Morpholine	0.064	5,500	1.018	5588	25.09	0.050	0.050	5667
121	MRE	Myrcene	0.079	5,500	1.003	5519	24.78	0.046	0.046	5526
122	PTN	Naphtha: Petroleum	0.078	5,500	1.004	5521	24.79	0.046	0.046	5500
123	NSV	Naphtha: Solvent	0.078	5,500	1.004	5522	24.79	0.046	0.046	5507
124	NBS	Naphtha: Standard Solvent	0.079	5,500	1.004	5522	24.79	0.046	0.046	5533
125	NVM	Naphtha: VM&P	0.079	5,500	1.004	5521	24.78	0.046	0.046	5527
126	NAX	Nonane (all isomers)	0.060	5,500	1.005	5530	24.83	0.047	0.047	5584
127	NON	Nonane (all isomers)	0.062	5,500	1.007	5539	24.87	0.048	0.048	5733
128	NNS	Nonyl Alcohol (all isomers)	0.078	5,500	1.002	5511	24.74	0.045	0.045	5579
129	NBP	Nonyl Phenol	0.078	5,500	1.000	5501	24.70	0.044	0.044	5512
130	NPM	n-Propylamine	0.086	5,500	1.021	5616	25.21	0.052	0.052	5979
131	OAX	Octane (all isomers)	0.067	5,500	1.016	5587	25.09	0.052	0.052	5969
132	OCX	Octanol (all isomers)	0.078	5,500	1.000	5501	24.70	0.044	0.044	5507
133	OTX	Octene (all isomers)	0.088	5,500	1.018	5599	25.14	0.053	0.053	6003
134	OTW	Oil, Fuel No. 2	0.095	5,500	1.011	5582	24.97	0.056	0.056	6198
135	OTD	Oil, Fuel No. 2-D	0.084	5,500	1.014	5576	25.04	0.050	0.050	5853
136	OFR	Oil, Fuel No. 4	0.078	5,500	1.003	5517	24.77	0.045	0.045	5577
137	OFV	Oil, Fuel No. 5	0.078	5,500	1.003	5517	24.77	0.045	0.045	5577
138	OSX	Oil, Fuel No. 6	0.078	5,500	1.003	5517	24.77	0.045	0.045	5577
139	OIL	Oil, Misc: Crude	0.078	5,500	1.250	5875	30.87	0.070	0.070	6861
140	ODB	Oil, Misc: Diesel	0.084	5,500	1.014	5578	25.04	0.050	0.050	6864
141	OLB	Oil, Misc: Lubricating	0.078	5,500	1.003	5517	24.77	0.044	0.044	5517
142	ORL	Oil, Misc: Residual	0.078	5,500	1.003	5517	24.77	0.044	0.044	5517
143	OTB	Oil, Misc: Turbine	0.062	5,500	1.008	5533	24.84	0.048	0.048	6764
144	PTY	Pentane (all isomers)	0.350	5,500	1.540	6470	38.03	0.479	0.479	18150
145	PTE	Pentene (all isomers)	0.310	5,500	1.499	6245	37.02	0.462	0.462	16640
146	PN	Pinene	0.093	5,500	1.008	5542	24.86	0.048	0.048	6777
147	PAB	Polylbutene	0.076	5,500	1.000	5501	24.70	0.044	0.044	5501
148	PBG	Propylglycol Glycol	0.076	5,500	1.002	5511	24.74	0.044	0.044	5511
149	IAG	Propyl Acetate (iso-)	0.087	5,500	1.038	5688	25.58	0.060	0.060	6447
150	PAT	Propyl Acetate (n-)	0.098	5,500	1.037	5704	25.61	0.061	0.061	6473
151	IPA	Propyl Alcohol (iso-)	0.091	5,500	1.060	5630	26.18	0.059	0.059	6382
152	PAL	Propyl Alcohol (n-)	0.082	5,500	1.024	5632	25.29	0.050	0.050	6351
153	PEY	Propylbenzene (all isomers)	0.076	5,500	1.004	5522	24.79	0.046	0.046	5528
154	PX	iso-Propylcyclohexane	0.076	5,500	1.000	5501	24.70	0.044	0.044	5507
155	PPG	Propylene Glycol	0.076	5,500	1.000	5501	24.70	0.044	0.044	5504
156	PGN	Propylene Glycol Methyl Ether Acetate	0.063	5,500	1.014	5577	25.04	0.049	0.049	5628
157	PTT	Propylene Tetramer	0.076	5,500	1.000	5502	24.71	0.044	0.044	5502
158	SFL	Sulfolane	0.076	5,500	1.000	5501	24.70	0.044	0.044	5506
159	STY	Styrene	0.061	5,500	1.006	5544	24.86	0.045	0.045	5719
160	TTG	Tetramethylene Glycol	0.078	5,500	1.000	5501	24.70	0.044	0.044	5511
161	THN	Tetrahydronaphthalene	0.077	5,500	1.001	5504	24.72	0.044	0.044	5528
162	TOL	Toluene	0.091	5,500	1.030	5685	25.44	0.056	0.056	6201
163	TON	1,2,3-Trichloropropane	0.078	5,500	1.003	5517	24.77	0.046	0.046	5633
164	TOP	Tricresyl Phosphate (less than 1% of ortho isomer)	0.077	5,500	1.000	5501	24.70	0.044	0.044	5521
165	TEB	Triethylbenzene	0.077	5,500	1.000	5502	24.71	0.044	0.044	5518
166	TEN	Triethylamine	0.106	5,500	1.066	5775	25.93	0.067	0.067	6795
167	TEG	Triethylene Glycol	0.076	5,500	1.000	5501	24.70	0.044	0.044	5508
168	TPS	Triethyl Phosphate	0.077	5,500	1.001	5503	24.71	0.044	0.044	5535
169	TRE	Trimethylbenzene (all isomers)	0.078	5,500	1.003	5515	24.76	0.045	0.045	5568
170	TRP	Triethyl Phosphate	0.078	5,500	1.000	5500	24.70	0.044	0.044	5500
171	THF	Tetrahydrofuran	0.090	5,500	1.170	5435	28.89	0.071	0.071	7001
172	UDC	Undecane	0.077	5,500	1.001	5506	24.72	0.045	0.045	5542
173	UND	Undecyl Alcohol	0.078	5,500	1.000	5501	24.70	0.044	0.044	5509
174	VAM	Vinyl Acetate	0.130	5,500	1.116	6136	27.56	0.093	0.093	8015
175	XLX	Xylenes (ortho-, meta-, para-)	0.083	5,500	1.010	5556	24.95	0.049	0.049	5786

