INLAND TOWING VESSEL GUIDE TO FEDERAL OIL TRANSFER PROCEDURES

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INTRODUCTION

This guide is intended to assist members of the commercial towing industry develop transfer procedures for typical towboats which comply with established federal pollution prevention standards.

This guide does not purport to promulgate U.S. Law or U.S. Coast Guard policy or to be in any sense directory. The organization and development of legal materials are the work product of the members of the Joint Industry/Coast Guard Quality Action Team and do not necessarily reflect the views of any governmental agency. The words "he" and "his" when used in the publication represent both the masculine and feminine genders unless otherwise specifically stated.

All references to regulations are to the Code of Federal Regulations, for example:
33 CFR 155. Users should note that these regulations are revised from time-to-time through rule making procedures listed in the Federal Register. This guide was prepared, last modified and based upon regulatory requirements as of 1 July 1996. Any reliance on regulatory cites should be cross referenced to the Federal Register's Sections Affected Index to assure current applicability

APPLICABILITY REQUIREMENTS FOR TRANSFER PROCEDURES

A Towboats are required to have Transfer Procedures.

33 CFR 155.720 requires Transfer Procedures for all vessels with a total oil capacity of 250 barrels (10,500 gallons) of oil.

B What is considered oil?

Oil is defined as "Oil means oil of any kind or in any form, including but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredge spoil".

C Which transfers must have Transfer Procedures?

- Transfers to or from the vessel.
- Transfers from tank to tank within the vessel

Examples of typical transfers requiring a transfer procedure may include, but are not limited, to:

Taking on fuel in bulk
Taking on lube in bulk
Fuel discharge from the vessel
Waste oil/slop oil discharge
Barge engine fueling
Fuel tank to tank

D Does a person in charge need to be designated? If Transfer Procedures are required, then a designated person in charge is required. This is based on the 250 barrel capacity of the vessel.

E <u>Qualifications of a Person in Charge</u>

The qualifications of the Person in Charge for uninspected vessels of 100 gross tons or more are found in 33 CFR 155.710(a)(4) shown below:

33 CFR 155.710 (a)(4)
(a) The operator of each vessel to which this seciton applies shall verify to his satisfaction that the PIC of the transfer of fuel oil...

(4) On each uninspected vessel of 100 or more gross tons, has been instructed by the operator in his duties and the federal water pollution laws and regulations that apply to the vessel.

F Where should the transfer procedure be kept? 33 CFR 155.740 gives the availability requirements for the Transfer Procedures.

> *§ 155.740 Availability of Transfer Procedures.*
>
> *The Transfer Procedures required by § 155.720 must be:*
>
> *(a) Available for inspection by the COTP or OCMI whenver the vessel is in operation;*
>
> *(b) Legibly printed in a language or languages understood by personnel engaged in transfer operations; and*
>
> *(c) Permanently posted or available at a place where the procedures can be easily seen and used by members of the crew when engaged in transfer operations.*

G What must be contained in the Transfer Procedures? The required contents of the Transfer Procedures are given in 33 CFR 155.750 shown in the Walk Through of a Transfer Procedure in Section 3 and again in Section 4.

WALK THROUGH OF THREE TYPICAL TRANSFER PROCEDURES FOR A TOWBOAT

- **FUELING THE BOAT**
- **TAKING ON LUBE OIL IN BULK**
- **DISCHARGING WASTE OIL OR SLOP OIL**

The transfer procedures required by § 155.720 must contain, either in the order listed or by use of a cross-reference index page:

(1) A list of each product transferred to or from the vessel, including the following information:

(i) Generic or chemical name;

(ii) Applicability of transfer procedures

The Product Information (Part 1-A) and Applicability of the Transfer Procedures (Part 1-C) vary for each procedure. These parts for each product are shown separately.

The information for Hazards in Handling, Instructions for Safe Handling, Spill Procedures, and Firefighting Procedures are the same for these three products. This is shown as Part (1-B).

(1)-A RECEIVING FUEL

Product Information

Generic Name	- Diesel Fuel
Designated Name	- Oil, Fuel No. 2
Appearance	- Pale Yellow to Brownish Yellow Liquid
Odor -	Aromatic Fuel Oil Odor

(1)-A RECEIVING BULK LUBE OIL

Product Information

Generic Name	- Lube Oil
Designated Name	- Oil, Misc.; Lubricating
Appearance	- Pale Yellow or Amber to Dark Brown Liquid
Odor -	Mild

(1)-A DISCHARGING WASTE OIL

Product Information

Generic Name	- Waste Oil, Slop Oil or Bilge Slops
Designated Name	-
Appearance	-
Odor	-

(1)-B

Hazards in Handling:

a. Combustible
b. Harmful or fatal if swallowed
c. May cause irritation to the eyes
d. May cause irritation to the skin
e. Excessive breathing of vapors may cause respiratory irritation

Instructions for Safe Handling:

a. Prohibit Smoking, Hot Work, and all other ignition sources in vicinity of oil handling area
b. Avoid swallowing or allowing oil to enter lungs
c. Avoid exposure to eyes. If such exposure occurs, flush with fresh water.
d. Avoid prolonged exposure to skin; if that occurs, wash thoroughly with soap and water.
e. Avoid prolonged exposure to vapors or even brief exposure to concentrated vapors without respiratory protection. If any symptoms such as headaches, dizziness, weakness, loss of appetite, or coordination, remove affected person to fresh air, and if symptoms persist, obtain medical attention.

Procedures to be Followed in the Event of Spill or Leak

a. Eliminate all sources of ignition.
b. Stop source of discharge or spill.
c. Call US Coast Guard National Response Center (1-800-424-8802).
d. Call local Coast Guard and other local authorities.
e. Implement the vessel pollution response plan.

Firefighting Procedures and Fire Extinguishing Agents

a. Vapors may be easily ignited.
b. When fighting fires of this material, proper protective apparel and equipment must be worn.
c. Extinguishing Agents include fire fighting foam, CO_2, and dry chemical; water fog or spraying may be used.

APPLICABILITY

(1)-C This transfer procedure applies to the transfer of diesel fuel to the M/V _____.

(1)-C This transfer procedure applies to the transfer of lubricating oil in bulk to the M/V _____.

(1)-C This transfer procedure applies to the transfer of waste oil from the M/V _____.

(2) A description of each transfer system on the vessel including:

(i) A line diagram of the vessel's transfer piping, including the location of each valve, pump, control device, vent, and overflow,

(ii) The location of the shutoff valve or other isolation device that separates any bilge or ballast system from the transfer system; and

(iii) A description of and procedures for emptying the discharge containment system required by § 155.320,

155.320	*is applicable for fuel oil and bulk lubricating oil discharge containment. The minimum requirements summarizing applicability, size containment, and type containment is outlined below. See Section 4 for a copy of the regulation.*

Vessel Size	Year Built	Type Containment	Minimum Size Containment
Less Than 100 G.T.	(Not Applicable)		
100 G.T. or greater.	Prior to 7/1/74	Portable	5 US Gallons
100 to 300 G.T.	After 6/30/74	Portable	5 US Gallons
300 to 1600 G.T.	After 6/30/74	Fixed	1/2
Greater than 1600 G.T.	After 6/30/74	Fixed	1 Barrel

The examples given in Part 2 of this walk through are based on the configurations of each example system. A line diagram for each system involved can be found in the Example Procedures in Section 4.

