AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

(4) The ship meets any additional design and equipment requirements specified by the Commandant (G–MSO).

[CGD 81–101, 52 FR 7780, Mar. 12, 1987]

§ 153.16 Requirements for foreign flag vessel permits.

To have its Certificate of Compliance endorsed to carry a cargo listed in Table 1, a foreign flag vessel must:

(a) Have an IMO Certificate, if the flag administration issues IMO Certificates, endorsed with the name of the cargo and meet any specific requirements in this subpart that the Commandant (G–MSO) may prescribe; or

(b) Meet the requirements of this subpart and §30.01–5(e) of this chapter.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 82–063b, 48 FR 4781, Feb. 3, 1983; CGD 81–052, 50 FR 8733, Mar. 5, 1985; CGD 81–101, 52 FR 7780, Mar. 12, 1987; CGD 95–027, 61 FR 26008, May 23, 1996]

§ 153.30 Special area endorsement.

The Coast Guard endorses the Certificate of Inspection of a United States ship allowing it to operate in special areas if the ship owner—

(a) Requests the endorsement following the procedures in §153.8;

(b) Shows that the ship meets the design and equipment requirements applying to ships operating in special areas contained in Regulations 5, 5A, and 8 of Annex II and the Standards for Procedures and Arrangements.

[CGD 81–101, 52 FR 7780, Mar. 12, 1987]

§ 153.40 Determination of materials that are hazardous.

Under the authority delegated by the Secretary of Transportation in 49 CFR 1.46(t) to carry out the functions under 49 U.S.C. 1803, the Coast Guard has found the following materials to be hazardous when transported in bulk:

(a) Materials listed in Table 30.25–1 of this chapter.

(b) Materials listed in Table 151.05.

(c) Materials listed in Table 1.[1]

(d) Materials listed in Table 4 of Part 154.

(e) Materials that are NLSs under MARPOL Annex II.

(f) Liquids, liquefied gases, and compressed gases, that are—

(1) Listed in 49 CFR 172.101;

(2) Listed in 49 CFR 172.102; or

(3) Listed or within any of the definitions in subparts C through O of 49 CFR part 173.

(g) Those liquid, liquefied gas, and compressed gas materials designated as hazardous in the permissions granted under §153.900(c).[2]

[CGD 81–101, 52 FR 7780, Mar. 12, 1987]

Subpart B—Design and Equipment

GENERAL VESSEL REQUIREMENTS

§ 153.190 Stability requirements.

Each vessel must meet the applicable requirements in Subchapter S of this chapter.

[CGD 79–023, 48 FR 51009, Nov. 4, 1983. Redesignated by CGD 81–101, 52 FR 7780, Mar. 12, 1987]

§ 153.201 Openings to accommodation, service or control spaces.

(a) Except as allowed in paragraph (b) of this section, entrances, ventilation intakes and exhausts, and other openings to accommodation, service, or control spaces must be located aft of the house bulkhead facing the cargo area a distance at least equal to the following:

(1) 3 m (approx. 10 ft) if the vessel length is less than 75 meters (approx. 246 ft).

(2) L/25 if the vessel length is between 75 and 125 meters (approx. 246 ft and 410 ft).

(3) 5 m (approx. 16.5 ft) if the vessel length is more than 125 meters (approx. 410 ft).

(b) Fixed port lights, wheelhouse doors, and windows need not meet the location requirements specified in paragraph (a) of this section if they do

[1] Those hazardous material cargoes designated Category A, B, C, or D in Table 1 are also Noxious Liquid Substances under Annex II and the Act to Prevent Pollution from Ships, 33 U.S.C. 1901 *et seq.*

[2] The Coast Guard continues to propose in the FEDERAL REGISTER any addition of these designated hazardous materials to one of the tables referred to in paragraphs (a) through (d).

not leak when tested with a fire hose at 207 kPa gauge (30 psig).

[CGD 81–078, 50 FR 21173, May 22, 1985]

§ 153.208 Ballast equipment.

(a) Except for the arrangement described in paragraph (b) of this section no piping that serves a dedicated ballast tank that is adjacent to a cargo tank may enter an engine room or accommodation space.

(b) Piping used only to fill a dedicated ballast tank adjacent to a cargo tank may enter an engine room or accommodation space if the piping has a valve or valving arrangement:

(1) Within the part of the tankship where a containment system may be located under § 153.234;

(2) That allows liquid to flow only towards that ballast tank (such as a check valve); and

(3) That enables a person to shut off the fill line from the weatherdeck (such as a stop valve).

(c) Except as prescribed in paragraph (d) of this section, pumps, piping, vent lines, overflow tubes and sounding tubes serving dedicated ballast tanks must not be located within a cargo containment system.

(d) Each vent line, overflow tube and sounding tube that serves a dedicated ballast tank and that is located within a cargo containment system must meet § 32.60–10(e)(2) of this chapter.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21207, May 17, 1982]

§ 153.209 Bilge pumping systems.

Bilge pumping systems for cargo pumprooms, slop tanks, and void spaces separated from cargo tanks by only a single bulkhead must be entirely within the locations allowed containment systems in § 153.234.

§ 153.214 Personnel emergency and safety equipment.

Each self-propelled ship must have the following:

(a) Two stretchers or wire baskets complete with equipment for lifting an injured person from a pumproom or a cargo tank.