2. Compare pressure drop to P-V valve pressure setting:

a. High-velocity P-V Valve pressure setting:

1.50 (psig)

b. Cargo tank P-V Valve pressure setting:

1.50 (psig)

c. 80% of lowest P-V Valve Pressure Setting:

1.20 (psig)

d. Highest Pressure Drop from Tank to Facility Connection:

0.48 (psig)

e. Max Allowable Back Pressure at Facility Connection:

0.72 (psig)

for

Pentane (all isomers)

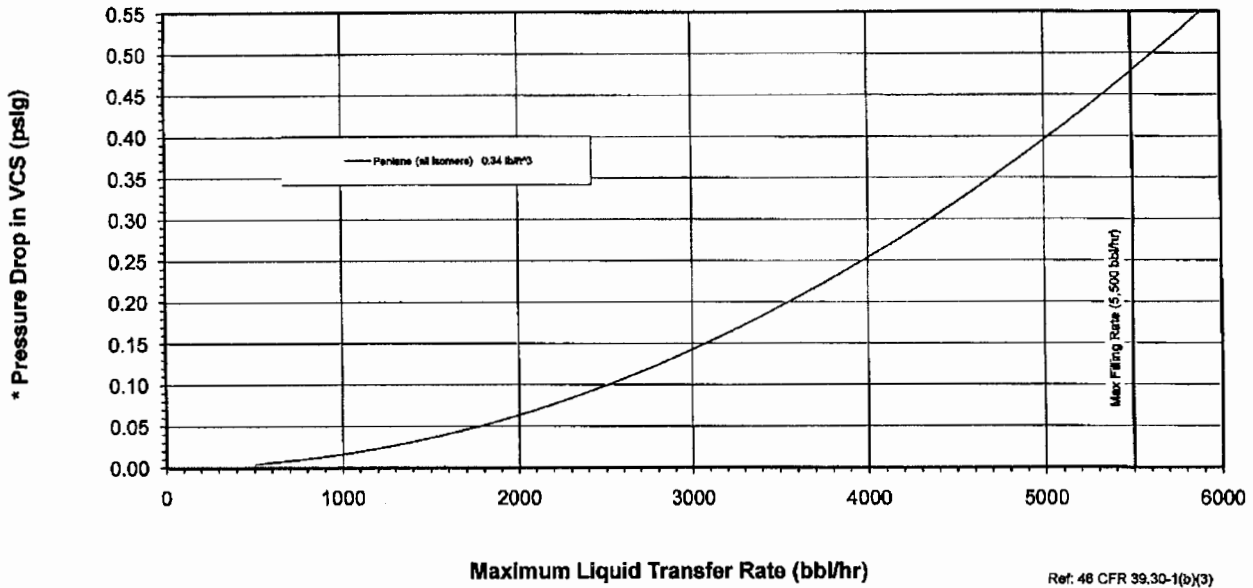
Conclusion:

For the cargo with the highest pressure drop (Pentane), the pressure drop is 0.48 psig. This, when added to the back pressure at the facility vapor connection must not exceed 80% of the pressure setting of any P-V valve in the cargo tank venting system. Therefore, the maximum allowable back pressure at the shore facility must not exceed 0.72 psig when loading with Pentane at the maximum liquid transfer rate (5,500 bbl/hr).

Graphs as required by 46 CFR 39.30-1(b)(3)

