

PETROCHINA MARINE TERMINAL

FSO PETROSTAR

PORT INFORMATION AND REGULATION



**BERHALA STRAIT
EAST OF MOUTH OF BATANGHARI RIVER**

PETROCHINA INTERNATIONAL JABUNG LTD.

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FOREWORD

This manual is intended to acquaint owners, charterers, and masters or vessels loading at PetroChina Marine Terminal-FSO PETROSTAR (**hereinafter called “Terminal”**) with Port Information and Regulations.

This Terminal is owned by BPMIGAS - PetroChina International Jabung Ltd. (**hereinafter called “PetroChina”**), and the Terminal is operated by PetroChina on behalf of itself (PetroChina), BP. Migas, and Petronas Nasional Berhad.

Location of the LPG port is approximately 7 Nautical Miles north from LPG Pipe Line Facilites at Simbur Naik Land or 16 Nautical Miles eastern from mouth of Batanghari River (outer bar).

PetroChina International Jabung Ltd. will be referred to in this manual as the COMPANY

Every effort has been made to ensure that all information in this manual is accurate at the date of issue but it is not guaranteed or intended in any way to replace other official publications relating to this or any other area.

The Company does not accept any responsibility for errors, omissions, or for the consequences of using the manual for any purpose whatsoever. Masters of Vessels free to ask for clarification on any matter mentioned herein.

The Company periodically reviews and updates the information contained in this manual.

PetroChina Marine Terminal

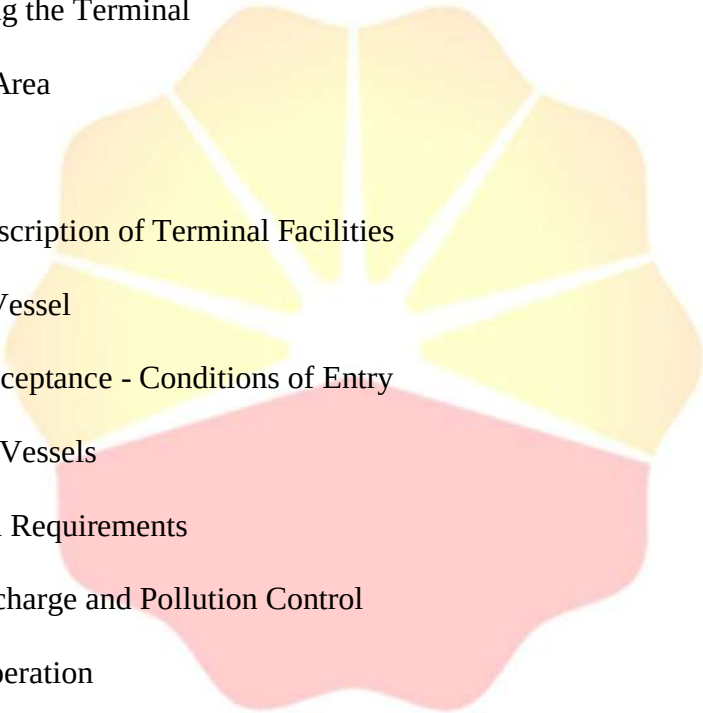
November 2018

PORT INFORMATION AND REGULATIONS

PETROCHINA MARINE TERMINAL **FSO. LPG PETROSTAR**

I N D E X

FOREWORD

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1.0. TERMINAL LOCATION

- 1.1 The Terminal is operated by PetroChina and is situated approximately 16 Nautical Miles to the eastern from the mouth of the Batanghari River (outer bar), Jambi – Indonesia.
- 1.2 British and Indonesia Charts and Publication referencing the Terminal location are as follows:

British Admiralty Charts No.1789
Indonesian Charts No. 41 & No. 103

- 1.3 The Terminal Co-ordinates are:

Latitude : 00° - 55' – 06,6 "S
Longitude : 104° - 04' – 08,2 "E

- 1.4 Only LPG Carriers with draft maximum 14 meters after loading can be accepted to the terminal.

However, the Company Mooring Master and the Master of the LPG Carrier considering the existing conditions and the operational safety aspects will review these limitations on site.

2.0 APPROACHING THE TERMINAL

LPG Carrier approaching the Terminal shall approach through the surveyed channel shown on the attached Survey Drawing No. S054-20000-001 “Bathymetric Investigation Survey for FSO Loading Facility Approach Channel”.

This approach channel which is 1,000 meter wide has been surveyed by PetroChina for bathymetry and bottom features in March 2003 and includes the area covered by the note on the Admiralty Chart No. 1789 “Uncharted Dangers”. Based on the survey result the note on the Admiralty Chart 1789 “Uncharted Dangers” does not apply to this channel however mariners shall be careful to keep within its channel as there are known to be rock pinnacles protruding from the sea bed in the general area. For ease of navigation, the survey also verified the location of landmarks, which are easily identified on the Admiralty Chart in order that mariners can use radar to follow their course along the channel.

Considering the tide and current obtained condition, vessel **shall be berthed at the terminal after having permission from Terminal Superintendent** via VHF Radio on **Channel # 71**.

The attached referred to above, shows the recommended sailing approach to the Terminal which has been surveyed for bathymetry with 100% bottom search by side scan for uncharted dangers.

3.0 RESTRICTED AREA

The Restricted Area shall be an area described by a circle of radius 1 Nautical Miles describe around the center of the FSO LPG. Petrostar which is at 00° 55' 06" S - 104° 04'08" E.

4.0 PILOTAGE

4.1 Pilotage within the terminal area is Compulsory, except when proceeding to anchor.

4.2 The Company Mooring Master(s) will board all vessels scheduled to moor at the Terminal. Master of the vessels must ensure that they are familiar with, and strictly observe all regulations, paying particular regard to those covering safe operation and pollution of the air and sea (by bilges, garbage, or any other material).

4.3 COMPANY MOORING MASTER(S)

4.3.1 All the Company Mooring Masters carrying their own radios but this do not exempt the vessels from having operational marine VHF sets.

4.3.2 Master of the Vessel is reminded that the Company Mooring Master must be afforded boarding facilities complying with accepted International Standard, with regard to the vessel's freeboard.

4.3.3 The assigned Company Mooring Master (or his relief) will be in close communication contact via radio with the vessel from the time it arrives until the vessel clears the Terminal.

4.3.4 Should a vessel after completion of loading be required to return to the anchorage, the ship's master may anchor the vessel (however, mooring master may do so in certain circumstances). He will however remain on board until the vessel clears the vicinity of the terminal, or completes any documentation requirement to clear the port.

5.0 GENERAL DESCRIPTION OF TERMINAL FACILITIES

SHIP PARTICULARS OF FLOATING STORAGE AND OFF-LOADING

FSO. LPG PETROSTAR

Call sign	: PNQL	Molded Depth	: 22.6 MTR
Flag	: INDONESIA	Summer draft	: 11.778 MTR
Class	: L R	Total tank Capacity	: 83070 M3
LOA	: 228.0 MTR	No of Cargo Tank	: 9 Tanks
LBP	: 216.0 MTR	Year built	: 1979
Breadth	: 35.4 MTR	Type of product	: Gas Carrier
DWT	: 52710.0 MTons	Last overhaul	: 2005
Cargo Pumps	: 9 x 500 M3/Hr	Slop Tank	: N/A
Ballast Pumps	: 1 x 1000 M3/Hr	Ballast Tank	: Segregated

CARGO TANKS CAPACITY

PROPANE	: 51386 CuM.	BUTANE	: 31681 CuM.
2 Port	: 10771 CuM.	1 Port	: 2921 CuM.
2 Starboard	: 10768 CuM.	1 Center	: 10824 CuM.
3 Port	: 10776 CuM.	1 Starboard	: 9652 CuM.
3 Starboard	: 10768 CuM.	4 Starboard	: 8284 CuM.
4 Port	: 8303 CuM.		:

The terminal operation and control, communications network and accommodation facilities are housed on board.

The Terminal is capable for simultaneously receiving and discharging .

5.1 MOORING AND UNMOORING

The Mooring Master will advise the ship's Master on approaches to the berth, mooring, unmooring, and all operations within the anchorage or mooring area. All such maneuvering of ship shall be done only in accordance with the advise of the Mooring Master, subject to the understanding that in all cases and circumstances the Master of the ship being maneuvered shall remain solely responsible on behalf of his vessel's owners for the safety and proper maneuvering of his vessel. The ship's Master and one of his designated and qualified deck officers, must be on the navigating bridge at all times while the vessel is being maneuvered.

Ships are requested to have a pilot ladder and a combination ladder safely and securely rigged and ready for immediate use, and long enough to reach the mooring launch.

A combination of pilot ladder and ship's accommodation ladder, so arranged that personnel can first use ladder until part way up to the vessel's side, and then transfer to the accommodation ladder is recommended, especially on very large ships. A light line should be ready to take aboard the Mooring Master's equipment. There should be adequate lighting at night. Vessel will provide a lee for the Mooring Master both when boarding and leaving. During vessel's stay at the wharf emergency-towing wires shall at all times be hung over the ships bow and stern. These wires shall be secured on the bollards inboards to enable the vessel to be towed away should the need arise. They must be tended throughout to keep the eye of the wire not more than two meters above the water.

The ship's Master is responsible to ensure that no communication by Radio is allowed within the terminal area. Unauthorized Radio Communication will be cause for cessation of all operations, except clearing of the berth, and vessel's notice of readiness will be immediately nullified.

The Master of each LPG Carrier will be given a copy of the CONDITIONS OF USE OF PORT OF PETROCHINA MARINE TERMINAL, which he will be asked to sign. An example of this form enclosed as Appendix A.

After vessel has berthed and pratique has been granted, a Terminal official shall discuss the loading program. The vessel's cargo tanks are inspected by Terminal officials and if suitable for loading a signed notation to this effect will be made on the dry/ullage certificate.

A loading rate per hour has to be agreed upon. It is absolutely essential that extremely careful supervision is exercised by officers of vessels while loading operations are in progress.

A responsible ship's officer is required to be on duty continuously. He will be assisted by an adequate number of ship's personnel in these operations. There should be a continuous communication between the deck officers on the tanker and the terminal through a dedicated communication system.

It is the responsibility of the vessel to ensure that all mooring lines are properly tended at all time. Terminal personnel will constantly check a vessel's mooring and may at anytime direct the lines to be heaved tighter or slackened off under the supervision of a responsible ship's officer, as circumstances warrant.

Duties on shipboard connected with maintaining mooring lines in a correct manner will be performed by the ship's crew directed by a responsible officer as required by the Mooring Master. Loading of export tankers is through two Loading Hoses diameter 10" and 12" with 150 ANSI. Manual Quick Coupling Flanges

Masters are reminded it is the ship's responsibility to provide such reducers as may be required to make the connection. The Mooring Master will report unsatisfactory conditions to THE COMPANY Marine Supt. who may, in turn, reject the ship until corrections are fully made. All costs accruing from this will be for the ship's account. The services of the Mooring Master are provided upon the express understanding and conditions that when any Mooring Master provided goes on board a vessel for the purpose of assisting such vessel, he becomes for such purposes the servant of the owners of the vessel and THE COMPANY shall not be liable for any danger, or injury, resulting from any advise, or assistance, or actions given, or made, by such Mooring Master while on or in the vicinity, of the assisted vessel.

THE COMPANY Marine Superintendent, or his designated alternate, shall be the sole authority to decide when the port is closed due to unsuitable weather conditions preventing normal working operations. Various limits of wind speed combination is about 25 knot, the wave height is about 2 meter, the visibility is about 500 meter, tidal conditions, also the size, length ballasted trim, and handling qualities of a vessel can effect the decision to berth a vessel at TERMINAL. All of these factors have to be evaluated before a final berthing decision is made. Delays to vessels using PetroChina Marine Terminal due to the port closed because of bad weather conditions shall not be computed as used lay time when compiling vessel's turn around time.

Request for the Terminal to stop the flow of cargo at a predetermined volume must be in writing. The request must include the statement by the ship's Master that THE COMPANY will not be held responsible for any error and that in case of the vessel being overloaded the excess cargo cannot be pumped back to the LPG FSO. The ship's Master must not permit his vessel to be loaded to a depth of more than 14 meters. deepest draft

due to the restriction of water depth in Berhala Strait unless permitted to do so by the Marine Superintendent.

5.2 SERVICE VESSELS

Three (3) tugboats of 3,500 HP each having a service vessel capability and are equipped with pollution /detergent spraying and foam fire fighting systems.

6.0 ARRIVAL OF VESSELS

The Terminal operates 24 hours daily throughout the year but the incoming LPG Carrier(s) will be served on **Day Light** only (**06:00** until **16:00** hrs.) and subject to prevailing weather.

It is important that all incoming LPG Carriers shall advise the Terminal with the following sequences; 72 hrs, 48 hrs and 24 hrs before **Estimated Time of Arrival (E.T.A.)**, giving the best estimate of ship's arrival at the Terminal through Vessel's Agent.

Time to be used for E.T.A. is local time (**GMT + 7 Hours**). The first message should include the following information:

1. Name of vessel and radio call sign
2. Name of Master
3. Cargo requirement
4. Maximum Loading rate
5. Arrival draft
6. Last port of call
7. Confirm that vessel has clean bill of health
8. Length Over All (LOA)
9. Deadweight Tonnage (DWT)
10. Security Information

6.1 BERTHING ON ARRIVAL

Vessels berthing on arrival will be boarded by the Company Mooring Master, in the anchorage area or at a point advised by the Terminal Superintendent or the Company Mooring Master.

6.2 ANCHORING ON ARRIVAL

The vessels are obliged or instructed to anchor at the recommended anchorage. Anchoring time shall be reported to the Terminal Control as soon as in practicable thereafter.

Anchor position: in radius 1 NM.

Latitude : 00° 54' 00" S

Longitude : 104° 04' 00" E

6.3 **NOTICE OF READINESS**

The vessels shall tender Notice of Readiness:

- 6.3.1 At the time of entering the anchorage area, if berthing on arrival.
- 6.3.2 At the time of anchoring, (if instructed to do so by the Terminal Control) or entering the anchorage area in intending to drift.

6.4 **NOTICE OF READINESS**

Will be accepted and subject to the following condition:

- 6.4.1 Terminal is open
- 6.4.2 The vessel arrives within loading range dates and is nominated. However, the terminal may under certain circumstances berth a vessel arriving earlier than its nominated loading slot; subject to the non-prejudice of another vessel and availability of cargo or berthing time.
- 6.4.3 That the vessel has to advise the terminal of her Estimated Time of Arrival (E.T.A) with sequences of 72, 48, and 24 hours prior to arrival, and thereafter, of any subsequent changes in her E.T.A of more than two hours.
- 6.4.4 The vessel fulfills all the obligation of the Terminal Regulation and Safety Check List and is ready in all respects to berth and load the nominated cargo.
- 6.4.5 The Safety Inspection has been completed satisfactorily.

6.5 **DEDUCTIBLE LAYTIME**

- 6.5.1 Maneuvering time to the FSO/LPG Petrostar.
- 6.5.2 Time required for deballasting if not concurrent with undelayed loading operation.
- 6.5.3 Time lost due to fault or failure of the Vessel, including suspension of Loading for Vessel purpose and or delays incurred due to failure to observe Terminal Regulation.

