(1) A detonation arrester;
(2) A flame arrester; or
(3) An explosion suppression system acceptable to the Commandant (G–MSO).
(b) The inlet to a vapor destruction unit must:
(1) Have a liquid seal; and
(2) Have two quick-closing stop valves installed in the vapor line.
(c) A vapor destruction unit must:
(1) Not be within 30 meters (98.8 ft.) of any tank vessel berth or mooring at the facility;
(2) Have a flame arrester or detonation arrester fitted in the vapor line; and
(3) Alarm and shut down when a flame is detected on the flame arrester or detonation arrester.
(d) When a vapor destruction unit shuts down or has a flame-out condition the vapor destruction unit control system must:
(1) Close the quick-closing stop valves required by paragraph (b)(2) of this section; and
(2) Close the remotely operated cargo vapor shutoff valve required by §154.810(a) of this subpart.

[CGD 88–102, 55 FR 25429, June 21, 1990, as amended by CGD 96–026, 61 FR 33666, June 28, 1996]

§154.840 Personnel training.

(a) A person in charge of a transfer operation utilizing a vapor control system must have completed a training program covering the particular system installed at the facility. Training must include drills or demonstrations using the installed vapor control system covering normal operations and emergency procedures.
(b) The training program required by paragraph (a) of this section must cover the following subjects:
(1) Purpose of a vapor control system;
(2) Principles of the vapor control system;
(3) Components of the vapor control system;
(4) Hazards associated with the vapor control system;
(5) Coast Guard regulations in this subpart;
(6) Operating procedures, including:
(i) Testing and inspection requirements,
(ii) Pre-transfer procedures,
(iii) Connection sequence,
(iv) Start-up procedures, and
(v) Normal operations; and
(7) Emergency procedures.

§154.850 Operational requirements.

(a) A facility must receive vapors only from a vessel which has its certificate of inspection or certificate of compliance endorsed in accordance with 46 CFR 39.10–13(e).
(b) The following must be performed not more than 24 hours prior to each transfer operation:
(1) All alarms and automatic shutdown systems required by this part must be tested; and
(2) The analyzers required by §154.820(a), §154.824 (d) and (e) of this subpart must be checked for calibration by use of a span gas.
(c) The position of all valves in the vapor line between the vessel's tanks and the facility vapor collection system must be verified prior to the start of the transfer operation.
(d) A tank barge overfill control system that meets the requirements of 46 CFR 39.20–9(b) must not be connected to an overfill sensor circuit that exceeds the system's rated cable length, inductance, and capacitance.
(e) When vapor is being received from a vessel with inerted cargo tanks, the remotely operated cargo vapor shutoff valve required by §154.810(a) of this subpart must not be opened until the pressure at the facility vapor connection exceeds the pressure on the downstream side of the remotely operated cargo vapor shutoff valve.
(f) The initial cargo transfer rate must not exceed the rate agreed upon at the pre-transfer conference required by §156.120(w) of this chapter and 46 CFR 39.30–1(h).
(g) The cargo transfer rate must not exceed the maximum allowable transfer rate as determined by the lesser of the following:
(1) A transfer rate corresponding to the maximum vapor processing rate for the vapor control system, as specified in the facility operations manual required by §154.300 of this chapter; or