

COAST PILOT CORRECTIONS

COAST PILOT 4 46 Ed 2014 15 FEB 2015
LAST NM 5/15

Chapter 2—Paragraphs 1440.01 to 1440.02; read:

^(1440.01) (9) MARPOL Consolidated Edition 2011, Annex I, Regulations for the prevention of pollution by oil, Chapter 4—Requirements for the cargo area of oil tankers, Part A—Construction, Regulation 22, “Pump-room bottom protection,” (Annex I, Regulation 22) incorporation by reference approved for §157.14.

^(1440.02) (10) MARPOL Consolidated Edition 2011, Annex I, Regulations for the prevention of pollution by oil, Chapter 4—Requirements for the cargo area of oil tankers, Part A—Construction, Regulation 23, “Accidental oil outflow performance,” (Annex I, Regulation 23) incorporation by reference approved for §157.20.

(FR 2/4/2015) 10/15

Chapter 2—Paragraphs 1588.01 to 1588.08; read:

^(1588.01) (o) Section 157.11(h) applies to every oil tanker delivered on or after January 1, 2010, meaning an oil tanker—

^(1588.02) (1) For which the building contract is placed on or after January 1, 2007;

^(1588.03) (2) In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after July 1, 2007;

^(1588.04) (3) The delivery of which is on or after January 1, 2010; or

^(1588.05) (4) That has undergone a major conversion—

^(1588.06) (i) For which the contract is placed on or after January 1, 2007;

^(1588.07) (ii) In the absence of a contract, the construction work of which is begun on or after July 1, 2007; or

^(1588.08) (iii) That is completed on or after January 1, 2010.

(FR 2/4/2015) 10/15

COAST PILOT 5 42 Ed 2014 15 FEB 2015
LAST NM 9/15

Chapter 2—Paragraph 1985; read:

⁽¹⁹⁸⁵⁾ Lightering operations and STS Operations are prohibited within the following areas in the Gulf of Mexico:

(FR 2/4/2015) 10/15

Chapter 2—Paragraphs 2014 to 2031.54; read:

⁽²⁰¹⁴⁾ §156.330 Operations.

⁽²⁰¹⁵⁾ (a) Unless otherwise specified in this subpart, or when otherwise authorized by the cognizant Captain of the

Port (COTP) or District Commander, the master of a vessel lightering or conducting STS Operations in a zone designated in this subpart must ensure that all officers and appropriate members of the crew are familiar with the guidelines in paragraphs (b) and (c) of this section and that the requirements of paragraphs (d) through (l) of this section are complied with.

⁽²⁰¹⁶⁾ (b) Lightering and STS operations must be conducted in accordance with the Oil Ship to Ship Transfer Guide, (Petroleum) (incorporated by reference, see §156.111) to the maximum extent practicable.

⁽²⁰¹⁷⁾ (c) Helicopter operations must be conducted in accordance with the Guide to Helicopter/Ship Operations (incorporated by reference, see §156.111) to the maximum extent practicable.

⁽²⁰¹⁸⁾ (d) The vessel to be lightered, or the discharging vessel engaged in an STS Operation, must make a voice warning prior to the commencement of lightering activities or STS Operations via channel 13 CHF and 2182 kHz. The voice warning shall include—

⁽²⁰¹⁹⁾ (1) The names of the vessels involved;

⁽²⁰²⁰⁾ (2) The vessels’ geographical positions and general headings;

⁽²⁰²¹⁾ (3) A description of the operations;

⁽²⁰²²⁾ (4) The expected time of commencement and duration of the operation; and

⁽²⁰²³⁾ (5) Request for wide berth.

⁽²⁰²⁴⁾ (e) In the event of a communications failure between the lightering vessels, or vessels engaged in STS Operations, or the respective persons-in-charge of the transfer, or an equipment failure affecting the vessel’s cargo handling capability or ship’s maneuverability, the affected vessel must suspend lightering activities, or STS Operations, and must sound at least five short, rapid blasts on the vessel’s whistle. Lightering activities, or STS Operations, must remain suspended until corrective action has been completed.

⁽²⁰²⁵⁾ (f) No vessel involved in a lightering operation, or STS Operation, may open its cargo system until the servicing vessel is securely moored alongside the vessel to be lightered (or the vessel transferring oil in an STS Operation).

