25.4.3 Bunkering Safety Check-List

Port Date

Ship Barge

Master Master

1. Bunkers to be Transferred

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Grade | Tonnes | Volume at Loading Temp | Loading Temperature | Maximum Transfer Rate | Maximum Line Pressure |
| Fuel Oil |  |  |  |  |  |
| Gas Oil/Diesel |  |  |  |  |  |
| Lub. Oil in Bulk |  |  |  |  |  |

1. Bunker Tanks to be Loaded

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Tank No. | Grade | Volume of Tank @ % | Vol. of Oil in Tank before Loading | Available Volume | Volume to be Loaded | Total Volumes Grade |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

1. Checks by Barge Prior to Berthing

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Bunkering | Ship | Barge | Code | Remarks |
| 1. The barge has obtained the necessary permissions to go alongside receiving ship. |  |  |  |  |
| 2. The fenders have been checked, are in good order and there is no possibility of metal to metal contact. |  |  | R |  |
| 3. Adequate electrical insulating means are in place in the barge-to-ship connection. (34) |  |  |  |  |
| 4. All bunker hoses are in good condition and are appropriate for the service intended. (7) |  |  |  |  |

1. Checks Prior to Transfer

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Bunkering | Ship | Barge | Code | Remarks |
| 5. The barge is securely moored. (2) |  |  | R |  |
| 6. There is a safe means of access between the ship and barge. (1) |  |  | R |  |
| 7. Effective communications have been established between Responsible Officers. (3) |  |  | A R | (VHF/UHF Ch ).Primary System: Backup System: Emergency Stop Signal: |
| 8. There is an effective watch on board the barge and on the ship receiving bunkers. (22) |  |  |  |  |
| 9. Fire hoses and fire-fighting equipment on board the barge and ship are ready for immediate use. (5) |  |  |  |  |
| 10. All scuppers are effectively plugged. Temporarily removed scupper plugs will be monitored at all times. Drip trays are in position on decks around connections and bunker tank vents. (10) (11) |  |  | R |  |
| 11. Initial line up has been checked and unused bunker connections are blanked and fully bolted. (13) |  |  |  |  |
| 12. The transfer hose is properly rigged and fully bolted and secured to manifolds on ship and barge. (7) |  |  |  |  |
| 13. Overboard valves connected to the cargo system, engine room bilges and bunker lines are closed and sealed. (16) |  |  |  |  |
| 14. All cargo and bunker tank hatch lids are closed. (15) |  |  |  |  |
| 15. Bunker tank contents will be monitored at regular intervals. |  |  | A R | at intervals not exceeding……. minutes |
| 16. There is a supply of oil spillclean-up material readily available for immediate use. |  |  |  |  |
| 17. The main radio transmitter aerials are earthed and radars are switched off. (42) |  |  |  |  |
| 18. Fixed VHF/UHF transceivers and AIS equipment are on the correct power mode or switched off. (40) |  |  |  |  |
| 19. Smoking rooms have been identified and smoking restrictions are being observed. (36) |  |  | A R | Nominated Smoking Rooms Tanker:Barge: |



|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Bunkering | Ship | Barge | Code | Remarks |
| 20. Naked light regulations are being observed. (37) |  |  | R |  |
| 21. All external doors and ports in the accommodation are closed. (17) |  |  | R |  |
| 22. Material Safety Data Sheets (MSDS) for the bunker transfer have been exchanged where requested. (26) |  |  | R |  |
| 23. The hazards associated with toxic substances in the bunkers being handled have been identified and understood. (27) |  |  | R | H2S Content .....................Benzene Content ............. |

DECLARATION

We have checked, where appropriate jointly, the items of the Check-List in accordance with the instructions and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items coded ‘R’ in the Check-List should be re-checked at intervals not exceeding

 hours.

If, to our knowledge, the status of any item changes, we will immediately inform the other party.

|  |  |
| --- | --- |
| For Ship | For Barge |
| Name  | Name  |
| Rank  | Rank  |
| Signature  | Signature  |
| Date  | Date  |
| Time  | Time  |

Record of repetitive checks:

|  |  |  |  |
| --- | --- | --- | --- |
| Date: |  |  |  |
| Time: |  |  |  |
| Initials for Ship: |  |  |  |
| Initials for Barge: |  |  |  |