Coast Guard, DHS

§ 157.43 Discharges of clean and segregated ballast: Seagoing tank vessels of 150 gross tons or more.

(a) Clean ballast may not be discharged overboard unless the discharge is verified as clean ballast through use of an approved oil discharge monitoring and control system or, if discharged before the required oil discharge monitoring and control system installation date, by visual examination of the ballast contents immediately before discharge. This paragraph applies to discharges of clean ballast:

(1) From dedicated clean ballast tanks; and

(2) Into the navigable waters of the United States from any other tank.

(b) Segregated ballast may not be discharged overboard unless a visual examination, or a test of the ballast bilge that is not combined with an oil cargo residue if the vessel:

(1) Is proceeding en route;

(2) Is discharging an effluent with an oil content of less than 15 parts per million; and

(3) Has in operation an oil discharge monitoring and control system in compliance with §157.12 and oil separating equipment in compliance with 33 CFR 155.380.


§ 157.41 Emergencies.

Sections 157.27, 157.29, 157.37, and 157.39 do not apply to a tank vessel that discharges into the sea oil or oily mixtures:

(a) For the purpose of securing the safety of the vessel or for saving life at sea; or

(b) As a result of damage to the vessel or its equipment if:

(1) Reasonable precautions are taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and

(2) The owner, master or person in charge did not intend to cause damage, or did not act recklessly and with knowledge that damage of the environment would probably result.

§ 157.39 Machinery space bilges.

(a) A tank vessel may discharge an oily mixture from a machinery space bilge that is not combined with an oil cargo residue if the vessel discharges in compliance with §157.37.

(b) A tank vessel may discharge an oily mixture from a machinery space bilge that is not combined with an oil cargo residue if the vessel:

(1) Is proceeding en route; and

(2) Is discharging an effluent with an oil content of less than 15 parts per million; and

(3) Has in operation an oil discharge monitoring and control system in compliance with §157.12 and oil separating equipment in compliance with 33 CFR 155.380.

§ 157.45 Valves in cargo or ballast piping system.

When a tank vessel is at sea and the tanks contain oil, valves and closing devices in the cargo or ballast piping system or in the transfer system must be kept closed except they may be opened for cargo or ballast transfer to trim the vessel.

§ 157.47 Information for master.

A master or person in charge of a new vessel shall operate the vessel in accordance with the information required in 46 CFR 31.10–39(d) that includes the following:

(a) Stability information.

(b) Damage stability information determined in accordance with the criteria contained in appendix B of this part.

(c) Loading and distribution of cargo information determined in compliance with the damage stability criteria required in appendix B of this part.

§ 157.49 Instruction manual.

The master of a tank vessel shall ensure that the instruction manual under §157.23 is available and used when the cargo or ballast systems are operated.

Subpart D—Crude Oil Washing (COW) System on Tank Vessels

SOURCE: CGD 77–058b, 45 FR 43709, June 30, 1980, unless otherwise noted.

GENERAL


(a) Before each U.S. tank vessel having a COW system under §157.10(e), §157.10a(a)(2), or §157.10c(b)(2) is inspected under §157.140, the owner or operator of that vessel must submit to the Coast Guard plans that include—

(1) A drawing or diagram of the COW pumping and piping system that meets 46 CFR 56.01–10(d);

(2) The design of each COW machine;

(3) The arrangement, location, and installation of the COW machines; and

(4) Except as allowed in §157.104, the projected direct impingement pattern of crude oil from the nozzles of the COW machines on the surfaces of each tank, showing the surface areas not reached by direct impingement.

(b) Plans under paragraph (a) of this section must be submitted to the Officer in Charge, Marine Inspection, of the zone in which the COW system is installed or to the Commanding Officer, U.S. Coast Guard Marine Safety