

DECLARATION OF INSPECTION PRIOR TO FUEL TRANSFER

1. Warning signals are properly displayed (Bravo Flag – Day, Red Light – Night).
2. No smoking allowed aboard vessels, except in pre-designated areas.
3. Both vessel's mooring lines are secured and adequate to prevent breakage or stretching of fuel lines.
4. Hoses, piping, and valves are aligned properly and in good working order.
5. All scuppers, free ports, and deck drains on decks where fuel connections are made are blocked to prevent fuel spills.
6. All port holes on side of vessel from which fuel is being received are secured.
7. All vessels have a fire extinguisher on deck beside the fueling operation.
8. All natural and powered ventilation intakes are secured.
9. A static electrical grounding cable is properly installed before the fuel hose is connected. This electrical bonding shall be maintained until after the fuel line has been disconnected and returned to the fuel barge.
10. A drip pan or other suitable containment device shall be placed under each hose connection and cleaned after completion of transfer.
11. A floating boom shall be placed around both vessels to contain any fuel products spilled into the water.
12. Both parties involved in the fuel transfer (i.e. the vessel personnel and the fuel barge operator) are in complete understanding of each other in the way of emergency shut down signals, the amount of fuel being transferred, and any other information pertaining to the safety that is desired by either party.
13. All vessels equipped with fire fighting equipment will have their fire main charged and at least one fire hose run out as a precautionary measure during fueling operations.
14. Communication will be established and maintained with Harbormaster Operations before, during, and after transfer occurs. Vessels will notify Harbormaster Operations at start, stop, and finish of actual pumping.

PERSON IN CHARGE OF RECEIVING VESSEL

PERSON IN CHARGE OF FUEL BARGE