

Coast Guard, DHS

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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

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system for conveying the ballast are flushed with water;

(c) Before the pump and piping system of the dedicated clean ballast tanks are used for cargo transfer:

(1) If water in the dedicated clean ballast tanks is used for flushing the pump and piping system, the volume of water for flushing is equal to at least 10 times the volume of the piping to be flushed;

(2) The piping system is drained of fluid; and

(3) The valves under §157.222(d) are closed;

(d) Flushing water is pumped from a sea chest or a dedicated clean ballast tank through the pump and piping system of the dedicated clean ballast tanks and then to a slop tank;

(e) Clean ballast from each dedicated clean ballast tank is discharged in accordance with §157.43;

(f) When the pump and piping system are being flushed:

(1) The oil content of the flushing water in the piping system is monitored; and

(2) The pump and piping system are flushed until the oil content of the flushing water in the piping stabilizes; and

(g) If any pump or piping system that is flushed to meet paragraph (f) of this section is used to convey cargo during an emergency, that pump or piping system is flushed again to meet paragraph (f) of this section before being used to convey clean ballast.

[CGD 77-058b, 45 FR 43714, June 30, 1980, as amended by CGD 82-28, 50 FR 11629, Mar. 22, 1985]

§ 157.226 Dedicated Clean Ballast Tanks Operations Manual: Procedures to be followed.

The master of a foreign tank vessel meeting §157.10a(b), §157.10a(c)(2), §157.10b(a)(2), or §157.10c(c)(2) that has the *Dedicated Clean Ballast Tanks Operations Manual* approved under §157.210 and is operating in the navigable waters of the United States or transferring cargo at a port or place subject to the jurisdiction of the United States and the master of a U.S. tank vessel meeting §157.10a(b), §157.10a(c)(2), §157.10b(a), or §157.10c(c)(1) shall ensure that the procedure listed in the *Dedi-*

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cated Clean Ballast Tanks Operations Manual are followed.

[CGD 82-28, 50 FR 11629, Mar. 22, 1985]

§ 157.228 Isolating Valves: Closed during a voyage.

(a) The master of each U.S. tank vessel under §157.10a(b), §157.10a(c)(2), §157.10b(a)(2), or §157.10c(c)(2) shall ensure that the valves under §157.222(d) remain closed during each voyage.

(b) The master of each foreign tank vessel meeting §157.10a(b), §157.10a(c)(2), §157.10b(a)(2), or §157.10c(c)(2) shall ensure that the valves under §157.222(d) remain closed when the vessel is on a voyage in the navigable waters of the United States.

[CGD 82-28, 50 FR 11629, Mar. 22, 1985]

Subpart F—Exemption From § 157.10a or § 157.10c

SOURCE: CGD 79-126, 46 FR 3513, Jan. 15, 1981, unless otherwise noted.

§ 157.300 Qualifications for exemptions under this part.

(a) Each vessel under §157.10a or §157.10c of this part may qualify for an exemption from the requirements of §157.10a or §157.10c of this part if—

(1) The vessel loads and discharges cargo only at ports or places within the United States, its territories, or its possessions; and

(2) The application for exemption meets §157.302.

(b) Except where the owner can show good cause, a vessel is not granted an exemption under this subpart if a previous exemption for the vessel has been revoked by the Coast Guard under §157.308(a)(1) or §157.308(a)(2).

[CGD 79-126, 46 FR 3513, Jan. 15, 1981, as amended by CGD 82-28, 50 FR 11630, Mar. 22, 1985]

§ 157.302 Applying for an exemption or requesting modification of an exemption.

(a) Each application for an exemption or modification must be in writing and submitted to the Commandant (CG-543), U.S. Coast Guard, Washington, D.C. 20593-0001.

(b) Each application for exemption must include the following: (1) The