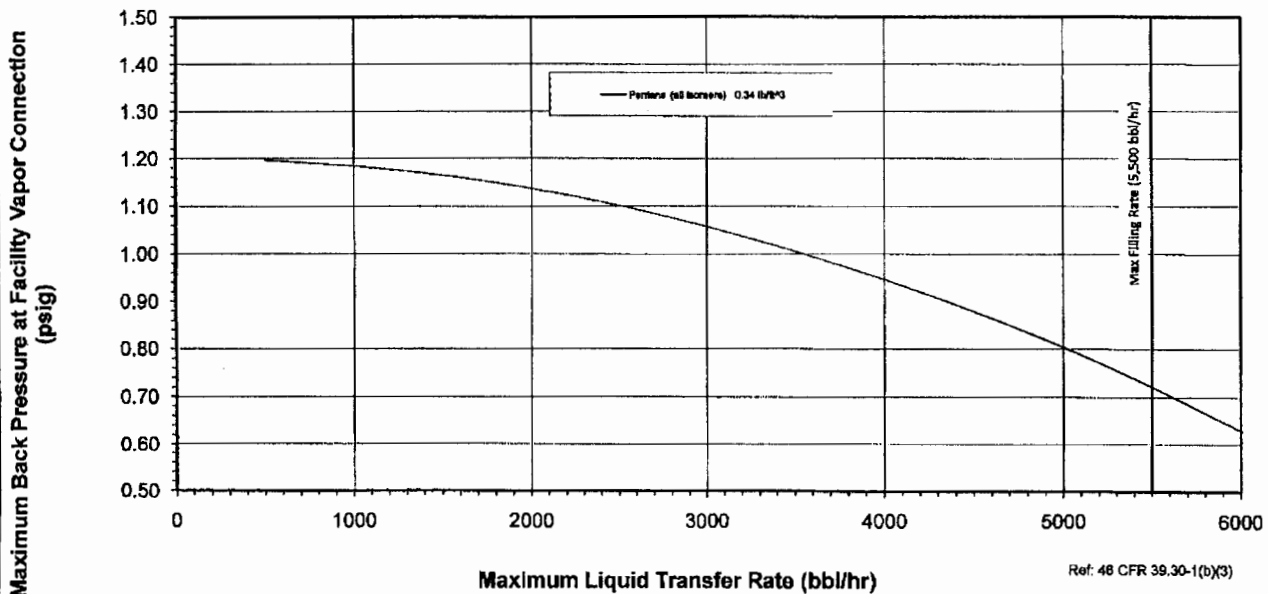
Curve of Loading Rate vs. Pressure Drop

Conrad Hull C-994 THRU C-997

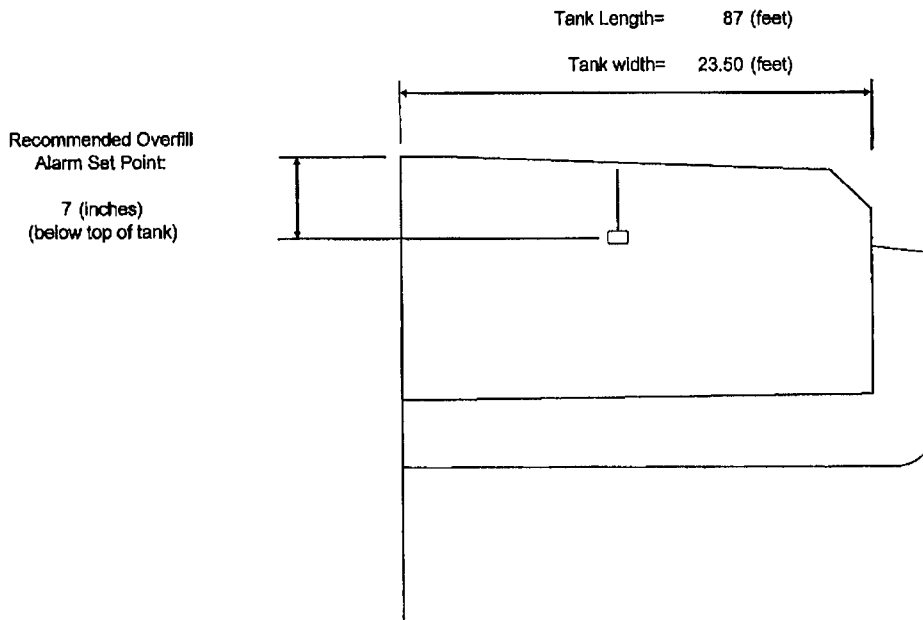


Curve of Allowable Back Pressure at Facility Connection

