

PORT OF DUNDEE LIMITED

NOTICE TO MARINERS NO 05/2010

EAST COAST OF SCOTLAND

River Tay / Port of Dundee

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 Port Authority conditions, in addition to all relevant national and international legislation and the provisions of ISGOTT.

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

1. Notification

The Master/ Manager of a vessel of more than 50gt (other than one which normally navigates solely within the Port) intending to receive bunkers, whether alongside on a tidal berth or enclosed in a dock system or lying at anchor in the River Tay shall give notification in writing to and seek permission from the relevant Harbourmaster, through Forth and Tay Navigation Service not less than 24 hours in advance of the intention to bunker.

The Master or his representative should send the completed Vessel Bunkering Checklist (Appendix A) to FTNS for approval and confirmation.

Note – Permission to bunker will not be given until all the criteria in the checklist are approved by FTNS and confirmation sent in writing.

The Master of the vessel receiving the bunkers must advise FTNS at the time of commencement of bunkering and on completion of the bunkering operation, together with the relevant details contained in the Checklist (Appendix B).

2. Precautions

- i.) To be taken by the Master of all receiving vessels prior to bunkering:-
 - a) Scuppers are firmly closed
 - b) Vessel is securely moored or safely at anchor
 - c) Any special instructions issued by Forth Ports PLC/ Port of Dundee Ltd 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 in the bunker hose connection flange *
- 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 operation, or vice versa.
- j) There is an agreed communication system established between the vessel receiving the bunkers and the bunkering barge/ tanker/ road tanker/ terminal.
- k) There is an agreed communication system established between the visual watch personnel on deck and the engineering staff responsible for loading the bunkers.
- l) A nominated Officer(s) should be in charge throughout the bunkering operation.
- m) It is essential that a visual watch be maintained on the side of the vessel away from the point of supply.

* Where a pistol grip delivery system is used, conditions f) & g) will be considered to have been met if a properly maintained nozzle is used, which conforms to BS71 17 or equivalent.

ii) To be taken by the supply vessel, road tanker, prior to bunkering - The Master of a bunker barge/ vessel, the driver of a road tanker is not to begin bunkering until it has been assured that:

- a) Scuppers are firmly closed
- b) Vessel is securely moored or safely at anchor
- c) Any special instructions issued by Forth Ports PLC / Port of Dundee Ltd 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 in the bunker hose connection flange *
- 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 operation, or vice versa.
- j) There is an agreed communication system established between the visual watch personnel on deck and the engineering staff responsible for loading the bunkers.
- k) A nominated Officer(s) should be in charge throughout the bunkering operation.
- l) It is essential that a visual watch be maintained on the side of the vessel away from the point of supply.

* Where a pistol grip delivery system is used, conditions f) & g) will be considered to have been met if a properly maintained nozzle is used, which conforms to BS71 17 or equivalent.

iii) In the case of bunkering operations taking place alongside a tidal berth, additional conditions apply as under:

- a) Operations are restricted to daylight hours.
- b) Wind strength to be less than force 5 (17 – 21 kts) sustained.
- c) Master to ensure that the Vessel is safely secured alongside and anti-pollution measures and equipment are in place, available for immediate use, to deal with any accidental spillage.
- d) The Harbourmaster may, at his sole discretion, vary any of the above criteria.

iv) In the case of bunkering operations taking place at an anchorage in the Tay, additional conditions apply as under:

- e) Only gas oil or marine diesel can be bunkered.
- f) Operations are restricted to daylight hours.
- g) Wind strength to be less than force 5 (17 – 21 kts) sustained.
- h) A stand by vessel to be in attendance fitted with the requisite equipment to deal with any accidental spillage.
- i) The Harbourmaster may, at his sole discretion, vary any of the above criteria.

v) If the requirements laid down in this Notice cannot be fulfilled during the operation, bunkering operations are to be immediately suspended and FTNS advised accordingly, together with the reasons for such action.

3. Oil Spills

- i) If a spillage occurs, the Master of any vessel involved in bunkering operations must inform the relevant Harbourmaster through the Forth and Tay Navigation Service immediately.
- ii) The Master of any vessel involved in bunkering operations must provide a written report to the relevant Harbourmaster/ Forth and Tay Navigation Service at the earliest opportunity, as required by Statute. Failure to do so may result in the vessel's sailing being delayed.
- iii) Any costs involved in any subsequent oil clean up will be to that of the vessel receiving the bunkers.

4. Contact Details

Forth & Tay Navigation Service (FTNS)
Dundee Harbour Radio - VHF Channel 12
Phone - 01324 498584
Fax - 01324 668480
E-Mail – ftns@forthports.co.uk

**Andrew Rendle
Harbour Master
Port of Dundee
Dundee Port Office,
Stannergate Road
Dundee
DD1 3LU**

05/2010 – 30th March 2010

Notices in force:

02/2004, 11/2004, 21/2004

09/2006, 11/2006,

02/2009, 04/2009, 05/2009, 07/2009

05/2010

PORT OF DUNDEE LTD (Appendix A)
VESSEL BUNKERING CHECKLIST

Note – Permission to bunker will not be given until all criteria are approved by FTNS.

INFORMATION REQUIREMENTS		REMARKS (FP use Only)	
		<u>Approved</u>	<u>Not Approved</u>
Name of Vessel	-		
Port/ Anchorage	-		
Berth/ Anchorage Designation	-		
Type of Bunker Oil	-		
Quantity of Bunker Oil	-		
Est. Date & Time of Start	-		
Est. Date & Time of Completion	-		
Name of Bunkering Company	-		
(Note – Bunkering cannot take place during cargo operations without the express permission of the Port Ops. Manager/ Jetty Supervisor. This is the Master’s responsibility to obtain.)	Master Acknowledgement		
Acknowledgement by Master that “NTM 05/2010” has been read, understood and will be fully complied with at all times.	Master Acknowledgement		
Name & Designation of person filling out checklist			
Return e-mail/ fax address (s)			
Contact telephone number(s)			
REMARKS – These to include reasons for “Not Approved”.		(FP use Only)	

(FP use Only)

**Name of Person
Vetting Checklist -**

Designation -

Date & Time -

cc: HM/ Port Ops

PORT OF DUNDEE LTD (Appendix B)
VESSEL BUNKERING CHECKLIST

Confirmation of Operation Details. (To be supplied to FTNS by the Master as soon as they become available, by whatever means is convenient).	
Actual Date & Time of Start.	
Actual Date & Time of Completion	
Actual Type & Quantity Loaded (To be recorded by FTNS).	
Confirmation that all procedures have been followed.	
Confirmation that no spillage has occurred.	
Name of Person Supplying above Info.	
Designation of above Person	
Date & Time that Balance of Information was Supplied	
REMARKS:	

(FP use Only)

Name of Person
Vetting Checklist -

. Designation -

Date & Time -

cc: HM