

## PORT CIRCULAR 5 OF 2018

To: All Port Operators  
From: J Manuel Tirado, Deputy Captain of the Port  
Date: March 15, 2018  
Re: **STS APPROVALS PROCESS - UPDATE**

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Dear All

Commercial STS operations are to have clearly and mutually defined limits and these limits will be applied to the berthing / manoeuvring of a vessel. For clarification, please see below revised procedures.

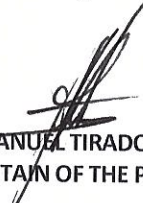
**Cases where Berthing vessel is 40,000 grt or below** : These are to be considered a 'normal operation'. Communication flow is already in place will be followed, and arrangements will be made as per current practice..

**Cases where berthing vessel is greater than 40,000 grt** : These operations are to be considered 'special operations', with enhanced consultation being required prior to commencement.

STS organisers should take note that these operations require greater lead time for approval. Part of the approval process will include holding a meeting, chaired by the Bunkering Superintendent with the following parties present: - Resolve (as the Local Tug Operators); Pilots; Senior Port Officers; Captain of the Port/Deputy Captain of the Port.

At this meeting the size of the vessels involved, tug requirements, tug availability and any additional weather parameters beyond the already existing weather criteria will be discussed to deem whether the operation is safe enough to be carried out. Please note that the operation can be turned down if any of the above conditions are not met to the satisfaction of the Captain of the Port.

For further guidance - in normal circumstances, vessels between 60,000grt and 75,000grt may be considered provided a tug with 90+ bollard pull is brought in, and vessels between 75,000grt and 85,000grt may be considered if two such tugs can be brought in to supplement the local tug capabilities.



**J MANUEL TIRADO**  
**CAPTAIN OF THE PORT (ACTING)**