Conrad Hull C-994 THRU C-997



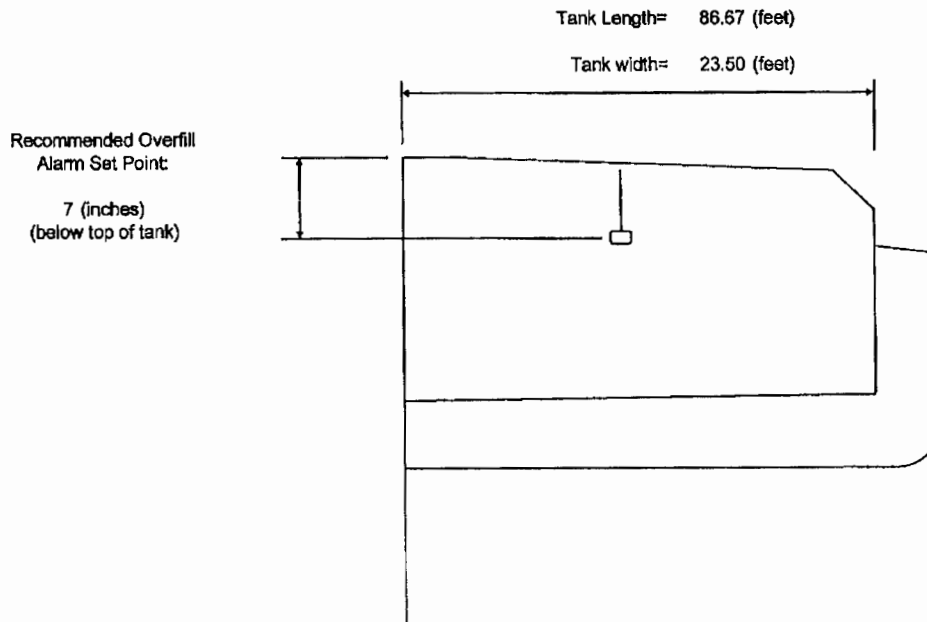
Conrad C-994 THRU C-997
Calculation of Overfill Alarm Set Point
(Cargo Tank No. 1 P/S)



