§ 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 (CG–522).

(b) Containment systems for contaminated hydrochloric acid are approved by the Commandant (CG–522) on a case by case basis.


§ 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 (CG–522); 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.


§ 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 °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).


§ 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 cargo 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]