PORTLAND HARBOUR AUTHORITY LIMITED

By virtue of section 16 of the Portland Harbour Revision Order 1997
Portland Harbour Authority Limited as the Harbour Authority
gives the following Direction:

GENERAL DIRECTION

No 1 of 2025

PORTLAND HARBOUR LIQUEFIED NATURAL GAS BUNKERING OPERATIONS

1. This Direction is given for the purpose of promoting or securing conditions conducive to the ease and convenience or safety of navigation and the safety of persons and property in the Harbour.

2. This Direction shall apply to all vessels in all parts of Portland Harbour and shall apply at all times.

3. Definitions:

LNG Bunkering Operations:	Any operation which involves the replenishment of any vessel with liquefied natural gas (LNG) used as fuel.
LNG Bunkering Barge:	Any LNG bunkering barge or dedicated LNG bunkering vessel engaged in a bunkering operation and that discharges LNG to a vessel being replenished.
Vessel:	Any ship, boat, raft or water craft of any description, however propelled or moved including non-displacement craft, personal water craft (pwc), a seaplane on the surface of the water, a flying inflatable boat, a hydrofoil vessel, a hovercraft or any amphibious vehicle and any other thing constructed or adapted for floating on or being submerged in water (whether permanently or not).
Anchorage:	A position at which a vessel should anchor as described in paragraph 5 of this Direction.
Bunkering Weather Condition Report Form	The form at Annex 1 of this General Direction must be completed by both the LNG bunker barge

	and receiving vessel but only when requested by Portland Harbour Radio. Details from the form should then be passed to Portland Harbour Radio on VHF CH 74.
Alongside Berth:	A position at which a vessel should moor alongside as described in paragraph 5 of this Direction.
Sustained:	As determined by the Harbour Master at the time having considered all available information including that information supplied on the 'Bunkering Weather Condition Report Form' provided by both the bunker barge and the receiving vessel.
Wind speed:	As measured and recorded by the nearest shoreside fixed anemometer.

4. All LNG bunkering operations within Portland Harbour are prohibited except when carried out in accordance with the appropriate provisions contained in paragraphs 5 – 22 of this Direction.

5. LNG bunkering operations between a LNG bunker barge and a vessel shall only take place in the following designated locations:-

Anchorages:	Inner Harbour: M1, M2, M5, M6, M7; Outer Harbour: G3, G5, G6;
Alongside berths:	Deep Water Berth, Outer Coaling Pier.

All such anchorages and alongside berths being marked on Admiralty Chart 2268.

6. LNG Bunkering operations taking place alongside berths are restricted to daylight hours only.

7. Any vessel intending to engage in LNG bunkering operations must apply to the Harbour Master for their approval before entering Harbour limits. Application must be made by calling Portland Harbour Radio on VHF Ch. 74, Tel 01305 824044 or via e-mail eta@portland-port.co.uk Vessels intending to engage in LNG bunkering operations are prohibited from entering Harbour limits until their application has been approved by the Harbour Master. On granting approval the Harbour Master shall direct each vessel to an appropriate anchorage or alongside berth depending on operational needs and the prevailing and expected meteorological conditions.

8. Vessels engaged in LNG bunkering operations must by day display the International Code of Signals flag "Bravo" and by night an all round red light.

9. It is prohibited for any vessel to approach closer than 100 metres to any vessel at an anchorage displaying either the international Code of Signals flag "Bravo" or the all round red light prescribed in paragraph 7.

10. When vessels are engaged in LNG bunker transfer operations at anchor within the harbour, a controlled zone will be established in agreement with the Harbour Master within which specific safety measures and access restrictions will be enforced to mitigate risks associated with LNG handling and sources of ignition. This may include areas onshore within the harbour. This controlled zone shall remain in place until completion of the LNG bunker transfer operation.

11. Any vessel using Portland Harbour for LNG bunkering operations is prohibited from discharging ballast within the limits of the Harbour at any time regardless of where the ballast was taken on.

12. Any vessel engaged in LNG bunkering operations is to be securely moored or anchored. Vessels engaged in LNG bunkering operations at anchor must maintain a constant anchor watch, monitor VHF Ch 74 and have engines at immediate notice.