⁽²⁰²⁶⁾ (g) If any vessel not involved in the lightering operation, STS Operation, or support activities approaches within 100 meters of vessels engaged in lightering or STS Operation, the vessel engaged in lightering or STS Operation shall warn the approaching vessel by sounding a loud hailer, ship’s whistle, or any other appropriate means.

⁽²⁰²⁷⁾ (h) Only a lightering tender, a supply boat, or a crew boat, equipped with a spark arrestor on its exhaust, or a tank vessel providing bunkers, may moor alongside a vessel engaged in lightering operations or STS Operations.

COAST PILOT 5 (Continued)

⁽²⁰²⁸⁾ (i) Lightering operations and STS Operations must not be conducted within 1 nautical mile of offshore structures or mobile offshore drilling units.

⁽²⁰²⁹⁾ (j) No vessel engaged in lightering activities or STS Operations may anchor over charted pipelines, artificial reefs, or historical resources.

⁽²⁰³⁰⁾ (k) All vessels engaged in lightering activities or STS Operations must be able to immediately maneuver at all times while inside a designated lightering zone. The main propulsion system must not be disabled at any time.

⁽²⁰³¹⁾ (l) In preparing to moor alongside the vessel to be lightered or vessel transferring oil in an STS Operation, a service vessel shall not approach the vessel closer than 1000 meters unless the service vessel is positioned broad on the quarter of the vessel transferring oil. The service vessel must transition to a nearly parallel heading prior to closing to within 50 meters of the vessel transferring oil.

^(2031.01) **Subpart D—Prevention of Pollution During Transfer of Oil Cargo Between Oil Tankers at Sea**

^(2031.02) **§156.400 Applicability.**

^(2031.03) (a) This subpart applies to oil tankers engaged in the ship-to-ship transfer of oil cargo between oil tankers (STS Operations), and to their STS Operations conducted on or after April 1, 2012, when at least one of the oil tankers is of 150 gross tonnage and above. These rules are in addition to the rules of subpart A of this part, as well as the rules in the applicable sections of parts 151, 153, 155, 156, and 157 of this chapter.

^(2031.04) (b) This subpart does not apply to STS Operations—

^(2031.05) (1) If the oil cargo is intended only for use as a fuel or lubricant aboard the receiving vessel (bunker operations);

^(2031.06) (2) When at least one of the ships involved in the oil transfer operation is a warship or a naval auxiliary or other ship owned or operated by a nation and used, at the time of the transfer, in government noncommercial service only; or

^(2031.07) (3) When the STS Operations are necessary for the purpose of securing the safety of a ship or saving life at sea, or for combating specific pollution incidents in order to minimize the damage from pollution; except that such vessels are subject to the requirements of §§156.415(g) and 156.420.

^(2031.08) **§156.405 Definitions.**

^(2031.09) In addition to the definitions specifically stated in this section, the definitions in §154.105 of this chapter apply to this subpart except definitions for Tank Barge, Tank Ship and Tank Vessel. Definitions specific to this part—

^(2031.10) Authorized Classification Society means a recognized classification society that has been delegated the

authority to conduct certain functions and certifications on behalf of the Coast Guard.

^(2031.11) Flag State means the authority under which a country exercises regulatory control over the commercial vessel which is registered under its flag. This involves the inspection, certification, and issuance of safety and pollution prevention documents.

^(2031.12) Marine environment means—

^(2031.13) (1) The navigable waters of the United States;

^(2031.14) (2) The waters of an area over which the United States asserts exclusive fishery management authority; and

^(2031.15) (3) The waters superjacent to the Outer Continental Shelf of the United States.

^(2031.16) Oil tanker means a vessel that is constructed or adapted primarily to carry crude oil or products in bulk as cargo. This includes a tank barge, a tankship, and a combination carrier, as well as a vessel that is constructed or adapted primarily to carry noxious liquid substances in bulk as cargo and which also carries crude oil or products in bulk as cargo.

^(2031.17) STS Operations means the transfer of oil cargo carried in bulk from one oil tanker to another at sea, when at least one of the oil tankers is of 150 gross tonnage and above.

