

## Humber Estuary Services and ABP Humber Ports Bunkering Procedures and Guidelines

Spillages and leakages during bunkering operations are a primary source of oil pollution from ships. Experience has shown that many of the bunker spill incidents are attributed to human error.

These procedures and guidelines are to control bunkering operations and transfer of slops between vessels or road tankers. They do not cover other cargo oil transfers.

### **Definitions**

- “Bunker barge” is a bunker vessel certified to supply bunkers with a narrow beam capable of transiting UK inland waterway system.
- “Bunkering operation” means the transfer between ships of a substance consisting wholly or mainly of oil for consumption by the engines of the ship receiving the substance. It also includes a liquid intended for lubricating the vessel’s engine or other machinery and transfer of slops.
- “Bunker Vessel” is any vessel certified to supply bunkers
- “Harbour Authority” means the Statutory Harbour Authority for the area where the bunkering operation will take place and has the meaning given to it in Section 57(1) of the Harbours Act 1964.
- “Harbour Authority waters” means waters regulated or managed by a harbour authority excluding any areas outside a harbour over which a harbour authority exercises control in accordance with the Pilotage Act 1987 by virtue of an order of the Secretary of State made under section 1(3) of that Act.
- “Harbour Master” as defined in the Harbours, Docks and Piers Clauses Act 1847.
- “Humber Notice to Mariners” means a notice to mariners published by the Harbour Master.
- “Jetty” means any jetty, quay, pier, wharf or landing place.
- “Master” in relation to a vessel means the master or other person for the time being having or taking charge or command of the vessel.
- “Oil” has the meaning given to it by section 151 of the Merchant Shipping Act 1995.
- “River craft” means a vessel used in navigating the Humber and not passing from the Humber to sea.
- “Road Tanker” means a tanker lorry designed and capable of delivering, carrying and receiving bulk liquids by road.
- “Terminal operator” means the legal operator who has control of the marine operation of the jetty or berth.
- “VTS Humber” means Vessel Traffic Services, Humber

Nothing in these procedures and guidelines shall be deemed to take away or affect any statutory rights of Dock Masters, Pier Masters, Harbour Masters, Marina Masters or Lockkeepers within the prescribed areas in which they exercise their respective statutory jurisdictions.

Terminal operators have the right to prohibit bunkering operations. Terminal operators may require specific vetting of bunker vessels before allowing bunkering to proceed.

Within the Harbour Authority Waters please refer to the following General Directions with specific reference to Bunkering and the Carriage of Dangerous Goods in Harbour Areas: -

**No. S.H.6** The Dangerous Goods In Harbour Areas Regulations 2016 – Annex 1

**No. S.H.9** Bunkering Operation and Transfer of Slops Operations – Annex 2

**No. S.H.10** Dangerous Goods in Harbour Areas Regulations 2016 – Annex 3

**No. S.H.11** The Merchant Shipping (Oil Pollution Preparedness, Response and Co-Operation Convention) Regulations 1998 – Annex 4

Masters of vessels are reminded that bunkering operations in Harbour Authority waters are subject to Harbour Authority conditions, in addition to all relevant national and international legislation and the provisions of ISGOTT.

All bunkering operations must be risk assessed both by the Harbour Authority, Terminal Operator and the company providing the bunkers and all reasonable safety precautions must be taken to safeguard persons and the environment including all those included in this document but should not exclude other precautions required by other companies and terminals.

It is normal practice for vessels to receive bunkers whilst alongside their berth. Maximum control of the operation is afforded when such berth is in an enclosed dock. If a request is received from an agent to bunker in the river, the following points should be taken into consideration: -

i. The reason for the request:

**(a) Is it a routine operation?**

- V/I departing an upriver berth where it has not been possible to receive bunkers alongside due to tidal restrictions.

**(b) Is it non-routine operation?**

- V/I arriving/departing lower Humber berth. Consideration to be given to any alternative option (alongside jetty or in dock etc.). This will only be permitted in extenuating circumstances, where there is good reason for not bunkering alongside and should not become the norm.

- V/I's normally exempt from Pilotage due to length may require a Pilot if they are not a regular runner.

**(c) Is it an exceptional operation?**

Please note that for all bunkering operations that are considered exceptional operations, Agents and Masters should refer to Annex 5 for the procedure in applying to complete bunkering operations within the Humber.

- V/I entering the river for the purpose of taking bunkers only

- V/I (non regular) entering the river for the purpose of supplying bunkers only
- V/I bunkering can only take place at the Ridge.
- V/I regardless of length to have a Pilot or PEC on board.

