

# Vessel to Fueller, Vessel to Dock Interaction for Virus Prevention

## Docks and Fueling Facilities

1. Dock operators and Tankerman are expected to conduct all necessary communication via VHF radio, or telephone.
  - a. Dock will not provide a VHF radio to Tankerman. Tankerman are expected to provide their own VHF radio and tune to appropriate channel to communicate with the Dock operator.
  - b. Use telephone to reach the Barge Dock from the Towboat. Do Not Use Cellphones from barges.
2. Cargo conferences:
  - a. Pre-transfer conference between the Dockman and Tankerman will be conducted via VHF radio, or telephone if needed.
  - b. Paperwork, including the Declaration of Inspection (DOI) and SDS, will be exchanged by both parties via email, or fax, in addition to verbal communication via radio.
    - i. See if dock can scan documents to send to Vessel/Tankerman.
    - ii. Dock operator should pre-fill the DOI and other required paperwork.
    - iii. Scan this paperwork and email to the Tug Captain and/or Barge office.
    - iv. The paperwork will be provided to the Tankerman, who will initial/sign to verify agreement. Tug will scan paperwork and send back to the Dock operator (via office if necessary) prior to beginning transfer.
  - c. As a last resort, any discussions required between Inspector and/or Dockman may be conducted outside on the Dock, not in a shelter or building, or aboard the towboat, and contact closer than 6 ft is prohibited.
  - d. Inspectors and Outside Tankermen will not be allowed to board the Towboat
  - e. The only close interaction between the PIC and Fueling Tankerman should be handing hoses back and forth. WEAR GLOVES.

## Interaction with Fleets and Assist Boats

- 1) When entering a fleet or preparing for an assist with another vessel communicate with the other vessel as to what the needs may be and who will be performing what task.
- 2) ASK IF THERE IS ANYONE WHO IS SICK OR HAS BEEN SICK ABOARD THEIR VESSEL ( If you find there is an ill person aboard the assist boat you may call DMS for instructions or simply turn the assist boat away)
- 3) Have a pre task conference with your crew to be sure they understand what they are to do and what they are not to do
- 4) Plan for your crew to work separate with the assist vessel crew, such as have one crew lay rigging on the port coupling and your crew lay the rigging on the starboard coupling.
- 5) Let the fleet boat hold the head of the tow and do tow work there and let our crew hold the stern and do tow work there. If they meet in the middle, KEEP CREWS SEPARATE.
- 6) When swapping rigging, decided with the other vessel whether they will come aboard your vessel to pick up their rigging or your crew will walk the rigging over to their boat- NO HANDING OFF RIGGING BETWEEN CREWS
- 7) Handling of wires and rigging should be shared only amongst your own crewmembers.
- 8) If transferring crewmen from one area to another or other locations on the tow, keep the crews separate (stand on opposite sides of the deck)
- 9) WEAR GLOVES
- 10) After completing drops/pick ups, swapping rigging, tying off, WASH YOUR HANDS and sanitize yourself when you return to the boat. Wipe your walkie talkie off with sanitizer.

## Interaction with Service Vendors/Mechanics

- 1) When a service vendor comes aboard (or a DMS mechanic) crews will meet them on the deck to sign in
- 2) Vendors and Mechanics will NOT be allowed in the living quarters of the vessel unless absolutely necessary to perform their job
- 3) All persons performing a task associated with the vendor/mechanic will wear gloves and some sort of face protection (mask if available, tee shirt mask, face mask)
- 4) Limit contact with the vendor/mechanic
- 5) When signing a work order do not hold their clip board, use your own pen and stay separate.
- 6) Wipe any tools needed in the job with sanitizer, or spray with Lysol.
- 7) If the vendor/mechanic has been putting their hands directly on equipment such as steering and throttles, radios, radars, stoves, etc. wipe that equipment down after finished.
- 8) If possible allow the vendor/mechanics to do their job without contact of the crew to assist, but provide assistance where absolutely needed.