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(c) Monitor the cargo level in the tanks to make sure they do not overflow.

[CGD 78–128, 47 FR 21211, May 17, 1982]

### § 153.979 Gauging with a sounding tube.

(a) No person may remove the cover of a sounding tube unless he has authorization from the person in charge of cargo transfer.

(b) The person in charge of cargo transfer may not authorize removal of the cover from a sounding tube gauge unless all tank pressure has been relieved through the tank's venting system.

### § 153.980 Isolation of automatic closing valves.

The person in charge of cargo transfer may isolate automatic closing valves described in §153.408(b) from a cargo containment system if the following conditions are met:

(a) The containment system carries products to which §153.408 does not apply.

(b) The valves are isolated by:

(1) Removing the valves; or

(2) Installing removable pipes and blind flanges to by-pass the valves.

[CGD 78–128, 47 FR 21211, May 17, 1982]

### § 153.981 Leaving room in tank for cargo expansion.

The person in charge of cargo transfer shall ensure that the amount of cargo in a tank does not exceed the tank's capacity at any ambient temperature between −18°C (approx. 0°F) and 46°C (approx. 115°F).

### § 153.983 Termination procedures.

Upon completion of the transfer operation, the person in charge of cargo transfer shall ensure that:

(a) The cargo transfer connections are closed off;

(b) The transfer lines and hoses are drained of cargo, either into the tank or back to the transfer terminal;

(c) Any electrical bonding between the vessel and the shore facility is broken only after the cargo hose is disconnected and all spills removed; and

(d) Each vent system is returned to its nonloading configuration.

## SPECIAL CARGO PROCEDURES

### § 153.1000 Special operating requirements for cargoes reactive with water.

When Table 1 refers to this section, the master must ensure that the cargo:

(a) Is carried only in a containment system completely isolated from any systems containing water, such as slop tanks, ballast tanks, cargo tanks containing slops or ballast, their vent lines or piping; and

(b) Is separated by double walls, such as cofferdams and piping tunnels, from any system containing water, as for example those described in paragraph (a) of this section.

### § 153.1002 Special operating requirements for heat sensitive cargoes.

When Table 1 refers to this section, the master shall make sure that:

(a) The cargo temperature is maintained below the temperature that would induce polymerization, decomposition, thermal instability, evolution of gas or reaction of the cargo;

(b) Any heating coils in the cargo tank are blanked off; and

(c) The cargo is not carried in uninsulated deck tanks.

[CGD 78–128, 47 FR 21211, May 17, 1982]

### § 153.1003 Prohibited carriage in deck tanks.

When Table 1 refers to this section, cargoes may not be carried in deck tanks.

[CGD 95–900, 60 FR 34050, June 29, 1995]

### § 153.1004 Inhibited and stabilized cargoes.

(a) Before loading a cargo containment system with a cargo referenced to this section in Table 1, the person in charge of cargo transfer shall make sure that the cargo containment system is free of contaminants that could:

(1) Catalyze the polymerization or decomposition of the cargo; or

(2) Degrade the effectiveness of the inhibitor or stabilizer.

(b) The master shall make sure that the cargo is maintained at a temperature which will prevent crystallization or solidification of the cargo.

[CGD 78–128, 47 FR 21211, May 17, 1982]

### §153.1010 Alkylene oxides.

(a) Before each loading of a cargo containment system with a cargo referenced to this section in Table 1, the person in charge of cargo transfer shall:

(1) Unless the tankship is equipped with independent cargo piping that meets paragraph (d) of this section:

(i) Obtain verification from a Coast Guard Marine Inspector or from a representative of the tankship's flag administration that separation of the alkylene oxide piping system complies with alkylene oxide handling plans approved by the Coast Guard or the tankship's flag administration; and

(ii) Make sure that each spectacle flange and blank flange connection that is required to separate alkylene oxide piping systems from other systems has a wire and seal attached by a Coast Guard Marine Inspector or a representative of the tankship's flag administration.

(2) Purge the containment system until the oxygen content of the cargo tank is less than 2% by volume.

(b) The person in charge of an alkylene oxide cargo transfer shall ensure that:

(1) No alkylene oxide vapor or liquid is released to the atmosphere during cargo transfer;

(2) No vapor return system connected to an alkylene oxide containment system is at the same time connected to another containment system;

(3) Alkylene oxide is discharged only by an intank cargo pump or inert gas displacement;

(4) Transfer hose is approved by the Commandant (G–MSO) under §153.530(o) for alkylene oxide transfer and is marked ''For Alkylene Oxide Transfer Only''; and

(5) A water hose is laid out on deck with water pressure to the nozzle, and all alkylene oxide spillages are washed away immediately.