Maximum (per tank) Cargo Loading Rate	=	5,500 (bbl/hr)	
	=	91.67 (bbl/min)	
Minimum allowable time from alarm to overflow	=	60 (sec)	
Required volume above overfill alarm set point	=	91.7 (bbl)	
Capacity to deck at CL (17'-8" ABL) =		5278 BBL	
Capacity to 7" below dk at CL (17'-1" ABL) =		5168 BBL	
Volume above alarm =		110.1 BBL	RESULT OK
**Recommended set point of	=	7 (inches)	[Based on 98% full tank]

**Note: Or 98.5%, whichever is lower (to comply with 33CFR155.775)	
Capacity at 98.5% =	5199 BBL
Dist from TT at CL =	0.49 ft

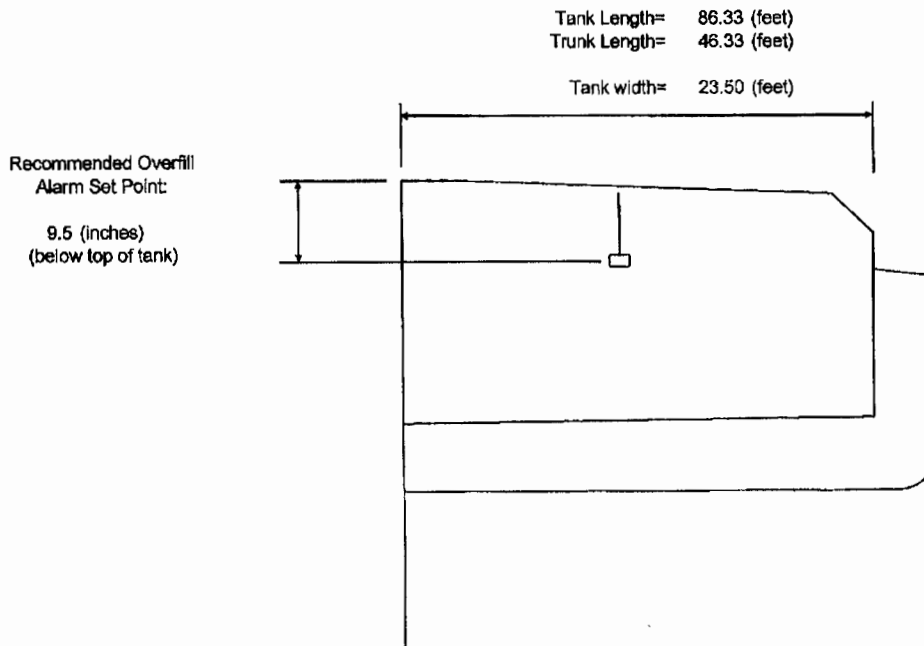
Conrad C-994 THRU C-997
Calculation of Overfill Alarm Set Point
(Cargo Tank No. 2 P/S)



Maximum (per tank) Cargo Loading Rate	=	5,500 (bbl/hr)	
	=	91.67 (bbl/min)	
Minimum allowable time from alarm to overflow	=	60 (sec)	
Required volume above overfill alarm set point	=	91.7 (bbl)	
Capacity to deck at CL (17'-8" ABL) =		5258 BBL	
Capacity to 7" below dk at CL (17'-1" ABL) =		5149 BBL	
Volume above alarm =		109.6 BBL	RESULT OK
**Recommended set point of	=	7 (inches)	[Based on 98% full tank]

**Note: Or 98.5%, whichever is lower (to comply with 33CFR155.775)	
Capacity at 98.5% =	5179 BBL
Dist from TT at CL =	0.49 ft.

