

thereon, does not obstruct the propagation of sound in any direction.

[CGD 75-002, 40 FR 52565, Nov. 10, 1975, as amended by CGD 88-052, 53 FR 25121, July 1, 1988]

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APPENDIX A TO PART 150—DEEPWATER PORT SAFETY ZONE BOUNDARIES

AUTHORITY: 33 U.S.C. 1231, 1321(j)(1)(C), (j)(5), (j)(6) and (m)(2), 1509; sec. 2, E.O. 12777, 56 FR 54757; 49 CFR 1.46.

SOURCE: CGD 75-002, 40 FR 52572, Nov. 10, 1975, unless otherwise noted.

Subpart A—General

§ 150.101 Applicability.

The rules in this part apply to the operation of each deepwater port.

§ 150.103 Licensee.

(a) No licensee of a deepwater port may cause or authorize operations contrary to the rules in this part.

(b) The licensee shall ensure that the port meets the equipment requirements in Part 149 of this chapter.

§ 150.105 Operations Manual: General.

(a) The licensee of a deepwater port may not operate the port unless the port has an Operations Manual that:

(1) Is prepared in accordance with the “Guidelines for Preparation of a Deepwater Port Operations Manual”; and

(2) Has been approved by the Commandant.

(b) For the purpose of this section, “approved” means only that the Operations Manual meets the requirements of the Act and the regulations in this subchapter.

NOTE: The “Guidelines for Preparation of a Deepwater Port Operations Manual” may be obtained from the Commandant (G-M).

[CGD 75-002, 40 FR 52572, Nov. 10, 1975, as amended by CGD 88-052, 53 FR 25121, July 1, 1988]

§ 150.106 Operations Manual: Copies.

The licensee shall furnish 25 copies of the approved Operations Manual and each subsequent amendment to Commandant (G-M).

NOTE: The Commandant will distribute copies of the approved Operations Manual and subsequent amendments within the Coast Guard and to the Governor of the adjacent coastal State connected directly by pipeline to the deepwater port.

[CGD 75-002, 40 FR 52572, Nov. 10, 1975, as amended by CGD 88-052, 53 FR 25121, July 1, 1988]

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§ 150.107 Operations Manual: Amendment.

(a) The Captain of the Port may require the licensee to amend the Operations Manual if he finds that the Operations Manual does not comply with § 150.105.

(b) When the Captain of the Port determines that an amendment to an operations manual is necessary, he notifies the licensee in writing of a date not less than 14 days from the date of the notice, on or before which the licensee may submit written information, views, and arguments on the amendment. After considering all relevant material presented, the Captain of the Port notifies the licensee of any amendment required or he rescinds the notice. The amendment becomes effective not less than 30 days after the licensee receives the notice unless the licensee petitions the Commandant to reconsider the amendment, in which case its effective date is stayed pending a decision by the Commandant. Petitions to the Commandant must be submitted in writing to the Captain of the Port.

(c) If the Captain of the Port finds a situation that requires immediate action to prevent the discharge or risk of discharge of oil or to protect the safety of life and property that makes the procedure in paragraphs (a) and (b) of this section impracticable or contrary to the public interest, he may issue an amendment effective, without stay, on the date the licensee receives notice of it. In such a case, the Captain of the Port includes a brief statement of the reasons for his finding in the notice, and the licensee may petition the District Commander, in any manner, to reconsider the amendment.

(d) Adjacent coastal States connected by pipeline to the deepwater port and licensees may petition the Captain of the Port to amend the Operations Manual. The Captain of the Port, when in receipt of a proposed amendment, will solicit comments on the proposed amendment. The petition and comment should include sufficient relevant information to enable the Captain of the Port to reach a decision to adopt or reject the proposed amendment. The Captain of the Port may approve amendments to the Operations Manual if he

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finds that the proposed alternative procedure, method, or equipment will ensure equivalent or improved protection, safety, or quality level and is in compliance with this subchapter.

§ 150.109 Compliance with Operations Manual.

Each licensee shall use and require his personnel to use the procedures in the Operations Manual.

§ 150.113 Deviations.

The Captain of the Port may authorize a deviation in writing upon request, if he finds that the proposed alternative procedure, method or equipment would ensure equivalent protection, safety, or quality level.

§ 150.115 Emergency deviations.

In an emergency, for the protection of life or property, or to avoid danger to the environment, any person may deviate from the Operations Manual or any requirement of deepwater port regulations. As soon as practicable, the person shall report the nature, extent, and duration of each deviation orally or in writing to the Captain of the Port.

§ 150.117 Notification to the District Commander.

(a) At least 30 days before construction of a pipeline, platform, or SPM at a deepwater port begins, the licensee shall give notice of construction in writing to the District Commander.

(b) On the date construction of a pipeline, platform or SPM at a deepwater port begins, the licensee shall give written notice to the District Commander within 24 hours of the lights and fog signals in use at the construction site.

(c) Whenever lights or fog signals are changed during construction of a pipeline, platform, or SPM at a deepwater port, the licensee shall give written notice of such change to the District Commander within 24 hours.

(d) When lights or fog signals used during construction of a platform, buoy, or SPM at a deepwater port are replaced with lights or fog signals required by Part 149 of this subchapter, the licensee shall give written notice of

replacement to the District Commander within 24 hours.

(e) At least 60 days before the first oil transfer operation begins at a deepwater port, the licensee shall give written notice of the operation to the District Commander.

[CDG 75-002, 40 FR 52572, Nov. 10, 1975; 40 FR 58143, Dec. 15, 1975]

§ 150.119 Notification to the Commandant.

The licensee shall give notice, in writing, to the Commandant upon receipt of the American Bureau of Shipping:

(a) "Interim Class Certificate"; and

(b) "Classification Certificate" for an SPM at a deepwater port.

§ 150.121 ABS classification.

(a) No licensee may operate an SPM unless he has an American Bureau of Shipping (ABS) "Interim Class Certificate" or a "Classification Certificate" for the SPM.

(b) A certificate must classify the SPM and attached hoses.

(c) The licensee shall maintain in class each SPM having a Classification Certificate.

§ 150.123 Weather monitoring.

The terminal supervisor shall continuously monitor the wind, wave, current, and visibility conditions at the port.

§ 150.125 Water depth measurements.

(a) The licensee shall measure water depth in the marine site if the Captain of the Port notifies the licensee that:

(1) A severe storm may have significantly altered water depths;

(2) Gradual natural or man-induced processes may have significantly altered water depths; or

(3) User experience indicates that charted water depths may no longer be accurate.

(b) The accuracy and adequacy of water depth measurements must be sufficient for nautical chart maintenance purposes.

§ 150.127 Environmental monitoring.

The licensee shall monitor the environment in accordance with the environmental monitoring program set

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forth in the approved Operations Manual for the port.

§ 150.129 Response plans.

(a) The owner or operator of a deepwater port shall prepare and submit a response plan meeting the requirements of subpart F of part 154 for review and approval by the cognizant Captain of the Port (COTP).

(b) A response plan must be submitted to the cognizant COTP by February 18, 1993 or not less than 60 days before the port begins operation, which ever is later.

[CGD 91-036, 58 FR 7352, Feb. 5, 1993]

Subpart B—Personnel

§ 150.201 Applicability.

This subpart prescribes personnel qualifications that apply to each deepwater port.

§ 150.203 General.

No person may serve and the licensee may not use the services of a person in the following capacities unless that person reads, writes and speaks English.

- (a) Port Superintendent.
- (b) Cargo Transfer Supervisor.
- (c) Cargo Transfer Assistant.
- (d) Vessel Traffic Supervisor.
- (e) Mooring Master.
- (f) Assistant Mooring Master.

§ 150.204 Definitions.

As used in this subpart:

- (a) *License* means a Coast Guard license issued under 46 CFR part 10; and
- (b) *Licensee* means the licensee of a deepwater port.

§ 150.205 Port Superintendent.

No person may serve, and the licensee may not use the services of a person, as a Port Superintendent at a deepwater port unless:

(a) That person has enough experience at an oil transfer facility to enable the licensee to determine that that person is capable of managing the deepwater port;

(b) The licensee determines that that person knows:

- (1) The hazards of each product to be transferred; and

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(2) The port operating procedures described in the Operations Manual; and

(c) The licensee designates that person as Port Superintendent and advises the Captain of the Port in writing of that designation.

§ 150.207 Cargo Transfer Supervisor.

No person may serve, and the licensee may not use the services of a person, as a Cargo Transfer Supervisor at a deepwater port unless:

(a) That person has enough experience in operating oil transfer equipment to enable the licensee to determine that that person is capable of operating the oil transfer equipment of the deepwater port;

(b) That person has:

(1) Had continuous employment for at least one year as supervisor at an oil transfer facility in charge of offloading tank vessels of 70,000 deadweight tons or larger;

(2) Supervised at least 25 cargo transfer evolutions from tankers of 70,000 deadweight tons or larger; or

(3) Served in a training capacity for Cargo Transfer Supervisor at a United States deepwater port for at least one year;

(c) The licensee determines that that person knows:

(1) The rules in Subpart D of this part;

(2) The oil transfer procedures and transfer control systems, in general, of tankers serviced at the facility;

(3) The special handling characteristics of each product to be transferred; and

(4) The procedures described in the Operations Manual for:

(i) Oil transfer;

(ii) Spill prevention, containment, and cleanup;

(iii) Accidents and emergencies;

(iv) Voice radiotelecommunications; and

(d) The licensee designates that person as Cargo Transfer Supervisor and advises the Captain of the Port in writing of that designation.

[CGD 75-002, 40 FR 52572, Nov. 10, 1975; 40 FR 58143, 58144, Dec. 15, 1975]

§ 150.209 Vessel Traffic Supervisor.

No person may serve, and the licensee may not use the services of a

person, as a Vessel Traffic Supervisor at a deepwater port unless:

- (a) That person presents evidence of:
 - (1) Having performed for one year within the last five years in a capacity requiring radar plotting and analysis of vessel movement; or
 - (2) Satisfactory completion of a marine radar operators school acceptable to the Commandant;
- (b) The licensee determines that that person knows:
 - (1) The procedures for utilizing the port's radar equipment; and
 - (2) The procedures described in the Operations Manual for:
 - (i) Vessel control; and
 - (ii) Voice radiotelecommunications; and
 - (c) The licensee designates that person as Vessel Traffic Supervisor and advises the Captain of the Port in writing of that designation.

§ 150.211 Mooring Master.

No person may serve, and the licensee may not use the services of a person, as a Mooring Master at a deepwater port unless:

- (a) That person holds a current United States Coast Guard issued license as:
 - (1) Master of ocean steam or motor vessels of any gross tons, endorsed as radar observer, and has one year experience as:
 - (i) Master on tankers of 70,000 DWT or larger and satisfactory completion of a very large crude carrier (VLCC) shiphandling course acceptable to the Commandant; or
 - (ii) A Mooring Master at any deepwater port servicing tankers of 70,000 DWT or larger; or
 - (2) Master of ocean steam or motor vessels of limited tonnage, endorsed as radar observer, and endorsed as first-class pilot of vessels of any gross tons for at least one port in the area of the deepwater port, and has one year experience:
 - (i) Piloting ocean going vessels, including tankers of 70,000 DWT or larger; or
 - (ii) As assistant mooring master at the facility and satisfactory completion of a very large crude carrier (VLCC) shiphandling course acceptable to the Commandant;

(b) The licensee determines that the person knows the procedures described in the Operations Manual for:

- (1) Vessel control;
- (2) Vessel responsibilities;
- (3) Spill prevention, containment, and cleanup;
- (4) Accidents and emergencies; and
- (5) Voice radiotelecommunications;
- (c) The licensee designates that person as Mooring Master and advises the Captain of the Port, in writing, of the designation; and
- (d) In addition to the foregoing requirements, after two years of operation of the facility, the licensee shall require new applicants for Mooring Master to have observed 20 mooring evolutions at that facility.

§ 150.213 Cargo Transfer Assistant.

