

## NOTICE TO MARINERS - No. 3 - 2017

### BUNKERING AND OILY SUBSTANCE TRANSFER OPERATIONS

All vessels and operators are advised of the following procedures:

#### **1. Notification and Reporting Requirements**

Any person wishing to undertake bunkering operations including oily waste disposal within port limits must obtain permission from the Port Manager and complete a PoCF Bunkering and Oily Substance Transfer Permit and ensure all counter-pollution measures are in place prior to the commencement of operation

#### **2. Precautions to Be Taken**

The minimum requirements are:

- 1) All scuppers on the vessel must be blocked
- 2) Drip trays in place at connection points
- 3) Absorbent material available on site for immediate use
- 4) A responsible person on watch at the bunkering point
- 5) Communications must be established with Port Control, normally via VHF
- 6) Emergency stop procedures agreed
- 7) Available tank capacity confirmed
- 8) All lines to be drained (or blown through) on completion
- 9) Pumping and piping system checked. Special attention should be given to inspection and tightening of valve glands, flanges and couplings on lines to prevent any leakage
- 10) Vessels alongside should be made fast to the quay or jetty
- 11) There should be sufficient lighting, natural or artificial, to fully illuminate the transfer hose and fittings. This is at the discretion of the responsible persons

While alongside quays or jetties:

- a) Transfers from road tankers – restricted to daylight operation unless additional written permission given by Port Manager
- b) Bunkering transfers from ship – Daylight hours only unless additional written permission given by Port Manager
- c) Transfers from pipeline at Service Base – 24 hour operation

Whilst at anchor or mooring:

- a) Transfers restricted to daylight operation

#### **3. Oil Spill Reporting and Response**

All oil spills should be reported immediately to Port Radio on VHF CH11. Vessels should implement immediate action to control the spread of spilled substances, including the use of absorbent pads, booms and granular material, until a representative from the Port of Cromarty Firth arrives on site to assess the level of action necessary

On no account should dispersants be used, at any time, to aid the breakdown of oily substances

A full report of the incident should be submitted to the Port Manager at the earliest opportunity

Calum Slater  
General Manager

01 January 2017