

§ 153.235

be located at least 0.05L aft of the forward perpendicular, but in no case forward of a collision bulkhead.

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 81-101, 52 FR 7781, Mar. 12, 1987]

§ 153.235 Exceptions to cargo piping location restrictions.

Cargo piping must not be located in those areas from which a containment system is excluded by §§153.230(b), 153.231(b), and 153.234(b) unless the cargo piping:

(a) Drains back to the cargo tank under any heel or trim resulting from the damage specified in §172.135 of this chapter; and

(b) Enters the cargo tank above the liquid level for a full tank in any condition of heel or trim resulting from the damage specified in §172.135 of this chapter.

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 79-023, 48 FR 51009, Nov. 4, 1983]

§ 153.236 Prohibited materials.

When one of the following paragraphs of this section is referenced in Table 1, the materials listed in that paragraph may not be used in components that contact the cargo liquid or vapor:

- (a) Aluminum or aluminum alloys.
- (b) Copper or copper alloys.
- (c) Zinc, galvanized steel or alloys having more than 10 percent zinc by weight.
- (d) Magnesium.
- (e) Lead.
- (f) Silver or silver alloys.
- (g) Mercury.

§ 153.238 Required materials.

When one of the following paragraphs of this section is referenced in Table 1, only those materials listed in that paragraph may be used in components that contact the cargo liquid or vapor:

- (a) Aluminum, stainless steel, or steel covered with a protective lining or coating.
- (b) With cargo concentrations of 98 percent or greater, aluminum or stainless steel.
- (c) With cargo concentrations of less than 98 percent, 304L or 316 stainless steel.
- (d) Solid austenitic stainless steel.

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(e) Stainless steel or steel covered with a suitable protective lining or coating. (See §153.266.)

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 88-100, 54 FR 40041, Sept. 29, 1989]

§ 153.239 Use of cast iron.

(a) Cast iron used in a cargo containment system must meet the requirements of §56.60-10(b) of this chapter.

(b) For purposes of this section, the term "lethal products" in §56.60-10(b) means those cargoes that Table 1 references to §153.525 or §153.527.

[CGD 78-128, 47 FR 21207, May 17, 1982]

§ 153.240 Insulation.

Cargo containment system insulation made necessary by the requirements of this part must meet the requirements in §38.05-20 of this chapter. However, the vapor barrier required by §38.05-20(b) is unnecessary if the insulation is:

- (a) Protected from the weather, and attached to a containment system maintained at a temperature in excess of 46 °C (approx. 115 °F); or
- (b) In an atmosphere whose dewpoint is less than the temperature of any surface in contact with the insulation.

CARGO TANKS

§ 153.250 Double-bottom and deep tanks as cargo tanks.

Except in those cases in which Commandant (G-MSO) specifically approves another arrangement, such as a double-bottom or deep tank as a cargo tank, an integral cargo tank or the hold within which an independent cargo tank is located must extend to the weatherdeck.

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 82-063b, 48 FR 4781, Feb. 3, 1983]

§ 153.251 Independent cargo tanks.

All independent cargo tank must meet §38.05-10 (a)(1), (b), (d), and (e)(1) of this chapter.

[CGD 78-128, 47 FR 21208, May 17, 1982]

§ 153.252 Special requirement for an independent cargo tank.

When Table 1 refers to this section, the cargo tank must be an independent

tank that meets §§38.05-2(d) and 38.05-4(g) of this chapter. (See also §153.256(b)).

[CGD 78-128, 47 FR 21208, May 17, 1982]

§ 153.254 Cargo tank access.

(a) A cargo tank must have at least one covered manhole opening into the vapor space described in §153.354.

(b) An access through a vertical cargo tank surface must be at least 60 cm by 80 cm (approx. 23.6 × 31.5 in.) and no more than 60 cm above a foothold grating, or surface on both sides of the access way.

(c) An access through a horizontal cargo tank surface must be at least 60 cm by 60 cm (approx. 23.6 × 23.6 in.).

(d) An access trunk must be no less than 76 cm (approx. 29.9 in.) in diameter.

§ 153.256 Trunks, domes, and openings of cargo tanks.

(a) The hatch of a cargo tank must:

(1) Be at the highest point of the tank; and

(2) Open on or above the weatherdeck.

(b) To be endorsed to carry a cargo requiring an independent cargo tank, a tank must have:

(1) A trunk or dome at the uppermost part of the tank, extending above the weatherdeck;

(2) Its hatch at the top of the trunk or dome; and

(3) No openings below the weatherdeck.

§ 153.266 Tank linings.

A tank lining must be:

(a) At least as elastic as the tank material; and

(b) Applied or attached to the tank as recommended by the lining manufacturer.

PIPING SYSTEMS AND CARGO HANDLING
EQUIPMENT

§ 153.280 Piping system design.

(a) Each cargo piping system must meet the standards of Part 56 and §§38.10-1(b), 38.10-1(e), and 38.10-10(a) of this chapter.

(b) Piping carrying cargo or cargo residue may not enter any machinery space except a cargo pumproom.

§ 153.281 Piping to independent tanks.

Piping for an independent cargo tank must penetrate the tank only through that part of the tank or dome extending above the weatherdeck.

[CGD 78-128, 47 FR 21208, May 17, 1982]

§ 153.282 Cargo filling lines.

The discharge point of a cargo tank filling line must be no higher above the bottom of the cargo tank or sump than 10 cm (approx. 4 in.) or the radius of the filling line, whichever is greater.

§ 153.283 Valving for cargo piping.

(a) Except as described in this section, a cargo line must have a deck operable, manual stop valve:

(1) In each tank which the line serves; and

(2) At each cargo hose connection point.

(b) The valve required by paragraph (a)(1) of this section may be in a cargo pumproom at the pumproom bulkhead if the cargo tank the cargo line serves is adjacent to the pumproom.

(c) The valve required by paragraph (a)(1) of this section may be on the weatherdeck if:

(1) The weatherdeck is the top of the tank;

(2) The line goes through the weatherdeck into the tank; and

(3) The valve is at the point where the line penetrates the weatherdeck.

(d) The valve required by paragraph (a)(1) of this section may be outside the tank if:

(1) The tank is an independent tank; and

(2) The valve is at the point where the line penetrates the tank.

(e) The discharge line of an intank cargo pump need not have the valve required by paragraph (a)(1) of this section.

(f) If the cargo exerts a gravity head pressure on a valve required by this section, the valve must be a positive shutoff valve that meets §56.50-60(d) of this chapter.

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78-128, 47 FR 21208, May 17, 1982]