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(iv) The tank is closed tightly following sampling.

(c) The master shall make sure that cargoes requiring closed gauging are sampled only through the controlled sampling arrangement required by § 153.404(d).

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21210, May 17, 1982]

§ 153.935a Storage of cargo samples.

(a) The master shall make sure that any cargo samples are stored in:

(1) A designated and ventilated space in the cargo area of the vessel; or

(2) An area approved by the Commandant (G–MSO) or the tankship's flag administration for the stowage of cargo samples.

(b) The master shall make sure that cargo sample bottles are stored:

(1) In a way that prevents shifting of the sample bottles when the vessel is at sea;

(2) In bins or containers constructed of materials that are resistant to the cargo samples; and

(3) Apart from other sample bottles containing incompatible liquids (See part 150, subpart A).

[CGD 78–128, 47 FR 21211, May 17, 1982, as amended by CGD 82–063b, 48 FR 4782, Feb. 3, 1983]

§ 153.936 Illness, alcohol, drugs.

The master shall ensure that no person participates in cargo related operations who appears to be intoxicated by alcohol or drugs or to be so ill as to be unfit for the particular operation.

MARKING OF CARGO TRANSFER HOSE

§ 153.940 Standards for marking of cargo hose.

No person may mark a hose assembly as meeting the standards of this section unless the hose assembly meets the following requirements:

(a) Each hose assembly must have:

(1) Fully threaded connections;

(2) Flanges that meet ANSI B16.5, B16.24, or B16.31; or

(3) Class 1 quick-disconnect couplings that comply with ASTM F–1122, and are marked ''C1–1.''

(b) Each hose assembly must be marked with the:

(1) Date of manufacture;

(2) Working pressure discribed in paragraph (d) of this section;

(3) Date of the last test made as prescribed in paragraph (e) of this section; and

(4) Manufacturer's recommended maximum and minimum temperatures.

(c) A cargo hose assembly must have a minimum bursting pressure as stated by the manufacturer of at least 5152 kPa gauge (approx. 750 psig).

(d) The working pressure marked on a hose must meet the following:

(1) Be at least 1030 kPa gauge (approx. 150 psig).

(2) Not exceeded 20 per cent (one-fifth) of the manufacturer's stated bursting pressure.

(3) Not exceed the manufacturer's recommended working pressure.

(4) Not exceed the test pressure used in the latest test under paragraph (e)(3) of this section.

(e) A cargo hose assembly must be inspected and tested by placing it in a straight, horizontal position so that its entire external surface is accessible. It must be ascertained that the hose assembly:

(1) Has no loose covers, kinks, bulges, soft spots, and no gouges, cuts, or slashes that penetrate any hose reinforcement;

(2) Has no external and, to the extent internal inspection is possible with both ends of the hose open, no internal deterioration; and

(3) Does not burst, bulge, leak, or abnormally distort under static liquid pressure at least as great as the recommended working pressure.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21211, May 17, 1982; CGD 88–032, 56 FR 35827, July 29, 1991]

CARGO TRANSFER PROCEDURES

§ 153.953 Signals during cargo transfer.

The master shall ensure that:

(a) The tankship displays a red flag in the day and a red light at night when transferring cargo while fast to a dock;

(b) The tankship displays a red flag when transferring cargo while at anchor; and

(c) The red flag or the red light is visible from all sides of the tankship.

§153.955 Warning signs during cargo transfer.

(a) When transferring cargo while fast to a dock or at anchor in port, the master shall ensure that the tankship displays a warning sign at the gangway facing the shore so that it may be seen from the shore and another warning sign facing outboard toward the water so that it may be seen from the water. (See figure 1).

(b) Except as provided in paragraph (f) of this section, each warning sign must have the following legends:

(1) Warning.

(2) Dangerous Cargo.

(3) No Visitors.

(4) No Smoking.

(5) No Open Lights.

(c) Each letter must be block style, black on a white background.

(d) Each letter must:

(1) Be 7.5 cm (approx. 3 in.) high;

(2) Be 5 cm (approx. 2 in.) wide except for ''M'' and ''W'' which must be 7.5 cm (approx. 3 in.) wide and the letter ''I'' which may be 1.3 cm (approx. ½ in.) wide; and

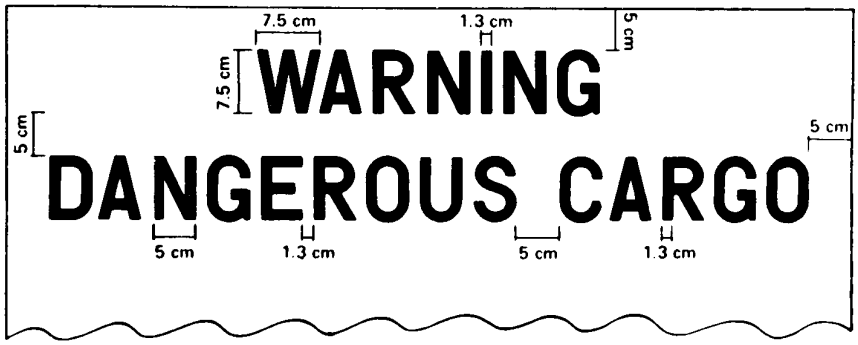

Figure 1 - Minimum Dimensions for Warning Sign

(3) Have 1.3 cm (approx. ½ in.) stroke width.

(e) The spacing must be:

(1) 1.3 cm (approx. ½ in.) between letters of the same word;

(2) 5 cm (approx. 2 in.) between words;

(3) 5 cm (approx. 2 in.) between lines; and

(4) 5 cm (approx. 2 in.) at the borders of the sign.

(f) Except as described in §153.1045, the legends ''No Smoking'' and ''No Open Lights'' are not required when the cargoes on board the tankship are neither flammable nor combustible.

§153.957 Persons in charge of transferring liquid cargo in bulk or cleaning cargo tanks.

(a) The owner and operator of the vessel, and his or her agent, and each of them, shall ensure that—

(1) Enough ''Tankerman-PICs'' or restricted ''Tankerman-PICs'', and ''Tankerman-Assistants'', authorized for the classification of cargo carried, are on duty to safely transfer liquid cargo in bulk or to safely clean cargo tanks;

(2) Each transfer of liquid cargo in bulk and each cleaning of a cargo tank is supervised by a qualified person designated as a person in charge of the transfer or the cleaning under Subpart C of 33 CFR part 155;