All bunkering operations taking place as an exceptional operation will be assessed for safety prior to the bunkering operation on the following criteria:

1. The place
2. The size of vessel
3. The draft of vessel
4. The state of tide
5. The expected length of time that bunkering operation will take and what time is it expected to commence.
6. The weather forecast
7. The type of bunker oil to be transhipped (*HFO will require Barge to be fitted with booming equipment*).
8. Has Duty Manager approved if a non-routine or exceptional operation?

Vessels may carry out bunkering operations and the transfer of slops in the areas defined below subject to the agreement of the Harbour Master, Humber. Vessels given permission to anchor and carry out bunkering operations or the transfer of slops will be directed by VTS Humber to a suitable anchorage in one of the following areas:

- The Hawke anchorage.
- Holme Ridge between the Holme Ridge & 7A buoys for large vessels only. Vessels will be required to have a tug or tugs, as necessary, made fast during the operation.
- Holme Hook Anchorage at one of the lettered anchorage circles.

### **Notification**

The Master/ Manager / Agent of a vessel of more than 50gt (other than one, which normally navigates solely within the Port) intending to receive bunkers, whether alongside on a tidal berth or enclosed in a dock system or lying at anchor in River Humber shall give notification and seek permission from the relevant Harbour/Dock Master, not less than 24 hours in advance of the intention to bunker.

### **Planning**

All bunkering operations must be carefully planned and executed in accordance with MARPOL regulations. Pollution caused when heavy fuel oil is spilt is particularly damaging and difficult to clean up.

### **Checklist**

BEFORE any transfer of bunkers or slops commences a checklist must be completed by the bunker vessel or road tanker, and the receiving/transferring vessel. The checklist must contain all the details contained in the checklist provided in SH9 but does not preclude the usage of the bunkering company/ road tanker checklists.

On completion of the checklist, the Harbour Authority must be informed by VHF that the checklist has been completed and is available for inspection by any representative of the

Harbour Authority or Terminal Operator. A copy of the completed checklist should be forwarded to the relevant Harbour Authority and Terminal Operator as soon as practicably possible.

### **Precautions**

The Master of a bunker barge/ vessel, the driver of a road tanker or a terminal providing bunkers, or taking slops is not to begin bunkering until it has been assured that the following precautions have been met.

1. Precautions to be taken by the Master of all receiving vessels or road tankers prior to bunkering or transfer of slops where relevant: -Scuppers are firmly closed
2. Vessel is securely moored or safely at anchor
3. Any special instructions issued by the Harbour Authority have been complied with
4. Bunker pipes, which are not in use, are effectively blanked. Unused valves in the bunker slop system closed and lashed.
5. Bunker hoses have sufficient play and are adequately supported
6. Bunker hose connections have been provided with a good seal \*
7. That all bolts are in place on the bunker hose connection flange and well tightened\*

*Where a pistol grip delivery system is used, conditions f) & g) will be considered to have been met if a properly maintained nozzle is used, which conforms to BS71 17 or equivalent.*

8. There is a sufficiently large overflow container under the bunker hose connection(s)
9. Cargo handling or other operations in progress will not hazard the bunker operation, or vice versa.
10. There is an agreed communication system established between the vessel receiving the bunkers and the bunkering barge/ tanker/ road tanker/ terminal.
11. There is an agreed communication system established between the visual watch personnel on deck and the engineering staff responsible for loading the bunkers.
12. A nominated Officer(s) should be in charge throughout the bunkering operation.
13. It is essential that a visual watch be maintained on the side of the vessel away from the point of supply.
14. Fire fighting equipment to hand.
15. Emergency shutdown procedure been agreed.
16. Tanks gauged prior to transfer. Any alarms operational.
17. Sufficient capacity in tanks to take nominated quantity.
18. Agreed quantities involved, transfer rates and pressures.

### **Points to be considered prior to bunkering**

#### **Bunker vessels**

1. All bunker vessels must be properly certified.
2. All bunker vessels must have suitable and sufficient trained crew onboard.
3. Have a written safety and bunkering procedures in English as part of the vessel's Safety Management System.
4. Have suitable oil spill procedures and equipment on board.
5. When underway the bunker vessel must have a PEC on board or take a pilot.

#### **Size of Bunkering vessels.**

When alongside a jetty, the size of the bunkering vessel should not be more than: -

1. In Summer Deadweight – 25% of the vessel it is bunkering or maximum deadweight of 5000t, whichever is least\*.
2. In length overall - 60% of the vessel it is bunkering or maximum LOA of 80m, whichever is least\*.

This does not include bunker barges.

