

# **Cockett Marine Oil Supplies Limited**

## **Queens Channel Anchorage Calling Instructions**

Cockett Marine Oil Supplies Limited – Supply & Operations contact details:

Main Office: +44 (0)1689 883 430 (24 Hrs)

Email: [operations@cockett.com](mailto:operations@cockett.com)

1) Please provide written ETA notice at 72 / 48 / 24 / 12 / 6 hours, sent to:

Cockett Email: [operations@cockett.com](mailto:operations@cockett.com)

Port of London Authority Email: [shipcon@pla.co.uk](mailto:shipcon@pla.co.uk)

Barge Master mt “LS Christine“ / Email: [Christine@seamail.no](mailto:Christine@seamail.no) / Mobile: +44 (0)203 145 44 91

2) When vessels eta 2 hours from arrival Queens Channel Anchorage, please ensure that Radio Communication on VHF Ch. 09 is made to confirm eta with North Spit Pilots, full contact details as shown:

VHF: Channel 09

Tel: +44 (0)1474 560311

Email: [shipcon@pla.co.uk](mailto:shipcon@pla.co.uk)

When vessel pass the London Arrival / Departure arc, London VTS must be contacted on VHF Ch. 69

3). We would also request that Master / Duty Officer clarifies that the vessel has onboard British Admiralty Chart No: 1607 & 1183, if not the Port / Pilot Authority can provide vessel with charts on arrival at a cost.

4). Pilotage is **COMPULSORY** for all vessels entering into Port of London Authority Limits. Please note however there will be **NO** additional costs to Owners / Operators of customer vessel as this service is a fully inclusive part of the Bunker Call Only Supply Operation...That being the case **NO VESSEL** is permitted to enter such area without an Estuary Bunkering Pilot being onboard. The Estuary Bunkering Pilot shall direct the vessel to an appropriate anchorage at Queens Channel, depending on operational requirements and prevailing and expected weather conditions.

5) Vessels departing from the Queens Channel Anchorage after bunkering must await the service of an Estuary Bunkering Pilot. The bunkering vessel must liaise with the Port of London Authority to advise their intention to sail giving at least 2 Hrs notice or as soon as possible if operation is less than 2 Hrs...

6) Vessel Entering into UK Port / Territorial Water from a Non UK Port must provide the following information at least 24 hours before arrival of the ship. If the duration of the voyage is less than 24 hours then the information must be provided no later than the time of departure from previous port. The details requested are to be sent to the following parties:

IMO Forms / Crew Declaration / Crew List – email [pete.tucker@hmrc.gsi.gov.uk](mailto:pete.tucker@hmrc.gsi.gov.uk)  
[laura.walton@hmrc.gsi.gov.uk](mailto:laura.walton@hmrc.gsi.gov.uk)  
[emma.berry@hmrc.gsi.gov.uk](mailto:emma.berry@hmrc.gsi.gov.uk)

Crew Lists – H.M. Immigration / UK Borders – email [shipsreports@hmrc.gsi.gov.uk](mailto:shipsreports@hmrc.gsi.gov.uk)  
or Fax +44 (0)1255 509718

All above Documents – email [operations@cockett.com](mailto:operations@cockett.com)

7) Please provide the following information at least 24 hours before arrival of the ship. If the duration of the voyage is less than 24 hours then the information must be provided no later than the time of departure from previous port. The details requested are to be sent to the following parties:

Cockett Operations Dept email: [operations@cockett.com](mailto:operations@cockett.com)  
Port of London Authority email: [shipcon@pla.co.uk](mailto:shipcon@pla.co.uk)

- A) Vessel Name / IMO number / MMSI Number / Call Sign / Nationality / Port of Registry & Number
- B) Last Port of Call
- C) Next Port of Call
- D) ETA
- E) ETD
- F) Total Number of Persons onboard / Master's Name & Nationality
- G) Maximum Arrival / Departure Draughts (Meters)
- H) LOA / Beam / GT / NT / DWT / Type of Ship
- I) Thrusters – Bow / Stern / Horsepower
- J) Cargo Condition or Ballast / Description / Quantity
- K) Defects / Damages / Deficiencies / Limitations
- L) Name & Address of Port Agent & Contact Details (If Applicable) / Vessels Contact Details Mobile / Email
- M) Vessel's Registered Owners
- N) ISPS Code / Status
- O) Ships Port Waste & Port Health Declarations to be completed and same advised
- P) Please advise No / Size / Position of Bunker Manifolds
- Q) When more than one product grade is ordered we would request that both grades be supplied simultaneously when operationally feasible to receive by customer vessel... Please confirm your acceptance to simultaneous supply

Vessels carrying hazardous or polluting goods must supply a copy of their hazardous or polluting goods manifest or provide the contact details of who can be contacted at any time of the day or night and will be able to provide full details of any hazardous or polluting goods carried.

- a) Name
- b) Location
- c) Telephone
- d) e-mail

**The vessel delivering the bunkers must inform London VTS when bunkering operations commence and again when bunkering operations have been completed.**

**8) Weather limitations:**

Bunkering operations at the Queens Channel Anchorage shall only take place when weather conditions are suitable:

A) There are no imposed restrictions as such but the supply operation is purely at the discretion of both the Port Authority and Barge Master. If either or both parties deem it unsafe to perform bunker supply then No Supply will be permitted.

B). Close liaison with London VTS must be kept at all time during bunkering in order that current and predicted weather forecast are considered prior to / during bunkering operations.

**9) Important notes:**

A) Vessels engaged in bunkering must by day display the International Code of signals flag "Bravo" and by night an all round red light. It is prohibited for any vessel to approach closer than 100 metres to any vessel at anchorage displaying these signals without prior permission from London VTS.

B) Any vessel at Queens Channel Anchorage for Bunkering operations is prohibited from discharging ballast within Harbour limits, regardless of where the ballast was taken on.

C) Any vessel receiving bunkers is to be securely anchored. Vessels engaged in bunkering operations at anchor must have engines available at immediate notice.

D) In the event of any pollution incident from a bunker delivery, all other active bunkering operations will be ceased immediately, and vessels may be requested to manoeuvre to alternative location if such operation can be performed safely. All bunkering can only recommence with the approval of the Port of London Authority Harbour Master.

E) All vessels using the Queens Channel Anchorage can only remain at anchor for a maximum 12 hour period unless approval to remain at anchor has been obtained from the Port of London Authority.

F) Vessels with boilers and diesel engines are to commence soot blowing Before arrival. This will avoid any hot ash landing on deck during bunkering operations.

**G) If customer vessel wishes to land samples, prior notification must be given. Please note that that samples may be landed via Pilot Launch, however, this will be for buyers account. Once samples are landed, it is buyer/operators responsibility to arrange collection. Neither Cockett Marine /Pilot Launch will take responsibility for loss/damage during transit/storage prior to collection. Please all correct paperwork must accompany all samples.**

**Revised: 13<sup>th</sup> May 2011**