

**§ 155.820**

**33 CFR Ch. I (7-1-08 Edition)**

mechanisms on the following openings properly closed:

- (1) Expansion trunk hatches;
- (2) Ullage openings;
- (3) Sounding ports;
- (4) Tank cleaning openings; and
- (5) Any other tank vessel openings that maintain the seaworthy condition of the tank vessel and prevent the inadvertent release of oil or hazardous material in the event of a tank vessel accident.

(b) No person may open any of the closure mechanisms in paragraph (a) of this section while the tank vessel is underway or at anchor except when authorized and supervised by a licensed officer or the tankerman required by 46 CFR 31.15-5(a).

[CGD 75-124, 45 FR 7175, Jan. 31, 1980, as amended by CGD 86-034, 55 FR 36255, Sept. 4, 1990]

**§ 155.820 Records.**

The vessel operator shall keep a written record available for inspection by the COTP or OCMI of:

- (a) The name of each person currently designated as a person in charge of transfer operations.
- (b) The date and result of the most recent test and inspection of each item tested or inspected as required by § 156.170 of this chapter;
- (c) The hose information required by § 154.500(e) and (g) of this chapter unless that information is marked on the hose; and
- (d) The Declaration of Inspection as required by § 156.150(f) of this chapter.

[CGD 75-124, 45 FR 7175, Jan. 31, 1980, as amended by CGD 86-034, 55 FR 36255, Sept. 4, 1990]

**Subpart D—Tank Vessel Response Plans for Oil**

SOURCE: CGD 91-034, 61 FR 1081, Jan. 12, 1996, unless otherwise noted.

**§ 155.1010 Purpose.**

The purpose of this subpart is to establish requirements for oil spill response plans for certain vessels. The planning criteria in this subpart are intended for use in response plan development and the identification of resources necessary to respond to the oil

spill scenarios prescribed during the planning process. The development of a response plan prepares the vessel owner or operator and the vessel's crew to respond to an oil spill. The specific criteria for response resources and their arrival times are not performance standards. They are planning criteria based on a set of assumptions that may not exist during an actual oil spill incident.

**§ 155.1015 Applicability.**

(a) Except as provided in paragraph (c) of this section, this subpart applies to each vessel that is constructed or adapted to carry, or that carries, oil in bulk as cargo or oil cargo residue, and that—

- (1) Is a vessel of the United States;
- (2) Operates on the navigable waters of the United States; or
- (3) Transfers oil in a port or place subject to the jurisdiction of the United States.

(b) This subpart also applies to vessels which engage in oil lightering operations in the marine environment beyond the baseline from which the territorial sea is measured, when the cargo lightered is destined for a port or place subject to the jurisdiction of the United States.

(c) This subpart does not apply to the following types of vessels:

- (1) Public vessels and vessels deemed public vessels under 14 U.S.C. 827.
- (2) Vessels that, although constructed or adapted to carry oil in bulk as cargo or oil cargo residue, are not storing or carrying oil in bulk as cargo or oil cargo residue.
- (3) Dedicated response vessels when conducting response operations.
- (4) Vessels of opportunity when conducting response operations in a response area.
- (5) Offshore supply vessels as defined in 46 U.S.C. 2101.
- (6) Fishing or fishing tender vessels as defined in 46 U.S.C. 2101 of not more than 750 gross tons when engaged only in the fishing industry.
- (7) Foreign flag vessels engaged in innocent passage.

(d) Vessels covered by this subpart that are not operating within the navigable waters or the exclusive economic zone of the United States must meet