\*All vessels subject to relevant Harbour Authority who will assess vessels that wish to undertake delivery of bunkers for the first time within Harbour Authority waters.

Bunkering alongside jetties will not be permitted if the combined summer displacement of both the bunkering vessel and the bunkered vessel exceeds the jetty design criteria.

### **At Anchor**

When at anchor, vessel should use a minimum of 5 shackles. More cable or use of additional anchor should be considered if vessel commences to yaw excessively during bunkering operations. The ships engines and manoeuvring equipment should be immediately available.

### **Personnel**

A senior engineer should be appointed and take charge of the bunker operation on the receiving vessel.

Personnel involved in the bunkering operation should have no other tasks and must 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 are distracted by another task.

### **Cargo Operations**

In certain circumstances, bunkering may not be permitted during cargo operations. Bunkering is not permitted during the loading or discharge of dangerous substances.

### **Harbour Authority**

A bunkering operation may be suspended or cancelled by the Harbour Authority for any reasonable reason. The Harbour Authority may impose any reasonable requirements on a bunkering operation as it sees fit. If the requirements laid down cannot be fulfilled during the operation, bunkering operations are to be immediately suspended and relevant Harbour Authority advised accordingly, together with the reasons for such action.

### **Bunkering Operation**

Prior to the bunkering operation, all pre-loading checks should be carried out and communication system verified as working.

The loading rate should be agreed, recorded and checked regularly.

When changing out from one tank to another, care should be taken to ensure that an excessive back pressure is not put on the hose or loading lines.

When topping-off tanks, the loading rate should be decreased to reduce the possibility of air locks in the tank causing overflow or mist carry over through the vents, and to minimise the risk of the supplier not stopping quickly enough.

On completion of loading, all hoses and lines should be drained to the tank or if applicable back to the barge or road tanker, prior to disconnection. The practise of blowing lines with

air into bunker tanks is a common one, but has a high risk of causing a spillage unless the tank is only part full and has sufficient ullage on completion of loading.

### **Safety**

Entry into hazardous areas should be strictly controlled.

Smoking and naked lights are prohibited in the vicinity of bunkering operations, including sounding and air vent pipes.

Lamps and torches used at bunkering positions should be of an approved type.

### **Weather**

Weather can be variable throughout the Humber region and limitations are difficult to impose, as weather effects are dependent on place of bunkering, direction of wind and lee provision by vessel or surrounding vessels and structures. Should the weather endanger any bunkering operation then it must not be permitted.

Bunkering vessels (not barges), are only permitted to enter the IOH if the wind speed is 21kts (Force 5) or less.

### **State of Tide**

Consideration must be made of expected tidal flows and movement of vessels particularly when at anchor. If the Master of either vessel considers that the tidal flow is too strong for the bunker barge/vessel to berth/moor safely alongside the receiving vessel, then such operations should be delayed until the tidal flow has eased sufficiently.

### **Time of Day.**

Bunkering and transfer of slops is permitted by day or night. All vessels that undertake night time bunkering operations must have been separately assessed the relevant Harbour Authority and given permission. (MS Act 1995 s135)

### **Type of Bunkers.**

All types of bunkers are permitted. Any vessel undertaking Heavy Fuel Oil bunkering is required to have self-booming capability.

### **Fendering**

Bunkering vessels should provide the fendering when alongside other vessels. 'Yokohama' type floating fenders are considered to be most suitable.

### **Access**

Safe access between the bunker vessel and vessel being bunkered must be organised by both vessels.

### **Moorings**

Any vessel undertaking bunkering operations must be safely moored. It is the responsibility of the Master of the bunker vessel to achieve this. As a minimum mooring 2 & 2 should be considered each end. All moorings must be made fast properly to suitable mooring points.

### **Communication**

- Communication for vessels within an enclosed dock should be with the relevant Harbour Authority Marine Control.
- Communication for vessels made fast to jetties should be with both the Harbour Authority Marine Control and VTS Humber.
- Communication for vessels at anchor should be with VTS Humber.
- The barge must communicate with the relevant control, before going alongside another vessel.
- The barge or road tanker must communicate with the relevant control, before and on completion of bunkering operation.
- The barge must communicate with the relevant control, prior to departing alongside another vessel.
- Communication channels are detailed below.

### **Barrels and other containers.**

If bunker vessels carry barrels or other containers of oil, the carriage area must be banded.

### **Oil Spills**

1. If a spillage occurs, the Master of any vessel involved in bunkering operations must inform the relevant Harbour or Dock Master immediately.
2. The Master of any vessel involved in bunkering operations, which results in an oil spill, must provide a written report to the relevant Harbour or Dock Master at the earliest opportunity, as required by Statute. Failure to do so may result in the vessel's sailing being delayed.
3. In the first instance, any costs involved in any subsequent oil clean up will be to the account of the vessel receiving the bunkers.

