

	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p><b>27.0 CARGO/BUNKER OPERATIONS WITH BARGES</b></p> <p>DRY CARGO MANUAL</p>	<p>Sect : 27.0  Page : 1 of 3  Date : 07-Aug-25  Rev : 10.0  Appr : DPA</p>
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## CARGO/BUNKER OPERATIONS WITH BARGES

### 1. CARGO/BUNKER OPERATIONS WITH BARGES

For all operations with barges, the Master remains at all times responsible for the safety of his own ship, its crew, cargo and equipment and should not permit safety to be prejudiced by the actions of others.

#### 1.1. Following shall be considered while determining transfer area:

- The shelter provided from the weather, particularly from sea and swell.
- Present and forecast weather conditions and availability of shelter at an alternative location should such an option prove to be available and preferable.
- Tidal / current conditions.
- Permission or instructions from the local port or national authorities.
- Safe distances from offshore installations.
- Sufficient sea-room and water depth required for manoeuvring during mooring and unmooring.
- Locations of underwater pipelines, cables, artificial reefs or historic sites.
- Selection of a safe anchorage with sufficiently good holding ground.
- If the transfer takes place at anchor, special care should be given to the ultimate strain placed on the anchor cable due to yawing movements aggravated by the current and weather condition.

#### 1.2. Precautions while performing lightering operations with barge:

- Before operations determine the size, nature (dumb or motorised), fendering and shape of the proposed barges.
- Determine the size, maneuverability and horsepower of attending tugs. Note protest (or in case of safety breach, refuse) if the equipment is deemed unsuitable for prevailing wind, current, tidal or swell conditions.
- Duty officers to be very alert when the barges are approaching and manoeuvring to the ship side.
- If Master has the slightest doubt about the safety of the manoeuvre of the barge, the berthing operation should be aborted at any time.
- Good, safe and reliable communications to be established between ship and barge.
- Take photographs of the barges. Ensure barges have proper and sufficient fenders. Do not allow barges to come alongside without proper fenders. If there are no fenders, inform all parties concerned immediately and abort operations.
- Vessel to also rig portable fenders ( if available on board ).

- Securing of the barge mooring lines to be done on the designated mooring bits using the fairleads or panama leads. Ropes are not to be looped around ships fitting that are not designed as suitable bollards on the ships drawings..
- Ensure mooring ropes of the barges are in good condition and in case of any concerns, inform the barge master/ operator.
- Proper log of each barge with timings to be maintained.
- Exercise extreme caution when swell is prominent and barges are surging or during slack water, when the vessel is changing heading.
- Vessel's position at anchor to be regularly monitored for proper position holding. This includes physical rounds on the forecastle and inspection of the windlass and brake assembly.
- Do not allow any barge to anchor when moored alongside the vessel as this may cause anchor fouling.
- Ship staff to conduct regular ship side inspection by looking over side for any damages /dents/ paint scratches etc.
- In case any damage is observed ,inform all parties concerned immediately and issue letter of protest. Any paint damage must be repaired as soon as is practical.
- In case of any surging of barges due to weather / swell conditions etc, the Master shall use his authority to cast off the barges to avoid any damages. The Master should immediately report to all parties concerned that barges have been cast off with the relevant reasons.
- Ship staff should ensure that at NO time the barge makes metal to metal contact with the ship side which may lead to damage.
- Where access is required between the ship and barge, ladders shall be rigged, at least to pilot ladder regulations. At no time will persons make attempts to leap or jump between vessels.
- Doors on the side of the accommodation that the barges are lying will be kept closed to stop barge funnel fumes entering the ships accommodation.

**The Master should always be prepared to abort the operation if necessary. The decision should be taken in ample time while the situation is still under control.**