

§ 153.284 Characteristics of required quick closing valves.

A remotely actuated quick closing shutoff valve required by §153.530(n) must:

- (a) Be a positive shutoff valve;
- (b) Be of the fail-closed type that closes on loss of power;
- (c) Be capable of local manual closing;
- (d) Close from the time of actuation in 30 seconds or less; and
- (e) Be equipped with a fusible element that melts at less than 104 °C (approx. 220 °F) and closes the valve.

[CGD 78-128, 47 FR 21208, May 17, 1982; 47 FR 27293, June 24, 1982]

§ 153.285 Valving for cargo pump manifolds.

(a) When cargo lines serving different tanks enter a pumproom and connect to the same pump:

- (1) Each cargo line must have a stop valve within the line;
- (2) The valve must be before the cargo line joins the other lines or pump; and
- (3) The valve must be within the pumproom.

(b) The valve in paragraph (a) of this section is required in addition to any valve required under §153.283(b).

§ 153.292 Separation of piping systems.

Cargo piping systems must be arranged so that operations necessary to provide separate systems can be accomplished in a cargo handling space or on the weatherdeck.

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

§ 153.294 Marking of piping systems.

(a) Each cargo piping system must be marked with the designation number of the cargo tank it serves at each hose connection, valve, and blind in the piping system. The markings must be in characters at least 5 cm (approx. 2 in.) high.

(b) Every hose connection of a cargo piping system must be marked with the cargo piping system's working pressure required by §38.10-10(a) of this chapter.⁴

⁴See §153.280 of the part.

§ 153.296 Emergency shutdown stations.

(a) Each tankship must have at least two emergency shutdown stations.

(b) One emergency shutdown station must be located forward of the deckhouse, in the after part of the weatherdeck in which the cargo tanks are located.

(c) A second emergency shutdown station must be located so that one of the two stations is accessible from any part of the weatherdeck if a break in a cargo piping system or hose causes spraying or leaking.

(d) Each emergency shutdown station must contain a single remote actuator for all quick closing shutoff valves required by this part.

(e) Each emergency shutdown station must have the controls necessary to stop all cargo pumps on the tankship.

(f) Any remote emergency actuator, such as that for a quick closing shutoff valve, a cargo pump, or a water spray system, must be of a type that will not defeat the operation of other remote emergency actuators. The emergency action must occur whether one or several actuators are operated.

(g) Each emergency shutdown station must be marked as described in §153.955 (c), (d), and (e) with the legend "EMERGENCY SHUTDOWN STATION" so that the legend is visible from work areas in the part of the deck where the cargo containment systems are located.

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

§ 153.297 Emergency actuators at the point of cargo control.

(a) The point from which cargo transfer is controlled must have the same actuators an emergency shutdown station must have under §153.296 and an actuator for any deck water spray systems required by this part.

(b) The point from which cargo transfer is controlled may be one of the emergency shutdown stations required under §153.296 if it meets the requirements of that section.