

Notification of STS transfer

APPLICATION FORM FOR CLEARANCE OF SHIP TO SHIP TRANSFER OF DANGEROUS OR POLLUTING CARGOES AT SEA IN THE UK POLLUTION ZONE.

STS IDENTIFIER: EF 165580

	Discharging vessel	Discharging vessel	Receiving vessel
Name	Conger		Saetta
IMO Number	9198771		9384069
Port of Registry	Majuro		Piraeus
Call Sign	V7PUS		SVA06
Operator	Prime Marine Management		Cardiff Marine Inc
LOA	228.6m		243.80m
DWT	65998.7mt		106,850mt
Draft	13.1655m		15.12m
Cargo	Jet A -1		
Port of Origin	Not Known		Not Known
Port of Destination	Not Known		Not Known

A) PRODUCT TO BE TRANSFERRED

(Include details of properties)

Jet A - 1 – approx 50,000mt

Kinematic viscosity property of the oil(in centistokes) is 3.99cSt @ - 20 Deg deg

Asphaltene content (expressed as % by weight) is less than 0.1

B) AREA OF OPERATION

For STS operations involving Suezmax vessels and over:

The rendezvous position off Southwold is Lat 52 deg 18min N Long 002 deg 05 min E - this area has been approved by the Maritime & Coastguard Agency UK.

The final position will be communicated to Great Yarmouth Coast Guard on VHF Channel 16. Communications during operation will be conducted on VHF Channel 10.

C) DURATION OF OPERATION

Approx 8th - August 2009 - tbc

D) VESSEL CERTIFICATION, MANNING AND EQUIPMENT

Each vessel carries a full complement of officers and crew, trained and certified for transfer of Petroleum cargoes

E) DETAILS OF THOSE OVERSEEING THE TRANSFER

(Qualifications and experience are competent to undertake task)

STS Supt – ALL FENDERCARE MARINE STS Supts are fully qualified and experienced in both ships up to VLCC and ULCC size. They have all completed an STS Simulator course

F) DETAILED SAFETY PRECAUTIONS

Including contact details of provider

Prudent and customary safe practices will be followed, as provided in the ICS/OCIMF Ship to Ship Transfer Guide, Petroleum (Chapter 3), and their Company's Fleet Operations Manual.

Should it be necessary to contact Fender Care Marine regarding this plan, either of the following persons may be contacted:-

Name:

Telephone: +44 (0)1508 482666 (24 hrs)

Fax: +44 (0)1508 482262

G) COMMUNICATIONS ARRANGEMENTS

Prudent and customary communications will be conducted, as provided in the ICS/OCIMF Ship to Ship Transfer Guide, Petroleum (Chapter 4) and the Company's Fleet Operations Manual.

A Navigation warning will be broadcast by our STS Superintendent on VHF Channel 6, 8, 72 or 77 following an initial announcement on Channel 16. In addition a broadcast to transmit an "ALL SHIPS SAFETY ALERT" on VHF Channel 70 will be made, indicating the channel to be used for the subsequent voice broadcasts.

The navigation warning will include:-

- Names of the vessels involved
- Details of intended manoeuvring positions
- Estimated duration of operation.

Additionally, after securely anchored, and prior to the Commencement to transfer operations, the Mooring Master onboard the manoeuvring vessel will establish contact with Great Yarmouth Coast Guard on VHF Channel 16 and provide the position. Communications during operation will be conducted on VHF Channel 10.

The Mooring Master will advise Great Yarmouth Coast Guard at commencement, completion and during key stages of this operation.

Great Yarmouth Coast Guard Tel +44 (0)1493 851338 / 744300

Fax +44 (0)1493 852307

Our STS Superintendent will board each of the manoeuvring vessels to undertake berthing, and will have overall control of the operation, in conjunction with the Master of the manoeuvring vessel.

H) OPERATIONAL PREPARATIONS

Prudent and customary safe practices will be followed, as provided in the ICS/OCIMF Ship to Ship Transfer Guide, Petroleum (Chapter 5), and the Company's Fleet Operations Manual.

I) MANOEUVERING, MOORING AND FENDERING ARRANGEMENTS

Prudent and customary safe practices will be followed, as provided in the ICS/OCIMF Ship to Ship Transfer Guide, Petroleum (Chapter 6), and the Company's Fleet Operations Manual.

J) PROCEDURES ALONGSIDE

Prudent and customary safe practices will be followed, as provided in the ICS/OCIMF Ship to Ship Transfer Guide, Petroleum (Chapter 7), and the Company's Fleet Operations Manual.

K) MANAGEMENT OF TRANSFER OPERATION

Prudent and customary safe practices will be followed, as provided in the ICS/OCIMF Ship to Ship Transfer Guide, Petroleum (Chapter 8), and the Company's Fleet Operations Manual

L) UNMOORING ARRANGEMENTS

Prudent and customary safe practices will be followed, as provided in the ICS/OCIMF Ship to Ship Transfer Guide, Petroleum (Chapter 9), and the Company's Fleet Operations Manual.

