§ 153.964 Discharge by gas pressurization.

The person in charge of cargo transfer may not authorize cargo discharge by gas pressurization unless:

(a) The tank to be offloaded has an SR or PV venting system;

(b) The pressurization medium is either the cargo vapor or a nonflammable, nontoxic gas inert to the cargo; and

(c) The pressurizing line has:

(1) A pressure reducing valve whose setting does not exceed 90% of the tank's relief valve setting and a manual control valve between the pressure reducing valve and the tank; or

(2) For an inert gas medium:

(i) A safety relief valve with a cross sectional flow area at least equal to that of the pressurizing line and whose relieving pressure does not exceed 90 percent of the tank's relief valve setting;

(ii) A manual control valve between the safety relief valve and the tank; and

(iii) A check valve between the manual control valve and the tank.

§ 153.966 Discharge by liquid displacement.

The person in charge of cargo transfer may not authorize cargo discharge by liquid displacement unless the liquid supply line to the tank has:

(a) A safety relief or pressure reducing valve set to operate at no more than 80 percent of the tank's relief valve setting; and

(b) A manual control valve between the tank and the supply line's safety relief valve or pressure reducing valve.

§ 153.968 Cargo transfer conference.

(a) Before he may begin making connections for cargo transfer, the person in charge of cargo transfer shall confer with the person supervising the cargo transfer at the facility.

(b) The person in charge of cargo transfer shall discuss the important aspects of the transfer operation, such as the following, with the supervisor at the facility:

(1) The products to be transferred.

(2) The cargo loading rates marked on the cargo piping plan or the maximum safe transfer rates.

(3) The critical or hazardous stages of the transfer operation.

(4) The emergency procedures in case of a spill.

(5) If the vessel is equipped with the tank overflow alarm prescribed in § 153.408(c), a procedure for shutdown of shore pumps, shore valves, and ship's valves that prevents piping system pressures from exceeding those for which the piping system is designed.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21211, May 17, 1982; CGD 81–078, 50 FR 21174, May 22, 1985]

§ 153.970 Cargo transfer piping.

The person in charge of cargo transfer shall ensure that:

(a) Cargo is transferred to or from a cargo tank only through the tankship's cargo piping system;

(b) Vapor not returned to shore through the tankship's vapor return system is discharged at the height required for the cargo's vent riser in Table 1, and

(c) All cargo vapor is returned to shore through the valved connection on the venting system if:

(1) The cargo requires closed gauging, is referenced to § 153.372 or is referenced to § 153.525;

(2) The transfer terminal has vapor return equipment; and

(3) In his estimation the vapor return equipment is adequate to handle the vapor expected from the tank.

§ 153.972 Connecting a cargo hose.

The person in charge of cargo transfer may not authorize the connection of a hose to a cargo containment system unless:

(a) He has ensured himself that the cargo will not weaken or damage the hose;

(b) The hose is marked as meeting the standards of § 153.940;

(c) The date of the hose's last pressure test is within one year of the date on which the hose is used to transfer cargo;

(d) The recommended working pressure marked on a hose used for discharge meets or exceeds the working pressure marked on the cargo piping at the hose connection; and