

FORTH PORTS PLC

No. 1 of 2000

17 January, 2000

NOTICE TO MARINERS
FIRTH OF FORTH

BUNKERING OPERATIONS

Masters of vessels are reminded that bunkering operations in the ports, harbours and estuarial waters within the limits of Forth Ports' jurisdiction are subject to the following conditions, in addition to all relevant national and international legislation and the provisions of ISGOTT.

1. Notification and Reporting

The Master of a vessel of more than 50 gt (other than one which normally navigates solely within the Port) intending to receive bunkers, shall give notification in writing to and seek permission from the relevant Harbour Master or Forth Navigation Service not less than 24 hours in advance of the intention to bunker.

The notification should state:

the place
the type of bunker oil to be transhipped
the expected time that bunkering will commence/complete

Additionally, Masters of all such vessels shall also report by VHF to the relevant Harbour Master or Forth Navigation Service immediately before bunkering is about to commence and on completion of bunkering.

2. Checklists

The Masters of any vessel of more than 50 gt intending to receive bunkers shall complete a bunker checklist in conjunction with the supplying party, with all questions answered accurately.

3. Precautions to be taken by all receiving vessels:

- a) scuppers are firmly closed
- b) vessel is securely moored or safely at anchor
- c) any special instructions issued by the Harbour Master have been complied with
- d) bunker pipes which are not in use are effectively blanked
- e) bunker hoses have sufficient play and are adequately supported
- f) bunker hose connections have been provided with a good seal *
- g) there is a well-tightened bolt in every bolt hole in the bunker hose connection flange *

*where a pistol grip delivery system is used, conditions f) and g) of paragraphs 3 and 4 above will be considered to have been met if a properly maintained nozzle which conforms to BS7117 is used.

- h) there is a sufficiently large overflow container under the bunker hose connection(s)
- i) cargo handling or other operations in progress will not hazard the bunker operations or vice versa
- j) there is an agreed communication system established between the vessel receiving bunkers and bunkering barge/tanker or road tanker
- k) there is an agreed communication system established between the visual watch personnel on deck and the engineering staff responsible for loading the bunkers

4. Precautions to be taken by the supply vessel, road tanker or terminal:

The Master of a bunker barge/vessel, the driver of a road tanker or a terminal providing bunkers, is not to begin bunkering unless it has been ensured that:

- a) scuppers are firmly closed
- b) the bunkering vessel is securely moored
- c) any special instructions by the Harbour Master have been complied with
- d) the bunker hoses are properly maintained and in good condition
- e) the bunker hoses have sufficient play
- f) the bunker connection has been provided with a good seal*
- g) there is a well-tightened bolt in every bolt hole of the bunker hose joining flange and the ship's manifold*
- h) the pipelines and valves to tanks and pumps are correctly set, and
- i) there is an agreed communications system established with the vessel being bunkered

5. General Guidelines and Precautions

- a) In the case of bunkering operations taking place at an anchorage in the Forth or alongside a tidal berth, additional conditions apply as under:
 - i) only gas oil or marine diesel fuel can be bunkered.
 - ii) operations are restricted to daylight hours.
 - iii) wind strength to be less than Force 5 (17 – 21 kts) sustained.
 - iv) a stand-by vessel to be in attendance fitted with the requisite equipment to deal with any accidental spillage.
- b) The Master of a vessel involved in receiving bunkers shall ensure that the conditions described in paragraphs 3, 4 and 5 a) (i) (ii) (iii) and (iv) remain fulfilled during the entire bunkering procedure. A nominated officer/s should be in charge throughout the bunkering operation.
- c) The Master of a vessel receiving bunkers, the Master of a bunker barge/vessel, the driver of a road tanker or a terminal providing bunkers shall ensure that a constant visual watch is maintained throughout the whole transfer operation. It is essential that a visual watch is maintained on the side of the vessel away from the point of bunkering supply.

*where a pistol grip delivery system is used, conditions f) and g) of paragraphs 3 and 4 above will be considered to have been met if a properly maintained nozzle which conforms to BS7117 is used.

d) Both the Master of the vessel involved in receiving bunkers and the Master of a bunker barge/vessel shall ensure that all scuppers are closed and that sufficient absorbent materials are available in case of an accidental spillage.

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e) If it cannot be ensured during the whole bunkering operation that the requirements laid down in this Notice are fulfilled, bunkering operations are to be immediately suspended.

6. Definition of "Bunkering"

In this Notice, "bunkering" is taken to mean the transfer of liquid hydrocarbons, intended for the main propulsion and/or operation of the auxiliary machinery of a vessel or a liquid intended for lubricating the vessel's engine or other machinery.

7. Reporting Oil Spills

a) If a spillage occurs, the Master of any vessel involved in bunkering operations must inform the relevant Harbour Master or Forth Navigation Service immediately. Information to be provided should include:

the location of the spill
the type of oil spilt
the approximate quantity
action taken so far

b) Provide a Report as required by Regulation 5(1) of SI 1998 No. 1056 for UK vessels.

CHIEF HARBOUR MASTER
FIRTH OF FORTH