No person may serve, and the licensee may not use the services of a person, as a Cargo Transfer Assistant at a deepwater port unless:

- (a) That person presents evidence that he has one year experience, or performed 15 cargo transfer evolutions at an oil transfer facility servicing tankers of 70,000 deadweight tons or larger in a capacity involving connection and disconnection of the tankers to a single point mooring floating hose string;
- (b) The licensee determines that that person knows:
 - (1) The rules in subpart D of this part;
 - (2) The oil transfer procedures and transfer control systems, in general, of tankers serviced at the port;
 - (3) The special handling characteristics of each product to be transferred;
 - (4) The procedures described in the Operations Manual for:
 - (i) Oil transfer;
 - (ii) Spill prevention, containment, and cleanup;
 - (iii) Accidents and emergencies; and
 - (iv) Voice radiotelecommunications; and
 - (c) The licensee designates that person as Cargo Transfer Assistant and retains written evidence of that designation at the deepwater port.

§ 150.215 Assistant Mooring Master.

No person may serve, and the licensee may not use the services of a

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person, as an Assistant Mooring Master at a deepwater port unless:

(a) That person holds a current United States Coast Guard issued license as:

(1) Master of ocean steam or motor vessels of any gross tons, endorsed as radar observer, and has six months experience as master or chief mate on tankers of 70,000 DWT or larger; or

(2) Master of ocean steam or motor vessels of limited tons, endorsed as radar observer, and endorsed as first-class pilot of vessels of any gross tons for at least one port in the area of the deepwater port;

(b) The licensee determines that that person knows the procedures described in the Operations Manual for:

(1) Vessel control;
(2) Vessel responsibilities;
(3) Spill prevention, containment, and cleanup;
(4) Accidents and emergencies; and
(5) Voice radiotelecommunications; and

(c) The licensee designates that person as Assistant Mooring Master and advises the Captain of the Port, in writing, of the designation.

§ 150.217 Limitation on service.

No person may perform in more than one of the following capacities at any one time:

- (a) Port Superintendent.
- (b) Cargo Transfer Supervisor.
- (c) Cargo Transfer Assistant.
- (d) Vessel Traffic Supervisor.
- (e) Mooring Master.
- (f) Assistant Mooring Master.

Subpart C—Vessel Navigation

AUTHORITY: Sec. 10(a)(b)(d), 88 Stat. 2137–38 (33 U.S.C. 1509(a)(b)(d)); sec. 4, 92 Stat. 1473–74 (33 U.S.C. 1223); 49 CFR 1.46.

SOURCE: CGD 76–096, 45 FR 85647, Dec. 29, 1980, unless otherwise noted.

§ 150.301 Applicability.

This subpart prescribes rules that:

(a) Apply to the navigation of all vessels at or near a deepwater port; and
(b) Describe vessel activities permitted and prohibited in a deepwater port safety zone.

NOTE. Appendix A to this part describes the designated boundaries of U.S. deepwater

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port safety zones. Included within the safety zones are specific areas to be avoided, anchorages, and other ship's routing measures associated with particular safety zones. (Shipping safety fairways associated with deepwater ports are described in Part 166 of this Title.)

[CGD 76–096, 45 FR 85647, Dec. 29, 1980, as amended by CGD 85–044, 50 FR 26990, July 1, 1985]

§ 150.303 Definitions.

Support vessel means a tug, linehandling boat, crewboat, workboat, supply vessel, bunkering vessel, barge, or other similar vessel working for a licensee in connection with the operation of a deepwater port or cleared by a licensee to service a tanker calling at a deepwater port.

Tanker means a vessel that calls at a deepwater port to load or unload oil at a SPM.

§ 150.305 Ships' routing measures.

No licensee may operate a deepwater port unless the port has such ships' routing measures as prescribed or approved by the Coast Guard to provide for safe navigation at or near the deepwater port.

§ 150.307 Radar surveillance.

The Vessel Traffic Supervisor shall maintain radar surveillance of the safety zone whenever:

(a) A tanker is proceeding to the safety zone after submitting the report required in § 150.335; or

(b) A tanker or support vessel is underway in the safety zone; or

(c) A vessel other than a tanker or support vessel is about to enter or is underway in the safety zone.

§ 150.309 Advisories to tankers.

(a) The Vessel Traffic Supervisor shall advise the master of each tanker underway in the safety zone of the tanker's position by range and bearing from the PPC at intervals not to exceed 10 minutes.

(b) Whenever the Vessel Traffic Supervisor determines that a vessel may potentially interfere with the movement of a tanker in the safety zone, the Vessel Traffic Supervisor shall keep the master of the tanker informed of the position and estimated course

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and speed of the vessel as necessary to assist the tanker in navigation within the safety zone.

(c) Whenever a tanker enters the safety zone, the Vessel Traffic Supervisor shall advise the tanker of the position of each other vessel moored, anchored, or underway in the safety zone.

§ 150.311 Radio listening watch.

Whenever a tanker is in the safety zone, the Vessel Traffic Supervisor and the master of the tanker shall each continuously monitor the radio frequency designated in the Operation Manuals for use by tankers and support vessels underway at the port, except when transmitting on that frequency.

§ 150.313 Clearances for tankers.

(a) The Vessel Traffic Supervisor may not clear a tanker to enter the safety zone unless:

(1) Each other tanker underway in the safety zone is at least 5 miles from the tanker requesting clearance to enter the safety zone; and

(2) A Mooring Master is on board or ready to board at a position in the designated safety fairway that will permit completion of boarding before the tanker enters the safety zone.

(b) The Vessel Traffic Supervisor may not clear a tanker to moor at a SPM unless:

(1) There is a SPM berth available and the Vessel Traffic Supervisor has assigned that berth to the tanker;

(2) The visibility in the safety zone is at least two miles;

(3) All operating conditions prescribed in the Operation Manuals for mooring to a SPM have been met; and

(4) A Mooring Master and an Assistant Mooring Master are on board.

(c) The Vessel Traffic Supervisor may not clear a tanker to depart from a SPM unless the visibility in the safety zone is at least two miles and a Mooring Master is on board.

(d) No tanker may enter the safety zone or moor at or depart from a SPM, unless the master of the tanker has obtained clearance from the Vessel Traffic Supervisor, except as permitted by paragraph (e) of this section.

(e) A tanker may, in an emergency, for the protection of life or property, depart from a SPM without clearance

from the Vessel Traffic Supervisor if the master advises the Vessel Traffic Supervisor of the circumstances, by radio, at the earliest possible moment.

§ 150.315 Clearances for support vessels.

