

Bunkering Procedures for fishing vessels

These procedures apply to all fishing vessels receiving bunkers by road tanker within Peterhead Port Authority.

Bunkering is taken to mean 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.

The following procedure must be followed when taking bunkers.

1. The vessel must be manned by a competent member of the ship's crew when receiving bunkers.
2. All equipment and lines must be checked on the vessel, and tank levels checked prior to receiving bunkers.
3. Unused lines must be closed.
4. It is standard practice to only fill fuel tanks to 90% capacity in order to prevent over filling.
5. A supply of sawdust / absorbent pads must be ready to deploy.
6. Appropriate firefighting equipment must be at the ready.
7. The vessels crew and tanker driver must agree the method of communication and the method of emergency stop.
8. The ship's crew must monitor the tank level at all times.
9. The tanker operator must be standing by ready to stop pumping at all times.
10. Tanker operators are not permitted to use personal mobile phones or tablets whilst transferring bunkers or any other equipment which is not intrinsically safe.
11. Tanker operators are not permitted to sit in the cab whilst transferring bunkers.
12. A constant visual watch of the operation must be maintained by both the tanker operator and the vessels crew.
13. A member of the vessels crew must be standing-by at the filling point, ready to shut off the flow of fuel using the valve. If the crew member needs to leave the filling point for any reason the tanker will stop pumping until they return.

In the event of an oil spill the following procedure must be followed.

1. The tanker shall stop pumping immediately.
2. The vessel must inform the Harbour Authority immediately by contacting VTS on VHF Ch 14 or 01779 483600.
3. The vessel must initiate their oil spill response plan and prevent as much as possible, any fuel entering the water course.
4. The vessels Master, is also required to notify the Coastguard.
5. In the event of any oil spill the vessel owner will provide the Port Authority with a written incident report as soon as practicable.

Ewan Rattray
Harbour Master