Coast Guard, DHS

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coast guard, dhs § 151.50–5
equal in dimensions to the dot standard tank car “dangerous” placard (10 4
inches square or larger) and shall display a circle (10 inches in diameter or
larger) with alternating quadrants of white and red, and so mounted that the
red quadrants are centered on the vertical axis. The shipper and/or owner
of the barge shall be responsible for the installation of the required placards or
signs, including maintenance of them while such barge is in temporary stor-
age with cargo aboard. The person in charge of the towing vessel shall be re-
sponsible for the continued maintenance of the placards or signs while
such barge is in transit.

§ 151.45–6 maximum amount of cargo.

(a) Tanks carrying liquids or lique-
fied gases at ambient temperatures
regulated by this subchapter shall be
limited in the amount of cargo loaded
to that which will avoid the tank being
liquid full at 105 °f if insulated, or 115
°f if uninsulated. If specific filling den-
sities are designated in subpart 151.50
of this part, they shall take precedence
over that noted above.

(b) Refrigerated and semirefrigerated
tanks shall be filled so that there is an
outage of at least 2 percent of the vol-
ume of the tank at the temperature
required for a cargo vapor pressure equal
to the relief valve setting. A reduction in the required out-
age may be permitted by the Com-
mandant when warranted by special de-
sign considerations. Normally, then,
the maximum volume to which a tank may be loaded is:

\[ V_L = 0.98d_r V \div d_L \]

where:

\( V_L \) = Maximum volume to which tank may be
loaded.

\( V \) = Volume of tank.

\( d_r \) = Density of cargo at the temperature re-
quired for a cargo vapor pressure equal
to the relief valve setting.

\( d_L \) = Density of cargo at the loading tempera-
ture and pressure.

§ 151.45–7 shipping papers.

Each barge carrying dangerous cargo
shall have on board a bill of lading,
manifest, or shipping document giving
the name of shipper, location of the
loading point, and the kind, grade, and
approximate quantity by compartment
of each cargo in the barge. Such mani-
fest or bills of lading may be made out
by the shipper, master of the towing
vessel, owner, or agent of the owner.
However, in the case of unmanned
barges the master of the towing vessel
shall either have a copy of the shipping
papers for each barge in his tow or he
shall make an entry in the towing ves-
sel’s log book giving the name of the
shipper, location where the barge was
loaded, and the kind, grade, and quan-
tity of cargo by compartment in the
barge. The barge shall not be delayed
in order to secure the exact quantities
of cargo.

§ 151.45–8 Illness, alcohol, drugs.

A person who is under the influence
of liquor or other stimulants, or is so
ill as to render him unfit to perform
service shall not be permitted to per-
form any duties on the barge.

§ 151.45–9 Signals.

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 an-
chor, a vessel during transfer of bulk
cargo shall display a red flag by day,
placed so that it will be visible on all
sides. This flag may be metallic.

Subpart 151.50—Special
Requirements

EDITORIAL NOTE: Nomenclature changes to
subpart 151.50 of part 151 appear by CGD–95–
072, 60 FR 50465, Sept. 29, 1995, and CGD–96–
041, 61 FR 50732, Sept. 27, 1996.

§ 151.50–1 General.

Special requirements found in this
subpart pertain to specific cargoes and
to similar groups of cargoes. These re-
quirements are in addition to and take
precedence over any other require-
ments found in these regulations.

§ 151.50–5 Cargoes having toxic prop-
erties.

When table 151.05 refers to this
section, the following apply:

(a) [Reserved]

(b) Independent tanks shall be de-
signed and tested for a head of at least
8 feet above the top of the tank using