6.6 **ADVICE TO VESSEL MASTER**

6.6.1 Vessel Document Required by Port Authorities from Vessel Master - Inward - On Arrival

FOREIGN VESSEL

- 6.6.1.1 Health book
- 6.6.1.2 Derratting Exemption Certificate
- 6.6.1.3 Certificate of Registry
- 6.6.1.4 Cargo Ship Safety Construction Certificate
- 6.6.1.5 Cargo Ship Safety Equipment Certificate
- 6.6.1.6 Cargo Ship Radio Certificate
- 6.6.1.7 Load Line Certificate
- 6.6.1.8 International Oil Pollution Prevention (IOPP)
- 6.6.1.9 Temporary International/Tonnage Certificate
- 6.6.1.10 Ship Station License Certificate
- 6.6.1.11 P.P.K.A
- 6.6.1.12 Life Raft Certificate
- 6.6.1.13 Certificate of CO2 Bottle
- 6.6.1.14 Safety Management Certificate
- 6.6.1.15 Document of Compliance (Copy)
- 6.6.1.16 Certificate on Inspection of Crew Accommodation
- 6.6.1.17 Exemption Certificate for Immersion Suits
- 6.6.1.18 Safe Maning Certificate
- 6.6.1.19 Crew List
- 6.6.1.20 Passport and Seaman Book
- 6.6.1.21 Cargo Manifest
- 6.6.1.22 Master and Officer Certificates
- 6.6.1.23 Class Hull Certificate
- 6.6.1.24 Machinery Certificate
- 6.6.1.25 Port State Control (last)
- 6.6.1.26 Last Clearance
- 6.6.1.27 C.S.R. (continuous synopsis record)

NATIONAL VESSEL

- 6.6.2.1 Surat Ukur dan Surat Laut (Certificate of Registry)
- 6.6.2.2 Surat Ukur International
- 6.6.2.3 Sertificate Keselamatan Pengawakan
- 6.6.2.4 Sertificate Keselamatan Telegrap Radio Kapal Barang
- 6.6.2.5 Sertifikat Laik Laut (Certificate of Sea Worthiness)
- 6.6.2.6 Certificate Garis Muat International (International Load Line Certificate)
- 6.6.2.7 Certificate Lambung Timbul International
- 6.6.2.8 Sertifikat Klasifikasi Lambung (BKI)
- 6.6.2.9 Sertifikat Klasifikasi Mesin (BKI)
- 6.6.2.10 I.O.P.P (International Oil Pollution Prevention)
- 6.6.2.11 Sertifikat Dana Jaminan Ganti Rugi Pencemaran Laut

6.6.2.12	D.O.C (Document of Compliance)
6.6.2.13	S.M.C. (Safety Management Certificate)
6.6.2.14	Life Raft and Hydraulic Release Certificate
6.6.2.15	Surat Keterangan Pemasangan Tanda Selar
6.6.2.16	Buku Kesehatan (Health Book)
6.6.2.17	Buku Pelaut dan Ijasah
6.6.2.18	Daftar Awak Kapal (Crew List)
6.6.2.19	Cargo B/L dan Cargo Manifest
6.6.2.20	Derating Exemption Certificate
6.6.2.21	Port Certificate Control
6.6.2.22	Last Clearance

7.0 TERM OF ACCEPTANCE "CONDITION OF ENTRY"

After boarding, the Company Mooring Master will hand to the master of the vessel a letter entitled "Condition of Entry Into and Use of the Terminal " in duplicate.

This letter - a copy of which appears as appendix A - detail the terms under which the company accepts the vessel.

7.1 VESSEL SIZE RESTRICTIONS

All Vessels must maintain maximum draft 14 meters while at the Terminal. However, the Company Mooring Master and the Vessel's Master shall take a mutual decision based on the existing conditions and the safety aspects of the operations.