13. The Master of every vessel engaged in LNG bunkering operations shall appoint an officer to be in charge of LNG bunkering operations who is fluent in spoken English. English is the language to be used during all aspects of the LNG bunkering operation.

14. The Operator of any LNG bunker barge intending to engage in LNG bunkering operations shall before any LNG bunkering operations are commenced submit for approval to the Harbour Master a detailed set of operational procedures for LNG bunkering operations including cool down, transfer, purging and leak testing of containment and/or transfer systems. Approval may be given by the Harbour Master and such approval is to be given in writing and shall be effective for a period of one year. After the expiration of this one year period the operational procedures shall be re-submitted to the Harbour Master for subsequent approval. Any LNG bunkering barge engaged in LNG bunkering operations must have on board a detailed set of operational procedures for LNG bunkering operations duly approved by the Harbour Master. All LNG bunkering operations must be carried out in accordance with the latest editions of the following:

    - International Association of Classification Societies (IACS) LNG Bunkering Guidelines, Report 142
    - Society for Gas as a Marine Fuel (SGMF) FP07-01 LNG as a marine fuel – Safety and Operational Guidelines – Bunkering
    - SGMF FP02-01 Recommendations of Controlled Zones during LNG bunkering

15. If more than one bunkering operation is running concurrently, and a pollution incident occurs, then all bunkering operations will be ceased immediately. Bunkering operations can only recommence with the approval of the Harbour Master.

16. Any LNG bunker barge shall be provided with efficient deck lighting which shall provide at least 20 lux over the working deck of the LNG bunker barge.

17. Before any LNG bunkering operations commence any LNG bunkering barge shall request approval to commence LNG bunkering operations. At this time the LNG bunker barge and the receiving vessel, when requested by Portland Harbour Radio, must by VHF Ch 74, return the information required on the 'LNG Bunkering Weather Condition Report Form'. Approval may be granted by the Harbour Master only when he has determined:-

- That both the receiving vessel and the LNG bunker barge, when at anchor, have engines at immediate notice.

- That adequate towage is available should it be needed in the case of emergency and / or the onset of bad weather.

- Both the LNG bunker barge and receiving vessel have returned the information required by the 'LNG Bunkering Weather Condition Report Form' when requested.

- LNG bunkering operations must not be commenced until the Harbour Master grants their approval.

18. LNG bunkering operations at an anchorage shall only take place

    - A wave height of 1.5 metres at the anchor berth is not exceeded;

    - For vessels less then 200m LOA using any Outer Harbour anchorage a sustained upper wind speed of 17 knots is not exceeded;

    - For vessels in excess of 200m LOA, and with a draft exceeding 11.0m, using any Outer Harbour anchorage a sustained upper wind speed of 25 knots is not exceeded;

    - Using any Inner Harbour anchorage a sustained upper wind speed of 27 knots is not exceeded;

    - Visibility is good and must in all cases provide a clear view of at least 200m from any vessel engaged in LNG bunkering operations.

    - Following stoppage, approval of the Harbour Master is given to resume bunkering operations.

    Notwithstanding the above limits LNG bunkering by barges with less than 1.5 metres freeboard may be restricted by prevailing or expected meteorological conditions. These limits may be less than those stated.

    LNG bunkering operations at an alongside berth shall only take place when:

    - A wave height of 1.5 metres at the berth alongside is not exceeded.

    - A sustained upper wind speed of 27 knots is not exceeded at the berth.

    - At night the level of lighting at the berth provides at least 20 lux and such lighting is properly shielded so as to avoid interference to the pilotage and safe navigation of all vessels.

19. Notwithstanding the above limits LNG bunkering by barges with less than 1.5 metres freeboard may be restricted by prevailing or expected meteorological conditions. These limits may be less than those stated.

