unless all tank pressure has been relieved through the tank's venting system.

§ 153.980 Isolation of automatic closing valves.

The person in charge of cargo transfer may isolate automatic closing valves described in §153.408(b) from a cargo containment system if the following conditions are met:

(a) The containment system carries products to which §153.408 does not apply.

(b) The valves are isolated by:

(1) Removing the valves; or

(2) Installing removable pipes and blind flanges to by-pass the valves.

[CGD 78–128, 47 FR 21211, May 17, 1982]

§ 153.981 Leaving room in tank for cargo expansion.

The person in charge of cargo transfer shall ensure that the amount of cargo in a tank does not exceed the tank's capacity at any ambient temperature between −18 °C (approx. 0 °F) and 46 °C (approx. 115 °F).

§ 153.983 Termination procedures.

Upon completion of the transfer operation, the person in charge of cargo transfer shall ensure that:

(a) The cargo transfer connections are closed off;

(b) The transfer lines and hoses are drained of cargo, either into the tank or back to the transfer terminal;

(c) Any electrical bonding between the vessel and the shore facility is broken only after the cargo hose is disconnected and all spills removed; and

(d) Each vent system is returned to its nonloading configuration.

SPECIAL CARGO PROCEDURES

§ 153.1000 Special operating requirements for cargoes reactive with water.

When Table 1 refers to this section, the master must ensure that the cargo:

(a) Is carried only in a containment system completely isolated from any systems containing water, such as slop tanks, ballast tanks, cargo tanks containing slops or ballast, their vent lines or piping; and

(b) Is separated by double walls, such as cofferdams and piping tunnels, from any system containing water, as for example those described in paragraph (a) of this section.

§ 153.1002 Special operating requirements for heat sensitive cargoes.

When Table 1 refers to this section, the master shall make sure that:

(a) The cargo temperature is maintained below the temperature that would induce polymerization, decomposition, thermal instability, evolution of gas or reaction of the cargo;

(b) Any heating coils in the cargo tank are blanked off; and

(c) The cargo is not carried in uninsulated deck tanks.

[CGD 78–128, 47 FR 21211, May 17, 1982]

§ 153.1003 Prohibited carriage in deck tanks.

When Table 1 refers to this section, cargoes may not be carried in deck tanks.

[CGD 95–900, 60 FR 34050, June 29, 1995]

§ 153.1004 Inhibited and stabilized cargoes.

(a) Before loading a cargo containment system with a cargo referenced to this section in Table 1, the person in charge of cargo transfer shall make sure that the cargo containment system is free of contaminants that could:

(1) Catalyze the polymerization or decomposition of the cargo; or

(2) Degrade the effectiveness of the inhibitor or stabilizer.

(b) The master shall make sure that the cargo is maintained at a temperature which will prevent crystallization or solidification of the cargo.

[CGD 78–128, 47 FR 21211, May 17, 1982]

§ 153.1010 Alkylene oxides.

(a) Before each loading of a cargo containment system with a cargo referenced to this section in Table 1, the person in charge of cargo transfer shall:

(1) Unless the tankship is equipped with independent cargo piping that meets paragraph (d) of this section: