Escravos Terminal

Berthing / Loading Documents

Terminal Copy

M.V/S.S \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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**CHEVRON NIGERIA LIMITED**

**ESCRAVOS TERMINAL**

**TERMINAL INFORMATION, REGULATIONS**

**AND CONDITIONS OF USE RECEIPT**

To the Master MV \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

A copy of the "Escravos Terminal Information, Regulations and Conditions of Use" booklet is enclosed for your guidance.

You are requested to study this booklet and acquaint your crew with the regulations in force at our Terminal.

Chevron Nigeria Limited Mooring Masters will be on board your vessel throughout the period your vessel is on the berth and are empowered to cease operations should there be any contravention of the regulations.

For and on behalf of CHEVRON NIGERIA LIMITED

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

(Signature)

Name \_\_\_\_\_\_\_\_\_\_\_

Title \_\_\_\_\_\_\_\_\_\_

**ACKNOWLEDGMENT:**

I acknowledge receipt/confirm I have **Edition number 15 dated 27 November 2013**  of the "Escravos Terminal Information, Regulations and Conditions of Use" booklet.

I hereby accept and agree to be bound by the terms and conditions set forth in “The Escravos Terminal Conditions of Entry into and use of Escravos Terminal Nigeria”, on behalf of myself, my vessel and her Owners, the terms and conditions set forth therein.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

(Signature)

Captain Name \_\_\_\_\_\_\_\_\_\_\_

Date & Time \_\_\_\_\_\_\_\_\_\_\_

Ships Stamp

## CONDITION OF ENTRY INTO AND USE OF ESCRAVOS TERMINAL, NIGERIA (SOP-4312-1)

* 1. All services, facilities and assistance provided by or on behalf of CHEVRON NIGERIA LIMITED (“The Company”) in or in connection with the Port, whether or not any charge is made by The Company therefore, are provided subject to all applicable laws, Bye-Laws and Harbor Regulations, Safety Regulations, and Towage Conditions for the time being in force and to the following further conditions:

1. The services of the Mooring Masters are provided on the express understanding and condition that when any Mooring Master furnished by The Company goes on board a vessel for the purpose of assisting such vessel, he become for such purposes the servant of the Owner, of the Charterer of the vessel; and The Company, including its parent companies, subsidiaries, and affiliates, shall in no way be liable for any damage or personnel injury, including death, of any nature whatsoever, incurred be any person whomsoever, in any way connected with, contributed by, or resulting from the advice or assistance given or for any action taken by such Mooring Masters, whether negligent or otherwise, while on board or in the vicinity of such assisted vessel.
2. Similarly, the services of mooring launches and mooring personnel, if any, and the furnishing of mooring lines and hosing-up gear are under the supervision and control of the Mooring Masters, and The Company, including its parent companies, subsidiaries, and affiliates, shall in no way be liable for any damage or personal injury, including death, of any nature whatsoever, incurred by any person whomsoever, in any way connected with, contributed to by, or resulting from the performance of these additional services, or furnishing of equipment, whether any of which they are utilized by any vessel.

2.2 In addition, neither The Company, its parent companies, subsidiaries, or affiliates nor its or their servants, agents, or contractors (in whatever capacity they may be acting), shall be in any way whatsoever responsible for (or liable for any contribution with respect to) any loss, personal injury, including death, damage or delay, from whatsoever cause, including the negligence of The Company or its servants, agents, or contractors, arising whether directly or indirectly in consequence of any assistance ,advice or instructions whatsoever given or tendered in respect of any vessel, whether by way of tugs, pilotage or berthing services, the provision of navigation facilities, including buoys or other channel markings, or otherwise howsoever. In all circumstances the Master of any vessel shall remain solely responsible on behalf of his Owners for safety and proper navigation of his vessel.

2.3 While The Company exercise due care to ensure that the berths, premises, facilities, property, gear, craft and equipment provided by The Company are safe and suitable for vessel permitted or invited to use them, no guarantee, express or implied, of such safety and suitability is given by The Company, nor does The Company guarantee that such berths premises, facilities, property, gear, craft and equipment are devoid of defect or fit for the service or use to which is put, and every vessel shall remain at the sole risk of the Owners and Master thereof; and The Company, including its parent companies, subsidiaries, and affiliates, shall not be responsible (or liable for any contribution) with respect to any loss, personal injury including death, damage, or delays of any sort whatsoever, that may be sustained whether directly or indirectly by, or occur to, any vessel or to her Owners or her crew or cargo or for any part thereof (whether such cargo is on board or in the course of loading or discharging) by whomsoever and by whatsoever cause such loss, injury, damage, or delay is occasioned, and whether or not it is caused, occasioned, or contributed to, in whole or in part, to any act, neglect, omission, or default on the part of The Company, or any servant, agent, or contractor of The Company, or by fault or defect in any berth, premises, facilities, property, gear, craft or equipment of any sort of The Company or its servants, agents or contractors.

* 1. The Company will not be responsible for any loss, damage or delay directly or indirectly caused or contributed to by arising from strikes, lock-outs, or labour disputes or disturbances whether The Company or its servants, agents, or contractors are parties thereto or not.
  2. If in connection with or by reason of the use by any vessel of any berth, or any part of The Company’s premises, or for any gear or equipment provided by or on behalf of The Company, or of any craft, or of any other facilities or property, of any sort whatsoever, belonging to or provided by on behalf of The Company, any damage or injury is caused to such berth, premises, gear or equipment, craft or other facility or property, or any third party, or any vessel (its Owners crew) from whatsoever cause such damage may arise, and irrespective of whether there has been caused, occasioned or contributed to, in whole or in part, by the negligence of The Company or of its servants, agents, or contractors, and irrespective of whether there has been any neglect or default on the part of the vessel of the Owners, in any such event the vessel and the Owners shall hold The Company, its parents companies, subsidiaries or affiliates, consequent thereon.
  3. The vessel and her Owners shall hold The Company, its parents companies, subsidiaries or affiliates, and its and their servants, agents and contractors, harmless from and indemnified without limitation against the following whether or not caused, contributed to, or due in whole or in part, to any act, neglect, omission or default on the part of The Company, its servants, agents or contractors:

1. All and any action, liabilities, claims, damages, cost, awards and expenses arising whether directly or indirectly out of any loss, damage, personal injury, including death, or delay, of whatsoever nature, occasioned to any third party or any vessel (her Owners and crew), including your vessel and Owners and crew, including but not limited to, that caused or contributed, whether directly or indirectly, by the vessel or any part thereof or by any substance or material leaking or escaping there from or by her Master or crew or by any other servant or agent of the Owners.

1. All or any damage, personal injury, including death, delay or loss, of whatsoever nature, occasioned to The Company, its parent companies, subsidiaries and affiliates, or its or their servants, agents and contractors, arising out of any cause whatsoever including but not limited to, that caused or contributed to, whether directly or indirectly, by the vessel or any part thereof or any substance or material leaking or escaping there from or by her Master or crew or by any other servant or agent of the Owners.
   1. These conditions shall be constructed according to the Laws of Nigeria and the vessel and her Owners shall submit to the jurisdiction of the Nigerian courts.

RECEIPT AND ACCEPTANCE

SS/MV \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

I hereby acknowledge receipt of the foregoing Conditions of Entry into and Use of Escravos Terminal, Nigeria and accept and agree to be bound by, on behalf of myself, my vessel and her Owners, the terms and conditions set forth therein.

Time and Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Master’s Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1. **Safety Requirements (SOP 4312-2)**

3.1 Responsibility for the safe conduct of operations on board your ship while at our terminal rests with you as Master. Nevertheless, since personnel, property and other shipping may also suffer serious damage in the event of an accident aboard your ship, we wish, before operations start, to seek your full cooperation and understanding on the safety requirements set out in the Escravos Terminal Safety Check List.

3.2 These safety requirements are based on safe practices widely accepted by the oil and tanker industries. We therefore expect you and all under your command to adhere strictly to them throughout your stay in this port. We, for our part, have instructed our personnel to do likewise and cooperate fully with you in the mutual interest of a safe and efficient operation. In order to assure ourselves of your compliance with these safety requirements, we shall, before the start of operations and thereafter from time to time, instruct a member of our staff to inspect your ship. After reporting to you or your deputy, he will invite one of your officers to join him in a routine inspection of your ship to ensure that the Escravos Terminal Safety Check List can be completed in the affirmative.

3.3 If we observe any infringement on board your ship of any of these safety requirements, we shall bring this immediately to the attention of yourself of your deputy for corrective action. If such actions not taken in a reasonable time, we shall adopt measures, which we consider to be the most appropriate to deal with the situation and we shall notify you accordingly. If you observe any infringement of these regulations by Chevron Nigeria Limited staff on board your ship, please bring this immediately to the attention of the CNL Mooring Master who is nominated as your contact during your stay in port. Should you feel that any immediate threat to the safety of your ship arises from any action on our part, or from the equipment under our control, you are fully entitled to demand an immediate cessation of operations.

1. DO NOT CLOSE SHIP’S VALVES AGAINST INCOMING OF FLOW.
2. MAINTAIN A MINIMUM OF 30% SUMMER DEADWEIGHT AND A MINIMUM DRAFT FORWARD OF 5.0 METRES AT ALL TIMES WHILE AT THE BERTH.
3. ALL CARGO TANKS MUST REMAIN INERTED AND PRESSURIZED WITH AN OXYGEN CONTENT OF 8% OR BELOW BY VOLUME AS REQUIRED BY S.O.L.A.S.
4. CLOSED LOADING ONLY IS PERMITTED. THE USE OF ULLAGE STICKS THROUGH ULLAGE PORTS WHEN TOPPING OFF IS PROHIBITED.

3.4 In the event of continued or flagrant disregard of these Safety Regulations by any ship, we reserve the right to stop all operations and to order that ship off the berth for appropriate action to be taken by the Charterer and Owners concerned. All costs will be for the account of the vessel.

For and on behalf of

CHEVRON NIGERIA LIMITED

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Time and Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Master’s Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1. **Master / Pilot Information Exchange**

Ship Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Berth No. : \_\_\_\_\_\_\_\_\_

Berth Details :

|  |  |  |
| --- | --- | --- |
|  | SPM 2 | SPM 3 |
| SPM Position | 05° 30.6 N 004° 59.4 E | 05° 29’.5 N 004°55’.9 E |
| Water Depth | 20.7 m (68ft) | 30.5 m (100ft) |
| Maximum Draft | 15.80 m (Suezmax)  15.00 m (VLCC) | 15.00 m (Suezmax)  14.00 m (VLCC) |
| Chafe Chain – Size / MBL | 76mm / 433t | 76mm / 433t |
| Hawser - Size / MBL | Single Hawser 21” x 67m / 544t | Single Hawser 21” x 67m / 544t |

Towing Tug Name & BP \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Support Tug Name & BP \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Working VHF Channel \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Backup VHF Channel \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

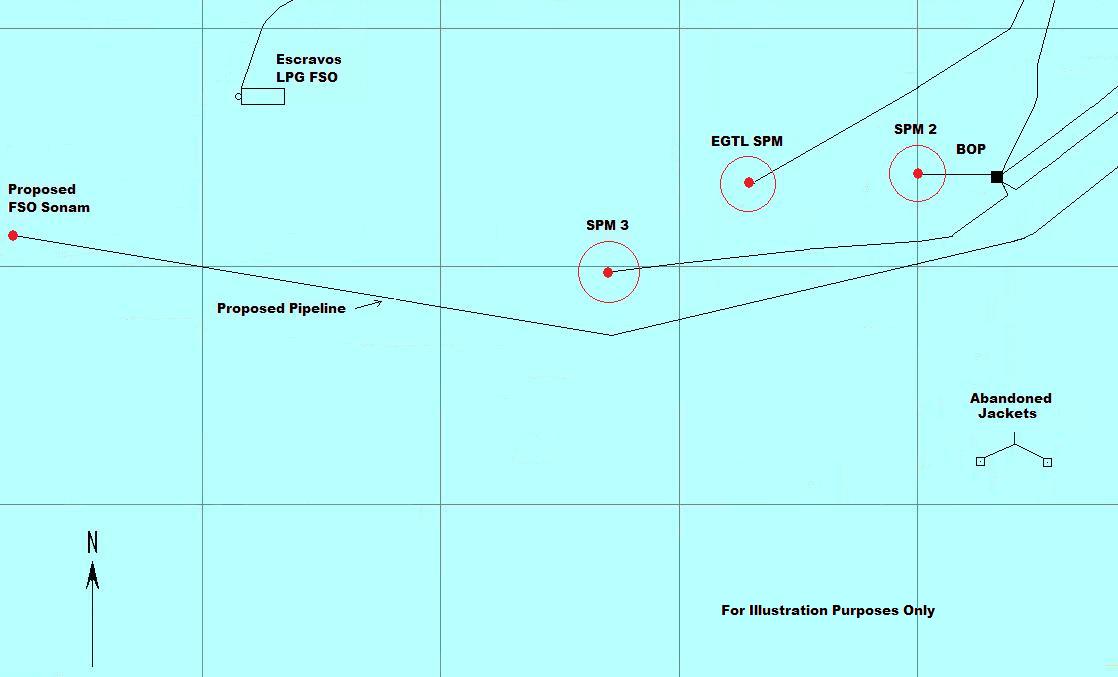
Passage Plan to Initial Approach Position

Passage Plan from Initial Approach Position to SPM

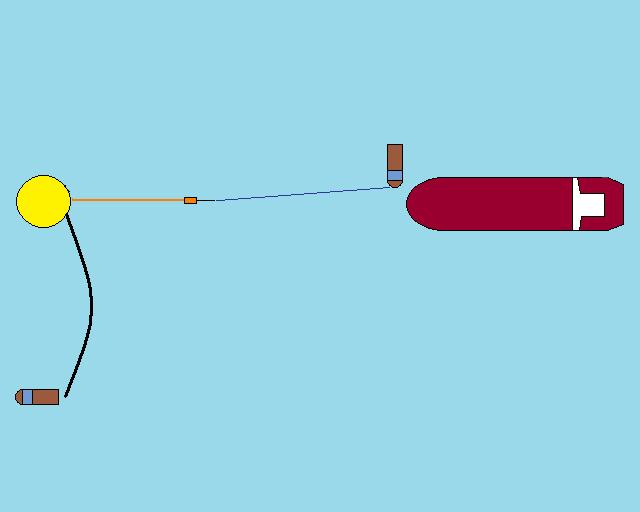
Expected Weather

CNL Mooring Master Signature Master’s Signature Date & Time

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_



1. **Master / Pilot Information Exchange Chart**
2. **Master / Pilot Information Exchange – Berthing Plan**

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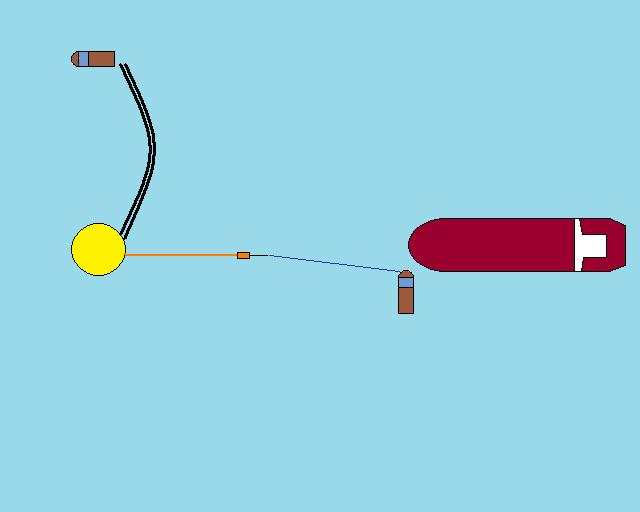
Approach to SBM 2

Pick Up Line 10” x 150m

Hawser 21” x 67m

Chafe Chain 76mm x 13m

Single Hose

****

Approach to SBM 3

Two Hoses

Chafe Chain 76mm x 13m

Hawser 21” x 67m

Pick Up Line 10” x 150m

1. **Over Pressure Of Loading System (SOP 4150 / SOP 4313)**

Vessel Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Berth \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

7.1 We have experienced a number of incidents of vessels restricting or closing valves against the flow of cargo, causing over-pressure of our loading system. In some cases this has resulted in bursting of hoses and/or damage to the SBM. **The disruption to our operation can be costly and vessels involved in such incidents are immediately reported as being "Unacceptable" at Chevron Terminal Worldwide.**

We seek your cooperation in avoiding these incidents. It is essential that your officers maintain valve arrangement adequate for the loading operation at all times. Over-pressure incidents have invariably been caused by failure to observe one or more of the following standard operating practices:

* Correct line up of the system must be verified and double checked before starting and reported to the Mooring Master.
* When switching tanks the valves to empty tanks must be fully opened before closing any other valves.
* The Mooring Master must be informed before major alterations of the line up are executed.
* The valve control system (including valve indicators) must be in good working order.
* Adequate supervision of the cargo transfer must be maintained at all times and the person in charge must be aware of the risks to the Terminal facilities if the flow of cargo is restricted.

A clockwork pressure recorder will be connected to one of your cargo manifolds where your own pressure gauge is fitted. This is to permanently record the loading pressure and any pressure surges. At the end of loading you will be asked to endorse the printout. Please assist in facilitating the fitting of the pressure recorder as, without it being fitted, the vessel will not be allowed to load at Escravos Terminal.

Your co-operation in preventing these very serious incidents will be appreciated.

Receipt Acknowledged:

CNL Mooring Master Signature Master’s Signature Chief Officer’s Signature

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Date and Time \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1. **Pre Cargo Transfer Conference (SOP 4313-3)**

Vessel Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Berth \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

