Coast Guard, DHS

§ 157.136 Two-way voice communications.

Each tank vessel having a COW system under §157.10(e), §157.10a(a)(2), or §157.10c(b)(2) must have:

(f) If the stripping system has an eductor, the stripping system must have:

(1) A pressure gauge at each driving fluid intake and at each discharge; and

(2) A pressure/vacuum gauge at each suction intake.

(g) The equipment required under paragraphs (e) and (f) of this section must have indicating devices in the cargo control room or another location that is accepted by the Commandant.


§ 157.130 Crude oil washing with more than one grade of crude oil.

If a tank vessel having a COW system under §§157.10(e), 157.10a(a)(2), or 157.10c(b)(2) carries more than one grade of crude oil, the COW system must be capable of washing the cargo tanks with the grades of crude oil that the vessel carries.

[CGD 82–28, 50 FR 11627, Mar. 22, 1985]


Each tank vessel having a COW system under §157.10a(a)(2) or §157.10c(b)(2) without sufficient segregated ballast tanks or dedicated clean ballast tanks to allow the vessel to depart from any port in the United States without ballasting cargo tanks must have—

(a) A means to discharge hydrocarbon vapors from each cargo tank that is ballasted to a cargo tank that is discharging crude oil; or

(b) Any other means accepted by the Commandant that prevents hydrocarbon vapor emissions when the cargo tanks are ballasted in port.


§ 157.134 Cargo tank drainage.

Each cargo tank must be designed for longitudinal and transverse drainage of crude oil to allow the tank vessel to pass the inspections under §157.140.

§ 157.136 Two-way voice communications.

Each tank vessel having a COW system under §157.10(e), §157.10a(a)(2), or

(f) If the stripping system has an eductor, the stripping system must have:

(1) A pressure gauge at each driving fluid intake and at each discharge; and

(2) A pressure/vacuum gauge at each suction intake.

(g) The equipment required under paragraphs (e) and (f) of this section must have indicating devices in the cargo control room or another location that is accepted by the Commandant.