§ 153.557 Special requirements for hydrochloric acid.

(a) A containment system that carries hydrochloric acid must be lined with:

(1) Natural rubber;
(2) Neoprene; or
(3) A material approved for hydrochloric acid tanks by the Commandant (CG–522).

(b) Containment systems for contaminated hydrochloric acid are approved by the Commandant (CG–522) on a case by case basis.


§ 153.558 Special requirements for phosphoric acid.

A phosphoric acid containment system must be:

(a) Lined with natural rubber or neoprene;
(b) Lined with a material approved for phosphoric acid tanks by the Commandant (CG–522); or
(c) Made of a stainless steel that resists corrosion by phosphoric acid.

NOTE: “Phosphoric acid”, as defined in §153.2, includes phosphoric acid, superphosphoric acid, and aqueous solutions of phosphoric acid.


§ 153.559 Special requirements for nitric acid (less than 70 percent).

A containment system that carries nitric acid (less than 70 percent) must be of stainless steel that resists corrosion by nitric acid.


§ 153.560 Special requirements for Alkyl (C7–C9) nitrates.

(a) The carriage temperature of octyl nitrates must be maintained below 100 °C (212 °F) in order to prevent the occurrence of a self-sustaining exothermic decomposition reaction.

(b) Octyl nitrates may not be carried in a deck tank unless the tank has a combination of insulation and a water deluge system sufficient to maintain the tank’s cargo temperature below 100 °C (212 °F) and the cargo temperature rise at below 1.5 °C(2.7 °F)/hour, for a fire of 650 °C (1200 °F).


§ 153.602 Special requirements for cargoes reactive with water.

When Table 1 refers to this section, the air inlet to the pressure-vacuum valve for the cargo tank must be located at least 2m (approx. 6.6 ft) above the weatherdeck.

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

TESTING AND INSPECTION

§ 153.808 Examination required for a Certificate of Compliance.

Before a vessel receives either an initial or a reissued Certificate of Compliance endorsed to carry a cargo from Table 1 of this part, the vessel must call at a U.S. port for an examination during which the Officer in Charge, Marine Inspection, determines whether or not the vessel meets the requirements of this chapter.

[CGD 79–023, 48 FR 51009, Nov. 4, 1983]