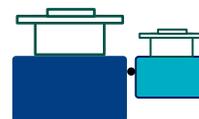


Good Practice in STS (Ship to Ship Transfer) Operations



Date: 13-05-2012

1. As soon as the STS Service provider is nominated by the charterer/cargo receiver/agent it is recommended to **email him the Fender Selection Risk Assessment** included at your STS Screening report in order to Inform him of the number and type of required fenders as well as the weather limitations involved.



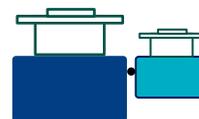
Backup Pennant Ropes missing



Aft fender pennant rope in bad condition

In Case the Service Provider disagree on the type and number of provided fenders, then written justification should be provided that would justify his arguments on the basis of OCIMF Guidelines and Managers STS PLAN.

BAD PRACTICE: To find out of the provided fenders size and number when they arrive on board.



2. **Valid certificates of fenders and hoses** should be provided regardless if OSG vessel is the Discharging or Receiving vessel **prior commencement of the STS Operation**. Fender certificates have to mention “that they are maintained on the basis of ISO 17357 standard”. Furthermore the age of fenders should be mentioned on the certificates.

In Case the provided certificates do not mention the maintenance standards same has to be confirmed in written with the Service Provider. If fenders are more than 15 years old **assurances** should be sought that reasonable measures have been taken to ensure that they continue to be fit for the intended service.

Such assurances could be one of the following:

1. Recent test certificate (less than two months)
2. Detailed historical data of fender use. (Since last test or overhauling)

BAD PRACTICE: Not requesting fender certificates at all.

3. The master has to **confirm prior the commencement** of the STS operation that the provided fenders have same size and number as the agreed fenders which mentioned at the screening report or otherwise agreed. Furthermore please also note that your crew will have **to visually examine the condition of fender mooring lines** and if founded in substandard condition, those should not be accepted.

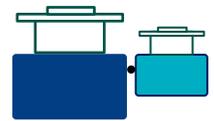


Fenders of small diameter will reduce ship distance and increase the risk of collision and mooring lines breakdown

In case the provided fenders are not same to the ones agreed, then the STS operation should not commence.

BAD PRACTICE: Not to be aware of the size of fenders that ought to be used for your STS operation.

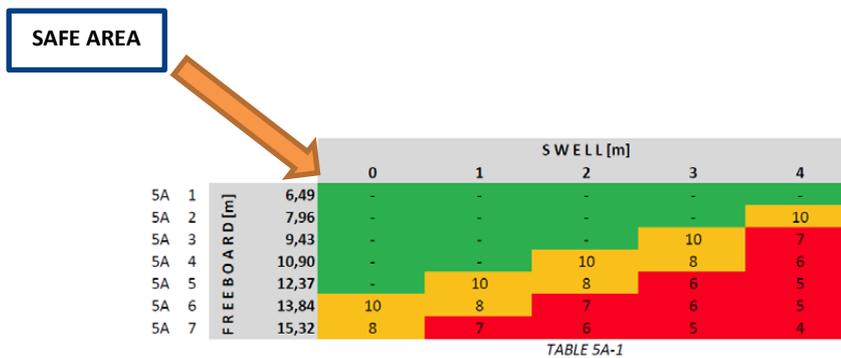
4. The master should pay attention **in the rolling effect of both vessels** during the operation. In case the weather forecast is not calm and the vessel experiences rolling, **the STS mooring operation has to take place underway and not at anchor**. The master can be guided regarding



the rolling of the vessel by the onlinests.net rolling analysis which included in the provided screening report.

When the rolling of any of the participating vessels is within red area, then such conditions is highly suggested to be avoided.

BAD PRACTICE: To ignore the rolling effect not only of your vessel but also of the participating vessel.



OVERALL COMMENTS

1. When an STS Operation is being completed please provide your assessment report to onlineSTS.net OSIS system. Data are being utilized for your company's statistics, KPI's and future risk assessment in STS Operations.
2. If a substandard condition of STS fenders or hoses is found, please inform your managers and the POAC. He has to be aware of the situation!
3. Whenever you wish advice in STS Operations please contact your managers.