(c) While alkylene oxides are onboard the vessel, the master shall make sure that the oxygen content of the vapor space above the alkylene oxide and those spaces specified in §153.530 (k) and (l) is maintained below 2% by volume.

(d) Tankships with independent piping for alkylene oxides must have onboard:

(1) Alkylene oxide handling plans approved by the Coast Guard or the tankship's flag administration; and

(2) Certification from the Coast Guard or the tankship's flag administration that the cargo piping for alkylene oxides is independent.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21211, May 17, 1982; CGD 82–063b, 48 FR 4782, Feb. 3, 1983]

### §153.1011 Changing containment systems and hoses to and from alkylene oxide service.

(a) The person in charge of cargo transfer shall make sure that:

(1) No alkylene oxide is loaded into a containment system that last carried a cargo other than an alkylene oxide unless the containment system has been cleaned and inspected to make sure it is in good condition with no heavy rust accumulations or traces of previous cargoes;

(2) No alkylene oxide is loaded into a containment system that within the previous three loadings carried a cargo listed in paragraph (b) of this section unless the containment system has been cleaned to the satisfaction of a Coast Guard Marine Inspector or a person specifically authorized by the Commandant (G–MSO) to approve alkylene oxide tank cleaning;

(3) No cargo but an alkylene oxide is loaded into a containment system which last carried an alkylene oxide unless the containment system has been cleaned of alkylene oxide to the satisfaction of a Coast Guard Marine Inspector or person specifically authorized by the Commandant (G–MSO) to approve alkylene oxide tank cleaning; and

(4) No hose marked ''For Alkylene Oxide Transfer Only'' is used for the transfer of a cargo other than an alkylene oxide.

(b) The following cargoes are particularly reactive with alkylene oxides:

(1) Non-oxidizing mineral acids (e.g. hydrochloric, phosphoric);

(2) Sulfuric acid;

(3) Nitric acid;

(4) Organic acids (e.g. acetic, formic);

(5) Halogenated organic acids (e.g. chloroacetic);

(6) Sulfonic acids (e.g. alkyl benzene sulfonic);

(7) Caustic alkalies (e.g. caustic soda, caustic potash; sodium hydrosulfide);

(8) Ammonia and ammonia solutions;

(9) Aliphatic amines;

(10) Alkanolamines; and

(11) Oxidizing substances.

[CGD 78–128, 47 FR 21211, May 17, 1982, as amended by CGD 82–063b, 48 FR 4782, Feb. 3, 1983; CGD 81–078, 50 FR 21174, May 22, 1985]

### § 153.1020 Unusually toxic cargoes.

(a) No person may load or carry a cargo referenced to this section in Table 1 unless the cargo's piping and venting systems are separated from piping and venting systems carrying cargoes not referred to this section.

(b) The master shall ensure that no heat transfer medium that has been circulated through a cargo referenced to this section in Table 1 is circulated through a cargo not referenced to this section unless he determines the medium to be uncontaminated with cargo.

(c) No person may discharge overboard condensed steam from the heating system of a cargo referenced to this section in Table 1 unless he first determines the condensate to be uncontaminated with cargo.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21212, May 17, 1982]

### § 153.1025 Motor fuel antiknock compounds.

(a) No person may load or carry any other cargo in a containment system approved for motor fuel antiknock compounds containing lead alkyls except a cargo to be used solely in the manufacture of motor fuel antiknock compounds.

(b) The master shall ensure that no person enter a pumproom or void space that contains piping from a containment system approved for motor fuel antiknock compounds containing lead alkyls unless:

(1) The pumproom or void space atmosphere has been analyzed for its lead (as Pb) content and found to be less than 0.075 $mg/m^3$ ; or

(2) The person follows the procedures for entering a cargo tank described in paragraph (c) of this section.

(c) No person may enter a cargo tank endorsed for motor fuel antiknock compounds containing lead alkyls without prior specific authorization from the Commandant (G–MSO). This authorization may be obtained by telephone ((202) 267–1217) if the person has previously obtained approval for the cargo tank entry procedure from the Commandant (G–MSO).

