

BUNKER CHECKLIST

Name of Bunker Supplier: _____ Name of Vessel taking bunker: _____

Licence Plate: _____ Master's Name: _____

Driver's Name: _____ Date of Transhipment: _____

Time of Transhipment: _____ Place of Transhipment: _____

BUNKER TRUCK	VESSEL TAKING BUNKER																		
<p>1. How much bunker oil will be transhipped?</p> <p>HFO: _____ m/tons Gas Oil: _____ m/tons Lub Oil: _____ m/tons</p> <p>2. What are the means of communication between the truck and the vessel taking bunkers?</p> <p>_____</p> <p>3. Who is responsible for communications with the vessel taking bunkers?</p> <p>Name: _____ Position: _____</p> <p>4. Is there an emergency stop facility?</p> <p>Yes/No: _____ Where: _____</p> <p>5. Has the emergency stopping procedure been discussed and agreed with the vessel taking bunkers?</p> <p>Yes/No: _____</p>	<p>1. Who measured the contents of the bunker tanks?</p> <p>Name: _____ Position: _____</p> <p>2. The measures were:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">Tank</th> <th style="width: 40%;">Actual Contents</th> <th style="width: 30%;">Free Space</th> </tr> </thead> <tbody> <tr> <td colspan="3">(Up to 95% filling)</td> </tr> <tr> <td>TK No: _____</td> <td>m/tons _____</td> <td>_____</td> </tr> </tbody> </table> <p>Free Space (Up to 95% filling)</p> <p>3. How often will the contents of the bunker tanks be checked during the bunker operations?</p> <p>Every _____ minutes</p> <p>4. How much bunker oil will be transhipped?</p> <p>HFO: _____ m/tons Gas Oil: _____ m/tons Lub Oil: _____ m/tons</p> <p>5. What are the means of communication between the truck and the vessel taking bunkers?</p> <p>_____</p>	Tank	Actual Contents	Free Space	(Up to 95% filling)			TK No: _____	m/tons _____	_____	TK No: _____	m/tons _____	_____	TK No: _____	m/tons _____	_____	TK No: _____	m/tons _____	_____
Tank	Actual Contents	Free Space																	
(Up to 95% filling)																			
TK No: _____	m/tons _____	_____																	
TK No: _____	m/tons _____	_____																	
TK No: _____	m/tons _____	_____																	
TK No: _____	m/tons _____	_____																	

BUNKER TRUCK (CONTD)	VESSEL TAKING BUNKER (CONTD)																								
<p data-bbox="226 250 722 309">6. Agreed maximum pumping rates and line pressures.</p> <table data-bbox="226 338 759 539"> <thead> <tr> <th data-bbox="226 338 347 367">Grade</th> <th data-bbox="347 338 600 396">Pumping rate in tons/hr</th> <th data-bbox="600 338 759 396">Line pressure in psi/bar</th> </tr> </thead> <tbody> <tr><td>_____</td><td></td><td></td></tr> <tr><td>_____</td><td></td><td></td></tr> <tr><td>_____</td><td></td><td></td></tr> </tbody> </table> <p data-bbox="226 891 802 1037">I confirm that I shall not exceed the above volume pumping rates and line pressure and that I will remain on duty close to the hose connection in order to oversee the safe bunker operation and respond to any emergency throughout the delivery.</p> <p data-bbox="226 1256 560 1267">_____</p> <p data-bbox="226 1301 395 1330">Truck Driver:</p> <p data-bbox="226 1357 794 1386">Time/Date Check list completed: _____</p>	Grade	Pumping rate in tons/hr	Line pressure in psi/bar	_____			_____			_____			<p data-bbox="810 250 1393 338">6. Who is in charge of supervising the operation and responding of an emergency/pollution during the transfer?</p> <p data-bbox="810 371 1257 400">Name: _____</p> <p data-bbox="810 400 1267 430">Position: _____</p> <p data-bbox="810 461 1310 519">7. Agreed maximum pumping rates and line pressures:</p> <table data-bbox="810 519 1343 721"> <thead> <tr> <th data-bbox="810 519 932 548">Grade</th> <th data-bbox="932 519 1168 577">Pumping rate in tons/hr</th> <th data-bbox="1168 519 1343 577">Line pressure in psi/bar</th> </tr> </thead> <tbody> <tr><td>_____</td><td></td><td></td></tr> <tr><td>_____</td><td></td><td></td></tr> <tr><td>_____</td><td></td><td></td></tr> </tbody> </table> <p data-bbox="810 891 1393 1093">I confirm that I am able to receive the above volumes at the pumping rates and line pressures agreed above. I confirm that the vessel is ready to receive bunkers and that I will remain on duty close to the hose connection in order to oversee the safe bunker operation and to respond to any emergency throughout the delivery.</p> <p data-bbox="810 1256 1134 1267">_____</p> <p data-bbox="810 1301 1086 1330">Master/Chief Engineer:</p> <p data-bbox="810 1357 1374 1386">Time/Date Check List completed: _____</p>	Grade	Pumping rate in tons/hr	Line pressure in psi/bar	_____			_____			_____		
Grade	Pumping rate in tons/hr	Line pressure in psi/bar																							

Grade	Pumping rate in tons/hr	Line pressure in psi/bar																							

This checklist must be completed prior to commencement of bunkering operations

1. 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 including slops and bilge waters.

2. 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;
- (c) Any special instructions issued by the Harbourmaster have been complied with;
- (d) Bunker pipes which are not in use are effectively blanked;
- (e) Bunker hoses have sufficient slack 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;
- (j) There is an agreed communication system established between the vessel receiving bunkers and the bunkering vehicle.

3. Precautions to be taken by road tanker:

The driver of a road tanker is not to begin bunkering unless it has been ensured that:

- (a) The ships scuppers are firmly closed;
- (b) Any special instructions issued by the Harbourmaster have been complied with;
- (c) The bunker hoses are properly maintained and in good condition;
- (d) The bunker hoses have sufficient slack;
- (e) The bunker connection has been provided with a good seal;
- (f) There is a tightened bolt in every bolt hole of the bunker hose joining flanges and the vessel's manifold;
- (g) The pipelines and valves to tanks and pump are correctly set; and
- (h) There is an agreed communication system established with the vessel being bunkered.

4. General precautions and guidelines

The Master of a vessel involved in receiving bunkers shall ensure that the conditions described in paragraphs 2 and 3 remain fulfilled during the entire bunkering procedure.

The Master of the vessel involved in receiving bunkers and the driver of a road tanker 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 driver of a road tanker 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.