### **Tetney Mono Buoy**

Tetney Mono Buoy is a Harbour Authority within the Humber Harbour Authority Area.

Bunkering is not permitted at the Tetney monobuoy Terminal by P66 the Terminal operators.

### **Contact Details**

#### ***Humber Harbour Authority***

Harbour Master, Humber

Associated British Ports, Port Office, Cleethorpes Road, Grimsby, N. E. Lincolnshire.  
DN31 3LL.

Telephone 01482-327171; facsimile 01482-608432

[hesharbourmaster@abports.co.uk](mailto:hesharbourmaster@abports.co.uk)

#### ***VTS Humber***

Radio call-sign "VTS HUMBER"; operating frequency channel 12/14/15 VHF;

Telephone 01482-212191; facsimile 01964-650164.

[ahmspurn@abports.co.uk](mailto:ahmspurn@abports.co.uk)

#### ***ABP Grimsby Harbour Authority***

Radio call-sign "ROYAL DOCK"; operating frequency channel 74/18 VHF;

Telephone 01472-263509; facsimile 01472-242499

[gbyadm@abports.co.uk](mailto:gbyadm@abports.co.uk)

ABP Goole Harbour Authority

Radio call-sign "GOOLE DOCK"; operating frequency channel 14 VHF;

Telephone 01405-721128; facsimile 01405-766109

[oceanlock@abports.co.uk](mailto:oceanlock@abports.co.uk)

ABP Hull Harbour Authority

Radio call-sign "KING GEORGE DOCK"; operating frequency channel 11/9 VHF;

Telephone 01482-617291/0; facsimile 01482-701529

[kgdock@abports.co.uk](mailto:kgdock@abports.co.uk)

ABP Immingham Harbour Authority

Radio call-sign "IMMINGHAM DOCK"; operating frequency channel 68/19 VHF;

Telephone 01469-507505; facsimile 01469-570499

[marine@abports.co.uk](mailto:marine@abports.co.uk)

Immingham Oil Terminal/Immingham Gas Terminal/ South Killingholme Jetty

Associated Petroleum Terminals

Radio call-sign "OILBASE"; operating frequency channel 69/71 VHF;

Telephone 01469-570314; facsimile 01469- 576587

Immingham Bulk Terminal

British Steel Ltd

Radio call-sign "IBT"; operating frequency channel 17 VHF;

Telephone 01469-504155; facsimile 01469-504127

Grimsby Fish Dock Enterprises (GFDE)

Radio call-sign "FISH DOCK"; operating frequency channel 74 VHF;

Telephone 01472-267240; facsimile 01472



## Annex 1



### **ASSOCIATED BRITISH PORTS**

PORT OFFICE, CLEETHORPE ROAD, GRIMSBY,  
NORTH EAST LINCOLNSHIRE, DN31 3LL

## **STANDING NOTICE TO MARINERS**

(No. S.H.6)

### **THE DANGEROUS GOODS IN HARBOUR AREAS REGULATIONS 2016**

### **H U M B E R**

The above Regulations require Masters or Agents of vessels carrying dangerous substances to give **NOTICE OF ENTRY OF DANGEROUS GOODS** into the Humber Harbour area to the Harbour Master, Humber.

Masters and Agents should, by reference to the Regulations, determine their obligations.

Principal requirements of the Regulations are abridged as follows (numbers are paragraph numbers in these Regulations). Mariners are advised to acquaint themselves fully with the requirements of these Regulations.

#### **3. MEANING OF "DANGEROUS GOODS"**

"Dangerous Goods" means goods or cargoes, whether packaged or in bulk, which meet the criteria in the IMDG Code for classification as dangerous goods.

#### **6. NOTICE OF ENTRY OF DANGEROUS GOODS**

Dangerous goods shall not be brought into the Humber area unless **NOTICE** has been given to the Harbour Master, Humber not less than **24 HOURS** before the substance is brought in, unless this is impracticable in which case the notice must be given before the vessel navigates the Humber. (see definition of **HUMBER**).

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#### **8. FLAGS AND LIGHTS TO BE DISPLAYED BY VESSELS**

Vessels carrying Dangerous Goods to which these Regulations apply are required by the Harbour Master Humber to display a red flag during the daytime and, when moored or anchored, an all round red light at night. The use of the red light at night when a vessel is underway or moving within the Humber will not be permitted.

