

- (1) Removed;
- (2) Hydrostatically tested to 1.5 times its maximum working pressure for oil, or 1.1 times its maximum working pressure for natural gas; and
- (3) Visually examined externally and internally for evidence of:
  - (i) Leakage;
  - (ii) Loose covers;
  - (iii) Kinks;
  - (iv) Bulges;
  - (v) Soft spots; and
  - (vi) Gouges, cuts, or slashes that penetrate the hose reinforcement.
- (d) Each submarine hose used in cargo transfer operations in an SPM-CTS must have been removed from its coupling, surfaced, and examined as described in paragraphs (c)(2) and (c)(3) of this section, within the preceding 2 years for oil, or 15 months for natural gas; and
- (e) Before resuming cargo transfer operations, each submarine hose in an SPM-CTS must be visually examined in place as described in paragraph (c)(3) of this section after cargo transfer operations are shut down due to sea conditions at the deepwater port.

**§ 150.420 What actions must be taken when cargo transfer equipment is defective?**

When any piece of equipment involved in oil or natural gas transfer equipment is defective:

- (a) The piece of equipment must be replaced or repaired before making any further cargo transfers; and
- (b) The repaired or replaced piece must meet or exceed its original specifications. Repairs must be conducted in accordance with the port's maintenance program outlined in the operations manual, and that program must provide for the repair of natural gas transfer hoses in accordance with § 127.405 of this chapter.

**§ 150.425 What are the requirements for transferring cargo?**

Cargo transfer procedures must be outlined in the port operations manual and must provide:

- (a) Oil transfer procedures that accord with § 156.120 of this chapter; and
- (b) Natural gas transfer procedures that accord with §§ 127.315, 127.317 and 127.319 of this chapter.

**§ 150.430 What are the requirements for a declaration of inspection?**

(a) No person may transfer cargo from a tanker to a manned deepwater port unless a declaration of inspection complying with § 156.150(c) for oil, or § 127.317 for natural gas, of this chapter has been filled out and signed by the vessel's officer in charge of cargo transfer and the person in charge (PIC) of cargo transfer for the deepwater port.

(b) Before signing a declaration of inspection, the vessel's officer in charge of cargo transfer must inspect the tanker, and the PIC of cargo transfer for the deepwater port must inspect the deepwater port. They must indicate, by initialing each item on the declaration of inspection form, that the tanker and deepwater port comply with § 156.150 for oil, or § 127.317 for natural gas, of this chapter.

**§ 150.435 When are cargo transfers not allowed?**

No person may transfer cargo at a deepwater port:

- (a) When the person in charge (PIC) of cargo transfer is not on duty at the port;
- (b) During an electrical storm in the port's vicinity;
- (c) During a fire at the port, at the onshore receiving terminal, or aboard a vessel berthed at the port, unless the PIC of cargo transfer determines that a cargo transfer should be resumed as a safety measure;
- (d) When a leak develops so that a sufficient quantity of product accumulates in the cargo containment underneath the manifold or piping;
- (e) When there are not enough personnel nor equipment at the port dedicated to contain and remove the discharge or perform the emergency response functions as required in the port's response plan under part 154 for oil, or emergency plan under part 127 for natural gas, of this chapter;
- (f) Whenever the emergency shutdown system should have activated but failed to;
- (g) By lighterage, except in bunkering operations, unless otherwise authorized by the Captain of the Port;
- (h) When the weather at the port does not meet the minimum operating