Coast Guard, DHS

§ 98.33–3 Cargoes authorized.
§ 98.33–5 Portable tanks authorized.
§ 98.33–7 Pipe and hose connections.
§ 98.33–9 Stowage.
§ 98.33–11 Smoking.
§ 98.33–13 Cargo-handling systems.
§ 98.33–15 Transfers.


Source: CGFR 65–50, 30 FR 17022, Dec. 30, 1965, unless otherwise noted.


Subpart 98.01—General

§ 98.01–3 Incorporation by reference.

(a) Certain standards and specifications are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the ones listed in paragraph (b) of this section, notice of change must be published in the Federal Register and the material made available to the public. All approved material is at the National Archives and Records Administration (NARA), and is available from the sources indicated in paragraph (b) of this section. For information on the availability of this material at NARA, call 202–741–6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(b) The standards and specifications approved for incorporation by reference in this part and the sections affected, are:

American Society for Nondestructive Testing (ASNT)

4153 Arlingate Road, Callier # 28518, Columbus, OH, 43228–0518

ASNT “Recommended Practice No. SNT-TC-1A (1988), Personnel Qualification and Certification in Nondestructive Testing” ...........98.25–97(c)(2)

American Society of Mechanical Engineers (ASME) International

Three Park Avenue, New York, N.Y. 10016–5990


Subpart 98.25—Anhydrous Ammonia in Bulk

§ 98.25–1 Applicability.

(a) The regulations in this subpart apply to each self-propelled cargo vessel that has anhydrous ammonia on board as a cargo, cargo residue, or vapor and that is not regulated under part 154 of this chapter.

(b) Any self-propelled vessel to which this subpart applies shall be inspected and certificated under this subchapter and subchapter D of this chapter.

[CGD 74–289, 44 FR 26008, May 3, 1979]

§ 98.25–5 How anhydrous ammonia may be carried.

(a) Anhydrous ammonia shall be carried in unfired pressure vessel type tanks independent of the structure as detailed in this part, except as otherwise provided in paragraph (b) of this section.

(b) When anhydrous ammonia is to be transported at its boiling temperature
§ 98.25–10 Design and construction of cargo tanks.

(a) The cargo tanks shall meet the requirements for Class I, I-L, II, or II-L welded pressure vessels and shall be fabricated, inspected, and tested in accordance with the applicable requirements of part 54 of subchapter F (Marine Engineering) of this chapter.

(b) Unlagged cargo tanks subject to atmospheric temperatures shall be designed for a pressure of not less than 250 pounds per square inch gage.

(c) Where unrefrigerated cargo tanks are lagged as required by §§ 98.25–30 and 98.25–60, the tanks shall be designed for a pressure of not less than 215 pounds per square inch gage.

(d) Refrigerated cargo tanks, in which the temperature of the liquid ammonia is maintained below the normal atmospheric temperatures, shall be designed for a pressure of not less than the vapor pressure corresponding to the temperature of the liquid at which the system is to be maintained, plus 25 pounds per square inch gage.

§ 98.25–15 Markings.

(a) Cargo tanks shall be marked in accordance with the requirements of §54.10–20 of subchapter F (Marine Engineering) of this chapter.

(b) In addition to the markings required to be stamped on the tank, the legend, “Anhydrous Ammonia” shall be conspicuously and legibly marked upon the dome or upper portion of the tank in letters at least 4 inches high.

(c) All tank inlet and outlet connections, except safety relief valves, liquid level gaging devices and pressure gages shall be labeled to designate whether they terminate in the vapor or liquid space. Labels of noncorrosive material may be attached to valves.

(d) All tank markings shall be permanently and legibly stamped in a readily visible position. If the tanks are lagged, the markings attached to the tank proper shall be duplicated on a corrosion resistant plate secured to the outside jacket of the lagging.

§ 98.25–20 Installation of cargo tanks.

(a) Independent tanks shall be arranged in the vessel so as to provide a minimum clearance of not less than 24 inches from the vessel’s side and not less than 15 inches from the vessel’s bottom. Where more than one tank is installed in a vessel, the distance between such tanks shall be not less than 15 inches, unless otherwise approved by the Commandant. Alternate provisions may be made for moving such tanks to provide for adequate inspection and maintenance of the vessel’s structure and the tanks.

(b) The design shall show the manner in which the tanks are to be installed, supported, and secured in the vessel and shall be approved prior to installation. Tanks shall be supported in steel saddles and securely anchored in place. If the tanks are required to be stress-relieved no appendages shall be welded to the tanks after they have been stress-relieved unless authorized by the Commandant.

(c) Tanks may be located in dry cargo holds or in liquid cargo tanks or may be installed “on deck” or “under deck” with the tank protruding above deck. On installations where a portion of the tank extends above the weather deck, provision shall be made to maintain the weathertightness of the deck, except that vessels operating on protected inland waters may have tanks located in the holds of hopper type barges without the watertightness of the deck being maintained. All tanks shall be installed with the manhole.