Conrad C-994 THRU C-997
Calculation of Overfill Alarm Set Point
(Cargo Tank No. 3 P/S)



Maximum (per tank) Cargo Loading Rate	=	5,500 (bbl/hr)	
	=	91.67 (bbl/min)	
Minimum allowable time from alarm to overflow	=	60 (sec)	
Required volume above overfill alarm set point	=	91.7 (bbl)	
Capacity to deck at CL (17'-8" ABL) =		4409 BBL	
Capacity to 9.5" below dk at CL (16'-10.5" ABL) =		4314 BBL	
Volume above alarm =		95.1 BBL	RESULT OK
**Recommended set point of	=	9.5 (inches)	

**Note: Or 98.5%, whichever is lower (to comply with 33CFR155.775)	
Capacity at 98.5% =	4343 BBL
Dist from TT at CL =	0.63 ft.

Vapor Recovery Calculations

REFERENCES

1. 46 CFR 32.55-25, Venting of cargo tanks of tank barges constructed on or after July 1, 1951 - B/ALL
2. 46 CFR 39.20-11, Vapor overpressure and vacuum protection - TB/ALL
3. 46 CFR 39.30-1, Operational Requirements - TB/ALL
4. Flow of Fluids Through Valves, Fittings, and Pipe; Crane Technical Paper No. 410
5. USCG Guidelines for Determining the Maximum Liquid Transfer Rate for a Tank Vessel Transferring a Flammable or Combustible Cargo Using a Vapor Control System
6. Conrad Dwg. ~~994~~P3 Vapor Control Piping
7. USCG CHRIS (Chemical Hazards Response Information System) Manual.
8. 46 CFR 39.20-9, Tank Barge Liquid Overfill Protection - B/ALL
9. Cameron Hydraulic Data, 15th edition

Vapor Recovery Calculations

LIST OF ATTACHMENTS

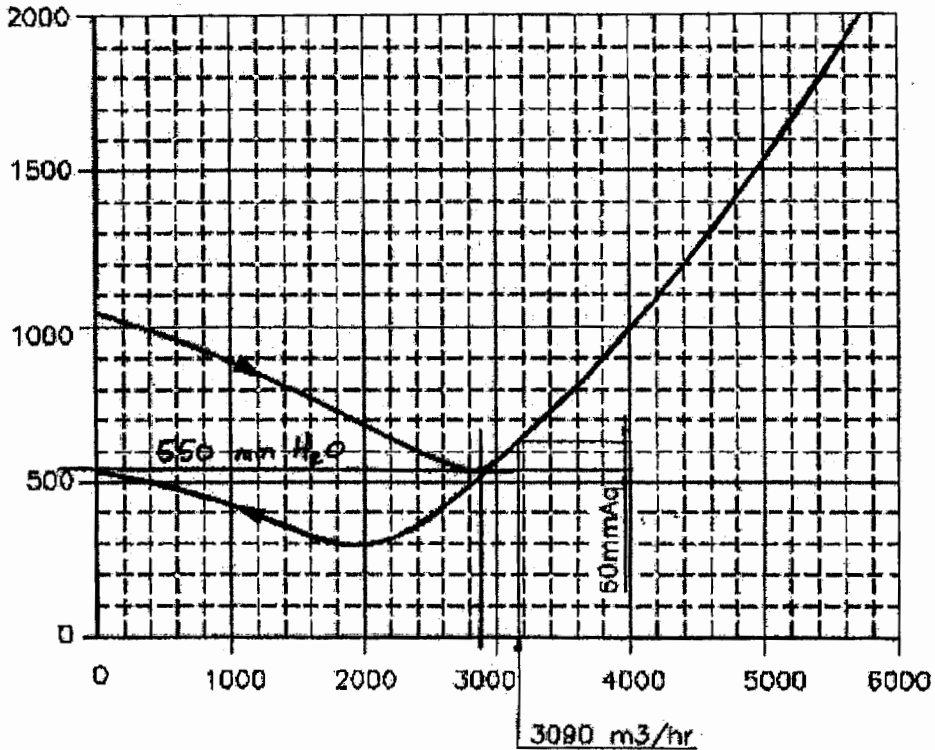
1. Flow Capacity Curves for High-Velocity P-V Valve
2. Vacuum flow diagram for High-Velocity P-V Valve
3. USCG Approval Certificate for High-Velocity P-V Valve

