

compliance with the requirements of this subchapter. The inspection must be at intervals of no more than 12 months. The inspection may be conducted up to 2 months after its due date, but will be valid for only the 12 months following that due date.

(b) The owner or operator must record and submit the results of the annual self-inspection to the Captain of the Port (COTP) within 30 days of completing the inspection. The report must include a description of any failure, and the scope of repairs made to components or equipment, in accordance with the requirements in subpart I of this part, other than primary life-saving, firefighting, or transfer equipment, which are inspected and repaired in accordance with subpart F.

(c) Prior to the initiation of a self-inspection plan, and before commencement of operations, the owner or operator must submit a proposal describing the self-inspection plan to the COTP for acceptance. The plan must address all applicable requirements outlined in parts 149 and 150 of this subchapter.

**§ 150.110 What are the notification requirements upon receipt of classification society certifications?**

The licensee must notify the Captain of the Port, in writing, upon receipt of a classification society certification, interim class certificate, or single point mooring classification certificate.

**Subpart C—Personnel**

**§ 150.200 Who must ensure that port personnel are qualified?**

The licensee must ensure that the individual filling a position meets the qualifications for that position as outlined in the operations manual.

**§ 150.205 What are the language requirements for port personnel?**

Only persons who read, write, and speak English may occupy the essential management positions outlined in the operations manual.

**§ 150.210 What are the restrictions on serving in more than one position?**

No person may serve in more than one of the essential management posi-

tions outlined in the operations manual at any one time.

**§ 150.225 What training and instruction are required?**

Personnel must receive training and instruction commensurate with the position they hold. Procedures for documenting employee training must be outlined in the operations manual.

**Subpart D—Vessel Navigation**

**§ 150.300 What does this subpart do?**

This subpart supplements the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) described in subchapter D of this chapter, and prescribes requirements that:

(a) Apply to the navigation of all vessels at or near a deepwater port; and

(b) Apply to all vessels while in a safety zone, area to be avoided, or no anchoring area.

**§ 150.305 How does this subpart apply to unmanned deepwater ports?**

The master of any tanker calling at an unmanned deepwater port is responsible for the safe navigation of the vessel to and from the port, and for the required notifications in § 150.325. Once the tanker is connected to the unmanned deepwater port, the master must maintain radar surveillance in compliance with the requirements of § 150.310.

**§ 150.310 When is radar surveillance required?**

A manned deepwater port's person in charge of vessel operations must maintain radar surveillance of the safety zone or area to be avoided when:

(a) A tanker is proceeding to the safety zone after submitting the report required in § 150.325;

(b) A tanker or support vessel is underway in the safety zone or area to be avoided;

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

(d) As described in the port security plan.