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The Sixth Edition of ISGOTT has been published today, and is available to purchase here: <https://bit.ly/2AZKkXj>. This revision of ISGOTT updates and replaces the prior Fifth Edition that was published in 2006 and has been reviewed by OCIMF and the International Chamber of Shipping (ICS) together with the International Association of Ports and Harbors (IAPH), and a wide range of subject matter experts.

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ISGOTT Sixth Edition © ICS/OCIMF 2020. ISGOTT Bunker checklist: checks after mooring. Date and time: Port and berth: Receiving ship: Bunker facility: Part C. Checks after mooring for the receiving ship Item Check Status Remarks. 11 Fenders are effective (22.4.1) Yes 12 Mooring is effective (22.2, 22.4.3) Yes 13 Access between ship and facility is safe (16.4) Yes.

ISGOTT Bunker checklist - pre-arrival
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The Sixth Edition of ISGOTT encompasses the latest thinking on a range of topical issues including enclosed space entry, which continues to be an issue of significant risk on board tankers and at...

General principles. Conditions and requirements. Communications general communications, language, pre arrival communications.

The passage of the Oil Pollution Act of 1990 (OPA 90) by Congress and subsequent modifications of international maritime regulations resulted in a far-reaching change in the design of tank vessels. Double-hull rather than single-hull tankers are now the industry standard, and nearly all ships in the world maritime oil transportation fleet are expected to have double hulls by about 2020. This book assesses the impact of the double hull and related provisions of OPA 90 on ship safety, protection of the marine environment, and the economic viability and operational makeup of the maritime oil transportation industry. The influence of international conventions on tank vessel design and operation is addressed. Owners and operators of domestic and international tank vessel fleets, shipyard operators, marine architects, classification societies, environmentalists, and state and federal regulators will find this book useful.

With the changes that have occurred in the Russian Federation, the tanker market has experienced an increase in the export of crude oil by large tankers from Baltic terminals impacted by the potential for winter ice navigation. This trend has continued elsewhere in the world as crude export terminals have been established or are planned in other ice navigation areas, such as the Barents Sea, White Sea and in proximity to Sakhalin Island (Eastern Russian Federation). Some sectors of the industry have been used to dealing with the more traditional high ice class, smaller tankers designed specifically for escorted or unescorted ice transit. What is relatively new to the industry is the increase in demand for larger-sized crude tankers of low, or no, ice class to trade out of an increasing number of ports subjected to first-year ice formation. Areas commonly affected by first-year ice include the Baltic Sea, White Sea, Barents Sea, the Eastern coast of Canada, Cook Inlet and in the proximity of Sakhalin Island in the Eastern Russian Federation. The guidance is primarily aimed at the use of low, or no, ice class tankers, from 50,000 tonnes deadweight upwards, likely to encounter first-year ice.