(2) FUEL DESCRIPTION OF DIESEL FUEL TRANSFER SYSTEM

1) The fill connection for this vessel is a 4" flange type fitting located on main deck, port and stbd. sides, inside a fixed spill container app. 4' forward of engine room doors.
2) The vessel has four fuel oil tanks. They are located immediately beneath main deck and adjacent to the vessel's wing ballast tanks. There are two on either side.
3) Fixed piping extends from the fill connections to the fuel oil tanks. There are valves to permit filling of any single tank or the simultaneous filling of any combination of tanks.
4) The vents for these tanks are located on main deck, app. 15' from bow of boat.
5) The attached diagram shows the location of valves, pumps, and control devices in the system.
6) The fuel transfer piping is not connected to the bilge or ballast system.
7) [Emptying discharge containment system]

(2) LUBE OIL DESCRIPTION OF LUBE OIL TRANSFER SYSTEM

1) The fill connections for the lube oil are 2" quick connect fittings located on main deck port and stbd. sides, app. 2' behind engine room door.
2) The vessel has one bulk lube oil storage tank, located immediately beneath main deck in rudder room.
3) Fixed piping extends from fill connection to lube oil tanks. There are valves to permit filling of the tank.
4) The vents from the lube oil tanks terminate in the fixed containment area behind the engine room doors. There are no sounding tubes on this vessel.
5) A diagram of this vessel's bulk lube oil transfer is shown on the following page. The diagram shows the location of each valve, pump, and control device in the system.
6) The Lube Oil Transfer System is not connected to the bilge or ballast system.
7) [Emptying discharge containment system]

(2) WASTE OIL DESCRIPTION OF WASTE OIL SYSTEM

1) The slop oil tank is located immediately beneath main deck adjacent to side, between fuel oil day tank and #1 fuel oil tank. They are not equipped with sounding tubes.
2) Slops are pumped from vessel's bilges through fixed piping to these tanks.
3) The bilge pump is driven by an electric motor. It is located in the lower engine room.
4) The discharge connection is a 2" quick connect type fitting, located on port side, main deck.
5) A line diagram of this vessel's slop oil transfer system is shown on the following page. This diagram indicates the location of each valve, pump, and control device in the system.
6) The Waste Oil System is not connected to the bilge or ballast systems.
7) [Emptying discharge containment system]

(3) The number of persons required to be on duty during transfer operations.

Example:

- The engineer on watch is required to be on duty during oil transfer operation, and shall be designated "person-in-charge" of oil transfer operations. He is the only crewmember required to be on duty during oil transfer operations.

(4) The duties by title of each officer, person in charge, tankerman, deckhand, and any other person required for each transfer operation;

Example:

- The duties of the "person-in-charge" of oil transfer operations shall be to:

1) Assure the boat is properly moored and attend mooring lines during transfer if at dock.

   Properly connect bonding cable where used.

   Assure proper connection of transfer hose.

2) Prepare "Declaration of Inspection" and confer with "person-in-charge" of the oil transfer facility and agree on the method of communication to be used. During transfer operations, communication must be maintained.

3) Prior to starting the transfer, and at frequent times during the transfer, the fuel tanks involved in the transfer are to be gauged by visual observation or taking gauge reading to ensure that the tank(s) are not overfilled. The other fuel tanks should be periodically checked to ensure that fuel is not being added inadvertently.

4) Line up appropriate valves in vessel's oil transfer piping system (see piping diagram).

5) Prior to transfer at full rate, start transfer at a slow rate, checking hose, connections, and transfer piping for leaks. If leak discovered, stop transfer operations immediately and correct source of leak.

6) When transfer is finished, disconnect hose, ensure any drainage from hose does not spill on deck of boat or in the water. Install blind flange at end of transfer header and hose.

(5) Procedures and duty assignments for tending the vessel's moorings during the transfer of oil or hazardous material;

Examples:

- The person-in-charge shall keep a close watch on all mooring lines to insure that they are sufficiently snug to prevent more than normal movement.
- If the vessel is moored during this transfer operation, mooring lines as necessary to ensure safety of the vessel will be tended by the "person-in-charge" during transfer operations.
- If the vessel is in tow during this transfer operation, the "person-in-charge" will coordinate with the pilot on watch to ensure that towing cables are adjusted as necessary.

(6) Procedures for operating the emergency shutdown and communications means required by §§ 155.780 and 155.785, respectively.

> 155.780 and 155.785 are applicable only when a "Tank Vessel" with a capacity of at least 250 barrels is involved in the Transfer. If a towboat is involved with a transfer to or from a Tank Vessel, the Towboat's P.I.C. must be familiar with and utilize the communication systems required of the Tank Vessel. Please refer to Section 5 for a copy of 155.780 and 155.785.

Example:

- Emergency shutdown is not required for this transfer procedure.

A suitable means of communication should be established by the mid-stream unit or facility in accordance with their transfer procedures.

(7) PROCEDURES FOR TOPPING OFF TANKS

Examples:

- When topping off tanks, the following procedure should be followed:

  a. The level in the tanks shall be closely monitored.

  b. Prior to topping off, the mid-stream or facility "P.I.C." must be alerted to reduced flow.

  c. The flow into the tank(s) is to be reduced by partially closing the tank valve.

  d. When desired level is reached, close valves completely.

- Procedures for topping off tanks.

  1) Continuously monitor the liquid level in each tank involved in the transfer, using the sight glass or sounding tubes as appropriate for that transfer system.

  2) In all cases in which the transfer involves the simultaneous filling of the two tanks, stop the flow to any single tank when the level in that tank reaches a point 6" below the top of the tank; close the fill valve for that tank and then visually check that valve.

  3) When the level within the last tank to be filled, in the case of transfers involving the simultaneous filling of two tanks, or the level within a single tank being filled, reaches a point 9" below the top of the tank, notify the person-in-charge on the other vessel or shore-side facility to reduce the rate of flow to about half the normal rate. Continue to transfer at the reduced flow rate until the level in that tank reaches a point 6" below the top of the tank, then direct the tankerman to stop the flow of oil and drain the transfer hoses.

  4) After you are sure that the transfer hoses are no longer under pressure, and the residual oil has been drained from them, close the fill valves, carefully disconnect the transfer hose and replace the blind flange, making certain the gasket is properly installed.

  5) When topping-off oil tanks, facility representative must be alert to reduce flow for topping-off procedures. Topping-off will be accomplished by closing tank valve as the desired tank level has been reached.

  6) When topping off, reduce the flow of fuel to avoid overfilling or spillage. Use gravity if possible.

(8) Procedures for ensuring that all valves used during the transfer operations are closed upon completion of transfer.

Examples:

The person-in-charge of the transfer operation shall personally check each valve visually to ensure that it is closed.

- Upon completion of fuel oil transfer, close all valves, disconnect hose and install cap.

- Closing of All Valves - Extreme care should be taken to ensure that all valves are closed upon completion of procedure. Use diagram as a checklist.

- After transfer, check line diagram of the boat's transfer piping, showing associated valves that must be closed.

(9) Procedures for reporting discharges of oil or hazardous material into the water.

§ 153.203 Procedure for the notice of discharge.

Any person in charge of a vessel or of an onshore or offshore facility shall, as soon as they have knowledge of any discharge of oil or a hazardous substance from such vessel or facility in violation of section 311 (b)(3) of the Act, immediately notify the National Response Center (NRC), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, toll free telephone number 800-424-8802 (in Washington, DC metropolitan area, (202)267-2675). If direct reporting to the NRC is not practicable, reports may be made to the Coast Guard or EPA predesignated OSC for the geographic area where the discharge occurs. All such reports shall be promptly relayed to the NRC. If it is not possible to notify the NRC or the predesignated OSC immediately, reports may be made immediately to the nearest Coast Guard unit, provided that the person in charge of the vessel or onshore or offshore facility notifies the NRC as soon as possible.

State and Local Authorities should be notified as appropriate.

Examples:

- In the event of a discharge of oil into the water, the discovering crewmember shall immediately notify the Master/Pilot who will then immediately notify the National Response Center (NRC) at P/N 1-800-424-8802, or if impractical, the nearest U.S. Coast Guard Captain of the Port via VHF-FM channel 16. The NRC must be notified as soon as possible if unable to notify initially.

