

Coast Guard, DHS

§ 157.225

with §§157.220 and 157.222, and any amending letters issued approving alterations.

(ii) The letter of acceptance under §157.204 and each amending letter issued under §157.218.

(Reporting and Recordkeeping requirements approved by the Office of Management and Budget under control number 1625-0036)

[CGD 82-28, 50 FR 11629, and 11630, Mar. 22, 1985; USCG-2000-7641, 66 FR 55573, Nov. 2, 2001; USCG-2006-25150, 71 FR 39211, July 12, 2006]

§ 157.218 Dedicated clean ballast tanks: Alterations.

The dedicated clean ballast tanks or equipment on a tank vessel that has a letter issued under §157.204 may not be altered so that they no longer meet the plans accepted under that section unless:

(a) The owner or operator of that vessel submits plans that show the alterations to the Coast Guard official to which the plans were submitted under §157.200 or §157.202;

(b) The owner or operator of that vessel submits changes to the manual under §157.224 that show and describe the alterations to the Coast Guard official to which the manuals were submitted under §157.206 or §157.208; and

(c) The Coast Guard issues to the tank vessel an amending letter stating that the vessel, as altered, complies with this subpart.

DESIGN AND EQUIPMENT

§ 157.220 Dedicated clean ballast tanks: Standards.

(a) Cargo tanks that are designated as dedicated clean ballast tanks must allow the tank vessel to meet the draft and trim requirements under §§157.10a(d) and 157.10b(b).

(b) Each tank under paragraph (a) of this section must be:

- (1) A wing tank; or
- (2) Any other tank that is accepted by the Commandant.

[CGD 77-058b, 45 FR 43714, June 30, 1980, as amended by CGD 79-152, 45 FR 82250, Dec. 15, 1980]

§ 157.222 Pump and piping arrangements.

(a) Dedicated clean ballast tanks must be connected to the least practicable:

- (1) Number of pumps; and
- (2) Amount of piping.

(b) Each piping system that is arranged to convey clean ballast and cargo must be designed to be flushed to the slop tank with water.

(c) The piping system of each dedicated clean ballast tank must be arranged so that oily water does not enter any dedicated clean ballast tank when the piping system is flushed.

(d) The piping system of each dedicated clean ballast tank must have at least two valves that isolate that tank from each cargo tank.

(e) The piping system of the dedicated clean ballast tanks must have a sample point that is located in a vertical section of discharge piping.

NOTE: An example of a sample point is shown in 46 CFR Figure 162.050-17(e).

§ 157.224 Dedicated Clean Ballast Tanks Operations Manual.

Each *Dedicated Clean Ballast Tanks Operations Manual* must include the following information:

(a) The text of the Annex of Resolution 14 of the MARPOL 73/78.

(b) A description of the dedicated clean ballast tanks system.

(c) A procedure for dedicated clean ballast tanks operations.

NOTE: Appendix D is an example of such a procedure.

[CGD 77-058b, 45 FR 43714, June 30, 1980, as amended by USCG-2000-7641, 66 FR 55573, Nov. 2, 2001]

DEDICATED CLEAN BALLAST TANKS OPERATIONS

§ 157.225 Dedicated clean ballast tanks operations: General.

The master of a tank vessel meeting §157.10a(b), §157.10a(c)(2), §157.10b(a)(2), or §157.10c(c)(2) shall ensure that—

(a) Before clean ballast in any dedicated clean ballast tank is discharged or transferred, the pump and piping system for conveying the clean ballast are flushed with water;

(b) Before any dedicated clean ballast tank is ballasted, the pump and piping