

## **NOTICE TO MARINERS**      No.2 of 2021

### **BUNKERING OPERATIONS**

**Masters of vessels are reminded that bunkering operations within the Port of London are subject to the following conditions:**

#### **1. NOTIFICATION AND REPORTING**

The Master of a vessel of more than 50gt (other than one which normally navigates solely within the limits of the Port of London) intending to receive bunkers, shall give notification in writing or by VHF radio to the relevant PLA VTS Centre (call sign London VTS) not less than 2 hours in advance of the intention to bunker.

The notification should state:

1. the location the bunkering will take place;
2. the type of bunker oil to be transhipped; and
3. the expected time that bunkering will commence.

Additionally, Masters of all such vessels shall also report by VHF to London VTS immediately before bunkering is about to commence, and on completion of bunkering.

#### **2. CHECKLISTS**

The Masters of all vessels of more than 50gt 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**

The Master of all vessels receiving bunkers shall ensure that:

- (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 flanges
- (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; and
- (j) there is an agreed communication system established between the vessel receiving bunkers and bunkering barge.

#### **4. PRECAUTIONS TO BE TAKEN BY, SUPPLYING VESSEL, ROAD TANKER OR TERMINAL**

The Master of a bunker barge, 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 issued 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 flanges and the vessel's manifold
- (h) the pipelines and valves to tanks and pump are correctly set; and
- (i) there is an agreed communications system established with the vessel being bunkered.

## 5. GENERAL PRECAUTIONS AND GUIDELINES

The Master of a vessel involved in receiving bunkers shall ensure that the conditions described in paragraphs 3 and 4 remain fulfilled during the entire bunkering procedure.

The Master of the vessel involved in receiving bunkers, the Master of a bunker barge, 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.

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

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 her other machinery.

## 7. REPORTING OIL SPILLS

If a spillage occurs, the Master of any vessel involved in bunkering operations must inform the relevant VTS Centre immediately.

Information to be provided should include:

1. the location of the spill;
2. the type of oil spilt;
3. the approximate quantity; and
4. action taken so far.

1,2,3,4 Where a pistol grip delivery system is used, condition f) and g) of paragraph 3 will be considered to have been met if a properly maintained nozzle which conforms to BS 7117 is used.

4<sup>th</sup> January 2021

Port of London Authority  
London River House, Royal Pier Road,  
Gravesend, Kent DA12 2BG

Terry Lawrence  
Harbour Master (Thames  
Tideway Tunnel)



TO RECEIVE FUTURE NOTICES TO MARINERS BY **E-MAIL**,  
PLEASE REGISTER VIA OUR WEBSITE [www.pla.co.uk](http://www.pla.co.uk)  
**Telephone calls, VHF radio traffic, CCTV and radar traffic images may  
be recorded in the VTS Centres at Gravesend and Woolwich**  
All Current Notices to Mariners can be found here -  
<http://www.pla.co.uk/Safety/Regulations-and-Guidance/Notices-to-Mariners/Notices-to-Mariners>