- In case of an oil spill into the water, initiate Spill Mitigation Procedures as appropriate and notify the Captain. The Captain will ensure that it is reported in accordance to the "Emergency Reporting Procedures".

- Any such discharge from this vessel shall be immediately reported to the US Coast Guard National Response Center. The Center is manned on a 24-hour basis, the telephone number is 1-800-424-8802.

- Once the required notification has been made to the USCG National Response Center, prompt notification shall be made to the office, the nearest Coast Guard Marine Safety Office, the nearest office of the EPA, and the appropriate state and local authorities.

(10) Procedures for closing and opening the vessel openings in § 155.815.

155.815 is generally not applicable to towboats since it specifically addresses "Tank Vessels". However, the provisions of 155.815 that are common with "Towboats" should be incorporated into the "Towboat" Procedures as applicable. Please refer to Section 5 for a copy of 155.815.

Examples:

- At the completion of all oil transfers, the person-in-charge of that transfer shall personally check each such opening to ensure they are properly closed.
    - After transfer is completed, secure all gauge openings.

EXAMPLE PROCEDURES

Example Transfer Procedures developed from the walk through in Section 3 are provided as examples only.

Varying vessels and company operating procedures will necessitate a custom procedure reflecting the vessel configuration and company policies and procedures.

The sample procedures include:

Fuel Oil Fill
Lube Oil Fill
Slop Oil Discharge

FUEL OIL FILL - TRANSFER PROCEDURE

1. Product Information

Generic Name -	Diesel Fuel	
Designated Name	-	Oil, Fuel No. 2
Appearance	-	Pale Yellow to Brownish Yellow Liquid
Odor	-	Aromatic Fuel Oil Odor

Hazards in Handling:

a. Combustible
b. Harmful or fatal if swallowed
c. May cause irritation to the eyes
d. May cause irritation to the skin
e. Excessive breathing of vapors may cause respiratory irritation

Instructions for Safe Handling:

a. Prohibit Smoking, Hot Work, and all other ignition sources in vicinity of fuel handling area
b. Avoid swallowing or allowing diesel fuel to enter lungs
c. Avoid exposure to eyes. If such exposure occurs, flush with fresh water.
d. Avoid prolonged exposure to skin; if that occurs, wash thoroughly with soap and water.
e. Avoid prolonged exposure to vapors or even brief exposure to concentrated vapors without respiratory protection. If any symptoms such as headaches, dizziness, weakness, loss of appetite, or coordination, remove affected person to fresh air, and if symptoms persist, obtain medical attention.

Procedures to be Followed in the Event of Spill or Leak

a. Eliminate all sources of ignition.
b. Stop source of discharge or spill.
c. Call US Coast Guard National Response Center (1-800-424-8802).
d. Call local Coast Guard and other local authorities.
e. Implement the vessel pollution response plan.

Firefighting Procedures and Fire Extinguishing Agents

a. Vapors may be easily ignited.
b. When fighting fires of this material, proper protective apparel and equipment must be worn.
c. Extinguishing Agents include fire fighting foam, CO_2, and dry chemical; water fog or spraying may be used

APPLICABILITY

This transfer procedure applies to the transfer of diesel fuel to the M/V _____.

2. Diesel Fuel Transfer System

A line diagram of the Fuel Oil Fill Piping showing the location of each valve is attached.

The Fuel Oil Fill Piping is not connected to the bilge or ballast system.

The containment area can be gravity drained into the used oil tank through fixed piping.

Description of this System

a. The fill connection for this vessel is a 4" flange type fitting located on main deck, port and stbd. sides, inside a fixed spill container app. 4' forward of engine room doors.
b. The vessel has four fuel oil tanks. They are located immediately beneath main deck and adjacent to the vessel's wing ballast tanks. There are two on either side.
c. Fixed piping extends from the fill connections to the fuel oil tanks. There are valves to permit filling of any single tank or the simultaneous filling of any combination of tanks.
d. The vents for these tanks are located on main deck, app. 15' from bow of boat.
e. The attached diagram shows the location of valves, pumps, and control devices in the system.

3. The engineer on watch is required to be on duty during oil transfer operation, and shall be designated "person-in-charge" of oil transfer operations. He is the only crewmember required to be on duty during oil transfer operations.

4. The duties of the "person-in-charge" of oil transfer operations shall be to:

a. Assure the boat is properly moored and attend mooring lines during transfer if at dock.

Properly connect bonding cable where used.

Assure proper connection of transfer hose.

b. Fill out and sign the "Declaration of Inspection" and confer with "person-in-charge" of the oil transfer facility and agree on the method of communication to be used. During transfer operations, communication must be maintained (see section 5 for Declaration of Inspection regulation 33 CFR 156.150.

c. Prior to starting the transfer, and at frequent times during the transfer, the fuel tanks involved in the transfer are to be gauged by visual observation or taking gauge reading to ensure that the tank(s) are not overfilled. The other fuel tanks should be periodically checked to ensure that fuel is not being added inadvertently.

d. Line up appropriate valves in vessel's oil transfer piping system (see piping diagram).

e. Prior to transfer at full rate, start transfer at a slow rate, checking hose, connections, and transfer piping for leaks. If leak discovered, stop transfer operations immediately and correct source of leak.

f. When transfer is finished, disconnect hose, ensure any drainage from hose does not spill on deck of boat or in the water. Install blind flange at end of transfer header and hose.

5. The person-in-charge shall keep a close watch on all mooring lines to insure that they are sufficiently snug to prevent more than normal movement.

6. Emergency shutdown is not required for this transfer procedure.

A suitable means of communication should be established by the mid-stream unit or facility in accordance with their transfer procedures.

7. When topping off tanks, the following procedure should be followed:

a. The level in the tanks shall be closely monitored.

b. Prior to topping off, the mid-stream or facility "P.I.C" must be alerted to reduced flow.