M) EQUIPMENT TO BE DEPLOYED

Appropriated equipment to conduct this operation will be provided by FENDER CARE MARINE, as outlined in the ICS/OCIMF Ship to Ship Transfer Guide, Petroleum (Chapter 10).

N) LIMITING WEATHER CRITERIA

This transfer will not commence or will be stopped should the local weather conditions exceed Beaufort Force 6, sea / swell heights in excess of 2m, and winds exceeding 25 knots, or at any time the Masters of both vessels deem it prudent to do so due to the local sea and weather conditions.

O) CONTINGENCY PLANS

Deteriorating weather

See above

Mooring rope failure

The vessels will be moored with sufficient ropes so as not to move out of position due to failure of one rope. Should a rope fail it will be replaced immediately. Extra ropes will be supplied from mother vessel.

Pollution following damage

The stand-by oil spill recovery equipment will be deployed to contact and recover spilled oil, and the master of the manoeuvring vessel will activate the vessel's SOPEP.

Fire

Both vessels will take precautions, in accordance with OCIMF, and be prepared to respond immediately to extinguish a fire should one occur.

P) OIL POLLUTION EMERGENCY PLAN

In accordance with OCIMF both vessels have checklists, a Shipboard Oil Pollution and Emergency Plan (SOPEP) approved by their Flag State. Copies of this FCM plan will be provided to Masters of both vessels, Briggs Marine and the Great Yarmouth Coast Guard.

Q) OIL RECOVERY VESSEL DETAILS

Equipment is available for deployment from Briggs Marine (equipment now stored in Lowestoft, Suffolk - i.e. onsite).

Additional equipment is available for deployment from the Briggs Marine base in Coryton, Essex with estimated response time of 2.5 hours. Additionally, there is also a base in Droitwich, Worcester where the estimated response time would be 4.5 hours.

Response Equipment

Weir skimmer and powerpack
Ro-clean single ship V-Sweep boom
Recovered oil storage
Containerised storage

Supplied by:

Briggs Commercial Ltd
Seaforth House
Seaforth Place
Burntisland
Fife
Scotland
KY3 9AX

Tel +44(0)1592 872939 (24 hours) / Tel 0800 374348 (24 hours National Spill Line) / Fax +44(0)1592 872882
Contact / Contracts Manager

Work Boat:
Contact: - Fleet 96
Telephone: Tel +44

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Oca & AOT CAS Standard • AOA ESTS superintendent





## PERFORMANCE MONITORING

Performance monitoring will be carried out using the following:-

1. On going assessments:
  - Review of incident, near-miss and illness reports.
  - Operational questionnaires sent from UK Head office to vessel Masters for operational feed back.
  - Customer / Client feed back, Non Conformance reporting.
  - Inclusion on an "Oil Major" approval list.
2. Bi-annual performance evaluation review by Senior Management against the following job description.

In performing STS operations, in an advisory capacity, the STS Superintendent's duties shall include, but not be limited to:-

- Assess the co-ordination needs of each operation to ensure it is performed to FCM and OCIMF standards.
- Ensure compliance with additional client specific operational requirements
- Review of all pre-operational documentation.
- Inform coastal authorities as required.
- Assess weather forecasting. Ensure compliance with documented criteria
- Inspection of all STS equipment before and after the operation.
- Determine fender rigging arrangements for operation.
- Orchestrate fendering and unfendering operations with support craft.
- Ensure hoses are handled using the correct hose handling procedures.
- Manoeuvre vessels alongside each other as required, with or without tug assistance.
- Ensure vessels are moored in accordance to company procedures for expected conditions.
- Ensure the proper completion of safety checklists and pre-cargo conference.
- Oversee the connection and disconnection of transfer hoses.
- Monitor the cargo transfer operation, to ensure performed in safe and controlled manner.
- Ensure moorings are tended regularly and hoses continually supported.
- Take rest when practicable after establishing notification parameters in Superintendents' standing orders
- Complete on board documentation as required.
- Oversee the safe draining of hoses.
- Unmoor the vessels as required.
- Complete FCM time sheet and relevant documentation.



MARPOL Amendment



ANNEX

**(Addition of a new chapter 8 to MARPOL and Annex I and consequential amendments to the Supplement to the IOPP Certificate, Form B)**

1 *A new chapter 8 is added:*

**“CHAPTER 8 – PREVENTION OF POLLUTION DURING TRANSFER OF OIL CARGO BETWEEN OIL TANKERS AT SEA**

***Regulation 40***

*Scope of application*

1 The regulations contained in this chapter apply to oil tankers of 150 gross tonnage and above engaged in the transfer of oil cargo between oil tankers at sea (STS operations) and their STS operations conducted on or after 1 April 2012. However, STS operations conducted before that date but after the approval of the Administration of STS operations Plan required under regulation 41.1 shall be in accordance with the STS operations Plan as far as possible.