(a) The Vessel Traffic Supervisor shall direct support vessel movements within the safety zone.

(b) The Vessel Traffic Supervisor may clear support vessels to enter or depart the safety zone at any point.

§ 150.317 Clearances for other vessels.

(a) When requested by the master of a vessel other than a tanker or support vessel, the Vessel Traffic Supervisor shall furnish information concerning other vessels underway or moored in the safety zone.

(b) If the Vessel Traffic Supervisor determines that a vessel other than a tanker or support vessel may be standing into danger with respect to any vessel or part of the deepwater port installation in the safety zone, the Vessel Traffic Supervisor shall attempt to inform the master of that vessel by radio or other means.

(c) Except in situations involving force majeure, the Vessel Traffic Supervisor shall not clear a vessel other than a tanker or support vessel to enter the safety zone of a deepwater port for any purpose that would interfere with the purpose of the deepwater port; endanger the safety of life, property, or the environment; or otherwise be prohibited by regulation.

§ 150.333 Advance notice of arrival.

(a) The master of a tanker bound for a deepwater port shall report the following information to the Captain of the Port and the Vessel Traffic Supervisor of the port at least 24 hours before entering the safety zone at the port:

(1) The name, gross tonnage, and draft of the tanker.

(2) The type and amount of cargo on board.

(3) Any conditions on the vessel that may impair the navigation of the vessel, such as fire, malfunctioning propulsion machinery or steering equipment, or limitations on navigational or

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radiotelephone capabilities because of equipment or material malfunctions.

(4) Any leaks, structural damage, or machinery malfunctions that may impair cargo transfer operations or cause a discharge of oil.

(5) The estimated time of arrival at the deepwater port safety zone.

(b) If the information reported in paragraph (a)(3), (a)(4), or (a)(5) of this section changes at any time before entering the safety zone, or while the tanker is in the safety zone, the master of the tanker shall report the changes to the Captain of the Port and Vessel Traffic Supervisor as soon as possible.

§ 150.335 Report before entering safety zone.

The master of a tanker bound for a deepwater port shall notify the Vessel Traffic Supervisor of the port when the tanker is 20 miles from the entrance to the safety zone.

§ 150.337 Navigation of tankers in the safety zone.

(a) A tanker must not enter or depart a safety zone except via a designated safety fairway, unless under force majeure.

(b) A tanker must not anchor in the safety zone except in a designated anchorage area unless under force majeure.

(c) A tanker underway in a safety zone must keep at least 5 miles behind any other tanker underway ahead of it in the safety zone.

(d) A tanker must not operate, anchor, or be moored in any area of the safety zone in which the net underkeel clearance would be less than 5 feet.

§ 150.338 Navigation of support vessels in the safety zone.

(a) A support vessel must not enter or move within the safety zone unless

the movement is cleared by the Vessel Traffic Supervisor.

(b) A support vessel must not anchor in the safety zone, except in an anchorage area or for support vessel maintenance operations cleared by the Vessel Traffic Supervisor.

§ 150.339 Navigation of other vessels in the safety zone.

Vessels other than tankers or support vessels should not enter the safety zone of a deepwater port unless clearance has been obtained from the Vessel Traffic Supervisor.

§ 150.341 Mooring Master.

A tanker must not be underway in the safety zone unless a Mooring Master is on board.

NOTE: The Mooring Master advises the master of the tanker on operational and ship control matters that are peculiar to the specific deepwater port, such as navigational aids, depth and current characteristics of the maneuvering area, mooring equipment and procedures, and the port's vessel traffic control procedures.

§ 150.342 Assistant Mooring Master.

A tanker must not moor at a SPM unless an Assistant Mooring Master is on board.

NOTE: The Assistant Mooring Master is stationed on the forecastle of the tanker during mooring operations to assist the Mooring Master by reporting position approach data relative to the SPM and to advise the tanker personnel in handling of mooring equipment peculiar to the deepwater port.

§ 150.345 Regulated vessel activities.

(a) Vessel activities permitted and prohibited at deepwater ports, controls on those activities, and the specific safety zone areas in which the controls apply are listed in Table 150.345(a).

TABLE 150.345(A)—REGULATED VESSEL ACTIVITIES AT DEEPWATER PORTS

Regulated vessel activities	Safety zone		
	Areas to be avoided around each PPC and SPM ¹	Anchorage area	Remaining portion of safety zone
Tankers calling at port	C	C	C
Support vessel movements	C	C	C
Transit by vessels other than tankers or support vessels	N	P	P
Mooring to SPM by vessels other than tankers or support vessels	F
Anchoring by vessels other than tankers or support vessels	N	F or P	N

TABLE 150.345(A)—REGULATED VESSEL ACTIVITIES AT DEEPWATER PORTS—Continued

Regulated vessel activities	Safety zone		
	Areas to be avoided around each PPC and SPM ¹	Anchorage area	Remaining portion of safety zone
Fishing, including bottom trawl (shrimping)	N	P	P
Mobile drilling operations of erection of structures ²	N	N	N
Lightering/transshipment ³	N	N	N

¹The radius of areas to be avoided around each PPC is 600 meters and around each SPM is 500 meters.

²Not part of Port Installation.

³Exception, 33 CFR 150.423(e).

NOTE: The person in charge of any vessel planning to enter a safety zone should contact the port Vessel Traffic Supervisor on Ch. 10 VHF-FM before entry and comply with that person's instructions.

Key to regulated activities: F—Force majeure. N—Not permitted. C—Tankers calling at port and support vessel movements: Permitted when cleared by vessel traffic supervisor. P—Vessels other than tankers or support vessels: Permitted when not in immediate area in tanker, clearance by vessel traffic supervisor required. Communications with vessel traffic supervisor required. For transiting foreign flag vessels, the requirement for clearance to enter the safety zone is advisory in nature.

(b) A deepwater port licensee shall obtain the permission of the Captain of the Port having jurisdiction over that licensee's port before allowing any vessel activity at the port which is not listed in Table 150.345(a) or otherwise provided for in this subpart.

Subpart D—Oil Transfer Operations

§ 150.400 Applicability.

This subpart prescribes rules that apply to the transfer of oil at a deepwater port.

§ 150.403 Definitions.