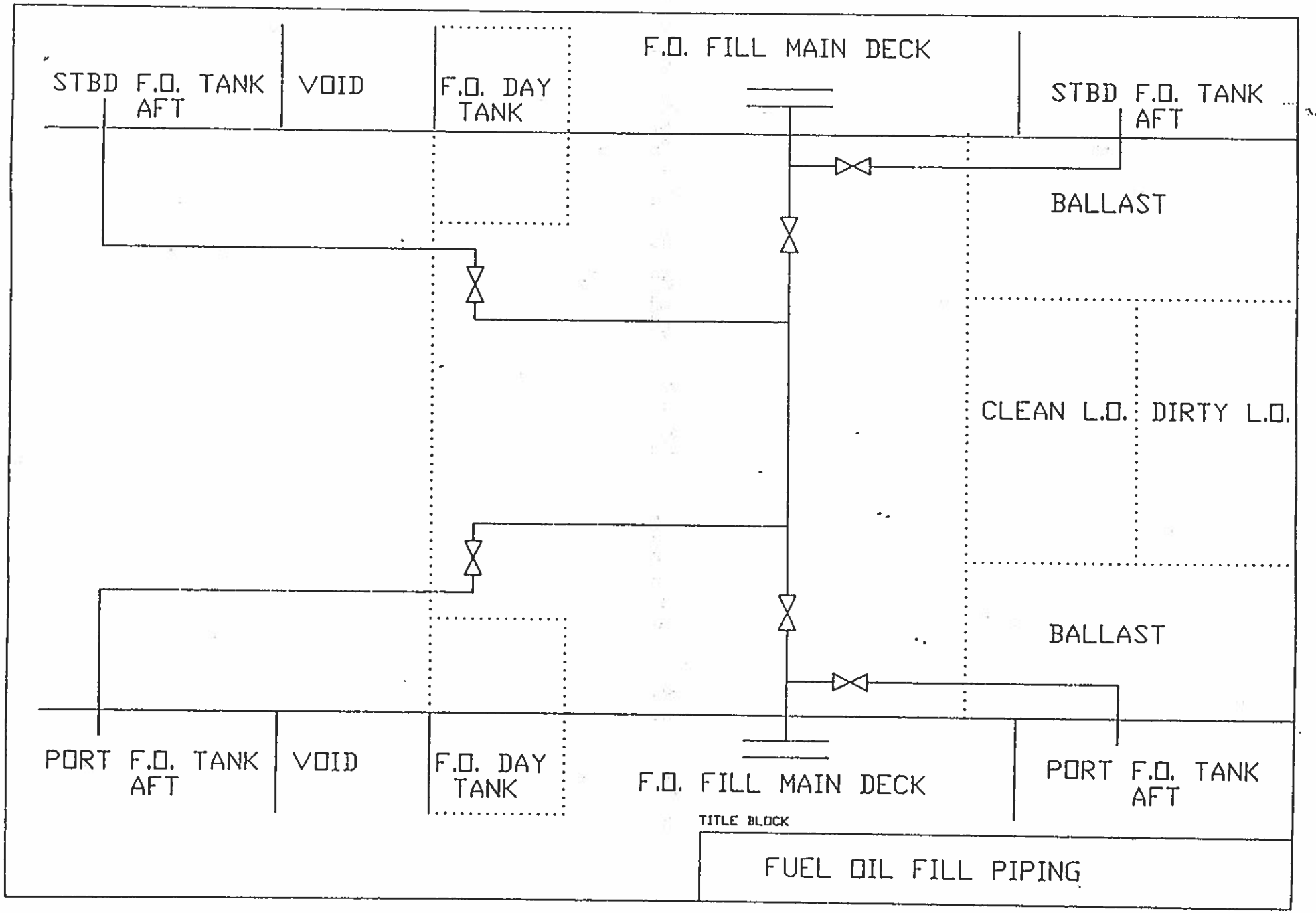
c. The flow into the tank(s) is to be reduced by partially closing the tank valve.

d. When desired level is reached, close valves completely.

8. The person-in-charge of this transfer operation shall personally check each valve to ensure that it is closed after the completion of the transfer.

9. In the event of a discharge of oil into the water, the discovering crewmember shall immediately notify the Master/Pilot who will then notify the National Response Center (NRC) at 800/424-8802, or if impractical, the nearest U.S. Coast Guard Captain of the Port via VHF-FM channel 16. The NRC must be notified as soon as possible if unable to notify initially.

10. At the completion of the transfer, the person-in-charge shall personally check each gauge opening to ensure they are properly closed.


STBD F.O. TANK AFT
VOID
F.O. DAY TANK
F.O. FILL MAIN DECK
STBD F.O. TANK AFT
BALLAST
CLEAN L.O.
DIRTY L.O.
BALLAST
PORT F.O. TANK AFT
VOID
F.O. DAY TANK
F.O. FILL MAIN DECK
PORT F.O. TANK AFT
TITLE BLOCK
FUEL OIL FILL PIPING

LUBE OIL FILL - TRANSFER PROCEDURE

1. Product Information

Generic Name -	Lube Oil	
Designated Name	-	Oil, Misc.; Lubricating
Appearance	-	Pale Yellow to Amber to Dark Brown Liquid
Odor	-	Mild

Hazards in Handling:

a. Combustible
b. Harmful or fatal if swallowed
c. May cause irritation to the eyes
d. May cause irritation to the skin
e. Excessive breathing of vapors may cause respiratory irritation

Instructions for Safe Handling:

a. Prohibit Smoking, Hot Work, and all other ignition sources in vicinity of fuel handling area
b. Avoid swallowing or allowing diesel fuel to enter lungs
c. Avoid exposure to eyes. If such exposure occurs, flush with fresh water.
d. Avoid prolonged exposure to skin; if that occurs, wash thoroughly with soap and water.
e. Avoid prolonged exposure to vapors or even brief exposure to concentrated vapors without respiratory protection. If any symptoms such as headaches, dizziness, weakness, loss of appetite, or coordination, remove affected person to fresh air, and if symptoms persist, obtain medical attention.

Procedures to be Followed in the Event of Spill or Leak

a. Eliminate all sources of ignition.
b. Stop source of discharge or spill.
c. Call US Coast Guard National Response Center (1-800-424-8802).
d. Call local Coast Guard and other local authorities.
e. Implement the vessel pollution response plan.

Firefighting Procedures and Fire Extinguishing Agents

a. Vapors may be easily ignited.
b. When fighting fires of this material, proper protective apparel and equipment must be worn.
c. Extinguishing Agents include fire fighting foam, CO_2, and dry chemical; water fog or spraying may be used.

APPLICABILITY

This transfer procedure applies to the transfer of lube oil in bulk to the M/V _____.

2. Lube Oil Transfer System

A line diagram of the Clean and Dirty Lube Oil Piping showing the location of each valve is attached.

The Lube Oil Piping is not connected to the bilge or ballast system.

The containment area can be gravity drained into the used oil tank through fixed piping.

Description of this System

a) The fill connections for the lube oil are 2" quick connect fittings located on main deck port and stbd. sides, app. 2' behind engine room door.
b) The vessel has one bulk lube oil storage tank, located immediately beneath main deck in rudder room.
c) Fixed piping extends from the fill connection to the lube oil tanks. There are valves to permit filling of the tank.
d) The vents for the lube oil tank is fixed spill container AFT engine room doors. There are no sounding tubes on this vessel.
e) The attached diagram shows the location of valves, pumps, and control devices in the system.

3. The engineer on watch is required to be on duty during oil transfer operation, and shall be designated "person-in-charge" of oil transfer operations. He is the only crewmember required to be on duty during oil transfer operations.

4. The duties of the "person-in-charge" of oil transfer operations shall be to:

a. Assure the boat is properly moored and attend mooring lines during transfer if at dock.

Properly connect bonding cable where used.

Assure proper connection of transfer hose.

b. Fill out and sign the "Declaration of Inspection" and confer with "person-in-charge" of the oil transfer facility and agree on the method of communication to be used. During transfer operations, communication must be maintained (see section 5 for Declaration of Inspection regulation 33 CFR 156.150.

c. Prior to starting the transfer, and at frequent times during the transfer, the fuel tanks involved in the transfer are to be gauged by visual observation or taking gauge reading to ensure that the tank(s) are not overfilled. The other fuel tanks should be periodically checked to ensure that fuel is not being added inadvertently.

d. Line up appropriate valves in vessel's oil transfer piping system (see piping diagram).

e. Prior to transfer at full rate, start transfer at a slow rate, checking hose, connections, and transfer piping for leaks. If leak discovered, stop transfer operations immediately and correct source of leak.

f. When transfer is finished, disconnect hose, ensure any drainage from hose does not spill on deck of boat or in the water. Install blind flange at end of transfer header and hose.

5. The person-in-charge shall keep a close watch on all mooring lines to insure that they are sufficiently snug to prevent more than normal movement.

6. Emergency shutdown is not required for this transfer procedure.

A suitable means of communication should be established by the mid-stream unit or facility in accordance with their transfer procedures.

7. When topping off tanks, the following procedure should be followed:

a. The level in the tanks shall be closely monitored.

b. Prior to topping off, the mid-stream or facility "P.I.C" must be alerted to reduced flow.