2 The regulations contained in this chapter shall not apply to oil transfer operations associated with fixed or floating platforms including drilling rigs; floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil; and floating storage units (FSUs) used for the offshore storage of produced oil<sup>1</sup>.

3 The regulations contained in this chapter shall not apply to bunkering operations.

4 The regulations contained in this chapter shall not apply to STS operations necessary for the purpose of securing the safety of a ship or saving life at sea, or for combating specific pollution incidents in order to minimize the damage from pollution.

5 The regulations contained in this chapter shall not apply to STS operations where either of the ships involved is a warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service. However, each State shall ensure, by the adoption of appropriate measures not impairing operations or operational capabilities of such ships that the STS operations are conducted in a manner consistent, so far as is reasonable and practicable, with this chapter.

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<sup>1</sup> Revised Annex I of MARPOL, chapter 7 (resolution MEPC.117(52)) and UNCLOS article 56 are applicable and address these operations.

### **Regulation 41**

#### *General Rules on safety and environmental protection*

1 Any oil tanker involved in STS operations shall carry on board a Plan prescribing how to conduct STS operations (STS operations Plan) not later than the date of the first annual, intermediate or renewal survey of the ship to be carried out on or after 1 January 2011. Each oil tanker's STS operations Plan shall be approved by the Administration. The STS operations Plan shall be written in the working language of the ship.

2 The STS operations Plan shall be developed taking into account the information contained in the best practice guidelines for STS operations identified by the Organization<sup>2</sup>. The STS operations Plan may be incorporated into an existing Safety Management System required by chapter IX of the International Convention for the Safety of Life at Sea, 1974, as amended, if that requirement is applicable to the oil tanker in question.

3 Any oil tanker subject to this chapter and engaged in STS operations shall comply with its STS operations Plan.

4 The person in overall advisory control of STS operations shall be qualified to perform all relevant duties, taking into account the qualifications contained in the best practice guidelines for STS operations identified by the Organization<sup>3</sup>.

5 Records<sup>4</sup> of STS operations shall be retained on board for three years and be readily available for inspection by a Party to the present Convention.

### **Regulation 42**

#### *Notification*

1 Each oil tanker subject to this chapter that plans STS operations within the territorial sea, or the exclusive economic zone of a Party to the present Convention shall notify that Party not less than 48 hours in advance of the scheduled STS operations. Where, in an exceptional case, all of the information specified in paragraph 2 is not available not less than 48 hours in advance, the oil tanker discharging the oil cargo shall notify the Party to the present Convention, not less than 48 hours in advance that an STS operation will occur and the information specified in paragraph 2 shall be provided to the Party at the earliest opportunity.

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<sup>2</sup> IMO's "Manual on Oil Pollution, Section I, Prevention" as amended, and the ICS and OCIMF "Ship-to-ship Transfer Guide, Petroleum", fourth edition, 2005.

<sup>3</sup> IMO's "Manual on Oil Pollution, Section I, Prevention" as amended, and the ICS and OCIMF "Ship-to-ship Transfer Guide, Petroleum", fourth edition, 2005.

<sup>4</sup> Revised Annex I of MARPOL chapters 3 and 4 (resolution MEPC.117(52)); requirements for recording bunkering and oil cargo transfer operations in the Oil Record Book, and any records required by the STS operations Plan.

2 The notification specified in paragraph 1 of this regulation<sup>5</sup> shall include at least the following:

- .1 name, flag, call sign, IMO Number and estimated time of arrival of the oil tankers involved in the STS operations;
- .2 date, time and geographical location at the commencement of the planned STS operations;
- .3 whether STS operations are to be conducted at anchor or underway;
- .4 oil type and quantity;
- .5 planned duration of the STS operations;
- .6 identification of STS operations service provider or person in overall advisory control and contact information; and
- .7 confirmation that the oil tanker has on board an STS operations Plan meeting the requirements of regulation 41.

3 If the estimated time of arrival of an oil tanker at the location or area for the STS operations changes by more than six hours, the master, owner or agent of that oil tanker shall provide a revised estimated time of arrival to the Party to the present Convention specified in paragraph 1 of this regulation.”

2 *In the Record of Construction and Equipment for Oil Tankers, Form B, new section 8A is added as follows:*

**“8A Ship-to-ship oil transfer operations at sea**  
(regulation 41)

8A.1 The oil tanker is provided with an STS operations Plan in compliance with regulation 41.”

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<sup>5</sup> The national operational contact point as listed in document MSC-MEPC.6/Circ.4 of 31 December 2007 or its subsequent amendments.