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(2) In the case of a short-duration voyage to which paragraph (a)(7)(ii) of this section applies, if the temperature of the article in a hold is 190° F or above, the master or person in charge must notify the Captain of the Port and ensure that the vessel remains in the port area until the conditions of paragraph (a)(7)(ii) of this section are met.

(f) Except for shipments of the article in bulk which leave the port of loading under the conditions specified in paragraphs (a)(7)(ii) of this section, after the vessel leaves the port, if the temperature of the article in the hold rises above 149° F, the master must notify the nearest Coast Guard Captain of the Port as soon as possible of:

(1) The name, nationality, and position of the vessel;

(2) The most recent temperature taken;

(3) The length of time that the temperature has been above 149° F and the rate of rise, if any;

(4) The port where the article was loaded and the destination of the article;

(5) The last port of call of the vessel and its next port of call;

(6) What action has been taken; and

(7) Whether any other cargo is endangered.

(g) To meet the conditions of this section, the master of a vessel that is transporting the article must ensure that each temperature taken is recorded.

§ 148.04–15 Petroleum coke, uncalcined; petroleum coke, uncalcined and calcined (mixture).

The material at 130° F or above must not be loaded in bulk on any vessel.

§ 148.04–17 Petroleum coke, calcined, at 130° F or above.

(a) The requirements of this part do not apply to bulk shipments of petroleum coke, calcined, on any vessel when the material is less than 130° F.

(b) The material must not be loaded in cargo vessels when temperatures exceed 225° F.

(c) Other hazardous materials must not be stowed in any hold adjacent to any other containing this material except as provided in paragraph (d) of this section.

(d) In holds over tanks containing fuel or material having a flashpoint under 200° F, a two-to-three foot layer of the material at a temperature not greater than 110° F must be first loaded into that hold. Only then may the material at 130° F or above be loaded into that hold.

(e) The loading of the material must be as follows:

(1) For shipments in holds over fuel tanks, the loading of the two-to-three foot layer of the material at a temperature not greater than 110° F (as required by paragraph (d) of this section) in these holds must be completed prior to the loading of the material at 130° F or above in any hold of the vessel.

(2) Upon completion of the loading described in paragraph (e)(1) of this section, a two-to-three foot layer of the material at 130° F or above must first be loaded in each hold (including those holds, if any, already containing a layer of the material at a temperature not greater than 110° F) in which the material is to be loaded in accordance with this section.

(3) Upon the completion of the loading of the two-to-three-foot layer of the material at 130° F or above in each hold, as required in paragraph (e)(2) of this section, the normal loading of the material at 130° F or above may proceed to completion.

(f) Personnel must be warned by the Master of the vessel or his authorized representative that calcined petroleum coke loaded and transported under the terms of this section is hot and that injury due to burns is possible.

§ 148.04–19 Tankage, garbage or rough ammoniate, solid.

(a) The material must contain at least 7 percent moisture by weight.

(b) The material must not be loaded if the temperature in the material, before loading, exceeds 100° F.

§ 148.04–20 Sulfur.

(a) When sulfur is loaded in a deep hold with general cargo in the 'tween deck hold above the sulfur, a dust proof wooden bulkhead enclosure must be built in the hatchways from the over deck of the lower hold to the weather

deck forming a tight enclosure capable of preventing sulfur dust from entering the 'tween decks during loading.

(b) Ceiling must be made tight to prevent sulfur dust from entering the bilges; any chinking necessary in the way of tank tops or bilges must be made of noncombustible material.

(c) Cowl ventilators serving the hold into which sulfur is being loaded or discharged must be opened to provide circulation of air.

(d) No smoking is permitted on board the vessel and ''No Smoking'' signs must be conspicously posted.

(e) If a metal chute is used it must be grounded using a flexible cable.

(f) Upon completion of loading, the sulfur must be leveled off. Any decks, bulkheads, or overheads containing sulfur dust must be swept clean or washed down.

(g) Other cargo, which is oxygen bearing, must not be stowed in the same hold with sulfur.

(h) An oxygen breathing apparatus, or proper gas mask, must be made available.

(i) A fire hose, preferably supplied with fresh water from a shore supply source, must be available at each hatch through which sulfur is being loaded.

§ 148.04–21 Coconut meal pellets (also known as copra pellets).

(a) Coconut meal pellets;

(1) Must contain at least 6 percent and not more than 13 percent moisture and not more than 10 percent residual fat contents;

(2) Must not be loaded if the temperature exceeds 120° F;

(3) Must not be stowed within 4 feet of any bulkheads subject to artificial heat; and

(4) Must not be overstowed with any other cargo.

(b) A clear space of at least 1 foot must be provided between the top of the cargo and underside of deck beams.

§ 148.04–23 Unslaked lime in bulk.

(a) Unslaked lime in bulk must be transported in unmanned, all steel, double-hulled barges equipped with weathertight hatches or covers. The barge must not carry any other cargo while unslaked lime is on board.

(b) The originating shipping order and transfer shipping paper requirement in § 148.02–1 and the dangerous cargo manifest requirements in § 148.02–3 do not apply to the transportation of unslaked lime under paragraph (a) of this section.

PART 149 [RESERVED]