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of a vessel, the master shall ensure that the fuel oil fired pilot under §154.705(c) is used when the vessel is on the navigable waters of the United States.

(b) When the methane (LNG) fuel supply is shut down due to loss of ventilation or detection of gas, the master shall ensure that the methane (LNG) fuel supply is not used until the leak or other cause of the shutdown is found and corrected.

(c) The master shall ensure that the required procedure under paragraph (b) of this section is posted in the main machinery space.

(d) The master shall ensure that the oxygen concentration in the annular space of the fuel line under §154.706(a)(1) is 8% or less by volume before methane (LNG) vapors are admitted to the fuel line.

### §154.1858 Cargo hose.

The person in charge of cargo transfer shall ensure that cargo hose used for cargo transfer service meets §§154.552 through 154.562.

### §154.1860 Integral tanks: Cargo colder than −10° C (14°F).

The master shall ensure that an integral tank does not carry a cargo colder than −10°C (14°F) unless that carriage is specially approved by the Commandant (G–MSO).

[CGD 74–289, 44 FR 26009, May 3, 1979, as amended by CGD 82–063b, 48 FR 4782, Feb. 3, 1983]

### §154.1862 Posting of speed reduction.

If a speed reduction is specially approved by the Commandant under §154.409, the master shall ensure that the speed reduction is posted in the wheelhouse.

### §154.1864 Vessel speed within speed reduction.

The master shall ensure that the speed of the vessel is not greater than the posted speed reduction.

### §154.1866 Cargo hose connection: Transferring cargo.

No person may transfer cargo through a cargo hose connection unless the connection has the remotely controlled quick closing shut off valve required under §154.538.

### §154.1868 Portable blowers in personnel access openings.

The master shall ensure that a portable blower in a personnel access opening does not reduce the area of the opening so that it does not meet §154.340.

### §154.1870 Bow and stern loading.

(a) When the bow or stern loading piping is not in use, the master shall lock closed the shut-off valves under §154.355(a)(4) or remove the spool piece under §154.355(a)(4).

(b) The person in charge of cargo transfer shall ensure that after the bow or stern loading piping is used it is purged of cargo vapors with inert gas.

(c) The person in charge of cargo transfer shall ensure that entrances, forced or natural ventilation intakes, exhausts, and other openings to any deck house alongside the bow or stern loading piping are closed when this piping is in use.

(d) The person in charge of cargo transfer shall ensure that bow or stern loading piping installed in the area of the accommodation, service, or control space is not used for transfer of the following:

(1) Acetaldehyde.
(2) Ammonia, anhydrous.
(3) Dimethylamine.
(4) Ethylamine.
(5) Ethyl Chloride.
(6) Methyl Chloride.
(7) Vinyl Chloride.

### §154.1872 Cargo emergency jettisoning.

(a) The master shall ensure that emergency jettisoning piping under §154.356, except bow and stern loading and discharging piping, is only used when an emergency exists.

(b) Emergency jettisoning piping when being used may be outside of the transverse tank location under §154.310.

(c) The master shall ensure that cargo is not jettisoned in a U.S. port.