

27°40'00",	94°35'00", thence to
27°40'00",	94°00'00", thence to
28°33'00",	94°00'00", and thence
	to the point of be-
	ginning.

(NAD 83)

(b) *Flower Garden—prohibited area.* This prohibited area consists of the waters bounded by a line connecting the following points beginning at:

<i>Latitude N.</i>	<i>Longitude W.</i>
27°40'00",	94°00'00", thence to
28°18'00",	94°00'00", thence to
28°18'00",	92°38'00", thence to
28°30'00",	92°38'00", thence to
28°15'00",	91°30'00", thence to
27°40'00",	91°30'00", and thence
	to the point of be-
	ginning.

(NAD 83)

(c) *Ewing—prohibited area.* This prohibited area consists of the waters bounded by a line connecting the following points beginning at:

<i>Latitude N.</i>	<i>Longitude W.</i>
27°53'00",	91°30'00", thence to
28°15'00",	91°30'00", thence to
28°15'00",	90°10'00", thence to
27°53'00",	90°10'00", and thence
	to the point of be-
	ginning.

(NAD 83)

#### § 156.320 Maximum operating conditions.

Unless otherwise specified, the maximum operating conditions in this section apply to tank vessels operating within the lightering zones designated in this subpart.

(a) A tank vessel shall not attempt to moor alongside another vessel when either of the following conditions exist:

- (1) The wind velocity is 56 km/hr (30 knots) or more; or
- (2) The wave height is 3 meters (10 feet) or more.

(b) Cargo transfer operations shall cease and transfer hoses shall be drained when—

- (1) The wind velocity exceeds 82 km/hr (44 knots); or
- (2) Wave heights exceed 5 meters (16 feet).

#### § 156.330 Operations.

(a) Unless otherwise specified in this subpart, or when otherwise authorized by the cognizant Captain of the Port

(COTP) or District Commander, the master of a vessel lightering in a zone designated in this subpart shall ensure that all officers and appropriate members of the crew are familiar with the guidelines in paragraphs (b) and (c) of this section and that the requirements of paragraphs (d) through (l) of this section are complied with.

(b) Lightering operations should be conducted in accordance with the Oil Companies International Marine Forum Ship to Ship Transfer Guide (Petroleum), Second Edition, 1988, to the maximum extent practicable.

(c) Helicopter operations should be conducted in accordance with the International Chamber of Shipping Guide to Helicopter/Ship Operations, Third Edition, 1989, to the maximum extent practicable.

(d) The vessel to be lightered shall make a voice warning prior to the commencement of lightering activities via channel 13 VHF and 2182 Khz. The voice warning shall include:

- (1) The names of the vessels involved;
- (2) The vessels' geographical positions and general headings;
- (3) A description of the operations;
- (4) The expected time of commencement and duration of the operation; and
- (5) Request for wide berth.

(e) In the event of a communications failure between the lightering vessels or the respective persons-in-charge of the transfer, or an equipment failure affecting the vessel's cargo handling capability or ship's maneuverability, the affected vessel shall suspend lightering activities and shall sound at least five short, rapid blasts on the vessel's whistle. Lightering activities shall remain suspended until corrective action has been completed.

(f) No vessel involved in a lightering operation may open its cargo system until the servicing vessel is securely moored alongside the vessel to be lightered.

(g) If any vessel not involved in the lightering operation or support activities approaches within 100 meters of vessels engaged in lightering, the vessel engaged in lightering shall warn the approaching vessel by sounding a loud hailer, ship's whistle, or any other appropriate means.

(h) Only a lightering tender, a supply boat, or a crew boat, equipped with a spark arrestor on its exhaust, or a tank vessel providing bunkers, may moor alongside a vessel engaged in lightering operations.

(i) Lightering operations shall not be conducted within 1 nautical mile of offshore structures or mobile offshore drilling units.

(j) No vessel engaged in lightering activities may anchor over charted pipelines, artificial reefs, or historical resources.

(k) All vessels engaged in lightering activities shall be able to immediately maneuver at all times while inside a designated lightering zone. The main propulsion system must not be disabled at any time.

(l) In preparing to moor alongside the vessel to be lightered, a service vessel shall not approach the vessel to be lightered closer than 1000 meters unless the service vessel is positioned broad on the quarter of the vessel to be lightered. The service vessel must transition to a nearly parallel heading prior to closing to within 50 meters of the vessel to be lightered.

## PART 157—RULES FOR THE PROTECTION OF THE MARINE ENVIRONMENT RELATING TO TANK VESSELS CARRYING OIL IN BULK

### Subpart A—General

#### Sec.

- 157.01 Applicability.
- 157.02 Incorporation by reference.
- 157.03 Definitions.
- 157.04 Authorization of classification societies.
- 157.05 Performing calculations for this part.
- 157.06 Appeals.
- 157.07 Equivalents.

### Subpart B—Design, Equipment, and Installation

- 157.08 Applicability of Subpart B.
- 157.09 Segregated ballast.
- 157.10 Segregated ballast tanks and crude oil washing systems for certain new vessels.
- 157.10a Segregated ballast tanks, crude oil washing systems, and dedicated clean ballast tanks for certain new and existing vessels of 40,000 DWT or more.
- 157.10b Segregated ballast tanks, dedicated clean ballast tanks, and special ballast

- arrangements for tank vessels transporting Outer Continental Shelf oil.
- 157.10c Segregated ballast tanks, crude oil washing systems, and dedicated clean ballast tanks for certain new and existing tankships of 20,000 to 40,000 DWT.
- 157.10d Double hulls on tank vessels.
- 157.11 Pumping, piping and discharge arrangements.
- 157.12 Cargo monitor and control system.
- 157.13 Designated observation area.
- 157.15 Slop tanks in tank vessels.
- 157.17 Oil residue (sludge) tank.
- 157.19 Cargo tank arrangement and size.
- 157.21 Subdivision and stability.
- 157.22 Intact stability requirements.
- 157.23 Cargo and ballast system information.
- 157.24 Submission of calculations, plans, and specifications.
- 157.24a Submission of calculations, plans, and specifications for existing vessels installing segregated ballast tanks.

### Subpart C—Vessel Operation

- 157.25 Applicability of subpart C.
- 157.26 Operation of a tank vessel in violation of regulations.
- 157.27 Discharges: Tank vessels carrying oil exclusively on rivers, lakes, bays, sounds, and the Great Lakes, and seagoing tank vessels of less than 150 gross tons.
- 157.28 Discharges from tank barges exempted from certain design requirements.
- 157.29 Discharges: Seagoing tank vessels of 150 gross tons or more.
- 157.31 Discharges: Chemical additives.
- 157.33 Water ballast in fuel oil tanks.
- 157.35 Ballast added to cargo tanks.
- 157.37 Discharge of oily mixtures from oil cargoes.
- 157.39 Machinery space bilges.
- 157.41 Emergencies.
- 157.43 Discharges of clean and segregated ballast: Seagoing tank vessels of 150 gross tons or more.
- 157.45 Valves in cargo or ballast piping system.
- 157.47 Information for master.
- 157.49 Instruction manual.

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

#### GENERAL

- 157.100 Plans for U.S. tank vessels: Submission.
- 157.102 Plans for foreign tank vessels: Submission.
- 157.104 Scale models.
- 157.106 Letter of acceptance.
- 157.108 Crude Oil Washing Operations and Equipment Manual for U.S. tank vessels: Submission.