

§ 98.25-85

fittings attached, shall be hydrostatically tested by the manufacturer to a pressure of not less than twice the maximum pressure to which it may be subjected in service. The hose shall be marked with the maximum pressure guaranteed by the manufacturer.

§ 98.25-85 Electrical bonding.

(a) Each cargo tank shall be electrically grounded to the hull. The cargo vessel shall be electrically connected to the shore piping prior to connecting the cargo hose. This electrical connection shall be maintained until after the cargo hose has been disconnected and any spillage has been removed.

[CGFR 65-50, 30 FR 17022, Dec. 30, 1965, as amended by CGFR 70-10, 35 FR 3712, Feb. 25, 1970]

§ 98.25-90 Special operating requirements.

(a) Repairs involving welding or burning shall not be undertaken on the cargo tanks or piping while anhydrous ammonia in either the liquid or vapor state is present in the system.

(b) During the time anhydrous ammonia is laden in the tanks the vessel shall be under constant surveillance.

(c) Authorization from the Commandant (G-MSO) shall be obtained to transport lading other than anhydrous ammonia in the cargo tanks.

(d) Sufficient hose stations shall be installed with adequate water supply so that if leakage of anhydrous ammonia occurs the vapors may be removed by use of a stream of water.

(e)(1) At least two units of approved self-contained breathing apparatus, one stowed forward of the cargo tanks and one stowed aft of the cargo tanks, shall be carried on board the vessel at all times.

(2) All approved self-contained breathing apparatus, masks and respiratory protective devices shall be of types suitable for starting and operating at the temperatures encountered, and shall be maintained in good operating condition.

(3) Personnel involved in the filling or discharge operations shall be adequately trained in the use of the equipment.

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(4) For all self-propelled cargo vessels, during filling or discharge operations every person on the vessel shall carry on his person or have close at hand at all times a canister mask approved for ammonia; or each person shall carry on his person a respiratory protective device which will protect the wearer against ammonia vapors and provide respiratory protection for emergency escape from a contaminated area which would result from cargo leakage. This respiratory protective equipment shall be of such size and weight that the person wearing it will not be restricted in movement or in the wearing of lifesaving device.

(f) While fast to a dock, a vessel during transfer of bulk cargo shall display a red flag by day or a red light by night, which signal shall be so placed that it will be visible on all sides. When at anchor, a vessel during transfer of bulk cargo shall display a red flag by day, which signal shall be so placed that it will be visible on all sides.

[CGFR 70-10, 35 FR 3712, Feb. 25, 1970, as amended by CGD 82-063b, 48 FR 4781, Feb. 3, 1983; CGD 95-072, 60 FR 50464, Sept. 29, 1995; CGD 96-041, 61 FR 50730, Sept. 27, 1996]

§ 98.25-95 Tests and inspections.

(a) Each tank shall be subjected to the tests and inspections described in this section in the presence of a marine inspector, except as otherwise provided in this part.

(1) An internal inspection of the tank is conducted within—

(i) Ten years after the last internal inspection if the tank is a pressure-vessel type cargo tank on an unmanned barge described under §151.01-25(c) of this chapter and carrying cargo at temperatures of -67°F (-55°C) or warmer; or

(ii) Eight years after the last internal inspection if the tank is of a type other than that described in paragraph (a)(1)(i) of this section.

(2) An external examination of unlagged tanks and the visible parts of lagged tanks is made at each inspection for certification and periodic inspection. The owner shall ensure that the amount of insulation deemed necessary by the marine inspector is removed from insulated tanks during each internal inspection to allow spot

external examination of the tanks and insulation, or the thickness of the tanks may be gauged by a non-destructive means accepted by the marine inspector without the removal of insulation.

(3) If required by the Officer in Charge, Marine Inspection the owner shall conduct nondestructive testing of each tank in accordance with § 98.25-97.

(4) If the tank is a pressure vessel type cargo tank with an internal inspection interval of 10 years, and is 30 years old or older, determined from the date it was built, the owner shall conduct nondestructive testing of each tank in accordance with § 98.25-97, during each internal inspection.

(b) A hydrostatic test of 1½ times the maximum allowable pressure as determined by the safety relief valve setting shall be made at any time that the inspector considers such hydrostatic test necessary to determine the condition of the tank. If the jacket and lagging are not removed during the hydrostatic tests prescribed in this paragraph, the tank shall hold the hydrostatic test pressure for at least 20 minutes without a pressure drop.

(c) The safety relief valves shall be popped in the presence of a marine inspector by either liquid, gas or vapor pressure at least once every four years to determine the accuracy of adjustment and, if necessary, shall be reset.

[CGFR 65-50, 30 FR 17022, Dec. 30, 1965, as amended by CGFR 67-86, 32 FR 17622, Dec. 9, 1967; CGD 85-061, 54 FR 50965, Dec. 11, 1989; USCG 1999-4976, 65 FR 6503, Feb. 9, 2000]

§ 98.25-97 Nondestructive testing.

(a) Before nondestructive testing may be conducted to meet § 98.25-95(a) (3) and (4), the owner shall submit a proposal to the Officer in Charge, Marine Inspection for approval that includes—

(1) The test methods and procedures to be used, all of which must meet section V of the ASME Boiler and Pressure Vessel Code (1986);

(2) Each location on the tank to be tested; and

(3) The test method and procedure to be conducted at each location on the tank.

(b) If the Officer in Charge, Marine Inspection rejects the proposal, the Of-

ficer in Charge, Marine Inspection informs the owner of the reasons why the proposal is rejected.

(c) If the Officer in Charge, Marine Inspection accepts the proposal, then the owner shall ensure that—

(1) The proposal is followed; and

(2) Nondestructive testing is performed by personnel meeting ASNT "Recommended Practice No. SNT-TC-1A (1988), Personnel Qualifications and Certification in Nondestructive Testing."

(d) Within 30 days after completing the nondestructive test, the owner shall submit a written report of the results to the Officer in Charge, Marine Inspection.

[CGD 85-061, 54 FR 50965, Dec. 11, 1989]

Subpart 98.30—Portable Tanks

SOURCE: CGD 73-172, 39 FR 22954, June 25, 1974, unless otherwise noted.

§ 98.30-1 Applicability.

(a) This subpart contains regulations concerning transfer of combustible liquids, certain flammable liquids, and other hazardous materials to or from portable tanks on vessels.

(b) This subpart applies to the following portable tanks:

(1) A marine portable tank (MPT);

(2) An IM 101 or IM 102 portable tank; and

(3) A portable tank authorized for liquid hazardous materials, other than liquefied gases, by the Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration (AAHMS), under an exemption issued in accordance with subpart B of 49 CFR part 107.

[CGD 84-043, 55 FR 37411, Sept. 11, 1990, as amended by CGD 97-057, 62 FR 51046, Sept. 30, 1997]

§ 98.30-2 Definitions.

(a) *IM 101 portable tank* and *IM 102 portable tank* mean a portable tank constructed in accordance with 49 CFR 178.270 through 178.272 and approved under 49 CFR 173.32a.

(b) *MPT* means a marine portable tank that was inspected and stamped