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inch in thickness and adequately protected by a metal cover.

Subpart 151.20—Cargo Transfer

§ 151.20–1 Piping—general.

(a) Cargo piping systems shall be arranged and fabricated in accordance with this section and Subchapter F. The class of piping system required for a specific cargo shall be as listed in Table 151.05 as a minimum; however, a higher class may be required when the actual service temperature or pressure so dictates. See Table 56.04–2 of this chapter.

(b) Piping system components shall be suitable for use with the cargoes for which the barge is certificated, and shall be of materials listed in Subchapter F of this chapter, or such other material as the Commandant may specifically approve. All piping materials shall be tested in accordance with the requirements of Subchapter F of this chapter. The valve seat material, packing, gaskets, and all other material which comes into contact with the cargo shall be resistant to the chemical action of the cargoes for which the barge is certificated.

(c) Cargo piping systems, when subject to corrosive attack of the cargo, and when serving cargo tanks which are required by this subchapter to be lined or coated, shall be constructed of, lined or coated with corrosion-resistant material. Vent systems shall be similarly constructed, lined, or coated up to and including the vent control device.

(d) All piping systems components shall have a pressure rating at operating temperature (according to the applicable American National Standards Institute, Inc., pressure/temperature relations) not less than the maximum pressure to which the system may be subjected. Piping which is not protected by a relief valve, or which can be isolated from its relief valve, shall be designed for the greatest of:

(1) The cargo vapor pressure at 115°F.

(2) The maximum allowable working pressure of the cargo tank.

(3) The pressure of the associated pump or compressor relief valve.

(4) The total discharge head of the associated pump or compressor where a discharge relief valve is not used.

The escape from cargo piping system relief valves shall be run to venting system or to a suitable recovery system. Provisions shall be made for pressure relief of all piping, valves, fittings, etc., in which excessive pressure build-up may occur because of an increase in product temperature.

(e) Provisions shall be made by the use of offsets, loops, bends, expansion joints, etc., to protect the piping and tank from excessive stress due to thermal movement and/or movements of the tank and hull structure. Expansion joints shall be held to a minimum and where used shall be subject to individual approval by the Commandant.

(f) Low temperature piping shall be isolated from the hull structure. Where necessary, arrangements to provide for the protection of the hull structure from leaks in low temperature systems in way of pumps, flanges, etc., shall be provided.

(g) Connections to tanks shall be protected against mechanical damage and tampering. Underdeck cargo piping shall not be installed between the outboard side of cargo containment spaces and the skin of the barge, unless provision is made to maintain the minimum inspection and collision protection clearances (where required) between the piping and the skin. Cargo piping which is external to tanks, and is installed below the weather deck shall be joined by welding, except for flanged connections to shutoff valves and expansion joints.

(h) Piping shall enter independent cargo tanks above the weatherdeck, either through or as close to the tank dome as possible.

(i) Horizontal runs of cargo piping on integral tank barges may be run above or below the weatherdeck. When run below the weatherdeck, the following are applicable:

(1) Horizontal runs located entirely within integral cargo tanks shall be fitted with a stop valve, located inside the tank that is being serviced and operable from the weatherdeck. There shall be cargo compatibility in the event of a piping failure.

(2) Horizontal runs of cargo piping installed in pipe tunnels may penetrate gravity type tanks below the weatherdeck: *Provided,* That each penetration is fitted with a stop valve operable from the weatherdeck. If the tunnel is directly accessible from the weatherdeck without penetrating the cargo tank, the stop valve shall be located on the tunnel side. If the tunnel is not accessible from the weatherdeck, the valve shall be located on the tank side of the penetration.

(3) The tunnel shall comply with all tank requirements for construction, location, ventilation, and electrical hazard. There shall be cargo compatibility in the event of a piping failure.

(4) The tunnel shall have no other openings except to the weatherdeck or a cargo pumproom.

§ 151.20–5 Cargo system valving requirements.