As used in this subpart:

Hose string, both floating and float/sink type, means that portion of an SPM-OTS consisting of flexible hose which connects the vessel's manifold to the SPM.

OTS means an oil transfer system of a deepwater port and includes the SPM-OTS and the undersea pipeline running from the PLEM to the onshore terminal.

PLEM means pipeline and manifold at the SPM.

Single Point Mooring (SPM) means an offshore berth which provides a link between the undersea pipeline and a moored vessel for the transfer of oil and to which the vessel can be secured and can weathervane during the oil transfer.

SPM-OTS means that portion of an OTS from the PLEM to the end of the hose string that connects to the manifold on the vessel.

§ 150.405 Periodic tests and inspections: OTS components.

No person may transfer oil through an OTS at a deepwater port unless:

(a) The SPM-OTS of the OTS has been tested and inspected as required for maintenance of class in accordance with the Rules for Building and Classing Single Point Moorings published by the American Bureau of Shipping;

(b) Each oil transfer hose in the SPM-OTS of the OTS in which the maximum pressure rating of the manufacturer has been exceeded, except when exceeded for testing required by this section, has, since the pressure was exceeded, been:

- (1) Removed;
- (2) Hydrostatically tested to 1.5 times its maximum working pressure; and
- (3) Visually examined externally and internally for evidence of leakage, loose covers, kinks, bulges, soft spots, and gouges, cuts, or slashes that penetrate the hose reinforcement;

(c) Within the 23 months immediately preceding the month during which oil transfer operations are to be conducted, each submarine hose in the SPM-OTS of the OTS has been removed from the ends of each submarine coupling, surfaced, and visually examined externally and internally for evidence of flaws as described in paragraph (b)(3) of this section and hydrostatically tested to 1.5 times its maximum working pressure; and

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(d) Each submarine hose in the SPM-OTS of that OTS has been visually examined in place for evidence of external flaws as described in paragraph (b)(3) of this section since the last time sea conditions at the deepwater port required shutdown of oil transfer operations.

§ 150.407 Periodic tests and inspections: discharge containment equipment.

No person may transfer oil at a deepwater port unless the discharge containment equipment required by Part 149 of this chapter is tested and inspected as follows:

(a) Within the five months immediately preceding the month during which oil transfer operations are to be conducted at a deepwater port, a visual examination must have been performed to determine whether there existed any conditions that might impair the effectiveness of the equipment in performing its intended function. This visual examination must include the condition of such items as fabric and fabric coatings, seams and bonding points, metal hardware parts, shackles, fittings, towing and other lines, cables, flotation devices, inflation mechanisms, and any other components integral to the equipment.

(b) Within the 11 months immediately preceding the month during which oil transfer operations are to be conducted at a deepwater port, representative pieces or sections of the containment equipment must:

(1) Have been deployed under simulated discharge conditions and the integrity of equipment strength members, containment skirt, flotation devices, and any other design performance factors of the equipment tested; or

(2) Have been deployed under actual discharge conditions.

§ 150.409 Periodic tests and inspections: removal material and equipment.

No person may transfer oil at a deepwater port unless the removal material and equipment required by Part 149 of this chapter is tested and inspected as follows:

(a) Within the two months immediately preceding the month during which oil transfer operations are to be conducted at a deepwater port, any machinery, pumps, hydraulic parts, and other operating features of removal equipment must have been visually examined and operated in accordance with the instructions of the manufacturer.

(b) Within the 11 months immediately preceding the month during which oil transfer operations are to be conducted at a deepwater port, the removal equipment must have been tested in conjunction with the containment equipment deployment required by § 150.407(b).

§ 150.411 Repair or replacement of equipment.

(a) Whenever any component of a deepwater port that affects the safety or integrity of the oil transfer operation is found to be inoperative or otherwise defective, the licensee shall replace or repair the component before further oil transfer operations are undertaken using the affected OTS. The repaired or replaced component must meet or exceed the original specifications.

(b) Whenever an item of discharge containment and removal material or equipment required by § 149.319 of this chapter is found to be inoperative or otherwise defective, the licensee shall replace or repair the item before further oil transfer operations are undertaken. The repaired or replaced item must meet or exceed the original specifications.

§ 150.413 Requirements for oil transfer.

No person may transfer oil through an OTS unless:

(a) Before connecting the hose string to the vessel manifold at the start of each oil transfer operation, it is determined by in-place visual examination that the hose string in use for that transfer operation has no leakage, loose covers, kinks, bulges, soft spots, and no gouges, cuts, or slashes that penetrate the hose reinforcement;

(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

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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

removal operations, sufficient to contain and remove the discharges specified in §149.319(a);

(e) By lighterage, except in bunkering operations, unless otherwise authorized by the Captain of the Port; or

(f) Unless the weather conditions at the port meet the minimum operating conditions prescribed in the Operations Manual for transferring oil at the port.

§ 150.425 Suspension of oil transfer operations.

(a) The Captain of the Port may order the licensee to suspend oil transfer operations if the Captain of the Port finds that there is a condition requiring immediate action to prevent the discharge or threat of discharge of oil or to protect the safety of life and property.

(b) An order of suspension may be made effective immediately.

(c) The order of suspension states each condition requiring immediate action.

(d) The licensee may petition the District Commander, in writing or in any manner if the order of suspension is effective immediately, to reconsider the order of suspension. The decision of the District Commander is final agency action.

[CGD 75-002, 40 FR 52572, Nov. 10, 1975; 40 FR 58144, Dec. 15, 1975]

Subpart E—Operations

§ 150.500 Applicability.

The rules in this subpart apply to operations at a deepwater port.

§ 150.503 Maintenance of equipment.

(a) The licensee shall maintain each item of equipment required under this subchapter in operative condition or shall replace it with an item in good condition.

(b) The licensee shall maintain each excess item of equipment required under this subchapter in operative condition or shall remove it from service.

§ 150.504 Fire main system.

The licensee may use the fire main system only for firefighting and deckwashing.

§ 150.505 Fire pump.

The licensee shall keep at least one of the fire pumps required by this subchapter ready for use on the fire main system at all times.

§ 150.507 Firehose: Connection and stowage.

(a) Except as otherwise provided in paragraph (c) of this section, the licensee shall keep at least one length of firehose with a combination nozzle connected to each fire hydrant at all times.

(b) The licensee shall stow each firehose connected to a fire hydrant on a hose rack when not in use.

(c) A firehose in an exposed location may temporarily be removed from an exposed location to protect the firehose from damage during heavy weather.

(d) If the edge of a platform deck is in an exposed location, the licensee shall keep enough lengths of fire hose connected to the hydrant nearest the edge to allow 10 feet of hose, when pressurized, to curve over the edge.

§ 150.508 Lifesaving equipment.

(a) The licensee shall stow each inflatable life raft required by §149.521 of this subchapter as near as practicable to launching equipment for the life raft.

(b) The licensee shall test lifeboat launching equipment required by §149.524 of this subchapter immediately after installation in accordance with 46 CFR 94.35-5.

§ 150.509 Use of personal protection equipment.

(a) When any person is in a work area, the licensee shall ensure that such person wears:

(1) Safety shoes that meet the specifications prescribed by the American National Standard Institute (ANSI) Requirements for Men's Safety-Toe Footwear, Z41.1; and

(2) Protective hats that meet the specifications prescribed by the ANSI Safety Requirements for Industrial Head Protection, Z89.1.

(b) When an eye hazard from flying particles or heavy dust exists, the licensee shall ensure that each person in the area of the hazard is wearing eye protection equipment that meets the

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specifications prescribed by the ANSI Practice for Occupational and Educational Eye and Face Protection, Z87.1.

(c) When hazardous work is being performed, the licensee shall ensure that any person who wears corrective eye glasses wear eye protection equipment that can be worn over eye glasses, or prescription ground safety lenses that meet the specifications prescribed by the ANSI Practice for Occupational and Educational Eye and Face Protection, Z87.1, if these lenses provide protection against the hazard involved.

(d) When handling hazardous materials the licensee shall ensure that all personnel in the area are wearing suitable protective clothing and equipment.

(e) When any person is exposed to combinations of sound levels and durations exceeding those listed in Table 150.509(e) the licensee shall ensure that the person is wearing ear protection equipment that reduces sound levels to or below the listed levels.

(f) When any person is working over or near the water, the licensee shall ensure that the person wears either a unicellular plastic foam work vest that meets the requirements of 46 CFR 160.053 or a life preserver that meets the requirements of 46 CFR 160.002, 160.005, or 160.055.

TABLE 150.509 MAXIMUM PERMISSIBLE NOISE EXPOSURES¹

Duration per day/hours	Sound level ² dBA slow response
8	90
6	92
4	95
3	97
2	100
1½	102
1	105
½	110
¼	115

¹When the daily noise exposure is composed of two or more periods of noise exposure of different levels, their combined effect must be considered rather than the individual effect of each. If the sum of the fractions

$$\frac{C_1}{T_1} + \frac{C_2}{T_2} + \dots + \frac{C_n}{T_n}$$

is more than one, then, the mixed exposure exceeds the limit value. (C_n) is the total time of exposure at a specified noise level. (T_n) is the total time of exposure permitted at that level.

²Exposure to impulsive or impact noise should not exceed 140 dB peak sound pressure level.

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²Measured on the A scale of a standard sound level meter at slow response.

[CGD 75-002, 40 FR 52572, Nov. 10, 1975; 40 FR 58144, Dec. 15, 1975]

§ 150.511 Maintenance of personal protection equipment.

(a) The licensee shall clean and disinfect eye protection equipment that has been used before it is reissued.

(b) The licensee shall clean and disinfect protective hats that have been worn before they are reissued.

§ 150.513 Sanitation.

The licensee shall ensure that garbage is covered and that no person is working in the vicinity of uncovered garbage or of overboard discharges from sanitary lines that are not protected by a baffle or splash boards.

§ 150.515 Refueling for aircraft.

If the PPC is not equipped with a permanent fueling facility for aircraft, no person may fuel or cause or authorize the fueling of aircraft unless he has received the permission of the Captain of the Port.

§ 150.516 Aircraft operations.

The licensee shall ensure that appropriately clothed and sufficiently qualified fire fighting and rescue personnel to man equipment and effect a rescue are present during aircraft operations.

§ 150.517 Station bill.

(a) The licensee shall post copies of a station bill on each PPC.

(b) The licensee shall designate in writing on the station bill, by title and in order of succession, each person on the PPC who is a person in charge of the PPC for purposes of supervision in an emergency.

(c) The station bill must set forth:

(1) The special duties and duty stations of each person, by name, on the PPC for each emergency listed in the Operations Manual that involves the use or application of equipment required by Part 149 of this chapter; and

(2) The signals for calling persons to their emergency stations and for abandoning the PPC.

§ 150.519 Emergency drills.

The licensee shall conduct each emergency drill specified in the Operations Manual at least once every 30 days.

§ 150.521 Housekeeping.

(a) The licensee shall keep walking and working areas clear of all loose hazards that could cause tripping or stumbling.

(b) The licensee shall store portable equipment when it is not in use.

(c) The licensee shall eliminate slipperiness conditions on the platform as soon as practicable.

(d) No person may suspend a portable light by its cord unless the means of attachment of the cord to the light prevents the light from being suspended by the electrical connections.

(e) The licensee shall keep each area near a lifeboat, inflatable life raft, or means of escape described in §§149.421 and 149.423 of this chapter clear of obstructions that would interfere with immediate use of the lifeboat, life raft, or means of escape.

§ 150.523 Illumination.

(a) The licensee shall illuminate each walking and working area.

(b) No person may enter any dark place that does not have installed illumination unless he has a flashlight or other suitable portable light.

(c) No person may use matches or open flame lights as illumination.

§ 150.525 Emergency Medical Technician.

The licensee shall ensure that at least one person who holds a certificate of completion of the Department of Transportation, National Highway Traffic Safety Administration Basic Training Course (81 hours), from a state or from the National Registry of Emergency Medical Technicians, is on the PPC at all times.

§ 150.527 First aid station.

(a) The licensee shall ensure each first aid station on a PPC has enough medical supplies and equipment for the Emergency Medical Technician to provide emergency medical care.

(b) The first aid station may not be used for any purpose that prevents its immediate use as a first aid station.

