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 1st January 2001 issued by Associated British Ports is hereby cancelled.

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

20th 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/m²
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