For the purpose of adequately controlling the cargo, both under normal operating and casualty conditions, every cargo piping system shall be provided with one of the following sets of control valves and meet the requirements listed below. Cargo tanks, whether gravity or pressure vessel type, for cargoes having a saturated vapor pressure of 10 pounds per square inch gauge or less at 115°F. (105°F. if the tank is insulated) shall be provided with a valving system designated as Gravity–1. Cargo tanks, whether gravity or pressure vessel type, for cargoes which are carried below ambient temperature and whose vapor pressure is maintained at 10 pounds per square inch gauge or below shall be provided with a valving system designated as Gravity–2. Cargo tanks for cargoes which have vapor pressures above 10 p.s.i.g. at 115°F. (105°F. if tank is insulated) shall be provided with a valving system designated as Pressure–1. Cargo tanks for cargoes which have vapor pressures above 10 pounds per square inch gauge at 115°F. (105°F. if tank is insulated) and which require greater protection due to their hazardous characteristics shall be provided with a valving system designated as Pressure–2. The requirements of paragraphs (a) through (d) of this section for stop valves or excess flow valves to be fitted at tank penetrations are not applicable to nozzles at which pressure vacuum or safety relief valves are fitted.

(a) *Gravity–1 (G–1).* (1) One manually operated stop valve shall be installed on each tank filling and discharge line, located near the tank penetration.

(2) One stop valve or blind flange shall be installed at each cargo hose connection. When a cargo hose connection is in use, it shall be provided with a stop valve; which may be part of the vessel's equipment or may be part of the shore facility and attached to the barge end of the loading hose. When a cargo hose connection is not in use, it may be secured with a blind flange.

(3) If individual deepwell pumps are used to discharge the contents of each cargo tank, and the pumps are provided with a remote shutdown device, a stop valve at the tank is not required on the tank discharge line.

(b) *Gravity–2 (G–2).* (1) One manually operated stop valve shall be installed on each tank penetration, located as close as possible to the tank.

(2) One remote operated, quick closing shut-off valve shall be installed at each cargo hose connection.

(3) A remote shutdown device shall be installed for all cargo handling machinery.

(c) *Pressure–1 (P–1).* (1) One manually operated stop valve and one excess flow valve shall be installed on each tank penetration, located as close as possible to the tank.

(2) One manually operated stop valve shall be installed at each cargo hose connection, when in use.

(d) *Pressure–2 (P–2).* (1) One manually operated stop valve and one excess flow valve shall be installed at each tank penetration, located as close as possible to the tank.

(2) One remote operated quick closing shutoff valve shall be installed at each cargo hose connection when in use.

(3) No tank penetration shall be less than 1 inch diameter.

(e) Cargo tank penetrations which are connections for gauging or measuring devices need not be equipped with excess flow or remote operated quick closing valves provided that the opening is constructed so that the outward flow of tank contents shall not exceed

that passed by a No. 54 drill size (0.055–inch diameter).

(f) The control system for any required quick closing shutoff valves shall be such that the valves may be operated from at least two remote locations on the vessel; if means of fire protection is required by Table 151.05, the control system shall also be provided with fusible elements designed to melt between 208°F. and 220°F., which will cause the quick closing shutoff valves to close in case of fire. Quick closing shutoff valves shall be of the fail-closed (closed on loss of power) type and be capable of local manual operation. Quick closing shutoff valves shall operate from full open to full closed under all service conditions in not more than 10 seconds, without causing excessive pressure surges.

(g) Excess flow valves, where required, shall close automatically at the rated closing flow of vapor or liquid as tested and specified by the manufacturer. The piping, including fittings, valves, and appurtenances protected by an excess flow valve, shall have a greater capacity than the rated closing flow of the excess flow valve. Excess flow valves may be designed with a bypass not to exceed 0.040–inch diameter opening to allow equalization of pressure, after an operating shutdown.

(h) Suitable means shall be provided to relieve the pressure and remove liquid contents from cargo lines and hoses to the cargo tank or other safe location prior to effecting disconnections.

§ 151.20–10 Cargo system instrumentation.

(a) Each tank operated at other than ambient temperature shall be provided with at least one remote reading temperature sensor located in the liquid phase of the cargo. The temperature gauge shall be located at the cargo handling control station or another approved location.

(b) Where required, each tank equipped with safety relief valves shall be fitted with a pressure gauge which shall be located at the cargo handling control station or at another approved location.

§ 151.20–15 Cargo hose if carried on the barge.

(a) Liquid and vapor line hose used for cargo transfer shall be of suitable material resistant to the action of the cargo. Hose shall be suitable for the temperatures to which it may be subjected and shall be acceptable to the Commandant.

(b) Hose subject to tank pressure, or the discharge pressure of pumps or vapor compressors, shall be designed for a bursting pressure of not less than 5 times the maximum safety relief valve setting of the tank, pump, or compressor, whichever determines the maximum pressure to which the hose may be subjected in service.