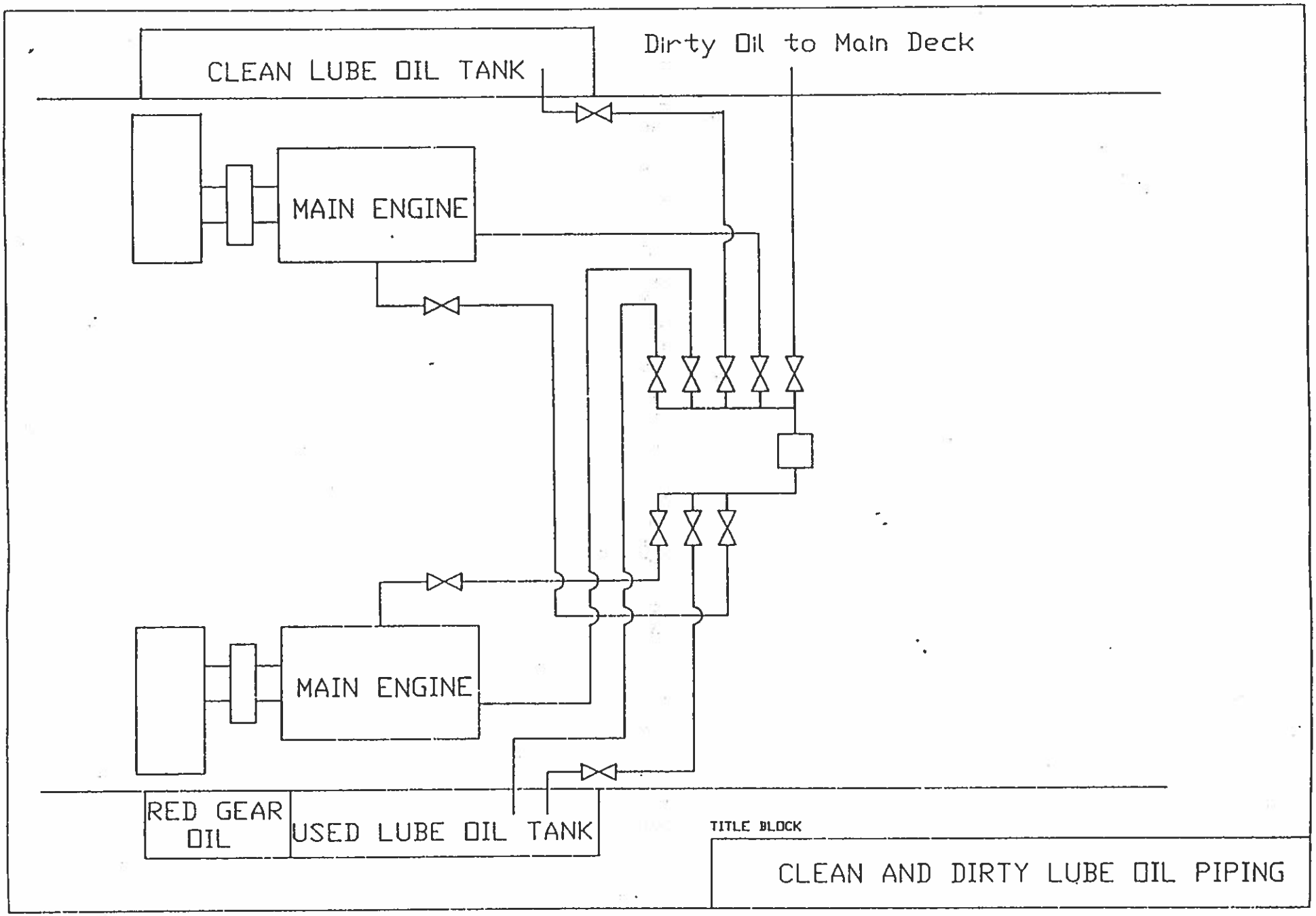
c. The flow into the tank(s) is to be reduced by partially closing the tank valve.

d. When desired level is reached, close valves completely.

8. The person-in-charge of this transfer operation shall personally check each valve to ensure that it is closed after the completion of the transfer.

9. In the event of a discharge of oil into the water, the discovering crewmember shall immediately notify the Master/Pilot who will then notify the National Response Center (NRC) at 800/424-8802, or if impractical, the nearest U.S. Coast Guard Captain of the Port via VHF-FM channel 16. The NRC must be notified as soon as possible if unable to notify initially.

10. At the completion of the transfer, the person-in-charge shall personally check each gauge opening to ensure they are properly closed.


CLEAN LUBE OIL TANK
Dirty Oil to Main Deck
MAIN ENGINE
MAIN ENGINE
RED GEAR OIL
USED LUBE OIL TANK
TITLE BLOCK
CLEAN AND DIRTY LUBE OIL PIPING

SLOP OIL DISCHARGE - TRANSFER PROCEDURE

1. Product Information

Generic Name	-	Waste Oil, Slop Oil or Bilge Slops
Designated Name	-	
Appearance	-	Pale Yellow to Dark Brown Liquid
Odor	-	Mild to Aromatic

Hazards in Handling: .

a. Combustible
b. Harmful or fatal if swallowed
c. May cause irritation to the eyes
d. May cause irritation to the skin
e. Excessive breathing of vapors may cause respiratory irritation

Instructions for Safe Handling:

a. Prohibit Smoking, Hot Work, and all other ignition sources in vicinity of fuel handling area
b. Avoid swallowing or allowing diesel fuel to enter lungs
c. Avoid exposure to eyes. If such exposure occurs, flush with fresh water.
d. Avoid prolonged exposure to skin; if that occurs, wash thoroughly with soap and water.
e. Avoid prolonged exposure to vapors or even brief exposure to concentrated vapors without respiratory protection. If any symptoms such as headaches, dizziness, weakness, loss of appetite, or coordination, remove affected person to fresh air, and if symptoms persist, obtain medical attention.

Procedures to be Followed in the Event of Spill or Leak

a. Eliminate all sources of ignition.
b. Stop source of discharge or spill.
c. Call US Coast Guard National Response Center (1-800-424-8802).
d. Call local Coast Guard and other local authorities.
e. Implement the vessel pollution response plan.

Firefighting Procedures and Fire Extinguishing Agents

a. Vapors may be easily ignited.
b. When fighting fires of this material, proper protective apparel and equipment must be worn.
c. Extinguishing Agents include fire fighting foam, CO_2, and dry chemical; water fog or spraying may be used.

APPLICABILITY

This transfer procedure applies to the transfer of slop oil from the M/V _____.

2. Slop Oil Transfer System

A line diagram of the Clean and Dirty Lube Oil Piping showing the location of each valve is attached.

The Lube Oil Piping is not connected to the bilge or ballast system.

The containment area can be gravity drained into the used oil tank through fixed piping.

Description of this System

a) The slop oil tank is located immediately beneath main deck adjacent to side, between fuel oil day tank and #1 fuel oil tank. They are not equipped with sounding tubes.
b) Slops are pumped from vessel's bilges through fixed piping to this tank.
c) The oil transfer pump is located in the lower engine room forward of the main engines.
d) The discharge connection is a 2" quick connect type fitting, located on port side, main deck, 4' AFT engine room door.
e) The attached diagram shows the location of valves, pumps, and control devices in the system.

3. The engineer on watch is required to be on duty during oil transfer operation, and shall be designated "person-in-charge" of oil transfer operations. He is the only crewmember required to be on duty during oil transfer operations.

4. The duties of the "person-in-charge" of oil transfer operations shall be to:

a. Assure the boat is properly moored and attend mooring lines during transfer if at dock.

Properly connect bonding cable where used.

Assure proper connection of transfer hose.

b. Prepare "Declaration of Inspection" and confer with "person-in-charge" of the oil transfer facility and agree on the method of communication to be used. During transfer operations, communication must be maintained.

c. Prior to starting the transfer, and at frequent times during the transfer, the fuel tanks involved in the transfer are to be gauged by visual observation or taking gauge reading to ensure that the tank(s) are not overfilled. The other fuel tanks should be periodically checked to ensure that fuel is not being added inadvertently.

d. Line up appropriate valves in vessel's oil transfer piping system (see piping diagram).

e. Prior to transfer at full rate, start transfer at a slow rate, checking hose, connections, and transfer piping for leaks. If leak discovered, stop transfer operations immediately and correct source of leak.

f. When transfer is finished, disconnect hose, ensure any drainage from hose does not spill on deck of boat or in the water. Install blind flange at end of transfer header and hose.

