

- ANSI A10.14—Requirements for Safety Belts, Harnesses, Lanyards and Lifelines for Construction and Demolition Use, 1991. 155.230
- American Society for Testing and Materials (ASTM)* 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959
- ASTM F 631-93, Standard Guide for Collecting Skimmer Performance Data in Controlled Environments. Appendix B.
- ASTM F 715-95, Standard Test Methods for Coated Fabrics Used for Oil Spill Control and Storage. Appendix B.
- ASTM F 722-82 (1993), Standard Specification for Welded Joints for Shipboard Piping Systems. Appendix A; Appendix B.
- International Maritime Organization (IMO)* Publications Section, 4 Albert Embankment, London SE1 75R, United Kingdom, Telex 23588.
- Resolution A.535(13), Recommendations on Emergency Towing Requirements for Tankers, November 17, 1983. 155.235
- Resolution MSC.35(63), Adoption of Guidelines for Emergency Towing Arrangement on Tankers, May 20, 1994. 155.235
- Oil Companies International Marine Forum (OCIMF)* 15th Floor, 96 Victoria Street, London SW1E 5JW England.
- Ship to Ship Transfer Guide (Petroleum), Second Edition, 1988. 155.1035
- [CGD 91-034, 58 FR 7424, Feb. 5, 1993, as amended by CGD 90-068, 58 FR 67995, Dec. 22, 1993; CGD 96-026, 61 FR 33666, June 28, 1996; CGD 95-028, 62 FR 51194, Sept. 30, 1997; USCG-1998-4443, 63 FR 71763, Dec. 30, 1998; USCG-1999-5151, 64 FR 67176, Dec. 1, 1999; 69 FR 18803, Apr. 9, 2004]

### Subpart B—Vessel Equipment

SOURCE: CGD 75-124a, 48 FR 45715, Oct. 6, 1983, unless otherwise noted.

#### § 155.200 Definitions.

As used in this subpart:

*Inland oil barge* means a tank barge carrying oil in bulk as cargo certificated by the Coast Guard under 46 CFR chapter I, subchapter D for river or canal service or lakes, bays, and sounds service.

*On-deck spill* means a discharge of oil on the deck of a vessel during loading, unloading, transfer, or other shipboard operations. An on-deck spill could result from a leaking fitting, an overflow, a bad connection, or similar operational mishap. The term *on-deck spill* is used to differentiate these operational discharges from those caused by collision or grounding where the hull is punctured and a tank is ruptured, resulting in an uncontrolled discharge of oil into the marine environment.

*Offshore oil barge* means a tank barge carrying oil in bulk as cargo, including dual-mode integrated tug-barges, certificated by the Coast Guard under 46 CFR chapter I, subchapter D, for navigation in waters outside the Boundary Lines, as defined in 46 CFR part 7, in any ocean or the Gulf of Mexico; any tank barge in Great Lakes service; or any foreign flag tank barge.

*Oil tanker* means a self-propelled vessel carrying oil in bulk as cargo, including integrated tug-barges designed for push-mode operation.

*Sea state 5*, the equivalent of Beaufort number or force 6, is a sea condition with winds speeds of 22 to 27 knots and classified as “strong breeze”, and with waves measuring 2.5 to 4 meters in height and classified as “rough”.

*Vessel carrying oil as secondary cargo* means a vessel carrying oil pursuant to a permit issued under 46 CFR 30.01-5, 46 CFR 70.05-30, or 46 CFR 90.05-35 or pursuant to an International Oil Pollution Prevention (IOPP) or Noxious Liquid Substance (NLS) certificate required by §§ 151.33 or 151.35 of this chapter; or any uninspected vessel that carries oil in bulk as cargo.

[CGD 90-068, 58 FR 67996, Dec. 22, 1993, as amended by USCG-2001-9046, 67 FR 58524, Sept. 17, 2002]

#### § 155.205 Discharge removal equipment for vessels 400 feet or greater in length.

(a) Oil tankers and offshore oil barges with an overall length of 400 feet or more must carry appropriate equipment and supplies for the containment and removal of on-deck oil cargo spills of at least 12 barrels.

(b) The equipment and supplies must include—