(c) Each new type of cargo hose, complete with end fittings, shall be prototype tested to a pressure not less than five times its specified maximum working pressure. The hose temperature during this prototype test shall duplicate the intended extreme service temperature. Thereafter, each new length of cargo hose produced shall be hydrostatically tested at ambient temperature to a pressure not less than twice its maximum working pressure nor more than two-fifths its bursting pressure. The hose shall be marked with its maximum working pressure, and if used in other than ambient temperature service, its maximum or minimum temperature.

§ 151.20–20 Cargo transfer methods.

(a) Cargo transfer may be accomplished by means of gravity, pumping, vapor or gas pressurization, or fluid displacement unless otherwise provided in Subpart 151.50 of this part.

(b) Vapor or gas pressurization may be used only in transferring cargo from pressure vessel type cargo tanks. The pressurizing vapor or gas lines shall be provided with safety relief device in the lines set to open at a pressure no greater than 90 percent of the set pressure of the cargo tank safety relief valve. The pressurizing line shall be fitted with a stop valve at the tank, and a check valve to prevent the accidental release of cargo through the pressure line.

(c) Fluid displacement is permitted with either gravity or pressure vessel type cargo tanks. The displacing fluid

shall enter the tank under low relative pressure. The fluid entry line shall be fitted with a safety relief valve set to lift at a pressure no higher than 80 percent of the cargo tank safety relief valve setting.

(d) When cargo vapors are flammable, combustible or toxic, cargo filling lines entering the top of the tank shall lead to a point at or near the bottom. Spray filling lines, discharging near the top of the tank, may be fitted in lieu of, or in addition to, the above cargo filling lines.

Subpart 151.25—Environmental Control

§ 151.25–1 Cargo tank.

When carrying certain commodities regulated by this subchapter, one of the following types of cargo protection may be required, within the main cargo tank, and in some cases, in the space between the primary and secondary barriers.

(a) *Inerted.* All vapor spaces within the cargo tank are filled and maintained with a gas or vapor which will not support combustion and which will not react with the cargo.

(b) *Padded.* All vapor spaces within the cargo tanks are filled and maintained with a liquid, gas (other than air), or vapor which will not react with the cargo.

(c) *Ventilated (forced).* Vapor space above the liquid surface in the tank is continuously swept with air by means of blowers or other mechanical devices requiring power.

(d) *Ventilated (natural).* Vapor space above the liquid surface in the tank is continuously swept with atmospheric air without the use of blowers or other mechanical devices requiring power (e.g., ''chimney-effect'' ventilation).

(e) *Dry.* All vapor space within the cargo tank is filled and maintained with a gas or vapor containing no more than 100 ppm water.

[CFGR 70–10, 35 FR 3714, Feb. 25, 1970, as amended by CGD 88–100, 54 FR 40040, Sept. 29, 1989]

§ 151.25–2 Cargo handling space.

Pump rooms, compressor rooms, refrigeration rooms, heating rooms, instrument rooms or other closed spaces regularly entered by operating personnel, in which work is performed on the cargo or in which the cargo movement is locally controlled, may be required to be fitted with one of the following types of ventilation:

(a) *Forced ventilation.* The forced ventilation system shall be designed to insure sufficient air movement through these spaces to avoid the accumulation of toxic or flammable vapors and to insure sufficient oxygen to support life, and, in any event, the ventilation system shall have a minimum capacity sufficient to permit a change of air every 3 minutes.

(b) *Natural ventilation.* The natural ventilation system shall be designed to insure sufficient air movement to avoid the accumulation of toxic or flammable vapors and to insure sufficient oxygen to support life.

Subpart 151.30—Portable Fire Extinguishers

§ 151.30–1 Type.

When required by Table 151.05, approved portable fire extinguishers shall be installed in accordance with Subpart 34.50 of this chapter. The fire extinguishing media shall be dry chemical or other suitable agent for all locations.

Subpart 151.40—Temperature or Pressure Control Installations

§ 151.40–1 Definitions.

This section defines the various methods by which the cargo may be heated or cooled.

(a) *Boiloff.* Cargo pressure and temperatures are maintained by permitting the cargo to boil naturally and the cargo vapor thus generated removed from the tank by venting.

(b) *External cargo cooling*—(1) *Cargo vapor compression.* A refrigeration system in which the cargo vapors generated within the tank are withdrawn, compressed, and the lower energy vapor or its condensate returned to the tank.

(2) *External heat exchange.* A refrigeration system in which the cargo vapor or liquid is cooled outside the