* 1. Mooring Master Availability;
* A Mooring Master will be on duty throughout the entire period your vessel is at the berth. You can call the Mooring Master at any time, for whatever reason, using the shore radio provided.
  1. Loading Operations;
* Ship and shore comparison figures will normally be compared at two hour intervals. Figures used are **Barrels@60°f.**
* You may request a reduction in loading date down to 15,000 barrels/hour. You must give 20 minutes notice for any rate change.
  1. Start Up Procedure;
* When the Mooring Master has confirmed that the Terminal has lined up the export system correctly and the vessel confirms that they are ready to receive, the Mooring Master will request Escravos Tank Farm Control to commence loading at minimum rate. At this point the vessel will have open the required number of tanks as agreed in the Vessel Line-Up Checklist .
* The Mooring Master and ship’s Officer stationed at the manifold will confirm when they hear cargo passing at the manifold.
* When the vessel confirms that they are receiving cargo in the designated tanks only, they are to inform the Mooring Master.
* The Mooring Master will then request the vessel to open the minimum required number of tanks for bulk loading. Only when the vessel has confirmed that these tanks are fully open will he request Escravos Tank Farm Control to increase to agreed maximum rate.
  1. Shore Stop Procedure;
* At least one hour before the estimated time of completion the Mooring Master shall consult with both the vessel and Escravos Tank Farm Control Room to ensure that cargo completion procedures are clear with all parties, and re-confirm if completion of loading will be to Ship-Stop or Shore-Stop.
* At 20,000 barrels to go to completion of the nominated volume, the Mooring Master shall notify Tank Farm Control Room to reduce the loading rate to not more than 20,000 barrels/hour. The Mooring Master shall give Escravos Tank Farm Control Room 30 minutes notice for this rate reduction.
* From 20,000 barrels to go, Tank Farm Control will gradually reduce the loading rate as the loading pumps and booster pumps are reduced and stopped. A countdown will be given at 10000, 5000, 3000, 2000 and 1000 barrels to go.
* It is expected that the vessel maintains a minimum of four tanks fully open throughout the load, however should the vessel require loading into 2 cargo tanks only, either towards completion of loading, or at any time during loading, the Mooring Master shall notify Tank Farm Control Room to reduce the loading rate to approximately 11,000 barrels/hour (One Booster Pump and One Shipping Pump running), at least 15 minutes before loading to 2 tanks only.
  1. Ship Stop Procedure;
* At least one hour before the estimated time of completion the Mooring Master shall consult with both the vessel and Escravos Tank Farm Control Room to ensure that cargo completion procedures are clear with all parties, and re-confirm if completion of loading will be to Ship-Stop or Shore-Stop.
* Escravos Tank Farm Control must be given **30** minutes notice and **10** minutes notice prior to the required stop. **You can expect to receive approximately 300 barrels of cargo before the flow will stop.**
* It is expected that the vessel maintains a minimum of four tanks fully open throughout the load, however should the vessel require loading into 2 cargo tanks only, either towards completion of loading, or at any time during loading, the Mooring Master shall notify Tank Farm Control Room to reduce the loading rate to approximately 11,000 barrels/hour (One Booster Pump and One Shipping Pump running), at least 15 minutes before loading to 2 tanks only.
  1. Loading Rates and Cargo Information;
* LOADING RATE BY BOOSTER PUMPS ONLY 7,500 barrels/hour
* MINIMUM LOADING RATE BY PUMPS 15,000 barrels/hour
* MAXIMUM LOADING RATE 25,000 barrels/hour
* NORMAL EXPECTED LOADING RATE 24,000 barrels/hour
* AVERAGE RECENT API \_\_\_\_\_\_\_\_\_\_ @ 60°f
* APPROXIMATE CARGO TEMPERATURE \_\_\_\_\_\_\_\_\_\_@ 60°f
  1. On Completion of Loading;
* The vessel’s cargo system must remain lined up and open on completion of cargo until the Mooring Master has given clear instruction that it is safe to close down and drain the cargo system.
* A Deck Officer and sufficient deck crew must be stationed at the manifold on completion of cargo in order to immediately commence hose disconnection procedures.
* Cargo Surveyors and vessel personnel should be ready to commence tank inspection.
* Engine Room to be given 45 minutes notice for engine to be on standby.
* Chief Officer is to prepare Vessel Cargo Figure Sheet provided by Mooring Master as soon as practicable after completion of loading. **NOTE VEF to be applied**.
  1. Emergency Procedures (SOP 4313)

The following lays out the requirements and procedures that your vessel must fully comply with whilst moored at the berth. The following should be read as an integral part of the safety check list.

Please Note – **All routine liaison / communications with the Terminal should be carried out by the Mooring Master.**

**EMERGENCY STOP PROCEDURE**

In the event of an EMERGENCY cargo operations should be stopped using the following procedure.

**USING SHORE RADIO PROVIDED OR INTERNATIONAL VHF CHANNEL 10 CALL**

**“ESCRAVOS TANK FARM CONTROL” X 3**

**“EMERGENCY STOP” X 3**

**REPEAT THIS MESSAGE UNTIL ACKNOWLEDGED**

Having stopped the cargo you should contact the Mooring Master who will resume all communications with the Terminal. Please note in the event of an emergency the vessel’s cargo system must remain lined up and open until the Mooring Master has given clear instruction that it is safe to close down the cargo system.

Whilst moored at the SPM, the ship’s main engine must be kept on no more than **10 minutes** notice. In addition the deck machinery must be also be available for immediate use.

During the vessel’s stay at the berth one Watchkeeper must be stationed on the bow and another Watchkeeper stationed at the manifold area throughout the entire operation. The Watchkeepers should be in contact with the Duty Officer using the vessel’s radio system.

The Watchkeeper must alert the Duty Officer in the event of;

* An approaching weather system – wind, rain or electrical storms.
* Oil pollution from the vessel, the SPM, cargo hoses or from any other source.
* If the tension on the hawser becomes slack or heavy and if the SPM position moves to the 2 o’clock or 10 o’clock position (as per the Watchkeeper duties sheet).
* If there is any suspicious vessels or activities in the proximity of the vessel.
* If they are concerned about any aspect of the operation.

In any of the above situations the Mooring Master must be informed immediately.

* 1. Vessel Line-Up Checklist

The vessel line up checklist shall be completed by the Mooring Master with the vessel’s Chief Officer when it has been confirmed that the vessel is lined up and ready to load and prior to ‘packing the line.’ The physical line up of the vessel’s system as stated in the checklist, shall be confirmed as far as practicable by the Mooring Master.

