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### § 153.480 Stripping quantity for Category B and C NLS tanks on ships built after June 30, 1986: Categories B and C.

Unless waived under § 153.491, Category B and C NLS cargo tanks on each ship built after June 30, 1986 must have stripping quantities determined under § 153.1604 that are less than—

(a) 0.15 $m^3$ if Category B; and
(b) 0.35 $m^3$ if Category C.

### § 153.481 Stripping quantities and interim standards for Category B NLS tanks on ships built before July 1, 1986: Category B.

Unless waived under § 153.483 or § 153.491, each Category B NLS cargo tank on ships built before July 1, 1986 must meet the following:

(a) Unless the tank meets the interim standard provided by paragraph (b) of this section and is prewashed in accordance with § 153.1118, the tank must have a stripping quantity determined under § 153.1604 that is less than 0.35$m^3$.

(b) Before October 3, 1994, the tank may have a total NLS residue determined under § 153.1608 that is less than 1.0 $m^3$ or 1/3000th of the tank's capacity and an NLS residue discharge system meeting the following:

(1) The system must be capable of discharging at a rate equal to or less than Q in the following formula:

$$Q=K\ U^{1.4}\ L^{1.6}\times 10^{-5}\ m^3/hr$$

where:

K=4.3, except K=6.45 if the discharge is equally distributed between two NLS residue discharge outlets on opposite sides of the ship (see §§ 153.470(c) and 153.1126(b)).
L=ship's length in meters.
U=for a ship that is self-propelled, the minimum speed in knots specified in the approved Procedures and Arrangements Manual for discharging Category B NLS residue, but at least 7;
U=for a ship that is not self-propelled, the minimum speed in knots specified in the approved Procedures and Arrangements Manual for discharging Category B NLS residue, but at least 4.

(2) The system must have equipment capable of automatically recording—

(i) The time of day that discharge of NLS residue through the residue discharge system starts and ends; and

(ii) The dates on which discharge begins and ends unless the equipment allows a person to enter these dates on the record manually.

(3) Each system that has the capacity to exceed Q calculated in paragraph (b)(1) of this section must have equipment that—

(i) Records the NLS residue flow through the system; and

(ii) Is sufficiently accurate that its recorded values averaged over any 30 second period differ no more than 15% from the actual flow averaged over the same 30 second period.

(4) Each system that has the capacity to exceed Q calculated under paragraph (b)(1) of this section and does not automatically control the flow rate must have—

(i) Manual controls that enable the flow to be adjusted to the value of Q calculated in paragraph (b)(1) of this section and that must be moved through at least 25% of their total range of movement for the discharge rate to change from 0.5Q to 1.5Q; and

(ii) A flow rate meter located where the flow is manually controlled.

[CGD 81–101, 52 FR 7781, Mar. 12, 1987, as amended by CGD 81–101, 53 FR 28974, Aug. 1, 1988 and 54 FR 12629, Mar. 28, 1989]

### § 153.482 Stripping quantities and interim standards for Category C NLS tanks on ships built before July 1, 1986: Category C.

Unless waived under § 153.483 or § 153.491, each Category C NLS cargo tank on ships built before July 1, 1986 must meet the following:

(a) Unless the tank meets the interim standard provided by paragraph (b) of this section, the tank must have a stripping quantity determined under 153.1604 that is less than 0.95 $m^3$.

(b) Before October 3, 1994, the tank may have a total NLS residue determined under § 153.1608 that is less than 3.0 $m^3$ or 1/1000th of the tank's capacity.

### § 153.483 Restricted voyage waiver for Category B and C NLS tanks on ships built before July 1, 1986: Category B and C.

At its discretion the Coast Guard waives §§ 153.481 and 153.482 under this section and allows a ship to carry Category B and C NLS cargoes between ports or terminals in one or more countries signatory to MARPOL 73/78 if the

ship's owner requests a waiver following the procedures in § 153.10 and includes—

(a) A written pledge to—

(1) Limit the loading and discharge of Category B and C NLS cargoes in a foreign port to those ports and terminals in countries signatory to MARPOL 73/78 and listed in accordance with paragraph (b) of this section; and

(2) Prewash the cargo tank as required under § 153.1118 after each Category B or C NLS is unloaded unless the prewash is allowed to be omitted under § 153.1114;

(b) A list of—

(1) All foreign ports or terminals at which the ship is expected to load or discharge Category B or C NLS cargo, and

(2) All foreign ports or terminals at which the ship is expected to discharge Category B or C NLS residue from the tank;

(c) An estimate of the quantity of NLS residue to be discharged to each foreign port or terminal listed under paragraph (b)(2) of this section;

(d) Written statements from the owners of adequate reception facilities in the ports and terminals listed in accordance with paragraph (b)(2) of this section who have agreed to take NLS residue from the ship, showing the amount of NLS residue each agrees to take; and

(e) A written attestation from the person in charge of each port or terminal listed in accordance with paragraph (b)(1) of this section that the administration has determined the port or terminal to have adequate reception facilities for the NLS residue.

NOTE TO § 153.483: Certificates of Inspection and any IMO Certificates issued to ships on restricted voyage waivers indicate that while the ship carries an NLS cargo or NLS residue, it is limited to voyages between the ports or terminals listed on the certificate.

[CGD 81–101, 52 FR 7781, Mar. 12, 1987, as amended by CGD 81–101, 53 FR 28975, Aug. 1, 1988 and 54 FR 12629, Mar. 28, 1989]

### § 153.484 Prewash equipment.

Unless the ship operator shows that the prewash equipment specified in this section will be available at discharge or prewash facilities or the equipment is waived under § 153.491, to have its Certificate of Inspection or Certificate of Compliance endorsed to carry a Category A NLS or a Category B or C NLS requiring viscosity or melting point information under § 153.908 (a) and (b), a ship must have the following:

(a) For the tanks that carry the NLS, a tank washing system capable of washing all interior tank surfaces except those shielded from the washing system spray by ship's structure, and consisting of a wash water supply system and—

(1) A fixed tank washing machine in each tank; or

(2) A portable tank washing machine and, if required by the Coast Guard, equipment to move it during washing and when storing.

(b) Piping, valving, and crossovers needed to arrange the cargo piping so that the wash water passes through the cargo pump and cargo piping during tank washing or discharge of tank wash water.

(c) If the approved Procedures and Arrangements Manual specifies the hot water prewash required under 153.1108, a means of supplying water to the tank washing machine under paragraph (a) of this section at—

(1) A temperature of at least 60 °C (140 °F) when it leaves the washing machine; and

(2) The flow rate needed for the washing machine jets to meet paragraph (a) of this section.

### § 153.486 Design and equipment for removing NLS residue by ventilation: Categories A, B, C, and D.

(a) If NLS residue is to be removed from a cargo tank by ventilation, in addition to the equipment required under paragraph (b) of this section the ship must have—

(1) Openings in the tank deck near the sump or suction point;

(2) If the openings required by paragraph (a)(1) of this section are insufficient, an access opening for visually determining whether liquid remains in the sump area of the cargo tank after ventilation or some other means for making this determination; and

(3) An approved Procedures and Arrangements Manual with instructions that meet § 153.490(b)(3).