



## **BUNKERING CONDITIONS**

### **Port of Barrow**

#### **BUNKERING OF VESSELS FROM ROAD TANKERS**

These conditions apply to Masters of vessels receiving bunkers by road tanker. They are instructed that all bunkering operations are to take place within Ramsden Dock Basin, lock or the Dock System. Any deviation to these conditions, are at the sole discretion of the Duty Harbour Master provided that, in their opinion, the overall risk does not change.

1. Prior approval must be obtained from the Port Authority.
2. The “Bunker Notification” form is to be completed on each occasion by the Agent / Master and to the Harbour Master’s office. Adequate notice of the transfer must be given as failure to do so may result in bunkering being delayed.
3. Masters are reminded of the tidal constraints within the port. The Tidal Basin is available for approximately two and half hours prior to HW. The Basin may not always be available, but providing adequate notice will aid in that availability.
4. Before any transfer of bunkers takes place, the Master or responsible officer of the receiving vessel and the person in charge of the delivery vehicle must ensure that:
  - a) Scuppers are properly sealed, adequate drip trays are in position under bunker hose connections, and all precautions have been taken to avoid a spillage on the quay or into the dock.
  - b) The bunker hose joints and connections to ship’s manifold are soundly made; the bunker hose is of adequate length, properly supported, and without visible defect. Bunker joints shall not be suspended over the water, as no drip trays can be placed there.
  - c) An agreed system of communication has been established between the delivery vehicle and the receiving vessel and that provision has been made to continually monitor the operation.
5. The receiving vessel must be securely moored to the quay.
6. The transfer of bunkers will only be permitted if weather and other conditions are considered suitable. The Harbour Master may, at his discretion, order the cessation of the operation and this order must be complied with immediately.
7. No Smoking at all times.

8. Receiving vessel must ensure that they have adequate capacity for the expected delivery.
9. Vessels must comply at all times with the provisions of the Dangerous Substances in Harbour Area Regulations 1987 and must exhibit the warning signals required by Section 8, namely:
  - a) By day – A red flag (International Code Flag “B”);
  - b) By night – An all-round red light.
10. The Master or Officer in Charge of the receiving vessel must contact the Harbour Master or his staff before bunkering transfer begins, confirming that an appropriate bunker checklist has been completed stating that all checks and precautions have been made.
11. If a spillage or accident occurs during bunkering, the operation must be stopped and the Harbour Master informed immediately.
  - a) Dispersants/detergents must not be used on any oil that has spilt onto the water.
  - b) Wash down from clean-up operations must not be allowed to enter the water.
12. The Master must inform the Harbour Master when the operation has been successfully completed and all hoses and other gear disconnected.
13. The Harbour Master or any member of the Marine team may board the vessel to inspect the bunker transfer arrangements at any time. This will include inspection of the Bunkering Checklist. If the vessel has approval to bunker outside the designated area, for example on the Leading Jetty, the completed Bunkering Checklist must be sighted by Marine Control prior to any transfer of fuel.