5. The person-in-charge shall keep a close watch on all mooring lines to insure that they are sufficiently snug to prevent more than normal movement.

6. Emergency shutdown is not required for this transfer procedure.

A suitable means of communication should be established by the mid-stream unit or facility in accordance with their transfer procedures.

7. When topping off tanks, the following procedure should be followed:

a. The level in the tanks shall be closely monitored.

b. Prior to topping off, the mid-stream or facility "P.I.C" must be alerted to reduced flow.

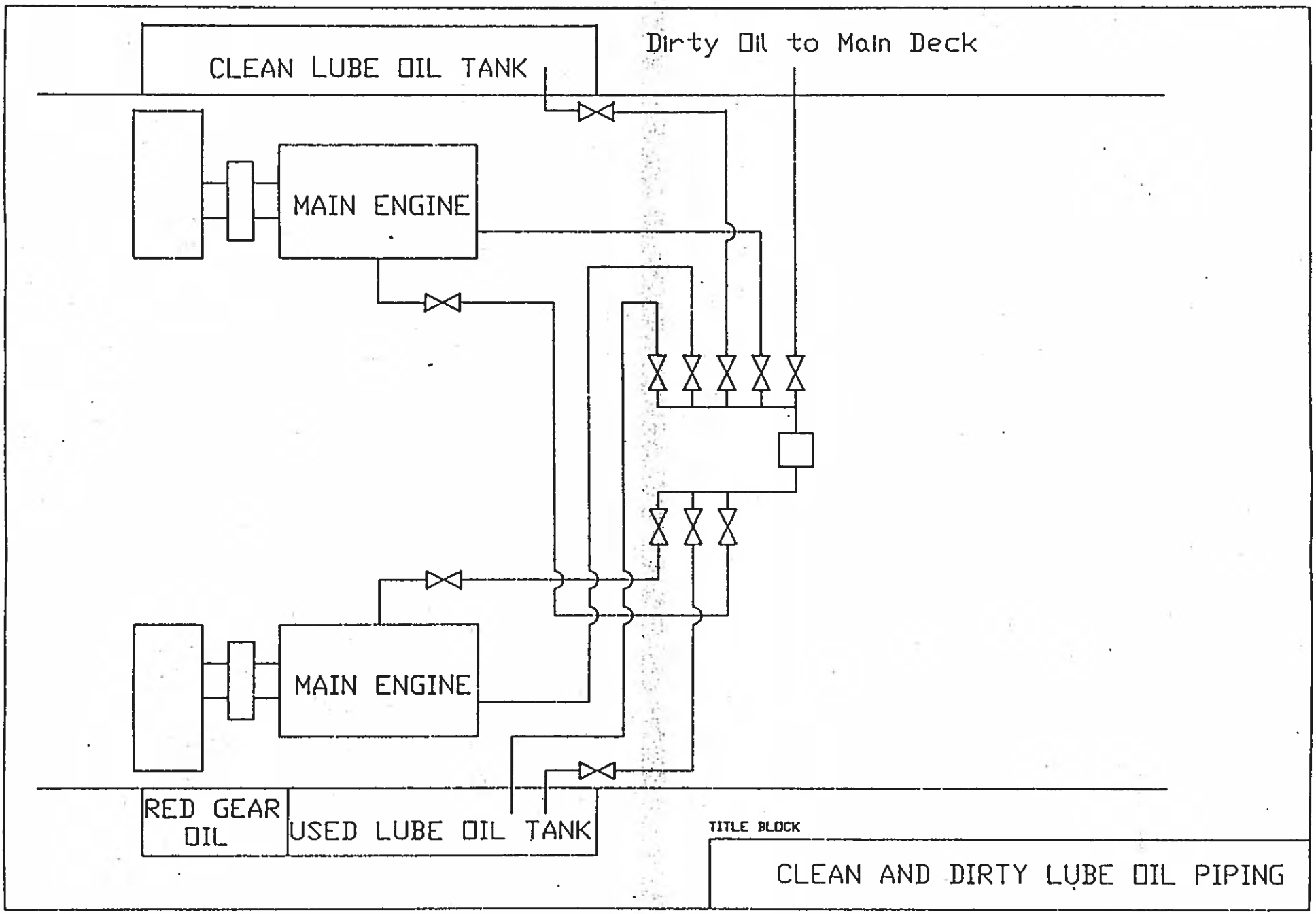
c. The flow into the tank(s) is to be reduced by partially closing the tank valve.

d. When desired level is reached, close valves completely.

8. The person-in-charge of this transfer operation shall personally check each valve to ensure that it is closed after the completion of the transfer.

9. In the event of a discharge of oil into the water, the discovering crewmember shall immediately notify the Master/Pilot who will then notify the National Response Center (NRC) at 800/424-8802, or if impractical, the nearest U.S. Coast Guard Captain of the Port via VHF-FM channel 16. The NRC must be notified as soon as possible if unable to notify initially.

10. At the completion of the transfer, the person-in-charge shall personally check each gauge opening to ensure they are properly closed.


CLEAN LUBE OIL TANK
Dirty Oil to Main Deck
MAIN ENGINE
MAIN ENGINE
RED GEAR OIL
USED LUBE OIL TANK
TITLE BLOCK
CLEAN AND DIRTY LUBE OIL PIPING

SECTION 5

REGULATIONS

Copies of the Federal Regulations referenced to in previous sections are provided in this section.

§ 154.310 Operations manual: Contents.

(a) Each operations manual required by § 154.300 must contain:

(1) The geographic location of the facility;

(2) A physical description of the facility including a plan of the facility showing mooring areas, transfer locations, control stations, and locations of safety equipment;

(3) The hours of operation of the facility;

(4) The sizes, types, and number of vessels that the facility can transfer oil or hazardous material to or from simultaneously;

(5) For each product transferred at the facility:

(i) Generic or chemical name; and

(ii) The following cargo information:

(a) The name of the cargo as listed under appendix II of annex II of MARPOL 73/78, Table 30.25-1 of 46 CFR 30.25-1, Table 151.05 of 46 CFR 151.05-1, or Table 1 of 46 CFR part 153.

(b) A description of the appearance of the cargo;

(c) A description of the odor of the cargo;

(d) The hazards involved in handling the cargo;

(e) Instructions for safe handling of the cargo;

(f) The procedures to be followed if the cargo spills or leaks, or if a person is exposed to the cargo; and

(g) A list of fire fighting procedures and extinguishing agents effective with fires involving the cargo.

(6) The minimum number of persons on duty during transfer operations and their duties;

(7) The names and telephone numbers of facility, Coast Guard, and other personnel who may be called by the employees of the facility in an emergency;

(8) The duties of watchmen, required by § 155.810 of this chapter and 46 CFR 35.05-15, for unmanned vessels moored at the facility;

(9) A description of each communication system required by this part;

(10) The location and facilities of each personnel shelter, if any;

(11) A description and instructions for the use of drip and discharge collection and vessel slop reception facilities, if any;

(12) A description and the location of each emergency shutdown system;

(13) Quantity, types, locations, and instructions for use of monitoring devices if required by § 154.525;

(14) Quantity, type, location, instructions for use, and time limits for gaining access to the containment equipment required by §154.545;

(15) Quantity, type, location, and instructions for use of fire extinguishing equipment required by § 126.15(j) of this chapter;

(16) The maximum relief valve setting (or maximum system pressure when relief valves are not provided) for each transfer system;

(17) Procedures for:

(i) Operating each loading arm including the limitations of each loading arm;

(ii) Transferring oil or hazardous material;

(iii) Completion of pumping; and

(iv) Emergencies;

(18) Procedures for reporting and initial containment of oil or hazardous material discharges;

(19) A brief summary of applicable Federal, state, and local oil or hazardous material pollution laws and regulations;

(20) Procedures for shielding portable lighting authorized by the COTP under § 154.570©; and

(21) A description of the training and qualification program for persons in charge.

