

# Weather Restrictions

**SV-PP-02**

## 1 Procedure Description

- 1.1 This procedure describes the controls required appropriate to the weather state.

## 2 Berthing

- 2.1 The VTS Operator will suspend berthing of ballasted (or part loaded vessels whose windage is similar to their ballasted condition) when the wind is gusting **regularly and frequently** in excess of the parameters shown in 2.5
- 2.2 If during period of the expected port stay of any vessel that falls within a period of forecasted adverse weather i.e. wind speeds exceeding 60 knots off the berth, shall be referred to the Duty Harbour Master for permission to berth.
- 2.3 There may be occasions when a decision is made by a Pilot to delay or cancel the berthing of a ship when the wind speed is considerably less than the limit applicable. The VTS Operator shall enter the details of such occurrences with reasons in the Harbour Log Book.
- 2.4 During the latter stages of a berthing operation where the wind speed has increased beyond any set limit for the ship or the berth or the limits in 2.1 above the decision on whether it is safer to berth the ship or return the ship to sea will rest solely with the Pilot.

## 3 Wind parameters

Bands	Wind Speed
Band A up to 6000m <sup>2</sup>	30 knots
Band B 6001 to 6700m <sup>2</sup>	25 knots
Band C above 6701m <sup>2</sup>	20 knots / 25 knots

## 4 Un-Berthing

- 4.1 The un-berthing of a ship when the wind speed exceeds the berthing limit in 2.5 that applies to that ship is at the discretion of the Pilot. When the wind speed does not exceed the relevant berthing limit, the ship will be un-berthed as a matter of routine.
- 4.2 The VTS Operator will suspend the un-berthing of ships when the wind is **gusting regularly and frequently** in excess of 50 knots.

## 5 Visibility

- 5.1 The VTS Operator is to suspend berthing and un-berthing operations when visibility is reduced to 2.5 cables in the harbour area south of No 3 buoy or when tug operations are impeded due to reduced visibility in any other area.

## 6 Acceptance Criteria for Vessels Exceeding 150,000 GT or 6700m<sup>2</sup> Windage

- 6.1 Such vessels may be accepted to berth and load at Sullom Voe subject to the conditions contained herein.
- 6.2 Each such vessel or class of such vessel will be subject to individual detailed consideration by both the Harbour Authority and Terminal Operator.
- 6.3 Acceptance by both of these bodies must be obtained before any such vessel is fixed to load at Sullom Voe.
- 6.4 Acceptance of such a vessel may be withdrawn by either the Harbour Authority or Terminal Operator if the vessel is subsequently found to be unsuitable during the initial port visit.
- 6.5 Windage shall be calculated as LOA times mean freeboard. Consideration will be given to type of vessel and specific layouts e.g. LNG tanks.
- 6.6 Such vessels must be moored to the satisfaction of the duty Harbour Master and may in any case be required to have tugs alongside and pilot on board to assist in maintaining

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the vessel alongside in period of strong off-shore winds. Any and all costs incurred in complying with this condition are strictly for ships own account.

- 6.7 Distance between vessels, when berthed, shall not be less than 100 metres unless approved by the Harbour Master on a case by case basis.
- 6.8 Berthing and sailing of such vessels will be scheduled in such a manner that passing other vessels does not take place South of the most Northerly point of Muckle Holm.
- 6.9 Vessels up to previously established maximum of 6,700 sq. m. windage will continue to be accepted as a matter of routine.

## 7 Declining Pilotage

- 7.1 Any Pilot is free to decline the pilotage of a vessel. In this event the vessel will be offered to the next Pilot on the roster and so on until a Pilot agrees to handle the vessel.
- 7.2 Any Pilot who declines to handle a vessel will attend on board the vessel as an observer or assistant and will be expected to take every opportunity to ride these ships during off duty periods to gain experience and confidence.
- 7.3 Pilots who do decline vessels shall, at a convenient time, inform the duty Harbour Master of their decision and give their reasons for that decision.
- 7.4 Any Pilot who is allocated a vessel can, if he so wishes, ask the next Pilot on the roster to accompany him and assist him in the berthing or un-berthing operation. In such circumstances, no extra charge will accrue to the vessel and to avoid confusion only one pilotage chit should be returned to the finance section.

## 8 Additional Tugs

- 8.1 In the event of an additional tug being required, other than in an emergency, the request for the additional tug should be confirmed by the Duty Harbour Master.

## 9 Actions To Be Taken In Severe Weather Conditions

- 9.1 At least one tug shall be called out by the ship's Master to assist in keeping any vessel alongside when all the following conditions exist:
- The mean freeboard height of the vessel exceeds the mean draft.
  - The wind is gusting 45 knots or more or at such lesser speed as requested by the Loading Master or Ship's Master in consultation with VTS, except as in 8.3
  - When the wind direction is within an arc extending from 10 degrees to seaward of the berthing line, through north to 10 degrees seaward of the berthing line.
- 9.2 A pilot shall always be on board any berthed ship which has one or more tugs in attendance during periods of high wind speed
- 9.3 In the case of Shuttle Tankers on Jetty 3 or 4 see Shuttle Tankers Procedure SV-GP-08
- 9.4 At the time of suspending loading/deballasting operations because of deteriorating weather conditions, the Terminal Loading Master will advise the VTS Operator immediately of the draughts of vessels where (8.1) above applies.
- 9.5 When a tug is called out under the conditions stipulated in (8.1) above:
- VTS will notify the Master (through the Terminal Loading Master, if necessary), and request that the vessel be brought to a state of immediate readiness.
  - Such pilots as are available will station themselves aboard those vessels that are considered most vulnerable, and any vessel with a tug alongside must be attended by a Pilot throughout the period a tug is required.
  - The Duty Harbour Master will be notified by the VTS Operator.
- 9.6 Tugs may be necessary to assist in keeping vessels alongside when some of the conditions in 8.1 above are absent, and may or may not be called for by the vessel. In these circumstances the VTS Operator will inform the Duty Harbour Master.
- 9.7 Notwithstanding anything contained in 8.1, the Duty VTS Operator may, before consultation with the Harbour Master, call out such tugs as are required, at any time, if they feel the situation warrants this action. In the case of large vessels in light condition

for example, it may be prudent in certain circumstances to call out the tugs when the wind off the berth is less than that stated in paragraph 8.1 above. In such cases the Duty VTS Operator should exercise their discretion.

- 9.8 In all situations where tugs are required to assist a vessel moored alongside, a Pilot will also be stationed on board the vessel as soon as possible after tugs are called out, and will remain on board throughout the whole period the tugs are in use.