

**KISH P & I LOSS PREVENTION CIRCULAR KPI-LP-130-2013**  
**(An STS Operation Accident & Lessons Learnt)**

► **STS oil transfer starts with STS contact:**

A 16,500 DWT tanker was on time-charter as a bunker ship in United States waters. During mooring operations to affect a ship-to-ship oil transfer (STS) with another tanker, the starboard bridge wing came into contact with the port quarter of the other tanker. The ship sustained a minor deformation of the outer structure of the bridge wing while the other vessel reported several indents to the shell plating in the way of the port quarter above the waterline. There was no pollution or injuries.

► **Lessons learned:**

The assessment of risks inherent in an STS operation had not been fully completed, as factors such as the laden status of the target ship and the effect that contradictory wind and

current can have on a ship at anchor were not included.

► **Action taken:**

The generic risk assessment for STS operations – which is also applicable to bunkering operations – was reviewed and revised to take into consideration the effect of wind and sea on the other ship at anchor. Risk assessment was distributed across the fleet and incorporated into senior officer briefings.

*As this event indicates, STS transfers entail special risks and procedures. Every ship that undertakes these operations should have their own plans and procedures. A good reference publication is the 'Ship to Ship Transfer Guide' (Petroleum) 4th Edition by ICS/OCIMF.*