^(2031.18) **§156.410 General.**

^(2031.19) (a) Oil tankers subject to this subpart, and each U.S. oil tanker, wherever located, subject to this subpart, must carry onboard an STS Operations Plan that prescribes how that vessel will conduct STS Operations.

^(2031.20) (b) Any oil tanker subject to this subpart must carry onboard an STS Operations Plan, prescribing how to conduct STS Operations, no later than the date of the first annual, intermediate, or renewal survey of the oil tanker, which must be carried out on or after the effective date of this final rule.

^(2031.21) (c) The STS Operations Plan must be—

^(2031.22) (1) Written in the working language of the oil tanker's crew;

^(2031.23) (2) Developed using the information contained in the best practice guidelines for STS Operations identified in the Manual on Oil Pollution and in the Ship to Ship Transfer Guide (Petroleum) (both documents are incorporated by reference, see §156.111); and

^(2031.24) (3) Approved by the vessel's Flag State for oil tankers operated under the authority of a country other than the United States. For U.S. oil tankers, the STS Operations Plan must be approved by the Commandant (CG-CVC-1) or an Authorized Classification Society.

^(2031.25) (d) When chapter IX of the International Convention for the Safety of Life at Sea, 1974, as amended is applicable to the vessel, the STS Operations Plan may

COAST PILOT 5 (Continued)

be incorporated into an existing required Safety Management System.

^(2031.26) (e) Any oil tanker subject to this subpart must comply with the vessel's approved STS Operations Plan while engaging in STS Operations.

^(2031.27) (f) The person in overall advisory control of STS Operations must be qualified to perform all relevant duties, taking into account the qualifications found in the best practice guidelines for STS Operations identified in the Manual on Oil Pollution and in the Ship to Ship Transfer Guide (Petroleum) (both documents are incorporated by reference, see §156.111).

^(2031.28) (g) In addition to any records required by the vessel's approved STS Operations Plan, each STS operation must be recorded in the oil tanker's Oil Record Book, required by §151.25 of this chapter.

^(2031.29) (h) All records of STS Operations shall be retained onboard for 3 years and be readily available for inspection.

^(2031.30) (i) No oil tanker may transfer oil in a port or place subject to the jurisdiction of the United States, if the oil cargo has been transferred by an STS Operation in the marine environment beyond the baseline, unless:

^(2031.31) (1) Both oil tankers engaged in the STS Operation have, onboard, at the time of transfer all certificates required by this chapter for transfer of oil cargos, including a valid Certificate of Inspection or Certificate of Compliance, as applicable to any transfer of oil taking place in a port or place subject to the jurisdiction of the United States;

^(2031.32) (2) Both oil tankers engaged in the STS operation have onboard at the time of transfer, evidence that each vessel is operating in compliance with the National Response System as described in section 311(j) of the Federal Water Pollution Control Act (33 U.S.C. 1321(j)). Additionally, the vessels must comply with the Declaration of Inspection requirements delineated in §156.150 and a vessel response plan if required under part 155 of this chapter; and

^(2031.33) (3) Both oil tankers engaged in STS Operations have onboard, at the time of transfer, an International Oil Pollution Prevention (IOPP) Certificate or equivalent documentation of compliance with Annex I, as would be required by part 151 of this chapter for vessels in navigable waters of the United States. The IOPP Certificate or documentation of compliance shall be that prescribed by §§151.19 and 151.21 of this chapter, and shall be effective under the same timetable as specified in §151.19.

^(2031.34) (j) In an emergency, the Captain of the Port (COTP), upon request, may authorize a deviation from any requirement in this part if the COTP determines that its application will endanger persons, property, or the environment.

^(2031.35) **§156.415 Notification.**

^(2031.36) (a) Except as provided for in paragraphs (f) and (g) of this section, the master, owner or agent of each oil tanker subject to this subpart planning to conduct STS Operations in the territorial sea or exclusive economic zone of the United States must give at least 48 hours advance notice to the COTP nearest the geographic position chosen to conduct these operations. This advance notice must include:

^(2031.37) (1) The oil tanker's name, call sign or official number, and registry;

^(2031.38) (2) The cargo type and approximate amount onboard;

^(2031.39) (3) The number of transfers expected, the amount of cargo expected to be transferred during each transfer, and whether such transfer will be conducted at anchor or underway;

^(2031.40) (4) The date, estimated time of arrival, and geographical location at the commencement of the planned STS Operations;

^(2031.41) (5) The estimated duration of STS Operations;

^(2031.42) (6) The name and destination of receiving oil tanker(s);

^(2031.43) (7) Identification of STS Operations service provider or person in overall advisory control and contact information; and

^(2031.44) (8) Confirmation that the oil tanker has onboard an approved STS Operations Plan.