#### **9. VESSELS TO KEEP A SAFE DISTANCE FROM MOORED OR ANCHORED VESSELS DISPLAYING THE FLAG OR LIGHT REQUIRED BY REGULATION 8**

A Master shall not bring his vessel alongside a moored or anchored vessel which is displaying any flag or light required by Regulation 8 without permission, and shall otherwise keep his vessel at a safe distance from that vessel.

#### **12. UNTOWARD INCIDENTS**

(1) The Master of a vessel carrying dangerous goods must immediately inform the Harbour Master, or if the vessel is at a berth, the berth operator and the Harbour Master Humber of any untoward incident which occurs or has occurred on the vessel.

(5) In these regulations, "untoward incident" means an incident involving or threatening the containment of a dangerous substance which might, irrespective of where such incident occurs, create in the harbour area a risk of serious personal injury or a risk to the safety of a vessel.

Further to the Regulations listed above, **MASTERS AND OPERATORS ARE ADVISED** for the purposes of vessels navigating within the Humber Harbour Area, the Harbour Master additionally requires all vessels to comply with the following:

#### **MARKING OF BARGES**

PERSONS IN CHARGE of barges should ensure the display of hazard warning panels as appropriate.

#### **ANCHORING AND MOORING OF VESSELS**

(1) The Master of a vessel which is carrying dangerous goods or on board which dangerous goods are to be loaded shall anchor or moor his vessel only at such places and at such times as the Harbour Master may from time to time direct and shall ensure that any conditions the Harbour Master may impose with regard to anchoring or mooring are complied with.

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### **FITNESS OF VESSELS**

Masters of vessels should ensure that the vessel has a valid certificate of fitness appropriate to the carriage of dangerous goods therein.

**NOTIFICATION** required under these regulations insofar as the Humber is concerned should be given to Vessel Traffic Services, Humber (Call sign "VEE TEE ESS HUMBER"), either by telephone 01482-212191, telex 597222, fax 01482-218773, or by VHF Channel 14 for vessels in the Humber Approaches up to the meridian of longitude which passes through the No. 4A Clee Ness Light Float and VHF Channel 12 upstream of this meridian or by other radiotelephonic means.

It is not intended that the instructions contained in this Notice to Mariners should in any way alter any arrangements for giving notice to this Authority's individual Humber Ports or Berth Operators of the nature and quantity of dangerous substances carried or to be carried in a vessel.

This Notice does not affect the requirement to report under the Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995) and amendments.

For the purposes of The Dangerous Goods in Harbour Areas Regulations 2016 the "HUMBER" includes the Lower Trent from the south side of the stone bridge at Gainsborough, the Ouse from 100 yards below the Skelton Railway Bridge and the Humber River and Estuary from the confluence of the Rivers Trent and Ouse seawards to the outer Pilotage limits, *i.e.* so much of the sea as lies within the straight lines drawn:

From Easington Church Lat. 58° 39' N, Long. 0° 07' E in a direction 090°(T) to the geographical position Lat. 53° 39' N, Long. 0° 25' E; thence

In a direction 180°(T) to the geographical position Lat. 53° 37'.25 N, Long. 0° 24' E, and thence

In a direction 224½°(T) to the site of the former Donna Nook Beacon in Lat. 53° 28'.38 N, Long. 0° 09'.33 E.

This notice comes into effect from 01 October 2016.

Standing Notice to Mariners S.H. 6 dated 04 July 2007 issued by Associated British Ports is hereby cancelled.

**CAPT. A FIRMAN,  
HARBOUR MASTER, HUMBER**

28 September 2016

Annex 2

**ASSOCIATED BRITISH PORTS**  
P O BOX 1, PORT HOUSE, NORTHERN GATEWAY,  
HULL HU9 5PQ

**STANDING NOTICE TO MARINERS**

(No. S.H.9)

**RIVER HUMBER**

**BUNKERING OPERATION AND TRANSFER**  
**OF SLOPS OPERATIONS**

**OWNERS, SHIP AGENTS, MASTERS AND PILOTS** are advised that vessels may carry out bunkering operations and the transfer of slops in the areas defined below SUBJECT to the agreement of the Harbour Master, Humber.