|  |  |  |
| --- | --- | --- |
| Item | Remarks | Initial |
| 1. 1. Are the vessel’s cargo lines, valves, gauges, indicators and control systems in good working order without defect? |  |  |
| 1. 2. To which manifolds are the cargo hoses connected? |  |  |
| 1. 3. Are the manifolds common via manifold cross over valves? |  |  |
| 1. 4. List all cargo tanks to be loaded. |  |  |
| 1. 5. List all cargo lines to be used. |  |  |
| 1. 6. List all cargo tanks that will NOT be loaded. |  |  |
| 1. 7. Are the cargo tanks and lines listed in Q4 and Q5 common via bottom crossover valves? |  |  |
| 1. 8. Are the cargo tanks and lines listed in Q4 and Q5 common via top crossover valves? |  |  |
| 1. 9. Will the vessel require isolation/de-isolation of any of the cargo lines listed above during the loading? If so, please specify. |  |  |
| 1. 10. Confirm that the vessel will notify the Mooring Master not less than 15 minutes before any critical alteration of the vessel’s line up, such as specified in Q8? |  |  |
| 1. 11. List the first tanks to be loaded at start up. |  |  |
| 1. 12. List the final tanks to be loaded and top off plan. |  |  |
| 1. 13. List the tank(s) to be used in an emergency (Slack Tank/Crash Tank). |  |  |
| 1. 14. What is the maximum loading rate for a single tank (other than slop tank)? |  |  |
| 1. 15. What is the maximum bulk loading rate on this occasion? |  |  |
| 1. 16. Are all the valves (other than manifold valves) lined up and verified? Is the vessel in all respects ready to commence loading? |  |  |

The vessel’s Chief Officer and every watch keeping officer in charge of cargo operations shall sign

to indicate understanding and compliance with the contents of this checklist.

Chief Officer \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date and Time \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Officer 1 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date and Time \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Officer 2 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date and Time \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Officer 3 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date and Time \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

* 1. Ship/Shore Safety Checklist







* 1. Vessel Cargo Figures (SOP 4150 – S)

|  |
| --- |
| AT THE END OF LOADING OPERATIONS, AS SOON AS POSSIBLE, PLEASE |
| FURNISH THE FOLLOWING INFORMATION TO THE MOORING MASTER: |

**VESSEL FIGURES *AFTER APPLYING VEF* (No Decimals)**

|  |  |
| --- | --- |
| H2S READING BEFORE LOADING | Min PPM Max PPM |
| GROSS BARRELS @ 60°F |  |
| LONG TONS |  |
| METRIC TONS |  |
| AVERAGE TEMPERATURE °F |  |
| SAILING DRAFT |  |
| H2S READINGS AFTER LOADING | Min PPM Max PPM |

CHIEF OFFICER \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

IN ADDITION PLEASE SUPPLY THE FOLLOWING DOCUMENTS

* COPY OF THE VESSEL EXPERIENCE FACTOR
* COPY OF THE OBQ REPORT
* COPY OF THE ULLAGE REPORT (ON COMPLETION OF LOADING)

**Appendix 1 – CNL Spill Release Report (SOP 4150 – 7n)**

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**Appendix 2 – Note of Protest Form**

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CHEVRON NIGERIA LIMITED (SOP-4150-h)

ESCRAVOS, NIGERIA

**NOTE OF PROTEST**

**Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**The Master, Owners & Agents**

**MV/SS: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Berth No.: \_\_\_\_\_\_**

**Dear Sirs,**

**We have to draw your attention to the following in connection with your: Berthing/Ballast Operations/Loading of Cargo/Unberthing:**

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

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**We wish to protest the consequences of this incident and must hold you entirely responsible for any and all costs, damages and losses involved.**

**For and on behalf of**

**CHEVRON NIGERIA LIMITED**

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Mooring Master**

**FOR RECEIPT**

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Master/Agent**

**Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Time: \_\_\_\_\_\_\_\_\_\_**

**Appendix 3 – Letter of Undertaking**

S/M/T

ESCRAVOS OIL TERMINAL

Date:

To: Department of Petroleum Resources

LETTER OF UNDERTAKING

Dear Sirs,

According to our calculations the above named vessels loaded figure is :

Long tons. As a result of excessive SHIP/SHORE DIFFERENCE of Long Tons; ship's figures being HIGHER / LOWER

I undertake to furnish you with OUT - TURN FIGURES at the port of discharge.

Master S/M/T

**Appendix 4 – Vessel Evaluation Terminal Feedback Report**



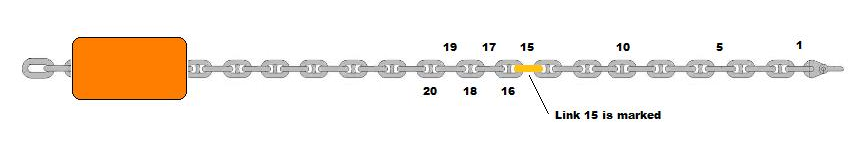
**Appendix 5 – Vessel Information Report**