^(2031.45) (b) If the estimated arrival time of an oil tanker to the reported geographic location for the commencement of STS operation changes by more than 6 hours, the master, owner, or agent of that oil tanker must provide a revised estimated time of arrival to the COTP.

^(2031.46) (c) Where STS Operations are conducted as a result of collision, grounding, tank rupture or any similar emergency, the master, owner, or agent of a vessel must give immediate notice to the Coast Guard office.

^(2031.47) (d) In addition to the other requirements in this section, the master, owner, or agent of a vessel that requires a Certificate of Compliance (COC) or other special Coast Guard inspection in order to conduct STS Operations must request the COC or other inspection from the cognizant Officer in Charge, Marine Inspection (OCMI) at least 72 hours prior to commencement of STS Operations.

^(2031.48) (e) The STS Operation advanced notice is in addition to the Notification of Arrival requirements in 33 CFR part 160.

^(2031.49) (f) If all of the information specified in paragraph (a) is not available 48 hours in advance of a planned STS Operation, the oil tanker discharging the oil cargo must notify the COTP at least 48 hours in advance that an STS Operation will occur. In such a circumstances, the information specified in paragraph (a) must be provided to the COTP at the earliest opportunity.

COAST PILOT 5 (Continued)

^(2031.50) (g) If STS operations are conducted under exigent circumstances to secure the safety of a ship, to save life at sea, or combat specific incidents in order to minimize the damage from pollution within the territorial sea or exclusive economic zone of the United States, the master, owner, or agent of each oil tanker subject this subpart shall provide notice with adequate explanation, as soon as practicable, to the COTP nearest the geographic position where the exigent STS operation took place.

^(2197.08) (iii) That is completed on or after January 1, 2010.
(FR 2/4/2015) 10/15

^(2031.51) **§156.420 Reporting of incidents.**

^(2031.52) (a) Any vessel affected by fire, explosion, collision, grounding, or any similar emergency that poses a threat to the vessel(s) engaged in STS Operations must report the incident to the nearest Coast Guard office.

^(2031.53) (b) The POAC of an STS operation must report, in accordance with the procedures specified in §151.15 of this chapter, any incident of discharge of oil into the water.

^(2031.54) (c) Immediately after the addressing of resultant safety concerns, all marine casualties must be reported to the nearest COTP, Sector Office, Marine Inspection Office, or OCMI in accordance with 46 CFR part 4.

(FR 2/4/2015) 10/15

Chapter 2—Paragraphs 2049.01 to 2049.02; read:

^(2049.01) (9) MARPOL Consolidated Edition 2011, Annex I, Regulations for the prevention of pollution by oil, Chapter 4—Requirements for the cargo area of oil tankers, Part A—Construction, Regulation 22, “Pump-room bottom protection,” (Annex I, Regulation 22) incorporation by reference approved for §157.14.

^(2049.02) (10) MARPOL Consolidated Edition 2011, Annex I, Regulations for the prevention of pollution by oil, Chapter 4—Requirements for the cargo area of oil tankers, Part A—Construction, Regulation 23, “Accidental oil outflow performance,” (Annex I, Regulation 23) incorporation by reference approved for §157.20.

(FR 2/4/2015) 10/15

Chapter 2—Paragraphs 2197.01 to 2197.08; read:

^(2197.01) (o) Section 157.11(h) applies to every oil tanker delivered on or after January 1, 2010, meaning an oil tanker—

^(2197.02) (1) For which the building contract is placed on or after January 1, 2007;

^(2197.03) (2) For which the building contract is placed on or after January 1, 2007;

^(2197.04) (3) The delivery of which is on or after January 1, 2010; or

^(2197.05) (4) That has undergone a major conversion—

^(2197.06) (i) For which the contract is placed on or after January 1, 2007;

^(2197.07) (ii) In the absence of a contract, the construction work of which is begun on or after July 1, 2007; or