§ 154.660 Pipe welding.
(a) Pipe welding must meet part 57 of this chapter.
(b) Longitudinal butt welds, in piping that does not meet a standard or specification under §56.60–1 of this chapter, and girth butt welds must meet the following:
(1) Butt welds of pipes made from carbon, carbon manganese, or low alloy steels must meet §56.50–105 of this chapter, including the requirements for post-weld heat treatment.
(2) Except for piping inside an independent cargo tank type A, B, or C, butt welds must be 100% radiographically tested if the design temperature is lower than 
appears to be missing. 
(3) If Table 4 references this section, butt welds for deck cargo piping exceeding 75 mm (3 in.) in diameter must be 100% radiographically tested.
(4) Butt welds of pipes not meeting paragraph (b)(2) or (b)(3) of this section must meet the non-destructive testing requirements under Subpart 56.95 of this chapter.

§ 154.665 Welding procedures.
Welding procedure tests for cargo tanks for a design temperature colder than 0 °C (32 °F), process pressure vessels, and piping must meet §54.05–15 and Subpart 57.03 of this chapter.

§ 154.701 Cargo pressure and temperature control: General.
Except as allowed under §154.703, cargo tanks must:
(a) Have their safety relief valves set at a pressure equal to or greater than the vapor pressure of the cargo at 45 °C (113 °F) but not greater than the MARVS under §154.405; or
(b) Be refrigerated by a system meeting §154.702, and each refrigerated incompatible cargo refrigerated by a separate system.

§ 154.702 Refrigerated carriage.
(a) Each refrigeration system must:

§ 154.703 Methane (LNG).
Unless a cargo tank carrying methane (LNG) can withstand the pressure build up due to boil-off for 21 days, the pressure in the cargo tank must be maintained below the set pressure of the safety relief valve for at least 21 days by:
(a) A refrigeration system that meets §154.702;
(b) A waste heat or catalytic furnace that burns boil-off gas, and: