AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

§ 153.525 Special requirements for unusually toxic cargoes.

When Table 1 refers to this section a containment system must meet the following:

(a) Cargo piping and venting systems must be designed so that they can be separated from any containment system endorsed for a cargo not covered by this section.

(b) A cargo tank's relief valve setting must be not less than 21 kPa gauge (approx. 3 psig).

(c) All cargo pumps and valves located below the weatherdeck must be operable from the weatherdeck.

(d) A heat transfer system for the cargo must:

(1) Be independent of other ship service systems, except for other cargo heat transfer systems, and not enter the engine room;

(2) Be totally external to the cargo containment system; or

(3) Be approved by the Commandant (G–MSO) for use with toxic cargoes.

(e) The cargo must be separated from any bunkers by at least two bulkheads.

(f) A cargo containment system must have a vapor return connection.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21209, May 17, 1982; CGD 82–063b, 48 FR 4782, Feb. 3, 1983]

§ 153.526 Toxic vapor detectors.

(a) When Table 1 refers to this section, a tankship must have two toxic vapor detectors, at least one of which must be portable, each able to measure vapor concentrations in the range of the time weighted average (TWA) for the cargo. The portable detector may be a direct reading detector tube instrument. These vapor detectors may be combined with those required by § 153.465.

(b) When the toxic vapor detectors required by paragraph (a) of this section are not available and the cargo referenced to this section is transferred through a cargo pumproom, the tankship must meet § 153.336(b).

[CGD 78–128, 47 FR 21210, May 17, 1982]

§ 153.527 Toxic vapor protection.

When Table 1 refers to this section, a tankship must have on board for each crew member:

(a) An emergency escape breathing apparatus (EEBA) approved by the Mining Safety and Health Administration (formerly the Mining Enforcement and Safety Administration) and the National Institute for Occupational Safety and Health, or the tankship's flag administration.

(b) Where the emergency escape breathing apparatus does not protect the eyes from vapors, a set of goggles that either:

(1) Meet the specifications of ANSI Practice for Occupational and Educational Eye and Face Protection, Z–87.1(1979); or

(2) Are approved by the tankship's flag administration.

[CGD 78–128, 47 FR 21210, May 17, 1982]

§ 153.530 Special requirements for alkylene oxides.

When Table 1 refers to this section, a containment system must meet the following:

(a) Except as provided in paragraphs (b) and (c) of this section, a cargo containment system must be made of:

(1) Stainless steel other than types 416 and 442; and

(2) Steel.

(b) Except as provided in paragraph (c) of this section, gaskets must be composites of spirally wound stainless steel and Teflon or similar flourinated polymer.

(c) The Commandant (G–MSO) approves a cargo containment system using materials other than those described in this section for alkylene oxides on a case by case basis if:

(1) The person wishing to have the containment system approved completes any tests prescribed by the Commandant (G–MSO); and

(2) The Commandant (G–MSO) approves the results of the tests and the material for use with alkylene oxides.

(d) The following materials are generally found unsatisfactory for gaskets, packing, insulation, and similar uses in alkylene oxide containment systems and would require extensive testing as described in paragraph (c) of this section before being approved:

(1) Neoprene or natural rubber if it might be in contact with the alkylene oxide.

(2) Asbestos or asbestos mixed with other materials such as with many common insulations, packing materials, and gasket materials.

(3) Materials containing oxides of magnesium, such as mineral wools.

(e) The tank's relief valve setting must not be less than 21 kPa gauge (approx. 3 psig).

(f) If the containment system is equipped with a cooling system, the cooling system must:

(1) Not compress the cargo; and

(2) Regulate the cargo temperature automatically and allow manual regulation.

(g) The cargo piping system must:

(1) Comply with Part 38 of this chapter;

(2) Be completely separate from all other systems;

(3) Be assembled from valves, fittings, and accessories having a pressure rating of not less than 1030 kPa gauge (approx. 150 psig) (American National Standards Institute); and

(4) Have no threaded joints.

(h) The cargo containment system vapor space and each space listed in paragraphs (k) and (l) of this section must have continuous monitoring of oxygen concentration or have an arrangement to enable sampling with a portable oxygen analyzer.

(i) Valve disks or disk faces, seats, and other wearing valve parts must be made of stainless steel containing no less than 11 percent chromium.

(j) The venting system must be independent of other containment or tankship systems.

(k) When a cargo tank is in an enclosed space, the space must have:

(1) An inert gas system meeting the requirements that apply to the inert gas system of a containment system in § 153.500, or

(2) A forced ventilation system meeting the requirements that apply to a cargo handling space ventilation system in § 153.312.

(l) Cofferdams, cargo tanks, double bottom spaces, void spaces and other enclosed spaces adjacent to an integral cargo tank must have an inert gas system meeting the requirements that apply to the inert gas system of a containment system in § 153.500.

(m) An intank pump or inert gas displacement must be used to discharge cargo.

(n) The cargo discharge piping system must have a remotely actuated quick closing shutoff valve that meets § 153.284 at the cargo transfer hose connection.

(o) Cargo hose must:

(1) Have the specific approval of the Commandant (G–MSO) for use in alkylene oxide transfer; and

(2) Be marked ''For Alkylene Oxide Transfer Only''.

(p) All exposed parts of the cargo containment system above or on the deck, such as tank domes, cargo piping, and loading manifolds, must be covered by a water spray system that:

(1) Operates automatically in a fire involving the cargo containment system;

(2) Has at least two remote manual actuators, one in each emergency shutdown station required by § 153.296; and

(3) Covers the area of application with a uniform spray of

$$0.175\ l/m^2\ sec\ (0.0043\ gal/ft^2\ sec).$$

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21210, May 17, 1982; CGD 82–063b, 48 FR 4782, Feb. 3, 1983; CGD 82–063b, 48 FR 39629, Sept. 1, 1983; CGD 81–078, 50 FR 21174, May 22, 1985]

§ 153.545 Special requirements for liquid sulfur.

(a) A containment system carrying liquid sulfur must have:

(1) A cargo tank ventilation system that:

(i) Maintains the H_2S vapor concentration below 1.85 percent by volume; and

(ii) Prevents sulfur buildup within itself; and

(2) An alarm system designed to operate when the ventilation system blower fails.

(b) The void spaces around a cargo tank that carries liquid sulfur must be oil tight.

(c) A cargo tank that carries liquid sulfur and the void spaces surrounding the tank must have connections for sampling vapor.