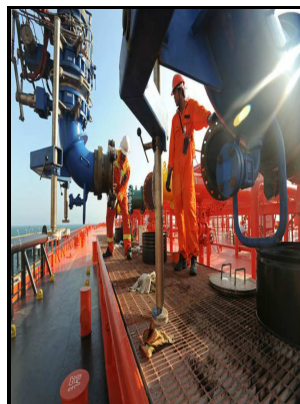


Oil spill risks from tank vessel lightering

National Academy Press - 3 Lightering Vessels, Systems, and the External Environment



Description: -

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Endersby, E. I. -- Mrs.

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Petroleum -- Transportation -- Environmental aspects.

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Lightering -- Environmental aspects. Oil spill risks from tank vessel lightering

-Oil spill risks from tank vessel lightering

Notes: Includes bibliographical references.

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Oil Spill Risks from Tank Vessel Lightering

Officers and crews of STBL, service vessel, and workboat: The crews perform various duties, such as handling the lines that moor the two vessels together, standing watch on deck to ensure that cargo is transferred smoothly, providing navigation watches, and ensuring that the engines are ready for maneuvering.

Statistics

Either option poses safety risks. Lightering is simply the ship-to-ship transfer of cargo. Modern motor vessels cannot operate at very slow speeds, which can make both mooring and subsequent operations difficult, especially if a vessel is unable to anchor and the weather is inclement.

Ship to Ship Transfer (STS) + Lightering

The National Data Buoy Center operates offshore weather stations, funded by NOAA, that provide data to mariners by marine-band radio. These tankers can be as large as 1,500 feet long and 225 feet wide, with a cargo capacity of 4 million barrels 168 million gallons. The committee considers the international guidelines to be sufficiently stringent for general application, and the guidelines also encourage specific enhancements under special conditions that warrant them.

Oil Spill Risks From Tank Vessel Lightering

Reported problems include the inappropriate location of weather buoys, a lack of real-time information, and delays in repairs to weather buoys.

Notes: Offshore lightering of imported crude oil for the years 1986 to 1994 are from MARAD Office of Statistical Analysis.

Oil Spill Risks from Tanker Vessel Lightering: A Marine Board Report

Most also have engine controls on the bridge and sometimes at other locations. Vessels lightering in semiprotected areas can be subjected to weather anomalies, such as high seas, swells, currents, and winds.

Concho

For this study, the accident data, which varied greatly in detail and reliability, were collected from various sources, including the USCG, state agencies, shipping companies and organizations, and other private sources. They may 1 terminate cargo operations, drain the hoses, and keep the vessels together until the bad weather passes; 2 terminate cargo operations, drain the hoses, and separate the vessels with the intention of coming back together later to finish transferring the cargo; or 3 continue operations. A COTP has the authority to establish certain rules and regulations within the territorial sea under the Ports and Waterways Safety Act 33 USC section 1221 et seq.

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