time referred to in §157.12d(b)(6). The installation must comply with manufacturer's specific installation criteria.

(g) A copy of the certificate of type approval for the oil content meter.

(h) Technical documentation relevant to other main components of the monitoring system. This documentation must include the vibration report for the control section of the monitoring section.

(i) A recommended test and checkout procedure specific to the monitoring system installed. This procedure must specify all the checks to be carried out in a functional test by the installation contractor and must provide guidance for the surveyor when carrying out the onboard survey of the monitoring system and confirming the installation reflects the manufacturer's specific installation criteria.

[USCG–2004–18939, 74 FR 3379, Jan. 16, 2009]

§ 157.13 Designated observation area.

Each new vessel must have a designated observation area on the weather deck or above that is:

(a) Located where the effluent from each discharge point and manifold described in §157.11 can be visually observed; and

(b) Equipped with:

(1) A means to directly stop the discharge of effluent into the sea; or

(2) A positive communication system, such as a telephone or a radio, between the observation area and the discharge control position.

[CGD 74–32, 40 FR 48283, Oct. 14, 1975, as amended by CGD 76–088b, 48 FR 45720, Oct. 6, 1983]

§ 157.15 Slop tanks in tank vessels.

(a) *Number*. A tank vessel must have the following number of slop tanks that comply with the requirements of this section:

(1) A new vessel of less than 70,000 tons DWT and an existing vessel must have at least one slop tank.

(2) A new vessel of 70,000 tons DWT or more must have at least two slop tanks.

(b) *Capacity*. Slop tanks must have the total capacity to retain oily mixtures from cargo tank washings, oil residue, and ballast water containing an oily mixture of 3 percent or more of the oil carrying capacity. Two percent capacity is allowed if there are—

(1) Segregated ballast tanks that meet the requirements in §157.09, §157.10, §157.10a, or §157.10b; or

(2) No eductors arrangements that use water in addition to the washing water.

(c) *Design*. A slop tank required in this section:

(1) Must minimize turbulence, entrainment of oil, and the creation of an emulsion by the use of separate inlet and outlet connections; and

(2) May carry bulk oil when not being used as a slop tank.

[CGD 74–32, 40 FR 48283, Oct. 14, 1975]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting §157.15, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at *www.fdsys.gov*.

§ 157.17 Oil residue (sludge) tank.

(a) A tank vessel of 400 gross tons or more must have a tank that receives and holds oil residue resulting from purification of fuel and lubricating oil and from oil leakages in machinery spaces.

(b) Each oil residue (sludge) tank required in paragraph (a) of this section must have an adequate capacity that is determined by the:

(1) Type of machinery installed on the vessel; and

(2) Maximum fuel oil capacity.

(c) Each oil residue (sludge) tank on a new vessel must be designed to facilitate:

(1) Cleaning; and

(2) Discharging to a reception facility.

[CGD 74–32, 40 FR 48283, Oct. 14, 1975, as amended by CGD 80–78, 45 FR 43704, June 30, 1980; USCG–2000–7641, 66 FR 55573, Nov. 2, 2001]

§ 157.19 Cargo tank arrangement and size.

(a) This section applies to:

(1) A U.S. or foreign vessel that is delivered after January 1, 1977;

(2) A U.S. vessel that is delivered before January 1, 1977, for which the building contract is awarded after January 1, 1972, or, if there is no building contract, the keel is laid or the vessel