

**NOTICE TO MARINERS  
NO 21 OF 2020**

**Bunker Fuel and Oily Water Transferring Conditions**

Master's of vessels using the Port of Larne are required to adopt the following procedures when loading oil (bunkering) or transferring mixtures containing oil (slops) from ship to shore or from a tanker by a 'ship to ship' operation.

1. These operations should be carefully planned and executed in accordance with MARPOL regulations. Pollution caused when heavy oil is spilt is particularly damaging and difficult to clean up.
2. Personnel involved in the bunkering/slops operation on board should have no other tasks and should remain at their workstations during topping-off. This is particularly important when bunkers are being loaded concurrent with cargo operations, in order to avoid conflicts of interest for operational personnel. Spillages often occur when staff is distracted by another task.
3. Master's of vessels receiving bunkers, and Master's of bunker/slop barges or road tankers drivers, are advised that all bunkering/slops operations within the jurisdiction of Port of Larne must be carried out in accordance with these Conditions and are to be controlled under the procedures that are incorporated in the vessel's Safety Management System.
4. Prior approval must be obtained from Port of Larne
5. The Port of Larne notification procedure is to be completed before the transfer begins
6. Before any transfer of bunkers takes place, the Master or responsible Officer on each vessel must ensure that:
  - (i) Scuppers are properly sealed, adequate drip trays are in position under bunker hose connections, and all precautions have been taken to avoid overside discharge.
  - (ii) The bunker hose joints and connections to vessel's manifold are soundly made; the bunker hose is of adequate length, properly supported, and without any visible defect.

- (iii) An agreed system of communications has been established between bunker barge or road tanker and the vessel, and provision has been made to continually monitor the operation.
  - (iv) Prior to commencement of bunkering/slops operations, the maximum pumping rate and maximum pressure including starting and topping-up rate has to be agreed by both vessels.
  - (v) The emergency shut down procedure has to be agreed upon by both vessels prior to the commencement of bunkering/slops operation.
  - (vi) The entire bunkering/slops operation is to be supervised by a responsible person.
7. The bunker barge must have adequate fendering and both vessels must be securely moored.
- 8 The Master/Officer in charge of the receiving vessel must contact Larne VTS on VHF CH 11 before bunker transfer begins, confirming that all-appropriate checks and precautions have been made. (Both vessels must remain in radio contact with Larne VTS throughout the transfer). The vessel's officer will act on behalf of the road tanker on these occasions through an agreed pre-bunkering/slops communications procedure.
- 9 If spillage or accident occurs during bunker transfer, the operation must be stopped and Larne Port Control informed immediately. Information to be provided should include:
- (i) the location of the spill
  - (ii) the type of oil spilt
  - (iii) the approximate quantity
  - (iv) action taken so far
10. The Port of Larne oil pollution incident response plan will be implemented
11. The Master of the bunker barge must inform Larne VTS when the operation has been safely completed and all hoses and other gear disconnected
12. Transfer of bunkers will only be permitted if weather and other conditions are considered suitable.
13. The Harbour Master may, at his discretion, order the cessation of the operation and this order must be complied with immediately
14. Larne Harbour Limited cannot accept any responsibility or liability for any cancellation, curtailment or delay of the bunker/slop operation for any reason whatsoever.
15. The Harbour Master or a Designated Officer may board the vessels to inspect the bunker/slop transfer arrangements at any time

16. Vessel's 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:  
By day - A red flag (International Code Flag "B") By night - An all-round red light, visible 2 miles
17. Only approved contractors may carry out bunker/slop operations. All non-approved contractors must register with Larne Harbour Limited at least 7 days prior to carrying out any bunker operations
18. Port of Larne reserves the right to amend or vary all or any of those Conditions from time to time

Stuart Wilson  
Harbour Master  
LARNE PORT

Date: 19<sup>th</sup> April 2020