

**§ 153.557**

(3) Lined with natural rubber or neoprene if the cargo composition does not exceed 51 percent acid by weight.

(c) A containment system for oleum may be of unlined steel if the concentration of free sulfur trioxide in the oleum exceeds 20 percent by weight.

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 82-063b, 48 FR 4782, Feb. 3, 1983]

**§ 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 (G-MSO).

(b) Containment systems for contaminated hydrochloric acid are approved by the Commandant (G-MSO) on a case by case basis.

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

**§ 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 (G-MSO); 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.

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 82-063b, 48 FR 4782, Feb. 3, 1983; CGD 88-100, 54 FR 40042, Sept. 29, 1989]

**§ 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

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°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).

[CGD 88-100, 54 FR 40042, Sept. 29, 1989, as amended by CGD 92-100, 59 FR 17028, Apr. 11, 1994; CGD 94-900, 59 FR 45139, Aug. 31, 1994]

**§ 153.565 Special requirement for temperature sensors.**

If a cargo listed in table 1 of this part refers to this section, temperature sensors must be used to monitor the cargo pump temperature to detect overheating due to pump failures, when carrying that cargo.

[CGD 94-900, 59 FR 45139, Aug. 31, 1994]

**§ 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**

**§ 153.806 Loading information.**

Each tankship must have a manual containing information that enables the master to load and ballast the tankship while keeping structural stresses within design limits.

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

**§ 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 81-052, 50 FR 8733, Mar. 5, 1985, as amended by CGD 95-027, 61 FR 26009, May 23, 1996]