(b) During each oil transfer operation, it is determined by visual examination that the hose string in use for that transfer operation has no leakage;

(c) The vessel's mooring attachment to the SPM is strong enough to hold in all expected conditions of surge, current, and weather;

(d) Oil transfer hoses are long enough to allow the vessel to move to the limits of its mooring attachment to the SPM without placing strain on the hoses;

(e) Each oil transfer hose is supported in a manner that prevents strain on its coupling;

(f) Each part of the OTS necessary to allow the flow of oil is lined up for the transfer;

(g) Each part of the OTS not necessary for the transfer operation is securely blanked or shut off;

(h) Except when used to receive or discharge ballast, each overboard discharge or sea suction valve that is connected to the vessel's oil transfer, ballast, or cargo tank systems is sealed, lashed, or locked in the closed position;

(i) Each connection in the OTS meets the requirements of §150.415;

(j) The discharge containment and removal material and equipment required by §149.319 of this chapter is in place;

(k) Each scupper and overboard drain on the vessel is closed;

(l) Any continuing loss of oil from the coupling at the vessel manifold does not overflow the drip pan under the manifold;

(m) The communications equipment required by §149.317 of this chapter is operative for the transfer operation;

(n) The emergency means of shutdown required by Part 149 of this chapter is in position and operative;

(o) The Cargo Transfer Supervisor, Cargo Transfer Assistant, and any other designated personnel are on duty and present to conduct the transfer operations in accordance with the Operations Manual and with the oil transfer procedures that apply to the vessel during the transfer operation;

(p) The vessel's officer in charge of cargo transfer and the Cargo Transfer Assistant have held a conference and each understands the following details of the transfer operations:

(1) The identity of the product to be transferred.

(2) The sequence of transfer operations.

(3) The transfer rate.

(4) The name or title and location of each person participating in the transfer operation.

(5) Particulars of the transferring and receiving systems.

(6) Critical stages of the transfer operation.

(7) Federal regulations that apply to the transfer of oil.

(8) Emergency procedures.

(9) Discharge containment procedures.

(10) Discharge reporting procedures.

(11) Watch or shift arrangement.

(12) Transfer shutdown procedures;

(q) The vessel's officer in charge of cargo transfer and the Cargo Transfer Assistant agree to begin the transfer operation;

(r) Flame screens are structurally sound and securely fastened in place in all cargo tank vents and ullage holes on the vessel; and

(s) The declaration of inspection required by §150.417 is executed.

§150.415 Requirements for connections.

(a) The licensee shall provide suitable adaptors, to allow connection of the hose string to a vessel manifold, that meet any one of the following flange standards:

(1) American National Standards Institute (ANSI).

(2) British Standard (BS).

(3) German Standard (DIN).

(4) Japanese Industrial Standard (JIS).

(5) Universal Metric Standard.

(b) Each temporary connection between the hose string and a vessel manifold must:

(1) Be made using either:

(i) A bolted coupling; or

(ii) A quick-connect coupling approved under §156.130(c)(2) of this chapter;

(2) Have suitable materials in joints and couplings to make a tight seal;

(3) If using an American National Standards Institute (ANSI) standard bolted flange coupling, have a bolt in

at least every other hole of the coupling and in no case less than four bolts;

(4) If using a bolted coupling other than an ANSI standard bolted flange coupling, have a bolt in each hole of the coupling;

(5) Have bolts in each bolted coupling that are all:

(i) The same size;

(ii) Tightened so as to uniformly distribute the load around the coupling; and

(iii) Free of any signs of strain, elongation or deterioration; and

(6) Be made and broken in the presence of and under the direct supervision of the Cargo Transfer Assistant.

§ 150.417 Declaration of inspection.

(a) No person may transfer oil at a deepwater port unless a declaration of inspection has been executed before the start of each oil transfer operation by the Cargo Transfer Assistant and the vessel's officer in charge of cargo transfer.

(b) The declaration of inspection required by paragraph (a) of this section may be in any form but must contain:

(1) The name of the tanker and berth to which moored;

(2) The date the oil transfer operation will start;

(3) Certification by the Cargo Transfer Assistant and the vessel's officer in charge of cargo transfer that the requirements for oil transfer specified in §150.413, and the pre-transfer procedures described in the Operations Manual, have been followed; and

(4) The signatures of the Cargo Transfer Assistant and the vessel's officer in charge of cargo transfer.

§ 150.419 Stopping transfer operations.

(a) Before stopping the flow of oil during an offloading operation at a deepwater port, the Cargo Transfer Supervisor shall advise the vessel's officer in charge of oil transfer of the intent to do so.

(b) Before stopping the flow of oil during an onloading operation at a deepwater port, the vessel's officer in charge of oil transfer shall advise the Cargo Transfer Supervisor of the intent to do so.

(c) Before disconnecting the hose string from the vessel manifold, the Cargo Transfer Assistant shall ensure that the shut-off valve described in §149.307 of this chapter is secured in the closed position.

(d) Before returning the hose string to the water after disconnection, the Cargo Transfer Assistant shall ensure that the blank flange described in §149.307 of this chapter is secured in place and has:

(1) Suitable material in the coupling to make a tight seal;

(2) A bolt in each hole of the coupling; and

(3) Bolts in the coupling that are all:

(i) The same size;

(ii) Tightened so as to uniformly distribute the load around the coupling; and

(iii) Free of any signs of strain, elongation, or deterioration.

§ 150.421 Displacement of oil in an SPM–OTS with water.

The Port Superintendent shall ensure that the oil in an SPM–OTS is displaced with water, and the valve at the PLEM closed, whenever:

(a) A storm warning has been received forecasting weather conditions that will exceed the design operating criteria listed in the Operations Manual for the SPM–OTS;

(b) A vessel is about to depart the SPM because of storm conditions; or

(c) The SPM is not scheduled for use in an oil transfer operation within the next 7 days.

§ 150.423 Limitations.

No person may transfer oil at a deepwater port:

(a) Unless a Port Superintendent is on duty at the port;

(b) During a severe electrical storm in the vicinity of the deepwater port;

(c) During a fire at the deepwater port, receiving terminal on shore, or aboard a vessel berthed at the deepwater port, unless it is determined by the Port Superintendent that an oil transfer should be resumed as a safety measure;

(d) Unless there are personnel and equipment at the port, not presently engaged in discharge containment and