(22) Statements explaining that each hazardous materials transfer hose is marked with either the name of each product which may be transferred through the hose or with letters, numbers or other symbols representing all such products and the location in the operations manual where a chart or list of the symbols used and a list of the compatible products which may be transferred through the hose can be found for consultation before each transfer.

(b) If a facility collects vapors emitted from vessel cargo tanks for recovery, destruction, or dispersion, the operations manual must contain a description of the vapor collection system at the facility which includes:

(1) A line diagram or simplified piping and instrumentation diagram (P&ID) of the facility's vapor control system piping, including the location of each valve, control device, pressure-vacuum relief valve, pressure indicator, flame arrester, and detonation arrester; and

(2) A description of the vapor control system's design and operation including the:

(i) Vapor line connection;

(ii) Startup and shutdown procedures;

(iii) Steady state operating procedures;

(iv) Provisions for dealing with pyrophoric sulfide (for facilities which handle inerted vapors of cargoes containing sulfur);

(v) Alarms and shutdown devices; and

(vi) Pre-transfer equipment inspection requirements.

(c) The facility operator shall incorporate a copy of each amendment to the operations manual under § 154.320 in each copy of the manual with the related existing requirement, or add the amendment at the end of each manual if not related to an existing requirement.

(d) The operations manual must be written in the order specified in paragraph (a) of this section, or contain a cross-referenced index page in that order.

§ 155.320 Fuel oil and bulk lubricating oil discharge containment.

(a) A ship of 300 gross tons or more constructed after June 30, 1974 must have a fixed container or enclosed deck area under or around each fuel oil or bulk lubricating oil tank vent, overflow, and fill pipe, that:

(1) For a ship of 300 or more but less than 1600 gross tons has a capacity of at least one-half barrel; and

(2) For a ship of 1600 or more gross tons has a capacity of one barrel.

(b) A ship of 100 gross tons or more constructed before July 1, 1974, and a ship of 100 or more but less than 300 gross tons constructed after June 30, 1974 must:

(1) Meet paragraph (a)(1) of this section; or

(2) Equip each fuel oil or bulk lubricating oil tank vent, overflow, and fill pipe during oil transfer operations with a portable container of at least a 5 U.S. gallon capacity; or

(3) If the ship has a fill fitting for which containment is impractical, use an automatic back pressure shut-off nozzle.

(c) This section does not apply to a fixed or floating drilling rig or other platform.

SUBPART C Transfer Personnel, Procedures, Equipment, and Records

§ 155.700 Designation of person in charge.

The operator, or agent, of each vessel with a capacity for 250 or more barrels of fuel oil, cargo oil, or hazardous material shall designate, either by name or by position in the crew, the person in charge (PIC) or PICs of each transfer to or from the vessel and of each tank-cleaning.

§ 155.710 Qualifications of person in charge.

Paragraphs (a), (b), (c), and (d) do not apply to towboats and have been omitted for clarity. These paragraphs cover:

(a) Tank Ship

(b) Tank Barge

(c) Foreign Tank Ship

(d) Foreign Tank Barge

(e) The operator or agent of each vessel to which this section applies shall verify to his or her satisfaction that the PIC of the transfer of fuel oil -

(1) On each vessel required by 46 CFR chapter I to have a licensed person aboard, holds a valid license issued under 46 CFR part 10 authorizing service as a master, mate, pilot, engineer, or operator aboard that vessel.

(2) On each uninspected vessel of 100 or more gross tons, has been instructed by the operator or agent of the vessel both in his or her duties and in the Federal statutes and regulations on water pollution that apply to the vessel.

(3) On each tank barge, for the vessel's own engine-driven pumps has been instructed both in his or her duties and in the Federal statutes and regulations on water pollution.

(4) On each foreign vessel, holds a license or certificate issued by a flag state party to STCW, or other form of evidence acceptable to the Coast Guard, attesting the qualifications of the PIC to act as master, mate, pilot, operator, engineer, or tankerman aboard that vessel.

Paragraph (f) does not apply unless a towboat is carrying cargo.

Paragraph (g) is the responsibility of the facility.

§ 155.720 Transfer procedures.

The operator of a vessel with a capacity of 250 or more barrels of oil or hazardous material shall provide transfer procedures that meet the requirements of this part and part 156 of this chapter for transferring-

(a) To or from the vessel; and

(b) From tank to tank within the vessel.

§ 155.730 Compliance with transfer procedures.

The vessel operator of each vessel required by § 155.720 to have transfer procedures shall maintain them current and shall require vessel personnel to use the transfer procedures for each transfer operation.

§ 155.740 Availability of transfer procedures.

The transfer procedures required by § 155.720 must be:

(a) Available for inspection by the COTP or OCMI whenever the vessel is in operation;

(b) Legibly printed in a language or languages understood by personnel engaged in transfer operations; and

(c) Permanently posted or available at a place where the procedures can be easily seen and used by members of the crew when engaged in transfer operations.

§ 155.750 Contents of transfer procedures.

(a) The transfer procedures required by § 155.720 must contain, either in the order listed or by use of a cross-reference index page:

(1) A list of each product transferred to or from the vessel, including the following information:

(i) Generic or chemical name;

(ii) Cargo information as described in § 154.310(a)(5)(ii) of this chapter; and

(iii) Applicability of transfer procedures;

(2) A description of each transfer system on the vessel including:

(i) A line diagram of the vessel's transfer piping, including the location of each valve, pump, control device, vent, and overflow;

(ii) The location of the shutoff valve or other isolation device that separates any bilge or ballast system from the transfer system; and

(iii) A description of and procedures for emptying the discharge containment system required by §§ 155.310 and 155.320;

(3) The number of persons required to be on duty during transfer operations;

(4) The duties by title of each officer, person in charge, tankerman, deckhand, and any other person required for each transfer operation;

(5) Procedures and duty assignments for tending the vessel's moorings during the transfer of oil or hazardous material;

(6) Procedures for operating the emergency shutdown and communications means required by §§ 155.780 and 155.785, respectively;

(7) Procedures for topping off tanks;

(8) Procedures for ensuring that all valves used during the transfer operations are closed upon completion of transfer;

(9) Procedures for reporting discharges of oil or hazardous material into the water; and

(10) Procedures for closing and opening the vessel openings in §155.815.

(11) Statements explaining that each hazardous materials transfer hose is marked with either the name of each product which may be transferred through the hose or with letters, numbers or other symbols representing all such products and the location in the transfer procedures where a chart or list of the symbols used and a list of the compatible products which may be transferred through the hose can be found for consultation before each transfer.

(b) Exemptions or alternatives granted must be placed in the front of the transfer procedures.

(c) The vessel operator shall incorporate each amendment to the transfer procedures under § 155.760 in the procedures with the related existing requirement, or at the end of the procedures if not related to an existing requirement.