20. Whenever the Harbour Master considers that the upper wind speed limit for any LNG bunkering operation is likely to be or is being exceeded, they shall request by VHF Ch. 74 that both the LNG bunker barge and the receiving vessel return the information required on the 'LNG Bunkering Weather Condition Report Form'. Having considered all the available information and the provisions of this General Direction the Harbour Master may at any time and without notice withdraw their permission for LNG bunkering operations whereupon the Master of the LNG bunker barge must immediately cease LNG bunkering operations. The Harbour Master's decision is final and shall be given as a Special Direction pursuant to section 18 of the Portland Harbour Revision Order 1997.

21. Notwithstanding the upper sustained wind speed limits prescribed in this General Direction, which should not be exceeded, it is at all times and in all circumstances the responsibility of the Master of the LNG bunker barge to determine whether each bunkering operation should commence and / or continue. The Master's determination must be informed by risk assessment and be in accordance with the Operator's Safety Management System and Standard Operating Procedures and must take in to account the prevailing and forecasted weather, wind, tide, sea, swell and operational conditions.

22. If an LNG leakage occurs on either vessel, all transfers and any other operations must be immediately stopped and must not be resumed until the incident is investigated and the source of the leak is identified, repaired and/or the cause is isolated. In tandem, the Harbour Master must be informed immediately and approval from the Harbour Master shall be sought after the unanimous agreement of the Masters to resume cargo operation.

23. If a Pollution Incident occurs, then all transfers and any other operations must cease immediately upon the Master of the Vessel becoming aware of the Pollution Incident. The Master of a Visiting Vessel shall immediately notify the Harbour Master of the Pollution Incident and shall not resume the Transfer Operation without the approval of the Harbour Master.

24. Failure to comply with this Direction is an offence and offenders may be prosecuted.

Chief Executive
Portland Harbour Authority Limited
28th April 2025

Owners, Operators, Agents, Masters, Yacht club and recreational sailing organisations are requested that this Direction is made known to all persons that use Portland Harbour

LNG BUNKERING WEATHER CONDITION REPORT FORM

DATE / TIME
INCREASING / DECREASING?

LNG BUNKER BARGE		RECEIVING VESSEL	
LNG BUNKER BARGE REPORT		**RECEIVING VESSEL REPORT**	

AVERAGE WIND SPEED *(KNTS)*	1	1
OBSERVED SWELL HEIGHT ESTIMATE *(Metres)*	2	2
TIMESCALE TO COMPLETE PUMPING? *(Hours / Mins)*	3	3
MOVEMENT OF VESSEL? *(Slight / Moderate / Heavily)*	4	4
DO YOU CONSIDER SAFE TO COMMENCE BUNKERING? *(Yes / No)*	5	5
DO YOU CONSIDER SAFE TO CONTINUE BUNKERING? (Yes / No)	6	6

DUTY HM DECISION?	SUSPEND	CONTINUE	CANCEL

SEE NOTES OVER

This form to be completed whenever the Duty Marine Officer considers that the upper wind speed limits for bunkering is likely to be or is being exceeded & inform the Duty HM

GUIDE TO SUBMISSION OF VHF REPORT

1	**AVERAGE WIND SPEED** *(KNTS)*	Average wind speed as noted from Bridge equipment in KNOTS
2	**OBSERVED SWELL HEIGHT ESTIMATE** *(Metres)*	Observed swell height estimate in METRES
3	**TIMESCALE TO COMPLETE PUMPING?** *(Hours / Mins)*	Estimated time required to complete PUMPING but excluding paperwork in HOURS / MINS
4	**MOVEMENT OF VESSEL?** *(Slight / Moderate / Heavily)*	Do you consider your vessel to be moving SLIGHLY, MODERATLELY OR HEAVILY
5	**DO YOU CONSIDER SAFE TO COMMENCE BUNKERING?** *(Yes / No)*	ANSWER: YES / NO OR NOT APPLICABLE
6	**DO YOU CONSIDER SAFE TO CONTINUE BUNKERING?** (Yes / No)	ANSWER: YES / NO OR NOT APPLICABLE

EXAMPLE OF VHF REPORT

1 **22 Knots**

2 **1.2 Metres**

3 **1 Hour 20 MINS**

4 **MODERATELY**

5 **NOT APPLICABLE**

6 **YES**