**Appendix 6 – Berth Condition Report**

Vessel Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ MM \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

|  |  |  |  |
| --- | --- | --- | --- |
|  | Equipment | Condition | Remarks |
| 1 | SBM Condition Including Light |  |  |
| 2 | Hawser Condition |  |  |
| 3 | No of Turns |  |  |
| 4 | Support Buoy Condition |  |  |
| 5 | Chafe Chain Condition Inc 200 T Shackle |  |  |
| 6 | Pick Up Rope Condition |  |  |
| 7 | Floating Hose Condition |  |  |
| 8 | Winker Light Operational |  |  |
| 9 | Tanker Rail Condition |  |  |
| 10 | Lifting Lug Condition |  |  |
| 11 | Snubbing Wire & Shackles Condition |  |  |
| 12 | Tirfors & Securing Pennant Condition |  |  |
| 13 | Camlock Condition |  |  |
| 14 | Valve Condition |  |  |
| 15 | Mooring Equipment Box Condition |  |  |
| 16 | Mooring Equipment Box Lifting Sling Condition |  |  |
| 17 | Mooring Equipment Box Contents Condition |  |  |
| 18 | Hose Lifting Chain, Lifting Rope & Shackles Condition |  |  |
| 19 | Radio Box Contents |  |  |
| 20 | Pressure Recorder Condition |  |  |

****

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 |
|  |  |  |  |  |  |  |  |  |  |

Wear down shall not be more than 10% of original chain link diameter; therefore on a 76mm chafe chain the join shall not be less than 129mm. Asst Senior MM must be advised of links reaching this value. MM 2 is required to check the maintenance records, prior to departing to the vessel, in order to familiarise himself where maximum wear down exists. He should endeavour to avoid placing the link with maximum wear down in the fairlead to facilitate even wear down along the usable section of the chafe chain.

**Appendix 7 – NNPC Tanker Timesheet**

**Appendix 8 – CNL Tanker Timesheet**



**Appendix 9 – Tug Pre-Operation Checklist**

**Ships Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Berth \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Line Handling / Tow Tug \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Master:**

**Hose handling / Support Tug \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Master:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Pre-Operation Checklist** | | | | | | | |
|  | **Tug Operation** | **Comments** | **Tug** | **Tug** | **Tug** | **Tug** | **Tug** |
|  |  |  |  |  |  |  |  |
| 1 | Has communication with the Tug been established, working & back up channel decided? | VHF Ch \_\_\_\_\_\_  Back Up \_\_\_\_\_ |  |  |  |  |  |
| 2 | Has the Tug been briefed on the task, rendezvous position and confirmed that the crew are familiar with the appropriate SOP? |  |  |  |  |  |  |
| 3 | Has the tug master confirmed that engines, thrusters and steering systems are working satisfactorily and without defects? |  |  |  |  |  |  |
| 4 | Has the Master been advised that speed should be kept to a minimum when manoeuvring in close proximity to the export tanker? |  | |  | | --- | |  | | |  | | --- | |  | | |  | | --- | |  | | |  | | --- | |  | | |  | | --- | |  | |
| 5 | Has the tug master confirmed that all deck equipment, including winches, tuggers, gobbing gear, towing pins, Karm Forks, Sharks Jaws and emergency release equipment has been tested and found to be fully operational. |  |  |  |  |  |  |
| 6 | Has the tug master confirmed that the working wire, worming gear, stretcher and pennant wire have been thoroughly examined and found to be in good order. |  |  |  |  |  |  |
| 7 | Are all Crew aware of the contingency plans and procedures for quick released to be followed in the event of an emergency |  |  |  |  |  |  |
| 8 | Has the mooring master ensured that all overboard obstructions/ hazards are clear? (i.e. Gangway, Fire wire, Anchor washers/ Ballast Discharge) |  |  |  |  |  |  |
| 9 | Has the tug master confirmed that he understands that all instructions to pull should be interpreted as a percentage of total bollard pull. |  |  |  |  |  |  |
| 10 | Has the master given an assurance that the bridge will be manned by competent and fully certificated officer throughout the operation |  |  |  |  |  |  |
| 11 | Is the Master aware of the importance of informing the Mooring Master of any conditions, mechanical failures or adverse sea and weather conditions which could affect his ability to operate? Is he aware of his Authority to Stop Work in such cases? |  |  |  |  |  |  |
| 12 | Has the Master confirmed that crew has been adequately briefed and reviewed the JSA? Are the crew aware of their SWA? |  |  |  |  |  |  |
| 13 | Has the Master confirmed that ALL EXTERNAL DOORS, HATCHES and PORTHOLES are CLOSED and properly secured for sea. |  |  |  |  |  |  |
| 14 | Has the Towing Tug wire length and make-up been agreed? | \_\_\_\_\_\_ m |  |  |  |  |  |

**Mooring Master: Signature: Date:**

**Appendix 10 – Tug Evaluation Report**

**Export Tanker: Mooring Master: Date:**

**Line Boat 1: Master: Line Boat 2: Master:**

**Tug Boat 2: Master: Line Boat 2: Master:**



**Appendix 11 – Escravos Terminal Mooring Master/Shore Checklist (SOP 4320 / 4313)**

VESSEL \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ BERTH NO: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Safety of operations requires all questions to be answered affirmatively after checking. If an affirmative answer is not possible, the reason should be given and agreement reached upon appropriate precautions to be taken by the PIC and terminal.

