

Underwriting Guides

Tanker STS Transfer Operations

In general, the Association will agree to cover ship to ship (STS) transfer operations under the Rules subject to the following provisions:

Cargo discharged from an entered vessel via ship to ship transfer

- The Member's liability under the bill of lading ends once the cargo being discharged reaches the entered vessel's manifold*
 - The cargo is delivered against the production of the bill of lading
 - The bill of lading includes a liberty clause permitting the cargo to be discharged by STS transfer
 - There is no geographical deviation
 - The operation:
 - is performed in accordance with the STS Operations Plan agreed between the vessels and with the latest edition of the ICS/CDI/OCIMF/SIGTTO Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases ("Ship to Ship Transfer Guide") including the use of suitable fenders and other necessary equipment.
 - is carried out under the supervision and guidance of a suitably qualified mooring master.
 - takes place in good weather and in safe and sheltered waters.
- The entered vessel complies with all applicable national and international regulations regarding STS transfer operations and notifies the coastal state if required
 - No contract exists between the Member and the owners or operators of the other vessel and no agreement is made by the Member to indemnify or hold harmless the other vessel or its controlling interests
 - The entered vessel records all stages of the STS transfer operation in writing including ullage readings and ROBs
 - The entered vessel retains sealed samples taken at the cargo manifold during loading and discharge
- *If the Member's bill of lading also covers the cargo postshipment, these provisions still apply. In addition the bill of lading must state the quality and quantity of the cargo correctly, the latter being determined by ullage readings taken on board the entered vessel prior to discharge. Cargo figures provided by other interests shall not be used and the Member shall not agree to indemnify or hold harmless any party involved in the transfer operation.



Cargo received by an entered vessel via ship to ship transfer

- The Member's liability under the bill of lading does not commence until the cargo passes through the entered vessel's manifold*
- The bill of lading includes a liberty clause permitting the cargo to be received by STS transfer
- There is no geographical deviation
- The operation:
 - is performed in accordance with the STS Operations Plan agreed between the vessels and with the latest edition of the ICS/CDI/OCIMF/SIGTTO Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases ("Ship to Ship Transfer Guide") including the use of suitable fenders and other necessary equipment.
 - is carried out under the supervision and guidance of a suitably qualified mooring master.
 - takes place in good weather and in safe and sheltered waters.

- The entered vessel complies with all applicable national and international regulations regarding STS transfer operations and notifies the coastal state if required
- No contract exists between the Member and the owners or operators of the other vessel and no agreement is made by the Member to indemnify or hold harmless the other vessel or its controlling interests
- The entered vessel records all stages of the STS transfer operation in writing including ullage readings and ROBs
- The entered vessel retains sealed samples taken at the cargo manifold during loading and discharge

*If the Member's bill of lading also covers the cargo pre-shipment, these provisions still apply. In addition, the bill of lading must include the name of the pre-shipment vessel and state the quality and quantity of the cargo correctly, the latter being determined by ullage readings taken on board the entered vessel on completion of loading. Cargo figures provided by other interests shall not be used and the Member shall not agree to indemnify or hold harmless any party involved in the transfer operation.

