



**Document Title:**

Ship to Ship Transfer

## **1.0**      **LOCATION**

Nigg Oil Terminal (NOT) is located approximately 1.5km South West of the village of Nigg, 15km South of Tain and 56km North East of Inverness. The site is centred at National Grid Reference NH 79187 70435.

The site is bound to the North by Nigg Bay, to the East by the minor B9175 road, to the South by Nigg Energy Park and to the West by the Cromarty Firth.

Nigg Oil Terminal is situated within a sheltered port.

The approaches, anchorages, and berth are shown on Admiralty chart UK1889.

## **2.0**      **SHIP TO SHIP CRUDE OIL TRANSFER**

NOT can accommodate two vessels, up to full Aframax class, side by side on the jetty for the purposes of ship to ship transfer of crude oil or petroleum product. The vessels will berth in a bow to bow configuration. The operation will be carried out following the guidance laid down in the OCIMF publication "Ship to Ship Transfer Guide" (Petroleum) and "International Safety Guide for Oil Tankers and Terminals" (ISGOTT)

A loading master will be provided by the terminal and, working a shift system, be in place throughout the operation. The loading master will supervise all mooring / unmooring operations, co-ordinate transfer operations between the vessels and act as liaison point with the terminal.

All vessels intending to take part in operations at the terminal must first submit a Q88 form and will be subject to pre arrival vetting following the SIRE programme to confirm their acceptance.

The first vessel, normally the receiving vessel, will berth alongside the jetty. The moorings will be as agreed between the master and the pilot but normal configuration is 4-2-2. Note if wire ropes are used these must be fitted with synthetic tails. After making fast up to four Yokohama fenders will be placed along the outboard side of the vessel to provide separation between the vessels and absorb any energy from the second vessel during approach. The second vessel will then be manoeuvred alongside, manifolds lined up, and mooring lines passed between the two vessels.

Access between the jetty and the inboard tanker will be by a self-levelling gangway, and between vessels by an intership gangway provided by the terminal.

Berthing will not take place in winds in excess of 30 knots. Continued operations in any deteriorating weather will be discussed between the vessel masters and the terminal. A tug will be on location throughout the operation and available to assist maintaining position alongside.

When moored one or two hose strings will be fitted between the tanker's manifolds. Each hose string is made up of two 10 metre long hoses of 10" nominal bore with ASME 150 flanges. The hoses will be connected using camlock couplings (Terminal supply) by Terminal staff. The slings for lifting the hoses will be provided by the terminal but the tanker will provide the driver for the ship's crane.

### **3.0 SERVICES**

Any pollution response will be provided by the Terminal. Note no dispersant should be discharged in to the Cromarty Firth.

No refuelling service is available from the jetty. Any refuelling would need to be done by barge from the offshore side of the vessel.

Repairs may be commenced upon receipt of a work permit signed by the Terminal Manager.

Potable water is available, delivered by hose from the jetty head. Approximate maximum delivery rate is 30 tonnes per hour.

Domestic waste can be landed by prior arrangement.

No personnel will be allowed to walk through the terminal, however for shore leave and crew change the terminal will provide transport between the jetty and the main gate.