Subpart F—Aids to Navigation at Deepwater Ports**§ 150.601 Applicability.**

The rules in this subpart apply to the operation of aids to navigation at a deepwater port.

§ 150.603 Applicability of other regulations.

Section 66.01-20 of this chapter also applies to aids to navigation at a deepwater port.

§ 150.605 Aids to navigation: power supply.

The licensee shall maintain:

(a) Voltage at every operating lamp of each light at or above the operating voltage listed on the light; and

(b) The input power to the fog signal at or above the minimum input power listed on the fog signal.

§ 150.607 Lights.

(a) The licensee shall display each light required in Part 149 of this subchapter between sunset and sunrise local time.

(b) During construction of a platform or SPM, the licensee shall mark the structure with at least one of the following:

(1) The obstruction lights required in Part 149 of this chapter for the structure.

(2) The fixed lights of a vessel attending the structure.

(3) General illumination lights on the structure that meet or exceed the intensity requirements for the obstruction lights required in Part 149 of this subchapter for the structure.

(c) The licensee shall ensure that each light using a lens is operated with the light source at the focal point of the lens as determined by the means required in §149.724 of this subchapter.

(d) The licensee shall ensure that the focal plane of each platform obstruction light when operated, and of the rotating lighted beacon when operated, is always coincident with the horizontal plane passing through the light source.

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§ 150.611 Fog signals.

(a) The licensee shall operate the fog signal on each PPC whenever the visibility in any horizontal direction from the structure is less than 5 miles.

(b) During construction of a platform, compliance with paragraph (a) of this section is not required if the PPC is attended by a vessel moored alongside the platform and the vessel sounds a 2 second whistle blast every 20 seconds whenever the visibility in any horizontal direction from the vessel is less than 5 miles.

Subpart G—Reports and Records

§ 150.701 Applicability.

This subpart prescribes reports to be submitted by the licensee and records and other information to be maintained by the licensee.

REPORTS

§ 150.703 Maintenance of ABS classification.

Whenever the licensee submits a report to the American Bureau of Shipping (ABS) that is required for maintenance of SPM class in accordance with ABS Rules for Building and Classing Single Point Moorings, he shall submit a copy of the report to the Commandant, U.S. Coast Guard.

§ 150.705 Aid to navigation discrepancy.

The licensee shall report promptly to the District Commander, by the fastest means of communications available, any discrepancy affecting the proper operation or characteristics of any aid to navigation at the deepwater port, whenever a discrepancy exists. Correction of the discrepancy shall also be reported promptly. The initial discrepancy report must include:

- (a) Name or designation of aid;
- (b) Location of aid;
- (c) Nature of discrepancy; and
- (d) Estimated time of correction.

§ 150.707 Oil throughput report.

(a) Each deepwater port licensee shall mail or deliver to the Administrator of the Deepwater Port Liability Fund, at the address listed in § 137.105 of this chapter, on a monthly basis, be-

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ginning the fifteenth day of the month immediately following the commencement of oil transfer operations, and the fifteenth of each month thereafter, a report on the oil throughput of the deepwater port.

(b) The oil throughput report required by paragraph (a) of this section may be submitted in any format but must contain the volume of oil cargo, measured in barrels, loaded or unloaded at the deepwater port during the previous month.

(Secs. 10(a), 18(j)(1), 88 Stat. 2137, 2144 (33 U.S.C. 1509(a), 1517(j)(1)); 49 CFR 1.46)

[CGD 79-158, 47 FR 27488, June 24, 1982]

§ 150.711 Casualty or accident.

(a) The licensee shall submit to the Officer-in-Charge, Marine Inspection, a report of casualty or accident whenever any of the following occur:

(1) Any component of a deepwater port which is hit by a vessel and total damage to all property is in excess of \$25,000. Damage cost includes the cost of labor and material to restore the property to the service condition which existed prior to the casualty, but does not include the cost of salvage, cleaning, gas freeing, drydocking or demurrage.

(2) Damage to the deepwater port in excess of \$25,000.

(3) Material damage affecting the usefulness of lifesaving or fire fighting equipment.

(4) Loss of life.

(5) Injury causing any person to remain incapacitated for more than 72 hours, arising from or directly connected with the use or employment of any emergency equipment described in Part 149 of this chapter.

(6) Loss of life or injury causing any person to be incapacitated for a period in excess of 72 hours as a result of diving using underwater breathing apparatus.

(b) The deepwater port casualty or accident report, written in narrative form, must contain the following information:

(1) Name, number, or other designation of the deepwater port.

(2) Names and addresses of the owner, his agent, operator and the person in charge.

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(3) Nature and probable cause of the casualty or accident.

(4) Date and time the casualty or accident occurred, if known, otherwise approximately when it occurred.

(5) Details of damage, especially with respect to lifesaving and fire fighting equipment.

(6) Nature and extent of injury to any person.

(7) Names and addresses of persons involved.

(8) Other comments, especially with respect to use or need for emergency equipment.

(9) The vessel casualty reporting requirements relating to alcohol or drug involvement as specified in the vessel casualty reporting requirements of 46 CFR 4.05-12.

(c) In the investigations of casualties and accidents occurring at deepwater ports, the procedures in 46 CFR Part 4 for marine casualties apply.

[CGD 75-002, 40 FR 52572, Nov. 10, 1975, as amended by CGD 76-170a, 45 FR 77434, Nov. 24, 1980; CGD 82-069a, 50 FR 14216, Apr. 11, 1985; CDG 84-099, 52 FR 47533, Dec. 14, 1987]

§ 150.713 Sabotage or subversive activity.

The licensee shall report to the Captain of the Port any evidence of sabotage or subversive activity involving or endangering any vessel at the deepwater port, or the deepwater port, immediately, by the fastest possible means of communication upon discovery. Written confirmation must follow.

RECORDS

§ 150.751 General.

(a) The licensee shall maintain copies of all reports, records, test and inspection results, and operating data required by these rules in a manner suitable for Coast Guard inspection at the deepwater port or an adjacent onshore facility.

(b) Except as specified in §§ 150.753 through 150.759, these copies must be maintained for three years.

§ 150.753 Key personnel: Designations and qualifications.

The licensee shall retain documentation of the designation and qualifica-

tions of key port personnel for the duration of each individual's employment at the port. The documentation must include:

(a) Designations required by §§ 150.205 through 150.215; and

(b) Qualifications of personnel required by §§ 150.205 through 150.215.