Vessels given permission to anchor and carry out bunkering operations or the transfer of slops can do so in the following areas:-

- a) The Hawke anchorage;
- b) Holme Ridge (bunkering only) for very large tankers ONLY, who will be required to have a tug or tugs, as necessary, made fast during the operation.
- c) Whitebooth Road;

BEFORE any transfer of bunkers or slops commences the attached CHECK LIST will be completed by the bunker vessel, or vessel transferring slops, and the receiving vessel. VTS Humber is then to be informed on VHF Channel 12 that the check list has been completed and is available for inspection by any representative of Associated British Ports. On completion of transfer a copy of the check list is to be forwarded to the Harbour Master, Humber at Associated British Ports, Port House, PO Box 1, Northern Gateway, Hull, HU9 5PQ. Fax No. 01482 218773

ANY SPILLAGE will be immediately reported to VTS Humber and all operations will cease and may not be allowed to recommence. This operation may then be required to be completed alongside or in an enclosed dock under supervision.

Standing Notice to Mariners S.H. 9 dated 1<sup>st</sup> January 2001 issued by Associated British Ports is hereby cancelled.

**CAPT. P.J. COWING,**  
**HARBOUR MASTER, HUMBER**

20<sup>th</sup> January 2006

**ABP**

**HAWKE ANCHORAGE, HOLME RIDGE,  
WHITEBOOTH ROADS**  
(Delete as necessary)

MV \_\_\_\_\_ DATE OF OPERATION : \_\_\_\_\_

BUNKER/SLOP TRANSFER CHECKLIST      Date/Time    /    /      @

**TO BE COMPLETED BY THE OFFICER IN CHARGE ON THE  
BUNKER VESSEL AND THE OFFICER IN CHARGE ON THE  
RECEIVING VESSEL BEFORE COMMENCING BUNKERING/ SLOP  
OPERATIONS**

	Bunker or Slop Vessel	Receiving Vessel
1 Is the bunker/slop vessel securely moored and equipped with adequate fendering?	Yes/No	Yes/No
2 Are the bunker/slop hoses properly rigged and in good condition? (Cert available)	Yes/No	Yes/No
3 Does the bunker connection have the correct gasket?	Yes/No	Yes/No
4 Are all the bolt holes of the connecting flange fitted with well tightened bolts?	Yes/No	Yes/No
5 Is a drip tray provided under the connection?	Yes/No	Yes/No
6 Are unused bunker/slop connections properly blanked?	Yes/No	Yes/No
7 Are scuppers of both vessels effectively plugged?	Yes/No	Yes/No
8 Is fire fighting equipment to hand on both vessels?	Yes/No	Yes/No
9 Is a supply of sawdust / absorbent material readily available on both vessels?	Yes/No	Yes/No
10 Is the agreed communication system between the two vessels operative?	Yes/No	Yes/No
11 Has the emergency shutdown procedure been agreed?	Yes/No	Yes/No
12 Have the tanks to be bunkered/ or slops transferred been gauged prior to transfer starting?		Yes/No
13 Is there sufficient capacity in the tanks to lift the nominated quantity without any tank being filled beyond 98% capacity?		Yes/No
14 Have all unused valves in the bunker/slop system been checked closed and lashed?	Yes/No	Yes/No
15 Will a constant visual watch be maintained throughout the operation?	Yes/No	Yes/No
16 At what intervals will the receiving tanks be gauged during the transfer operation?		Mins

Who will supervise the transfer operation and be responsible for ensuring that all safety and pollution prevention measures are adhered to?

Receiving Vessel                      Name:                      Rank:  
Supply Vessel                         Name:                      Rank:

No valves are to be closed which will restrict the flow of the product without adequate notice. Crew to remain on duty close to hose connection throughout.

How much bunker/or slop will be transferred?                      Tons/m<sup>2</sup>  
What is the agreed maximum transfer rate?                         Tons/m hr  
OR What is the agreed maximum back pressure?                      Bar

(ABOVE NOT TO BE EXCEEDED)

For Receiving vessel	For Supplying Vessel
Name	Name
Rank	Rank
Signature	Signature

Annex 3



**ASSOCIATED BRITISH PORTS**

PORT OFFICE, CLEETHORPE ROAD, GRIMSBY,  
NORTH EAST LINCOLNSHIRE, DN31 3LL

**STANDING NOTICE TO MARINERS**

(No. S.H.10)

**NOTICE TO BARGE OWNERS AND  
OPERATORS**

**DANGEROUS GOODS IN HARBOUR AREAS  
REGULATIONS 2016**

OWNERS AND OPERATORS ARE ADVISED for the purposes of barges, navigating solely within the Humber Harbour Area, that these regulations do apply and the Harbour Master additionally requires all vessels to comply with the following:

The operator of a vessel which is a barge shall ensure that the barge does not carry, load or unload any liquid dangerous substance in bulk in a harbour or harbour area unless either:-

- a. the barge
  - i. has been approved for the carriage of the substance in question by a recognised classification society, a naval architect or some other person who, by reason of his qualifications, training and experience is competent to do so, and
  - ii. complies with any conditions imposed by the harbour authority,
- OR
- b. the Harbour Master has given his permission in writing.