CONRAD C-994 THRU C-997

HIGH VELOCITY VENT VALVE FLOW CAPACITY CURVE

MODEL : KSPA-6
 SIZE : 6"(150A)
 SETTING PRESSURE : 1050mmAq

VALVE INLET PRESSURE, mmAq
 (1mmAq = 0.0014289PSI)



FLOW CAPACITY CURVE, SCMh(Standard cubic meter per hour)
 (1SCMH = 6.289BBL/hr)

$$18,150 \text{ bbl/hr} \times \frac{1 \text{ m}^3/\text{hr}}{6.289 \text{ bbl/hr}} = 2,886 \text{ m}^3/\text{hr}$$

$$550 \text{ mm H}_2\text{O} \times \frac{0.00143 \text{ PSI}}{\text{mm H}_2\text{O}} = 0.79 \text{ PSI}$$

APPLICABLE STANDARD	TEST CONDITION	SHEET NO. 1/1
IMO MSC/Circ.677 API Standard 2000	FLOW TEST PERFORMED ON EQUIPMENT USING AIR, AT TEMP.T=15.6°C AND AMBIENT PRESSURE P=1.0332Kg/cm ²	

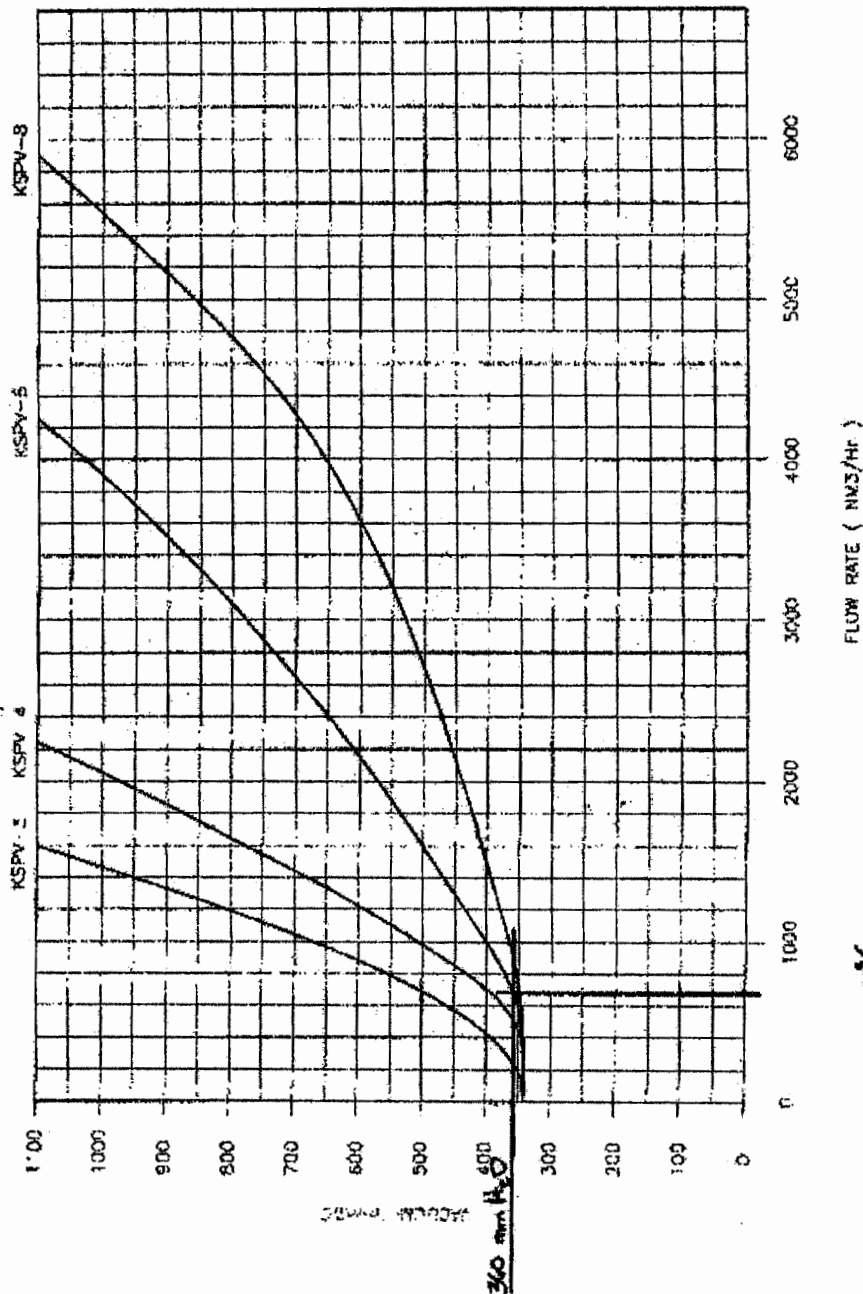
NEW JSD-JIV-series flow capacity curve

FILE POSITION : PC02.012.01 flow.doc

CONRAD C-994 THRU C-997

FLOW CAPACITY CURVE GRAPH

FLOW TEST PERFORMED ON EQUIPMENT
USING AIR, AT TEMP. T=15.6°C AND
AMBIENT PRESSURE P=1.0332 KG/CM2.



$$4800 \text{ lb/hr} \times \frac{1 \text{ m}^3/\text{hr}}{6.289} = 684 \text{ m}^3/\text{hr}$$

$$360 \text{ mm H}_2\text{O} \times \frac{0.0143 \text{ psi}}{\text{mm H}_2\text{O}} = 0.51 \text{ psi}$$

TANKTECH

TYPE HIGH VELOCITY VACUUM RELIEF VALVE
KSPV TYPE



U. S. Department of Homeland Security
United States Coast Guard
