

structure provided such tanks are lined with rubber or other equally suitable material acceptable to the Commandant. See §151.15–3(f)(2).

(b) Notwithstanding the provisions of §151.50–20(b)(3), compressed air may be used to discharge hydrochloric acid from gravity type cargo tanks only if the tanks are of cylindrical shape with dished heads, provided the air pressure does not exceed the design pressure of the tank but in no case shall it exceed 10 pounds per square inch gauge. Such tanks shall be fitted with pressure relief devices and need not be vented to the atmosphere as required by §151.50–20(b)(3).

(c) During cargo transfer, a water hose shall be connected to a water supply and be ready for immediate use. Any leakage or spillage of acid shall be immediately washed down. This requirement can be met by facilities provided from shore.

(d) Spent hydrochloric acid or hydrochloric acid adulterated by other chemicals, inhibitors, oils, solvents, water, etc., shall not be transported in bulk except upon authorization by the Commandant (CG–ENG).

(e) The requirements of §151.50–20 are also applicable to the shipment of hydrochloric acid.

[CGFR 70–10, 35 FR 3714, Feb. 25, 1970, as amended by CGD 88–100, 54 FR 40040, Sept. 29, 1989]

#### § 151.50–23 Phosphoric acid.

(a) The term *phosphoric acid* as used in this subpart shall include, in addition to phosphoric acid, aqueous solutions of phosphoric acid, and super phosphoric acid.

(b) Phosphoric acid may be carried in either gravity or pressure type cargo tanks. The tanks shall be rubber-lined, or lined or clad with other suitable material acceptable to the Commandant, or shall be fabricated of a phosphoric acid resistant stainless steel. See §151.15–3(f)(2).

(c) The vessel's shell plating shall not be used as any part of the boundaries of gravity type cargo tanks.

(d) Cargo piping, including valves, fittings, and flanges where exposed to the acid, shall be rubber-lined, or lined, coated or clad with other corrosion-resistant material, or shall be fabricated

of a phosphoric acid resistant stainless steel. Vent piping, including flanges and fittings, shall be similarly protected at least to the height of the frangible disk if such is installed.

(e) Phosphoric acid adulterated by other chemicals, inhibitors, oils, solvents, etc., shall not be transported in bulk cargo tanks except upon authorization by the Commandant (CG–ENG).

(f) The requirements of §151.50–20 are also applicable to the shipment of phosphoric acid.

[CGFR 70–10, 35 FR 3714, Feb. 25, 1970, as amended by CGD 82–063b, 48 FR 4781, Feb. 3, 1983; USCG–2014–0688, 79 FR 58284, Sept. 29, 2014]

#### § 151.50–30 Compressed gases.

(a) All tank inlet and outlet connections, except safety relief valves, liquid level gauging devices, and pressure gauges shall be marked to designate whether they terminate in the vapor or liquid space. Labels, when used, shall be of corrosion-resistant materials and may be attached to valves.

(b) *Venting*. (1) Except as provided in paragraph (b)(2) of this section each safety relief valve installed on a cargo tank shall be connected to a branch vent of a venting system which shall be constructed so that the discharge of gas will be directed vertically upward to a point at least 10 feet above the weatherdeck or the top of any tank or house located above the weatherdeck.

(2) Safety valves on cargo tanks in barges may be connected to individual or common risers which shall extend to a reasonable height above the deck. Where the escape of vapors from the venting system may interfere with towing operations, the installation shall be acceptable to the Commandant, and the arrangement shall be such as to minimize the hazard of escaping vapors. Arrangements specially provided for venting cargo tanks forming part of the hull on unmanned barges will be given special consideration by the Commandant.

(3) The capacity of branch vents or vent headers shall depend upon the number of cargo tanks connected to such branch or header as provided in Table 151.50–30(b)(3).