

Liquefied gas means a cargo that has a vapor pressure of 172 kPa (25 psia) or more at 37.8 C (100 F).

LG means liquefied gas.

Liquid cargo in bulk means a liquid or liquefied gas listed in 46 CFR 153.40 and carried as a liquid cargo or liquid-cargo residue in integral, fixed, or portable tanks, except a liquid cargo carried in a portable tank actually loaded and discharged from a vessel with the contents intact.

Marine chemist means a person certificated by the National Fire Protection Association.

MMD means a merchant mariner's document issued by the Coast Guard.

Officer in Charge, Marine Inspection (OCMI) for the purposes of part 13 means the officer or individual so designated at one of the Regional Examination Centers, or any person so designated by the Commandant.

Participation, when used with regard to the service on transfers required for tankerman by §13.120, 13.203, or 13.303, means either actual participation in the transfers or close observation of how the transfers are conducted and supervised.

PIC means a person in charge.

Regional examination center (REC) means an office of an OCMI that performs licensing and certification.

Restricted Tankerman endorsement means a valid tankerman endorsement on an MMD restricting its holder as the OCMI deems appropriate—for instance, to one or a combination of the following: A specific cargo or cargoes; a specific vessel or vessels; a specific facility or facilities; a specific employer or employers; a specific activity or activities (such as loading or unloading in a cargo transfer); or a particular area of water.

Self-propelled tank vessel means a self-propelled tank vessel other than a tankship.

Simulated transfer means a transfer practiced in a course meeting the requirements of §13.121 that uses simulation supplying part of the service on transfers required for tankerman by §13.203 or 13.303.

Tank barge means a non-self-propelled tank vessel.

Tankship means a self-propelled tank vessel constructed or adapted pri-

marily to carry oil or hazardous material in bulk in the cargo spaces.

Tank vessel means a vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue, and that—

(a) Is a vessel of the United States;

(b) Operates on the navigable waters of the United States; or

(c) Transfers oil or hazardous material in a port or place subject to the jurisdiction of the United States.

Tankerman-Assistant means a person holding a valid "Tankerman-Assistant" endorsement to his or her MMD.

Tankerman-Engineer means a person holding a valid "Tankerman-Engineer" endorsement to his or her MMD.

Tankerman-PIC means a person holding a valid "Tankerman-PIC" endorsement to his or her MMD.

Tankerman-PIC (Barge) means a person holding a valid "Tankerman-PIC (Barge)" endorsement to his or her MMD.

Tankship means any tank vessel constructed or adapted primarily to carry oil or hazardous material in bulk as cargo or as cargo residue and propelled by power or sail.

Transfer means any movement of dangerous liquid or liquefied gas as cargo in bulk or as cargo residue to, from, or within a vessel by means of pumping, gravitation, or displacement. Section 13.127 describes what qualifies as participation in a creditable transfer.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25127, May 8, 1997; USCG-2006-25535, 71 FR 48483, Aug. 21, 2006]

§ 13.105 Paperwork approval.

(a) This section lists the control numbers assigned by the Office of Management and Budget (OMB) under the Paperwork Reduction Act of 1980 [Pub. L. 96-511] for the reporting and record-keeping requirements in this part.

(b) OMB has assigned the following control numbers to the sections indicated:

(1) OMB 1625-0040-46 CFR 13.113, 13.115, 13.117, 13.201, 13.203, 13.205, 13.301, 13.303, 13.305, 13.401, 13.403, 13.405, 13.501, 13.503, 13.505.

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(2) OMB 1625-0028—46 CFR 13.121, 13.207, 13.209, 13.307, 13.309, 13.407, 13.409, 13.507, 13.509.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by USCG-2004-18884, 69 FR 58343, Sept. 30, 2004]

§ 13.107 Tankerman endorsement: General.

(a) If an applicant meets the requirements of subpart B of this part, the OCMi at an REC may endorse his or her MMD as “Tankerman-PIC” with the appropriate cargo classification or classifications. A person holding this endorsement and meeting the other requirements of 33 CFR 155.710(a) may act as a PIC of a transfer of fuel oil, of a transfer of liquid cargo in bulk, or of cargo-tank cleaning on any tank vessel. That person may also act as a Tankerman-Engineer, provided that he or she also holds an engineer’s license.

(b) If an applicant meets the requirements of subpart C of this part, the OCMi at an REC may endorse his or her MMD as “Tankerman-PIC (Barge)” with the appropriate cargo classification or classifications. A person holding this endorsement and meeting the other requirements of 33 CFR 155.710(b) may act as a PIC of a transfer of liquid cargo in bulk only on a tank barge.

(c) If an applicant meets the requirements of subpart D of this part, the OCMi at an REC may endorse his or her MMD as “Tankerman-Assistant” with the appropriate cargo classification or classifications. No person holding this endorsement may act as a PIC of any transfer of fuel oil, of any transfer of liquid cargo in bulk, or of cargo-tank cleaning unless he or she also holds an endorsement authorizing service as PIC. He or she may, however, without being directly supervised by the PIC, perform duties relative to cargo and cargo-handling equipment assigned by the PIC of transfers of fuel oil, of transfers of liquid cargo in bulk, or of cargo-tank cleaning. When performing these duties, he or she shall maintain continuous two-way voice communications with the PIC.

(d) If an applicant meets the requirements of subpart E of this part, the OCMi at an REC may endorse his or her MMD as Tankerman-Engineer. No person holding this endorsement may

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act as a PIC or “Tankerman-Assistant” of any transfer of fuel oil, of any transfer of liquid cargo in bulk, or of cargo-tank cleaning unless he or she also holds an endorsement authorizing such service. A person holding this endorsement and acting in this capacity has the primary responsibility, on his or her self-propelled tank vessel carrying DL or LG, for maintaining both the cargo systems and equipment for transfer of liquids in bulk and the bunkering systems and equipment. No person licensed under part 10 of this chapter may serve as a chief engineer, first assistant engineer, or cargo engineer aboard an inspected self-propelled tank vessel when liquid cargo in bulk or cargo residue is carried unless he or she holds this endorsement or equivalent.

(e) If an applicant meets the requirements of § 13.111, the OCMi at an REC may place on his or her MMD an endorsement as a “Tankerman-PIC” restricted according to the definitions of “restricted Tankerman endorsement” in § 13.103.

(f) A tankerman wishing to obtain an endorsement that he or she does not hold shall apply at an REC listed in § 10.105 of this chapter. If he or she meets all requirements for the new endorsement, the REC may issue a new MMD including the endorsement.

(g) This section does not apply to any person solely by reason of his or her involvement in bunkering or fueling.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25127, May 8, 1997]

§ 13.109 Tankerman endorsement: Authorized cargoes.

(a) Each tankerman endorsement described in § 13.107 will expressly limit the holder’s service under it to transfers involving one or both of the following cargo classifications:

- (1) Dangerous liquid (DL).
- (2) Liquefied gas (LG).

(b) No tankerman endorsement is necessary to transfer the liquid cargoes in bulk listed in Table 2 of Part 153 of this chapter when those cargoes are carried on barges not certified for ocean service.

(c) A tankerman having qualified in one cargo classification and wishing to