

§ 157.29

(b) Oil or oily mixtures are not discharged.

[CGD 74-32, 40 FR 48283, Oct. 14, 1975, as amended by CGD 76-088b, 48 FR 45721, Oct. 6, 1983; CGD 90-051, 57 FR 36244, Aug. 12, 1992]

§ 157.29 Discharges: Seagoing tank vessels of 150 gross tons or more.

Unless a seagoing tank vessel of 150 gross tons or more discharges an oily mixture in compliance with the requirements in § 157.37, § 157.39, or § 157.43, the vessel must:

- (a) Retain the mixture; or
- (b) Transfer the mixture to a reception facility.

§ 157.31 Discharges: Chemical additives.

No person may use a chemical additive to circumvent the discharge requirements in §§ 157.27, 157.29, 157.37, 157.39, and 157.43.

§ 157.33 Water ballast in fuel oil tanks.

A new vessel may not carry ballast water in a fuel oil tank.

[CGD 74-32, 40 FR 48283, Oct. 14, 1975, as amended by USCG-2000-7641, 66 FR 55573, Nov. 2, 2001]

§ 157.35 Ballast added to cargo tanks.

The master of a tank vessel with segregated ballast tanks or dedicated clean ballast tanks under § 157.09, § 157.10, § 157.10a(a)(1), § 157.10a(b), § 157.10a(c), § 157.10b(a), § 157.10c(b)(1), or § 157.10c(c) shall ensure that ballast water is carried in a cargo tank only if—

- (a) The vessel encounters abnormally severe weather conditions;
- (b) More ballast water than can be carried in segregated ballast tanks or dedicated clean ballast tanks is necessary for the safety of the vessel;
- (c) The ballast water is processed and discharged in compliance with § 157.37; and
- (d) On a new vessel under § 157.10 that carries crude oil, the ballast water is only carried in a cargo tank that is crude oil washed in accordance with Subpart D of this part during or after

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the most recent discharge of crude oil from that tank.

[CGD 77-058b, 45 FR 43708, June 30, 1980, as amended by CGD 82-28, 50 FR 11626, Mar. 22, 1985]

§ 157.37 Discharge of oily mixtures from oil cargoes.

(a) A tank vessel may not discharge an oily mixture into the sea from a cargo tank, slop tank, or cargo pump room bilge unless the vessel:

- (1) Is more than 50 nautical miles from the nearest land;
- (2) Is proceeding en route;
- (3) Is discharging at an instantaneous rate of oil content not exceeding 30 liters per nautical mile;
- (4) Is an existing vessel and the total quantity of oil discharged into the sea does not exceed 1/15,000 of the total quantity of the cargo that the discharge formed a part, or is a new vessel and the total quantity of oil discharged into the sea does not exceed 1/30,000 of the total quantity of the cargo that the discharge formed a part;

- (5) Discharges:
 - (i) Through the above waterline discharge point described in § 157.11(b)(2);
 - (ii) In accordance with Paragraph 5 of Appendix E to this part, if the vessel is an existing vessel with a Part Flow System meeting that appendix; or
 - (iii) Below the waterline in accordance with paragraph (e) of this section;
- (6) Has in operation a cargo monitor and control system required by § 157.12 that is designed for use with the oily mixture being discharged, except that the system may be operated manually if:
 - (i) The automatic system fails during a ballast voyage;
 - (ii) The failure is recorded in the Oil Record Book;
 - (iii) The master ensures that the discharge is constantly monitored visually and promptly terminated when oil is detected in the discharge; and
 - (iv) The system is operated manually only until the ballast voyage is completed; and
 - (7) Is outside the "Special Areas" defined in Regulation 1 (10) of Annex I to the MARPOL 73/78.
- (b) A seagoing tank vessel of 150 gross tons or more that carries asphalt