(d) No person may enter a cargo tank endorsed for motor fuel antiknock compounds if he does not follow the conditions in the authorization under paragraph (c) of this section.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21212, May 17, 1982; CGD 82–063b, 48 FR 4782, Feb. 3, 1983; CGD 88–100, 54 FR 40042, Sept. 29, 1989]

### § 153.1035 Acetone cyanohydrin or lactonitrile solutions.

No person may operate a tankship carrying a cargo of acetone cyanohydrin or lactonitrile solutions, unless that cargo is stabilized with an inorganic acid.

[CGD 88–100, 54 FR 40042, Sept. 29, 1989]

### § 153.1040 Carbon disulfide.

(a) No person may load, carry, or discharge carbon disulfide unless the cargo tank has a water pad over the cargo of at least one meter (approx. 40 in.).

(b) The person in charge of a carbon disulfide transfer operation shall ensure that carbon disulfide is discharged only by displacement or intank cargo pump.

(c) No person may remove a cargo pump for a containment system that carries carbon disulfide unless:

(1) The containment system has a gas free certificate issued under the standards in § 35.01–1 of this chapter; or

(2) The vapor space in the pump well is filled with water.

### § 153.1045 Inorganic acids.

When Table 1 refers to this section, the person in charge of cargo transfer shall ensure that the legends ''NO SMOKING'' and ''NO OPEN LIGHTS''

are displayed on the warning sign required in §153.955(a) when cargo is transferred.

### §153.1046 Sulfuric acid.

No person may liquefy frozen or congealed sulfuric acid other than by external tank heating coils.

### §153.1052 Carriage of other cargoes in acid tanks.

No person shall load or carry other cargoes in a cargo containment system of a U.S. flag ship endorsed to carry sulfuric acid, hydrochloric acid, or phosphoric acid with out specific authorization from the Commandant (G–MSO).

[CGD 94–900, 59 FR 45139, Aug. 31, 1994]

### §153.1060 Benzene.

The person in charge of a Coast Guard inspected vessel must ensure that the provisions of part 197, subpart C, of this chapter are applied.

[CGD 88–040, 56 FR 65006, Dec. 13, 1991]

### §153.1065 Sodium chlorate solutions.

(a) No person may load sodium chlorate solutions into a containment system that previously carried another cargo unless the containment system is thoroughly washed before loading.

(b) The person in charge of cargo transfer shall make sure that spills of sodium chlorate solutions are immediately washed away.

[CGD 81–078, 50 FR 21174, May 22, 1985]

## APPROVAL OF SURVEYORS AND HANDLING OF CATEGORIES A, B, C, AND D CARGO AND NLS RESIDUE

SOURCE: CGD 81–101, 52 FR 7785, Mar. 12, 1987, unless otherwise noted.

### §153.1100 Responsibility of the person in charge.

The person in charge of the ship shall ensure that—

(a) The requirements of §§153.1102 through 153.1132 are met; and

(b) The procedures in the approved Procedures and Arrangements Manual are followed.

### §153.1101 Procedures for getting a Surveyor: Approval of Surveyors.

(a) At least 24 hours before a Surveyor is needed, the person wishing the services of a Surveyor must contact the Captain of the Port or the Marine Safety Office that has jurisdiction over the port at which the Surveyor will be needed to—

(1) Arrange for the Coast Guard to provide a Surveyor; or

(2) Inform the Coast Guard of the selection of a Surveyor from one of the organizations accepted by the Coast Guard to provide Surveyors.

(b) Organizations may be accepted by the Coast Guard to provide Surveyors if they—

(1) Are engaged, as a regular part of their business, in performing inspections or tests of bulk liquid cargo tanks or bulk liquid cargo handling equipment;

(2) Are familiar with the references in §153.0(b) and with the requirements of this part;

(3) Are not controlled by the owners or operators of ships needing the services of the Surveyors or the facilities at which those ships would unload cargo;

(4) Are not dependent on Coast Guard acceptance under this section to remain in business; and

(5) Sign a Memorandum of Understanding with the Coast Guard.

(c) Each application for acceptance as a Surveyor must be submitted to the Commandant (G–MSO) and must contain the following:

(1) The name and address of the organization, including subsidiaries and divisions, requesting acceptance by the Coast Guard to provide Surveyors.

(2) A statement that the organization is not controlled by the owners or operators of ships needing the services of Surveyors or the facilities at which these ships would unload, or a full disclosure of any ownership or controlling interest held by such parties.

(3) A description of the experience and qualifications of the personnel who would be performing the function of Surveyor.