(b) In addition to any similar equipment required by Subchapter D of this chapter, three each of the following:

(1) A 30 minute self-contained breathing apparatus of the pressure demand type, approved by the Mining Safety and Health Administration (formerly the Mining Enforcement and Safety Administration) and the National Institute for Occupational Safety and Health, or the tankship's flag administration with five refill tanks or cartridges of 30 minutes capacity each.

(2) A set of overalls or large apron, boots, long sleeved gloves, and goggles, each made of materials resistant to the cargoes in Table 1 that are endorsed on the Certificate of Inspection or Certificate of Compliance.

(3) A steel-cored lifeline with harness.

(4) An explosion-proof lamp.

(c) First aid equipment.

[GCD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 77–222, 43 FR 57256, Dec. 7, 1978; CGD 78–128, 47 FR 21207, May 17, 1982; CGD 81–052, 50 FR 8733, Mar. 5, 1985; CGD 81–101, 52 FR 7781, Mar. 12, 1987]

§ 153.215 Safety equipment lockers.

Each self-propelled ship must have the following:

(a) Each tankship must have at least two safety equipment lockers.

(b) One safety equipment locker must be adjacent to the emergency shutdown station required by § 153.296(b). This locker must contain one set of the equipment required by § 153.214(a) and two sets of that required by § 153.214(b).

(c) The second safety equipment locker must be adjacent to the second emergency shutdown station required by § 153.296. This locker must contain the remaining equipment required by § 153.214 (a) and (b).

(d) Each safety equipment locker must be marked as described in § 153.955 (c), (d), and (e) with the legend ''SAFETY EQUIPMENT.''

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21207, May 17, 1982; CGD 81–101, 52 FR 7781, Mar. 12, 1987]

§ 153.216 Shower and eyewash fountains.

(a) Each non-self-propelled ship must have a fixed or portable shower and eyewash fountain that operates during

cargo transfer and meets paragraph (c) of this section.

(b) Each self-propelled ship must have a shower and eyewash fountain that operates at all times and meets paragraph (c) of this section.

(c) The shower and eyewash fountains required by paragraphs (a) and (b) of this section must—

(1) Operate in any ambient temperature;

(2) Dispense water at a temperature between 0 °C and 40 °C (approx. 32 °F and 104 °F);

(3) Be located on the weatherdeck; and

(4) Be marked ''EMERGENCY SHOWER'' as described in § 153.955 (c), (d), and (e), so that the marking is visible from work areas in the part of the deck where the cargo containment systems are located.

[CGD 81–101, 52 FR 7781, Mar. 12, 1987]

§ 153.217 Access to enclosed spaces and dedicated ballast tanks.

An access opening to an enclosed space or a dedicated ballast tank must meet the requirements for a cargo tank access in § 153.254 (b), (c), and (d) if:

(a) The enclosed space or dedicated ballast tank is located within the cargo area of the vessel; or

(b) A part of a cargo containment system lies within the enclosed space or dedicated ballast tank.

[CGD 78–128, 47 FR 21207, May 17, 1982]

§ 153.219 Access to double bottom tanks serving as dedicated ballast tanks.

(a) Except as prescribed in paragraph (b) of this section, access openings to double bottom tanks serving as dedicated ballast tanks must not be located within a cargo containment system.

(b) Each access opening to a double bottom tank that is a dedicated ballast tank and that is located within a cargo containment system must be:

(1) Enclosed in an access trunk extending to the weatherdeck;

(2) Separated from the cargo containment system by two manhole coverings; or

(3) Approved by the Commandant (G–MSO).

[CGD 78–128, 47 FR 21207, May 17, 1982, as amended by CGD 82–063b, 48 FR 4782, Feb. 3, 1983]

CARGO CONTAINMENT SYSTEMS

§ 153.230 Type I system.

A type I containment system must meet the following requirements:

(a) The vessel must meet the requirements in subpart F of part 172 of this chapter for a type I hull.

(b) Except as described in § 153.235:

(1) It may be no closer to the tankship's shell than 76 cm (approx. 29.9 in.); and

(2) It may not be located in any part of the tankship subject to the damage described in Table 172.135 of this chapter for:

(i) COLLISION PENETRATION, Transverse extent; and

(ii) GROUNDING PENETRATION, Vertical extents from the baseline upward.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 79–023, 48 FR 51009, Nov. 4, 1983]

§ 153.231 Type II system.

A type II containment system must meet the following requirements:

(a) The vessel must meet the requirements in subpart F of part 172 of this chapter for a type I or II hull.

(b) Except as allowed in §§ 153.7 and 153.235—

(1) It may be no closer to the tankship's shell than 76 cm (approx. 29.9 in.); and

(2) It may not be located in any part of the tankship subject to the damage described in Table 172.135 of this chapter for GROUNDING PENETRATION, Vertical extent from the baseline upward.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 79–023, 48 FR 51009, Nov. 4, 1983; CGD 81–101, 52 FR 7781, Mar. 12, 1987]

§ 153.232 Type III system.

A type III containment system must be in either a type I, II, or III hull. The requirements for type I, II, and III hulls are in subpart F of part 172 of this chapter.

[CGD 79–023, 48 FR 51009, Nov. 4, 1983]