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and with service temperature near the cargo atmospheric boiling point, the Commandant may approve individual installations where these valves are located at the loading and discharge headers.

(c) For nonpressure vessel type tanks the remote controlled quick-closing valves may be located at the loading and discharge headers.

§ 38.10–10 Cargo piping—TB/ALL.

(a) The piping shall be designed for a working pressure of not less than the maximum pressure to which it may be subjected but in no case less than the design pressure of the cargo tanks. In the case of piping on the discharge side of the liquid pumps or vapor compressors, the design pressure shall not be less than the pump or compressor discharge relief valve setting; or, provided the piping is not protected by relief valves, the design pressure shall not be less than the total discharge head of the pump or compressor.

(b) Piping subject to tank pressure shall be seamless drawn steel or electric resistance welded steel. Pipe used in refrigerated tank systems shall be of a material which is suitable for the minimum service temperature to which it may be subjected, according to the requirements of part 56 of subchapter F (Marine Engineering) of this chapter.

(c) Piping shall be provided with adequate support to take the weight of the piping off valves and fittings and to prevent excessive vibration and stresses on tank connections.

(d) For nonpressure vessel type tanks, the cargo handling arrangements and piping shall provide for emptying of a damaged tank, including cargo contained by a secondary barrier.

[CGFR 66–33, 31 FR 15269, Dec. 6, 1966, as amended by CGFR 68–82, 33 FR 18807, Dec. 18, 1968]

§ 38.10–15 Safety relief valves—TB/ALL.

(a) Each tank shall be fitted with or (subject to approval by the Commandant) connected to one or more safety relief valves designed, constructed and flow tested for capacity in conformance with subpart 162.017 or 162.018 of subchapter Q (Specifications) of this chapter.

(b) Safety relief valves conforming to subpart 162.017 of subchapter Q (Specifications) of this chapter may be used on tanks for a maximum pressure of 10 pounds per square inch gage. Safety relief valves conforming to subpart 162.018 of subchapter Q (Specifications) of this chapter may be used for any pressure.

(c) The safety relief valves shall have a combined relieving capacity to discharge the greater of the following with not more than 20 percent rise in pressure (in the tank) above the maximum allowable pressure:

(1) The vapors evaporated by an ambient air temperature of 115 °F. plus the maximum flow rate of the cargo filling pipes or,

(2) The vapors generated under fire exposure computed using the formulas of § 54.15–25(c) of subchapter F (Marine Engineering) of this chapter.

(d) The safety relief valves shall meet the arrangement and inspection requirements of § 54.15–25 of subchapter F (Marine Engineering) of this chapter.

(e) Means shall be provided to protect nonpressure vessel tanks from excessive external pressure.

(f) Void spaces between the primary and secondary barriers of nonpressure vessel type tanks shall be protected by relief devices. The relief setting shall not be higher than the void test pressure, and shall not exceed 90 percent of the setting of the safety relief valve protecting the primary tank.

[CGFR 68–82, 33 FR 18807, Dec. 18, 1968, as amended by USCG–2014–0688, 79 FR 58280, Sept. 29, 2014]

§ 38.10–20 Liquid level gaging devices—TB/ALL.

(a) Each tank shall be fitted with a liquid level gaging device of approved design to indicate the maximum level to which the tank may be filled with liquid:

(1) Between −20 °F. and 130 °F. for unrefrigerated service; or,

(2) Within the operating temperature range for tanks operating below atmospheric temperature.

(b) Liquid level gaging devices may be of the following types: Rotary tube, slip tube, magnetic, automatic float, or

similar types approved by the Commandant. Except as otherwise provided in this section, fixed tube devices are not acceptable as the primary gaging device.

(c) All gaging devices shall be arranged so that the maximum liquid level for product being carried, to which the tank may be filled is readily determinable. The maximum gallonage capacity as required by §38.15–1 shall be:

(1) Marked on the tank system nameplate or gaging device; or,

(2) Shown in the ullage tables.

(d) Gaging devices that require bleeding of the product to the atmosphere, such as the rotary tube, fixed tube, and slip tube, shall be so designed that the bleed valve maximum opening is not larger than a No. 54 drill size (0.055-inch diameter), unless provided with an excess flow valve.

(e) For pressure vessel type tanks each automatic float, continuous reading tape or similar type gage not mounted directly on the tank or dome shall be fitted with a shutoff device located as close to the tank as practicable. When an automatic float gaging device, which gages the entire height of the tank is used, a fixed tube gage set in the range of 85 percent to 90 percent of the water capacity of the tank shall be provided in addition as a means of checking the accuracy of the automatic float, gage, or other alternate means acceptable to the Commandant may be used.

(f) A gaging device shall be designed for a pressure at least equal to the maximum allowable pressure of the tank on which it is installed.

(g) Gage glasses of the columnar type are prohibited.

(h) Flat sight glasses may be used in the design of automatic float continuous reading tape gages: *Provided,* That such glasses shall be made of high strength material suitable for the operating temperatures of not less than one-half inch in thickness and adequately protected by a metal cover.

Subpart 38.15—Special Requirements

§38.15–1 Filling of tanks—TB/ALL.

(a) Refrigerated and semirefrigerated tanks shall be filled so that there is an outage of at least 2 percent of the volume of the tank at the temperature corresponding to the vapor pressure of the cargo at the safety relief valve setting. A reduction in the required outage may be permitted by the Commandant when warranted by special design considerations. Normally then, the maximum volume to which a tank may be loaded is:

$$V_L = 0.98 d_r \, V/d_L$$

where:

V_L = maximum volume to which tank may be loaded.

V = volume of tank.

d_r = density of cargo at the temperature required for a cargo vapor pressure equal to the relief valve setting.

d_L = density of cargo at the loading temperature and pressure.

(b) Nonrefrigerated tanks shall be filled so that their filling densities shall not exceed the ratios indicated in table 38.15–1(b).

(c) The ''filling density'' is defined as the percent ratio of the weight of the gas in a tank to the weight of water the tank will hold at 60 °F.

TABLE 38.15–1(b)—MAXIMUM PERMISSIBLE FILLING DENSITIES FOR TANKS OPERATING AT OR NEAR AMBIENT TEMPERATURE

Specific gravity at 60 °F.	Maximum permitted filling density		
	Unlagged tanks—water capacity		Lagged tanks—all capacities
	1,200 gal. and under	Over 1,200 gal.	
0.473–0.480	38	41	42
0.481–0.488	39	42	43
0.489–0.495	40	43	44
0.496–0.503	41	44	45
0.504–0.510	42	45	46
0.511–0.519	43	46	47
0.520–0.527	44	47	48
0.528–0.536	45	48	49
0.537–0.544	46	49	50
0.545–0.552	47	50	51
0.553–0.560	48	51	52
0.561–0.568	49	52	53
0.569–0.576	50	53	54
0.577–0.584	51	54	55
0.585–0.592	52	55	56
0.593–0.600	53	56	57
0.601–0.608	54	57	58
0.609–0.617	55	58	59
0.618–0.626	56	59	60