In order to comply with this Notice all barge owners and operators working within the Humber Harbour area as defined in Byelaw 4 of "THE HUMBER NAVIGATION BYELAWS 1990" shall provide evidence to the Harbour Master, Humber, in the form of a copy of the relevant Classification Society certificate or Naval Architect's certificate, that the barge complies with these requirements. Subject to satisfactory compliance the Harbour Master, Humber will give written permission for the vessel to trade.

This notice comes into effect from 01 October 2016.



Standing Notice to Mariners S.H. 10 dated 01 January 2001 issued by Associated British Ports is hereby cancelled.

**CAPT. A FIRMAN,  
HARBOUR MASTER, HUMBER**

08 September 2016

## Annex 4

# ASSOCIATED BRITISH PORTS

P O BOX 1, PORT HOUSE, NORTHERN GATEWAY,  
HULL HU9 5PQ

## STANDING NOTICE TO MARINERS

(No. S.H.11)

### RIVER HUMBER

#### THE MERCHANT SHIPPING (OIL POLLUTION PREPAREDNESS, RESPONSE AND CO-OPERATION CONVENTION) REGULATIONS 1998

#### INTERPRETATION

These regulations implement the Contingency Planning and Reporting obligations of the International Convention on oil Pollution Preparedness, Response and Co-operation, 1990 which came into force on 15<sup>th</sup> May, 1998.

In these regulations, unless the context requires otherwise:-

"Oil" means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products;

"Oil handling facility" means a facility which presents a risk of an oil pollution incident and includes, inter alia, an oil terminal, pipeline and any other facility handling oil;

"Oil pollution incident" means an occurrence or series of occurrences having the same origin, which results or may result in a discharge of oil and which poses or may pose a threat to the marine environment, or to the coastline and which requires emergency action or other immediate response;

"Operator" means, in relation to an oil handling facility a person having, for the time being, the management of such facility.

#### REPORTING OF INCIDENTS

**THE MASTER OF ANY VESSEL** operating in those areas of the Humber, Ouse and Trent under the jurisdiction of the Harbour Master, Humber, who observes or otherwise becomes aware of any event involving discharge of oil, **SHALL REPORT IT WITHOUT DELAY TO VTS HUMBER ON VHF AS**

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SH.11/2007



**DEFINED IN STANDING NOTICE TO MARINERS S.H. 2 AS APPROPRIATE, OR BY TELEPHONE ON 01482 212191 OR BY FACSIMILE ON 01482 218773.**

**THE OPERATOR OF AN OIL HANDLING FACILITY** situated in that area of the Humber, Ouse and Trent under the jurisdiction of Harbour Master, Humber, who observes or is made aware of any event involving a discharge of or probable discharge of oil, or the presence of oil in the river **SHALL WITHOUT DELAY REPORT THE EVENT, OR THE PRESENCE OF OIL, AS THE CASE MAY BE, TO VTS HUMBER ON VHF AS DEFINED IN STANDING NOTICE TO MARINERS S.H. 2 AS APPROPRIATE OR BY TELEPHONE ON 01482 212191 OR BY FACSIMILE ON 01482 218773.**

**THE DOCK MASTER OR HARBOUR MASTER** of an enclosed dock who observes or is made aware of any event involving a discharge of or probable discharge of oil, or the presence of oil **SHALL WITHOUT DELAY REPORT THE EVENT, OR THE PRESENCE OF OIL, AS THE CASE MAY BE, TO H.M. COASTGUARD AT BRIDLINGTON AND INFORM VTS HUMBER ON VHF AS DEFINED IN STANDING NOTICE TO MARINERS S.H. 2 AS APPROPRIATE, OR BY TELEPHONE ON 01482 212191, OR BY FACSIMILE ON 01482 218773, SO THAT THE EVENT MAY BE RECORDED.**

Any person required to make a report, who without reasonable cause, fails to comply with that requirement in all respects shall be guilty of an offence punishable on summary conviction by a fine not exceeding the statutory maximum or on conviction on indictment by a fine.

This notice comes into effect from 9<sup>th</sup> July 2007.

Standing Notice to Mariners S.H. 11 dated 1<sup>st</sup> January 2001 issued by Associated British Ports will then be cancelled.

**CAPT. P.J. COWING,  
HARBOUR MASTER, HUMBER**

4<sup>th</sup> July 2007

## Annex 5

# Application for Exceptional Bunkering Operation

### Definition of Exceptional Bunkering Operation:

1. V/I entering the river for the purpose of taking bunkers only
2. V/I (non-regular) entering the river for the purpose of supplying bunkers only
3. V/I bunkering can only take place at the Ridge.