(d) If a vessel is fitted with a vapor control system, the transfer procedures must contain a description of the vapor collection system on the vessel which includes:

(1) A line diagram of the vessel's vapor collection system piping, including the location of each valve, control device, pressure-vacuum relief valve, pressure indicator, flame arresters, and detonation arresters, if fitted;

(2) The location of spill valves and rupture disks, if fitted;

(3) The maximum allowable transfer rate determined in accordance with 46 CFR 39.30-1(d) (1) through (d)(3);

(4) The initial transfer rate for each tank that complies with 46 CFR 39.30-1(h);

(5) A table or graph of transfer rates and corresponding vapor collection system pressure drops calculated in accordance with 46 CFR 39.30-1(b);

(6) The relief settings of each spill valve, rupture disk, and pressure-vacuum relief valve; and

(7) A description of and procedures for operating the vapor collection system, including the:

(i) Pre-transfer equipment inspection requirements;

(ii) Vapor line connection;

(iii) Closed gauging system;

(iv) High level alarm system, if fitted; and

(v) Independent automatic shutdown system, if fitted.

(e) If a cargo tank of a tank vessel is fitted with an overfill device, the transfer procedures must contain a description of the overfill device, including:

(1) The tank overfill device system and specific procedures for the person in charge to-

(i) Monitor the level of cargo in the tank; and

(ii) Shut down transfer operations in time to ensure that the cargo level in each tank does not exceed the maximum amount permitted by § 155.775(b).

(2) Pre-transfer overfill device equipment inspection and test requirements.

§ 155.760 Amendment of transfer procedures.

(a) The COTP or OCMI may require the vessel operator of any vessel that is required to have transfer procedures under § 155.720 to amend those procedures if the COTP or OCMI finds that the transfer procedures do not meet the requirements of this part.

(b) The COTP or OCMI shall notify the vessel operator in writing of any inadequacies in the oil transfer procedures. The vessel operator may submit written information, views, and arguments on and proposals for amending the procedures within 14 days from the date of the COTP or OCMI notice. After considering all relevant material presented, the COTP or OCMI shall notify the vessel operator of any amendment required or adopted, or the COTP or OCMI may rescind the notice. The amendment becomes effective 30 days after the vessel operator receives the notice, unless the vessel operator petitions the Commandant to review the COTP or OCMI notice, in which case its effective date is delayed pending a decision by the Commandant. Petitions to the Commandant must be submitted in writing via the COTP or OCMI who issued the requirement to amend.

(c) If the COTP or OCMI finds that there is a condition requiring immediate action to prevent the discharge or risk of discharge that makes the procedure in paragraph (b) of this section impractical or contrary to the public interest, he or she may issue an amendment effective on the date the vessel operator receives notice of it. In such a case, the COTP or OCMI includes a brief statement of the reasons for the findings in the notice, and the vessel operator may petition the Commandant, in any manner, to review the amendment. The petition does not postpone the amendment.

§ 155.770 Draining into bilges.

No person may intentionally drain oil or hazardous material from any source into the bilge of a vessel.

§ 155.780 Emergency shutdown.

(a) A tank vessel with a capacity of 250 or more barrels that is carrying oil or hazardous material as cargo must have on board an emergency means to enable the person in charge of a transfer operation to a facility, to another vessel, or within the vessel to stop the flow of oil or hazardous material.

(b) The means to stop the flow may be a pump control, a quick-acting, power actuated valve, or an operating procedure. If an emergency pump control is used, it must stop the flow of oil or hazardous material if the oil or hazardous material could siphon through the stopped pump.

(c) The means to stop the flow must be operable from the cargo deck, cargo control room, or the usual operating station of the person in charge of the transfer operation.

§ 155.785 Communications.

(a) During vessel to vessel transfers, each tank vessel with a capacity of 250 or more barrels of cargo that is carrying oil or hazardous material must have a means that enables continuous two-way voice communication between the persons in charge of the transfer operations on both vessels.

(b) Each vessel must have a means, which may be the communication system itself, that enables a person on board each vessel to effectively indicate his desire to use the means communication required by paragraph (a) of this section.

(c) The means required by paragraph (a) of this section must be usable and effective in all phases of the transfer operation and all conditions of weather.

(d) Portable radio devices used to comply with paragraph (a) of this section during the transfer of flammable or combustible liquids must be intrinsically safe, as defined in 46 CFR 110.15-100(i), and meet Class I, Division I, Group D requirements as defined in 46 CFR 111.80.

§ 155.790 Deck lighting.

(a) A self-propelled vessel with a capacity of 250 or more barrels of oil or hazardous material that is conducting transfer operations between sunset and sunrise must have deck lighting that adequately illuminates-

(1) Each transfer operations work area and each transfer connection point in use on the vessel; and

(2) Each transfer operations work area and each transfer connection point in use on each barge, if any, moored tothe vessel to or from which oil or hazardous material is being transferred;

(b) Where the illumination is apparently inadequate the OCMI or COTP may require verification by instrument of the levels of illumination. On a horizontal plane 3 feet above the deck the illumination must measure at least:

(1) 5.0 foot candles at transfer connection points; and

(2) 1.0 foot candle in transfer operations work areas.

(c) Lighting must be located or shielded so as not to mislead or otherwise interfere with navigation on the adjacent waterways.

§155.800 Transfer hose.

Hose used to transfer oil or hazardous material must meet the requirements of § 154.500 of this chapter.

§ 155.805 Closure devices.

(a) Each end of each transfer hose on board which is not connected for the transfer of oil or hazardous material must be blanked off with butterfly valves, wafer-type resilient seated valves, blank flanges, or other means acceptable to the COTP or OCMI.

(b) New, unused hose is exempt from the requirement in paragraph (a) of this section.

§ 155.815 Tank vessel integrity.

(a) Except as provided in paragraph (b) of this section, a tank vessel underway or at anchor must have all closure mechanisms on the following openings properly closed:

(1) Expansion trunk hatches;

(2) Ullage openings;

(3) Sounding ports;

(4) Tank cleaning openings; and

(5) Any other tank vessel openings that maintain theseaworthy condition of the tank vessel and prevent the inadvertent release of oil or hazardous material in the event of a tank vessel accident.

(b) No person may open any of the closure mechanisms in paragraph (a) of this section while the tank vessel is underway or at anchor except when authorized and supervised by a licensed officer or the tankerman required by 46 CFR 31.15-5(a).

§ 155.820 Records.

The vessel operator shall keep a written record available for inspection by the COTP or OCMI of:

(a) The name of each person currently designated as a person in charge of transfer operations.

(b) The date and result of the most recent test and inspection of each item tested or inspected as required by § 156.170 of thischapter;

(c) The hose information required by § 154.500(e) and (g) of this chapter unless that information is marked on the hose; and

(d) The Declaration of Inspection as required by § 156.150(f) of this chapter.

33 CFR 156.150 Declaration of Inspection

(a) No person may transfer oil or hazardous material to or from a vessel unless each person in charge, designated under 154.710 and 155.700 of this chapter, has filled out and signed the declaration of inspection form described in paragraph (c) of this section.

(b) No person in charge may sign the declaration of inspection unless he has determined by inspection, and indicated by initialing in the appropriate space on the declaration of inspection form, that the facility or vessel, as appropriate, meets 156.120.

(c) The declaration of inspection may be in any form but must contain at least:

(1) The name or other identification of the transferring vessel or facility and the receiving vessel or facility;

(2) The address of the facility or location of the transfer operation if not at a facility;

(3) The date the transfer operation is started;

(4) A list of the requirements in 156.120 with spaces on the form following each requirement for the person incharge of the vessel or facility to indicate by initalling that the requirement is met for the transfer operation; and

(5) A space for the date, time of signing, signature, and title of each person in charge during transfer operations on the transferring vessel or facility and space for the date, time of signing, signature, and title of each person in charge during transfer operations on the receiving facility or vessel.

(d) The form for the declaration of inspection may incorporate the declaration of inspection requirements under 46 CFR 35.35-30.

(e) The vessel and facility persons in charge shall each have a signed copy of the declaration of inspection available fro inspection by the COTP during the transfer operation.

(f) The operators of each vessel and facility engaged in the transfer operation shall retain a signed copy of the declaration of inspection on board the vessel or at the facility for at least 1 month from the date of signature.