



## **Notice to Mariners**

**6 of 2024**

### **Bunkering and oil slops transfer operations**

**To all Ships Masters, Owners, Operators, Ships Agents and fishermen bunkering and transferring oil slops at Drogheda Port.**

Drogheda Port hereby gives notice of the following requirement for vessels greater than 50gt when taking bunkers and transferring oil slops at Drogheda Port.

Bunkering operations and the transfer of slops are subject to the consent of the Harbour Master.

Before any transfer of bunkers or slops commences the attached bunker, checklist must be completed by:

- the receiving vessel;
- the transfer road tanker;
- vessel transferring the slops.

Any spillage is to result in the immediate cessation of bunker/slop transfer operations and must be immediately reported to the Drogheda Port Company office 041-9838378 (Mon – Fri 0900 – 1645hrs) out of hours 0863586672 and to the vessels agent.

Information to be provided must include:

- The location of the spill;
- The type of oil spilt;
- The approximate quantity;
- Action taken so far to mitigate/resolve.

The resumption of bunker/slop transfer operations will only take place following the Harbourmaster's approval. Completion of the operations may require additional supervision. The cost of supervision and any clean-up cost will be borne by the polluter.

Captain Laurence Kirwan  
Harbourmaster & Pilotage Superintendent  
01.01.2024

# BUNKER CHECKLIST

Name of Bunker Supplier: \_\_\_\_\_ Name of Vessel taking bunkers: \_\_\_\_\_

Licence Plate: \_\_\_\_\_ Master's Name: \_\_\_\_\_

Driver's Name: \_\_\_\_\_ Date of Transhipment: \_\_\_\_\_

Time of Transhipment: \_\_\_\_\_ Place of Transhipment: \_\_\_\_\_

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

BUNKER TRUCK (CONTD)			VESSEL TAKING BUNKER (CONTD)		
6. Agreed maximum pumping rates and line pressures.			6. Who is in charge of supervising the operation and responding of an emergency/pollution during the transfer?		
Grade	Pumping rate in tons/hr	Line pressure in psi/bar	Name: _____	Position: _____	
_____	_____	_____	7. Agreed maximum pumping rates and line pressures:		
_____	_____	_____	Grade	Pumping rate in tons/hr	Line pressure in psi/bar
_____	_____	_____	_____	_____	_____
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 will respond to any emergency throughout the delivery.			I confirm that I can 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.		
Truck Driver:			Master/Chief Engineer:		
Time/Date Check list completed: _____			Time/Date Check List completed: _____		

**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 adversely impact the bunker operations or vice-versa;
- (j) There is sufficient ullage in the receiving bunker tanks to receive the anticipated volume M3
- (k) There is an agreed communication system established between the vessel receiving bunkers and the bunkering vehicle.
- (l) In daylight, the vessel will exhibit the International code 'B' flag, during darkness a single all round Red light.

### **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.
- (i) Has confirmed that the vessels tanks have the ullage to receive the anticipated volume m3.

### **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.