Certificate of Approval

Coast Guard Approval Number: 162.017/144/3

Expires: 17 March 2016

PRESSURE-VACUUM RELIEF VALVES FOR TANK VESSELS

TANKTECH CO., LTD.
#1506-2 SONGJEONG-DONG
GANGSEO-GU
BUSAN 618-270
KORBA, REPUBLIC OF

Model KLPH-6 ND 150 high velocity pressure/vacuum relief valves. AISI 304 Stainless steel, wt.-loaded construction.

Identifying Data: Drwg: KSP #PHZZ3000 dtd. Nov 04, 1995, Korea Inst. of Mach. & Metals Test report #s 95139250, 95139250-1, 95139250-2, & 95139250- 3, dtd. August 7, 1995 and report dated December 19, 2000.

Pressure setting: 700-2100 mm H2O (1-3 psig), Vacuum setting: 344 mm H2O (0.5 psig).

This certificate supersedes approval number 162.017/144/2, dated January 28, 2006.

*** END ***

THIS IS TO CERTIFY THAT the above named manufacturer has submitted to the undersigned satisfactory evidence that the item specified herein complies with the applicable laws and regulations as outlined on the reverse side of this Certificate, and approval is hereby given. This approval shall be in effect until the expiration date hereon unless sooner canceled or suspended by proper authority.



GIVEN UNDER MY HAND THIS 17th DAY OF
MARCH 2011, AT WASHINGTON D.C.

C. R. O'NEIL
Assistant Chief, Tank Vessel and Offshore Division
U.S. Coast Guard Marine Safety Center