



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

STATEMENT OF POLICY

REGARDING: Interpretation of the term “In Ballast” as used in
RCW 88.16.190 and WAC 363-116-500

It is the policy of the Board that any vessel whose clingage and residue is greater than 0.5% maximum cargo carrying capacity or 3,000 barrels, whichever figure is less, shall be not considered “**in ballast**”. Therefore, for the purpose of interpreting the above referenced RCW and WAC sections, “**in ballast**” is defined as when an oil tanker is carrying cargo equal to or less than 0.5% maximum cargo carrying capacity or 3,000 barrels, whichever figure is less.

The term “cargo” above is defined as crude oil and refined petroleum products carried on the vessel other than fuels and lubrication oils for the vessel’s consumption.

[Adopted in regular session on March 15, 2005 and modified on April 21, 2005, by the Washington State Board of Pilotage Commissioners.]

For the purpose of interpreting the above referenced RCW and WAC section, “in ballast” is defined when an LPG carrier is deemed to be in a ballast condition if the vessel has retained on board only the minimum cargo necessary plus a safety factor to arrive at its next load port in a cold condition. This quantity is not to exceed 1.5 percent of the cargo carrying capacity.

[Adopted in regular session on May 12, 2005, by the Washington State Board of Pilotage Commissioners.]