Bunkering Incidents and Accidents at Container Terminals
by CAPT Jeff Cowan
Essential Communications: Tankerman Check Sheet

- a. What are the bay designations directly forward and aft of the house on this ship that overlap the bunker barge?
- b. Is there any planned loading, discharging, or lashing in these bays?
- c. When does the terminal plan to work these bays?
d. Is any of the work in these bays going to extend into the two or three offshore positions?

e. Can these positions be worked in a specific time frame so possible conflicts are avoided?

f. What time periods is the stevedore going to shut down cargo operations for breaks, lunch, etc.?
Tankermen, Terminal Personnel, (Superintendents, Foremen, Lashers, Crane Operators) and Vessel Personnel (Chief Mate and Engineer) all must be cognizant and take particular care when lashing or cargo operations take place in the outer three stacks of containers in bays adjacent to the bunker barge if the transfer is in progress.
Area or Zone of Concern
Excitement!
More Excitement
Another Exciting View
From Stern

Bunker Barge & Tug
Understanding The Bunkering Process

- **Vessel Arrives for Cargo Operations**
  - Terminal plans operations
    - Cargo Flow Sheet or Crane letter of Operations (CFS or CLO) is prepared
  - Terminal gives CFS/CLO to Agent to pass to Chief Mate/Chief Engineer and Tankerman
  - Agent Coordinates bunker barge arrival
Bunkering Stages

- Pre-Arrival
- Arrival / Hook-up
- Bunkering
- *Look out below!* 
- Disconnect
- Departure- Adios!
Connectors Hold!
Really........
Arrival / Hook-up BMPs

- Provide Safe Access Between Vessels
- Face To Face (FTF) w/ handshake
- Pre-Transfer Conference
FTF-Wanna Climb?
Bunker Barge Aft Deck
Bunker Barge w/ Company
Flipped
How to Avoid!

- Communication!!
  - **Ship Super** - Informs Longshore gang where to discharge/load.
  - **Chief Engineer** - Maintains comms w/ barge
  - **Chief Mate** - Cargo – mitigates list of ship
  - **Rover** - Duty Mate
  - **Tankerman** - on barge
  - Standby **Wiper** - at header and comms w/ CE & barge
How to Avoid (2)

- **Ship Super**- Keeps Long Shore gangs away from barge.

- **Captain** – ashore!
Ensure *everyone* involved knows he or she has the **Responsibility to STOP** the transfer process at any time, should anything appear to be out of order.
SHUT her DOWN!!!

Tankerman retreats to tug or offshore side of barge.
Get their ATTENTION!
But.....
Time is Money!
Linehandlers Ordered
Pilot Ordered
Another ship needs berth
Miss train connection
Order another gang
Wally won’t get rubber ducks in time.
Data Sources

APL

Kevin Krick
Bob Clark

Foss Maritime

Steve Barrett
Bob Gregory

Pacific Maritime Association

Michael Hall
Gerald Swanson
Thank You

Captain Jeff Cowan
Jeff.Cowan@Wildlife.CA.Gov
Phone: 00 – 1-916-747-0996