**California:**

USA – California’s Ballast Water Management Regulations 2017 and Fines

**GUAM:**

VRP requirement for GUAM. One time waiver can be applied.

**CORPUS CHRISTI:**

Mooring Wires/tails parting due to wake created by passing vessels (Ingleside terminal)

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| --- | --- | --- | --- | --- | --- | --- |
| **PORT/BERTH:** | Corpus Christi | LOCATION: | Lat. | 27-49N | Long. | 097-12W |

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| --- | --- | --- | --- | --- | --- |
| VESSEL NAME  FRONT CLASSIC | | Arrival condition (date: 14 Feb 2020 )  Draft: F 6.3 m A 9.3 m T 3.0 m  DWT : 48761 t | | | Sailing condition (date: 23 Feb 2020 )  Draft: F 13.6 m A 13.6 m T 0 m  DWT : 113128 t |
| Cargo(es)  Load  Discharge | | Grade API Temp Quantity  Eagleford 50 crude oil 50.30 72.8 F 889599.71 bbls | | | |
| PORT INFORMATIONS | | | | | |
| Restrictions | Any restriction for entering? Yes  No  Size  Draft  Trim  Dwt  Displ.  Air draft  Others  If others, please describe:  Was it allowed after dark (sunset)?  To enter the port? Yes  No  To sail the port ? Yes  No  To berth? Yes  No  To unberth? Yes  No | | | | |
| Pilotage | Compulsory  Voluntary  Pilot boarding available between sunset to sunrise? Yes  No | | | Their service quality reliable? Yes  No  If no, please describe: | |
| Approach | Charts used: US5TX27M, US5TX22M, US4TX21M, US3GC01M, US5TX23M  Any discord? Yes  No  If yes, please  Conditions of Navigational aids? Good describe: Dredging operations were in progress on  approach channel | | | | |
| Anchorage | Inport  Outport | | Holding quality? Good  Bad  Sheltered ? Yes  No  Congested? Yes  No | | |
| Communication  in port | By VHF  Shore Phone  Mobile Phone  W/Talkie  IMMARSAT  Others  Emergency signal in case ship-to-shore communication failed? Horn  Any difficulties experienced for communication in this port? No | | | | |
| Berthing | Vessel moored to SBM  Pier  STS  Others  Alongside Stbd  Port  How many mooring lines used ?: 4x2x2 (sketch on next page)  How many tugs used? For mooring: 2 For unmooring: 2 Her power:  Any tugs stand-by during alongside? Yes  No  Gangway by Ship  Shore  Shore watchman used ? Yes  No | | | | |
| Cargo handling | Connections - Floating Hoses  Arms  Size? : 16” Numbers? : 2  Connected by Ship staff  Shore  Max. allowable pumping rate? N/A Max. allowable manifold pressure? 150 PSI  Max. loading rate available? 30000 BHP Actual average load/discharge rate? 30000 BHP | | | | |
| Facilities | Was the oily ballast receipt facility available? Yes  No  If yes, max. capacity ?  Was the waste oil disposal service available? Yes  No  Was the garbage disposal service available? Yes  No | | | | |
| Regulations | (Custom, Immigration, Health,Shore leave, Alcohols, flag, etc)  Vessel was selected by US Coast Guard for boarding. Shore leave permitted. Dairy Chamber will be sealed for duration of stay. Face control by boarding CBP Officer. THE OFF-SIGNERS SHOULD STAY STRICTLY AT THE END OF QUEUE. | | | | |
| Weather | (wind, tide, current, etc)  Very rough weather may develop at the outer anchorage with wind speed up to 45 knots. Port was closed during periods of poor visibility/dense fog. | | | | |
| Services | (fuel, lub oil, fresh water, stores, provisions, medical, repairs, Telephones, etc)  Stores, Provision, Medical, Lub oil, Crew Change, Service Engineer, Class survey | | | | |
| Documents  required | CBP Form 1303 (Ships Store List) 3 copies, Form 1304 (Crew Effects) 3 copies, Form I-418 (Crew List) 3 copies, Form I-95 (Shore Pass) for each crewmember, Form 5129 for each off-signer. | | | | |

Remarks, suggestion/recommendations

Terminal is situated along the stretch of the coasts parallel to approach channel. Other vessels pass at a short distance generating hydrodynamic forces. A VLCC in ballast surged the vessel in her berth and snapped moorings. 4 mooring tails parted. Damage to cargo hoses and risk of pollution is plausible in such situation. Same happened there to Front Crystal years ago. Strongly suggest to consider employing stand by tugboats for entire course of cargo operations.

Arrangement of Mooring Lines

