chapter must meet the requirements of this subpart.

[CGD 84–043, 55 FR 37410, Sept. 11, 1990]

§64.88 Plan approval, construction, and inspection of cargo-handling systems.

Plans for the cargo-handling system of a portable tank authorized under subpart 98.30 of this chapter must be approved by the Coast Guard in accordance with the requirements of §56.01–10 of this subchapter. In addition, the cargo-handling system must be constructed and inspected in accordance with part 56 of this subchapter.

[CGD 84–043, 55 FR 37410, Sept. 11, 1990]

§64.89 Cargo pump unit.

(a) A cargo pump unit that fills or discharges a portable tank must be—

(1) Constructed of materials that are compatible with the product to be pumped; and

(2) Designed to be compatible with the hazard associated with the product to be pumped.

(b) The cargo pump power unit must be—

(1) Diesel;

(2) Hydraulic;

(3) Pneumatic; or

(4) Electric.

(c) The starting system for a cargo pump power unit must be designed to be compatible with the hazard associated with the product to be pumped.

(d) A diesel engine that is used to drive a cargo pump must have a spark arrestor on the exhaust system.

§64.91 Relief valve for the cargo pump discharge.

The cargo pump discharge must have a relief valve that is—

(a) Fitted between the cargo pump discharge and the shut-off valve, with the relief valve discharge piped back to the cargo pump suction or returned to the tank; and

(b) Set at the maximum design pressure of the piping and discharge hose, or less.

§64.93 Pump controls.

(a) A pressure gauge must be installed—

(1) On the pump discharge;

(2) Near the pump controls; and

(3) Visible to the operator.

(b) A pump must have a remote, quick acting, manual shutdown that is conspicuously labeled and located in an easily accessible area away from the pump. The quick acting, manual shutdown for remote operation must provide a means of stopping the pump power unit.

§64.95 Piping.

(a) Piping, valves, flanges, and fittings used in the pumping system must be designed in accordance with part 56 of this chapter.

(b) A cargo loading and discharge header or manifold must—

(1) Have stop valves to prevent cargo leakage; and

(2) Be visible to the operator at the cargo pump controls.

(c) Each pipe and valve in the pumping system that has an open end must have a plug or cap to prevent leakage.

(d) Each hose connection must be threaded or flanged except for a quick connect coupling that may be specifically accepted by the U.S. Coast Guard in accordance with the procedures in §50.25–15 of this chapter.

(e) A non-return valve must be in the pump discharge if a backflow condition may occur during pumping.

(f) Any non-metallic flexible hose that is used in the piping system must comply with §56.60–25(c) of this chapter.

§64.97 Cargo hose.

Each hose assembly, consisting of couplings and a hose that has an inside diameter—

(a) Larger than three inches, must meet the requirements in 33 CFR 154.500; or

(b) Three inches or less, must be designed to withstand the pressure of the shutoff head of the cargo pump or pump discharge relief valve setting, but not less than 100 pounds per square inch.

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SUBCHAPTER F—MARINE ENGINEERING

EDITORIAL NOTE: This listing is provided for informational purposes only. It is compiled and kept current by the U.S. Coast Guard, Department of Homeland Security. This index is updated as of October 1, 2003.

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