Times of checks

1st start 2nd 3rd 4th

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Terminal Operator Name |  | | | |
| Are communications established with Terminal? |  |  |  |  |
| Is the Terminal SCADA communication established and satisfactorily tested? |  |  |  |  |
| Has the Terminal Packed the line? |  |  |  |  |
| Has the Terminal lined up the loading system? |  |  |  |  |
| Has the terminal used the start up check list in SOP 3311A? |  |  |  |  |
| BOP Operator Name |  | | | |
| Are communications established with BOP? |  |  |  |  |
| Is the BOP Pressure Recorder set up for loading? |  |  |  |  |
| Is the BOP SCADA communication established and satisfactorily tested? |  |  |  |  |
| Is there an effective and continuous watch in BOP Control Room? |  |  |  |  |
| If export at SBM 3 has the BOP Closed BOTH Gas Injection Valves to SBM 3 OR  If export at SBM 2 confirm BOTH Gas Injection Valves to SBM 3 are OPEN |  |  |  |  |
| Is the BOP valve system lined up properly? |  |  |  |  |
| Officers in CCR |  | | | |
| Are communications established with Vessel CCR? |  |  |  |  |
| Has the Vessel confirmed ready to receive cargo? |  |  |  |  |
| Are the cargo hoses butterfly valves open and locked? |  |  |  |  |
| Is the Ship’s manifold Pressure Recorder installed? |  |  |  |  |
| Water around the Vessel & SBM checked for sign of oil? |  |  |  |  |
| Cargo start time |  |  |  |  |
| Cargo stop time |  |  |  |  |
| 22. In case of a stoppage of loading, has the reason been understood and logged? |  |  |  |  |
| 23. In case of a stoppage of loading has all deficiencies, if any, corrected and assessed? |  |  |  |  |

Person in Charge: Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Title \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Appendix 12 – Watch Information Record**

|  |  |  |
| --- | --- | --- |
| Mooring Master Name | Cabin | Telephone Number |
| #1 |  |  |
| #2 |  |  |
| #3 |  |  |

Communications Channel \_\_\_\_\_\_\_\_\_\_\_ Back Up Communications Channel \_\_\_\_\_\_\_\_\_\_\_

Cargo Quantity To Be Loaded \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Stern Tug Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Standby Tug Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Security Boat Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Tug Receiving Mooring Equipment Box \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Special Instruction for Tugs \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Designated MM Responsible for Documents \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Designated MM Tel Number \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Time for Call \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Name | Email | Office | Room | Mobile |
| Snr MM - Vincenzo | L9ESC15 | 73370 | 76203 | 08055888433 |
| Snr MM - Paul | L9ESC15 | 73370 | 76203 | 08055803179 |
| Ass Snr MM - Dave | L9ESC741 | 73369 | 73034 | 08055600637 |
| Ass Snr MM - Micke | L9ESC741 | 73369 | 73034 | 08055003062 |
| MM Office |  | 73591 |  |  |
| Export Assistant Office | L9ESC218 | 73368 |  |  |
| Tank Farm Control Room |  | 73381 |  |  |
| BOP Control Room |  | 74208 |  |  |
| FSO Control Room |  | 74961/2 |  |  |
| Security Zulu Control |  | 76641 |  |  |
| Export Warehouse |  | 73212 |  |  |
| Pennington MM |  |  |  | 08055888431 |

**Appendix 13 – Loading Rate Record**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Vessel Name: Quantity To Load: | ETF Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ETF Hrs |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| To Go GB 60f |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rate |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BOP Press |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Diff |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Shore GB 60t |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vessel GB 60f |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vessel G.O.V. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Date |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |

**Appendix 13 – Loading Rate Record**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Vessel Name: Quantity To Load: | ETF Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ETF Hrs |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| To Go GB 60f |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rate |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BOP Press |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Diff |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Shore GB 60t |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vessel GB 60f |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vessel G.O.V. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Date |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |

**Appendix 13 – Loading Rate Record**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Vessel Name: Quantity To Load: | ETF Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ETF Hrs |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| To Go GB 60f |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rate |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BOP Press |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Diff |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Shore GB 60t |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vessel GB 60f |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vessel G.O.V. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Date |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |

**Appendix 14 – Tug Record**

Stern Tug Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Standby Tug Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Date | Time | Ship Hdg | Tug Power % | Remarks |
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**Appendix 14 – Tug Record**

Stern Tug Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Standby Tug Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Date | Time | Ship Hdg | Tug Power % | Remarks |
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**Appendix 15 – Cargo Figures**



**Appendix 16 – NNPC Tanker Ullage Report**

M.V/S.S **\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

NIGERIAN CRUDE OIL LOADING AT \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ ON \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |
| **TANK** |  | **OIL ULLAGE** |  |  | **WATER DIPS** |  |
|  | P | C | S | P | C | S |
| NR. | M CM | M CM | M CM | CM | CM | CM |
| 1 |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |
| 9 |  |  |  |  |  |  |
| 10 |  |  |  |  |  |  |

SLOP RESIDUE BEFORE LOADING TONS

TOTAL CARGO SHIPS FIGURES TONS

TOTAL CARGO SHORE FIGURES TONS

SPECIFIC GRAVITY AT 60°F

LOADING TEMPERATURE °F

REMARKS