§ 150.755 Port inspection records.

(a) The licensee shall maintain a record of all machinery, both fixed and portable, such as generators, cargo pumps, fire pumps, and discharge containment and removal systems. This record must contain, for each piece of machinery:

(1) Nameplate and general descriptive data;

(2) Serial number;

(3) Location and purpose; and

(4) Record of tests and inspections.

(b) The licensee shall maintain a record of all fire fighting, lifesaving, and other emergency equipment, such as fire hoses, nozzles, applicators, fire extinguishers, life rafts, life preservers, and alarm systems. This record must contain, for each piece of emergency equipment:

(1) Nameplate and general descriptive data;

(2) Serial number;

(3) Location and purpose; and

(4) Record of tests and inspections.

(c) The licensee shall retain for one year a record of each monthly emergency drill required by § 150.519. The record must contain the date, time, and signature of the person in charge at the time of the drill.

(d) The licensee shall retain for three years a record of each test and inspection performed by port personnel. The record must contain the date and results of the test or inspection and the signature of the person conducting the test or inspection. These tests and inspections include, but are not limited to, those required in §§ 150.405 through 150.409 for oil transfer systems, discharge containment equipment, and discharge removal material and equipment, and those required for maintenance of ABS Classification, as specified in the "Rules for Building and Classing of Single Point Moorings," published by the American Bureau of Shipping.

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§ 150.757 Oil throughput log.

The licensee shall maintain an oil throughput log, from which the report of oil throughput required by §150.707 is prepared. Records in this log must be retained for three years, and must specify for each oil transfer operation:

- (a) Vessel name, nationality, owner, and date of arrival;
- (b) Country of origin of crude oil; and
- (c) Total quantity in barrels of oil transferred.

§ 150.759 Declaration of inspection.

The licensee shall retain signed copies of the declaration of inspection forms required by §150.417 for one month from date of signature.

APPENDIX A TO PART 150—DEEPWATER PORT SAFETY ZONE BOUNDARIES

I. *Purpose.* This appendix contains a general description of the deepwater port safety zone designated and developed during the license application review process for each deepwater port that has been authorized for construction and operation off the United States coastline. Annexes show, to the nearest second of latitude and longitude, the geographical boundaries of each resultant safety zone. (Shipping safety fairways associated with the Deepwater Ports are described in Part 166 of this Title.)

The regulations in Subpart C of this part concerning vessel navigation and activities permitted and prohibited at U.S. deepwater ports apply only in the safety zone areas and adjacent waters and supplement the International Regulations for Preventing Collisions at Sea.

II. *Authority.* Section 10(d) of the Deepwater Port Act of 1974 (88 Stat. 2138 (33 U.S.C. 1509(d))) and Section 4(c) of the Ports and Waterways Safety Act, as amended (33 U.S.C. 1223(c)); 49 CFR 1.46.

III. *General.* Deepwater port safety zones are established to promote safety of life and property, marine environmental protection and navigational safety at any deepwater port and adjacent waters. In a deepwater port safety zone no installations, structures, or uses that are incompatible with port operations are permitted. The configuration of each designated safety zone is depicted on current editions of the navigational charts that cover the deepwater port area.

IV. *Modifications.* Safety zone boundaries are subject to modification as experience is gained in U.S. deepwaters port operations. Modifications will be made only after due notification and consideration of the views of interested persons.

V. Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

ANNEX A—LOOP, INC. DEEPWATER PORT, GULF OF MEXICO
 [(a) Deepwater Port Safety Zone]

Latitude N.	Longitude W.
(1) Starting at:	
28°55'23"	90°00'37"
(2) A rhumb line to	
28°53'50"	90°04'07"
(3) Then an arc with a 4,465 meter (4,883 yard) radius centered at the port pumping platform complex (PPC),	
28°53'06"	90°01'30"
(4) to a point	
28°51'07"	90°03'06"
(5) Then a rhumb line to	
28°50'09"	90°02'24"
(6) Then a rhumb line to	
28°49'05"	89°55'54"
(7) Then a rhumb line to	
28°48'36"	89°55'00"
(8) Then a rhumb line to	
28°52'04"	89°52'42"
(9) Then a rhumb line to	
28°53'10"	89°53'42"
(10) Then a rhumb line to	
28°54'52"	89°57'00"
(11) Then a rhumb line to	
28°54'52"	89°59'36"
(12) Then an arc with a 4,465 meter (4,883 yard) radius centered again at the port PPC,	
(13) To the point of starting,	
28°55'23"	90°00'37"

(b) *Areas to be Avoided.* The seven areas within the safety zone to be avoided are as follows:

(1) The area encompassed within a circle having a 600 meter radius around the port PPC and centered at:

Latitude N.	Longitude W.
28°53'06"	90°01'30"

(2) The six areas encompassed within a circle having a 500 meter radius around each single point mooring (SPM) at the port and centered at:

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<i>Latitude N.</i>	<i>Longitude W.</i>
28°54'12"	90°00'37"
28°53'16"	89°59'59"
28°52'15"	90°00'19"
28°51'45"	90°01'25"
28°52'08"	90°02'33"
28°53'07"	90°03'02"

28°54'05"	89°56'38"
28°52'04"	89°52'42"
28°50'20"	89°53'51"
28°52'21"	89°57'47"

(Sec. 10(a)(b)(d), 88 Stat. 2137-38 (33 U.S.C. 1509(a)(b)(d)); Sec. 4, 92 Stat. 1473-74 (33 U.S.C. 1223); 49 CFR 1.46)

(c) *Anchorage Area.* The area within the safety zone enclosed by rhumb lines joining points at:

<i>Latitude N.</i>	<i>Longitude W.</i>
28°52'21"	89°57'47"

[CGD 76-096, 45 FR 85649, Dec. 29, 1980, as amended by CGD 85-044, 50 FR 26990, July 1, 1985; CGD 86-082, 52 FR 33811, Sept. 8, 1987; CGD 93-080, 59 FR 17482, Apr. 13, 1994]

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EDITORIAL NOTE: This listing is provided for informational purposes only. It is compiled and kept up-to-date by the Coast Guard, Department of Transportation.

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