### Notice Period:

A vessel requiring to bunker/provide bunkers under the above circumstances must provide at least **10 working days' notice** to the relevant Harbour Authority.

Vessels which intend to provide bunkers which have not visited the Humber in the previous 2 years, must reapply for permission using the following procedure.

### Harbour Authority:

- For a vessel wishing to bunker/provide bunkers at:
  - o Immingham Gas Terminal, Humber International Terminal, Immingham Bulk Terminal, Immingham Outer Harbour, Immingham West Jetty, Immingham Dock, Immingham East Jetty or Immingham Oil Terminal.
  - o Grimsby River Terminal or Grimsby Royal Dock.
  - o In the first instance contact the Dock Master Grimsby and Immingham with the information outlined below.
- For a vessel wishing to bunker/provide bunkers at:
  - o Saltend Jetty, Hull King George Dock, Hull Alex Dock, Hull Albert Dock.
  - o Goole Docks.
  - o In the first instance contact the Dock Master Hull and Goole with the information outlined below.
- For a vessel wishing to bunker/provide bunkers at:
  - o South Killingholme Jetty.
  - o Hawke Anchorage, Holme Ridge or Whitebooth Roads,
  - o In the first instance contact the Harbour Master Humber with the information outlined below.

### Requirements:

1. Contact the relevant Dock Master/Harbour Master with the following information:
  - a. Location of planned bunkering operation
  - b. Vessel Particulars – proof of this must be provided in the form of the International Tonnage Certificate.
  - c. The expected length of time that bunkering operation will take.
  - d. The type of bunker oil to be transhipped (HFO will require Barge to be fitted with booming equipment).
  - e. Information regarding type of fenders to be used.
  - f. All bunker vessels must be properly certified – proof of this must be provided in the form of a relevant Classification Society Certificate or a Naval Architect's Certificate.
  - g. All bunker vessels must have suitable and sufficient trained crew onboard.

- h. Have a written safety and bunkering procedures in English as part of the vessel's Safety Management System – proof of this must be provided in the form of the vessels bunkering procedures.
    - i. Have suitable oil spill procedures and equipment on board - a list of oil spill equipment must be provided to the Harbour Authority.
    - j. If bunkering operations are expected to take place between the hours of sunset and sunrise the attached form needs to be completed and returned to the Dock Master (MS Act 1995 s135).
2. Once approval is gained from the relevant Dock/Harbour Master on completion of the above, contact Pilot Operations Manager, Humber Estuary Services with the following information:
  - a. Details of vessel manoeuvrability – including information about bow and or stern thrusters, rudder type, twin or single screw etc.
  - b. Presence of rubbing bands.
  - c. Provision of risk assessment for the safe access and egress to and from the vessel (with particular reference to disembarking personnel between vessels).
3. Once approval is gained from the Pilot Operations Manager, contact the Marine Support Manager/Marine Administration Manager, Humber Estuary Services for the following:
  - a. If bunkering operations are expected to take place between the hours of sunset and sunrise the attached form needs to be completed and returned to the Harbour Master (MS Act 1995 s135).
  - b. Written approval by the Harbour Master will be provided under SH.10.



Harbour Master, Humber  
Associated British Ports  
Port Office  
Cleethorpe Road  
Grimsby  
N.E. Lincolnshire  
DN31 3LL

Dock Master Hull & Goole  
Associated British Ports PO  
Box 1  
Northern Gateway  
Hull  
HU9 5PQ

Dock Master Grimsby &  
Immingham  
Associated British Ports  
Marine Control Centre  
Immingham Dock  
Immingham  
N E Lincolnshire  
DN40 2LZ

Date .....

MERCHANT SHIPPING ACT 1995

In accordance with Section 135 of the Merchant Shipping Act 1995, we, as owner/operators of the oil terminal/oil tanker barges hereby give notice that it is our intention to transfer oil between the hours of sunset and sunrise at installations or vessels within the limits of the “Harbour Authority waters” meaning waters regulated or managed by a harbour authority excluding any areas outside a harbour over which a harbour authority exercises control in accordance with the Pilotage Act 1987 by virtue of an order of the Secretary of State made under section 1(3) of that Act.

This notification is to cover the year ending 31 December 20.....

Signed: .....

Print: .....

Designation: .....

Company: .....

Installation: .....

**NB: If tanker barge operator - names of craft to be included on a separate sheet to accompany the notification.**