7.2 VESSEL AGE

Vessel over 20 years of age will not be accepted in principle. But for vessel over 20 years of age, BUYER shall provide SELLER with the valid dry dock certificate and will be subject to SELLER'S prior approval which shall not be unreasonably withheld.

7.3 PUMPING RATES

Maximum for the Terminal will be:
2000 M3/Hrs. for Propane and 1000 M3 for Butane

Minimum for the Terminal will be 100 M3/Hrs. for Propane and Butane.

8.0 ANCHORAGE VESSELS

8.1 The vessel shall maintain a 24 hours continuous VHF radio listening watch on channel 16 (sixteen) and channel 71 (seventy one) for further advise or berthing instructions from the Terminal Control.

8.2 **Shifting Anchorage**

The vessel requires to vacate or re-anchor in the recommended anchorage shall inform the Terminal Control.

8.3 **Life Boats**

Except in an emergency where ship personnel may be required to abandon ship, the vessel are not permitted to turn out life boat, or lower them to the water.

8.4 **Refuse and Garbage**

The dumping of refuse and garbage, shall be contained onboard in a sanitary condition until the vessel clears the Restricted Area. The Vessel Master is cautioned that the fines may be incurred for non-compliance.

8.5 **Craft Alongside**

No small craft, other than those on official business will be allowed alongside, either in the anchorage, or in the loading berth.

8.6 **Loss of Anchor(s) and / or Anchor Cable**

In the event that a the vessel shall lose anchor(s) and /or anchor cables, the Terminal Operator will have no obligation, give assistance in attempts to recover them, however, any assistance can be given with subject to support vessel availability and the Terminal Operational requirements. The Terminal reserves the right to recover expenses so incurred.

9.0 **OPERATIONAL REQUIREMENTS**

9.1 The operation which include Mooring, Unmooring, De-ballasting, Loading and Emergency operation shall be conducted in accordance with the following:

9.1.1 Company's Terminal Regulation.

9.1.2 Oil Company International Marine Forum/International Chamber of Shipping (OCIMF/ICS), International Safety Guide/Guide for Oil Tankers and Terminals (ISGOTT) - Latest edition.

9.1.3 OCIMF/ICS - Ship to Ship Transfer Guide (Liquid Gases)-Latest edition.

9.1.4 OCIMF - Standards for liquid gas handling principles on ships in terminals Tankers Manifold and Associated Equipment.

9.2 **ARRIVAL DRAFT**

Vessels must arrive at the Company's facilities on a suitable draft and trim, compatible with safe maneuvering through the sea.

9.2.1 **Propeller(s) fully immersed.**

This guidelines is in accordance with the requirements of the "International Conference On Marine Pollution 1973 ", Regulation 13.

- 9.2.2 Typically approximate 25% summer deadweight ballast condition shall normally achieve this criteria. The Terminal reserves the right to request the vessel's Master to amend their Arrival Draft if such draft is deemed to interference safe operation.

9.2.3 **Mooring and Hose Handling**

Use of vessels anchor at the berth is not considered. However the vessels scheduled to load shall have both anchors cleared away ready for emergency use. To prevent accidental release, the cable stoppers shall be utilized until advised to the contrary by the Company Mooring Master.

- 9.2.4 The vessel's personnel shall take equipment supplied by the Terminal on board.

- 9.2.5 The vessel questionnaire, supplied by the Terminal, is to be completed by all vessels requested to do so.

9.3 **STATE OF READINESS**

- 9.3.1 Main engine and essential machinery must be maintained in a state of readiness, which will permit immediate un-berthing in an emergency situation. No main engine repairs are allowed whilst the vessels are secured in loading buoys. Steam turbine engine vessels shall engage the main turbine turning gear.

- 9.3.2 Adequate vessel personnel are to be available for loading/de-ballasting operation and any emergency situation. An officer must be on duty and available at all times.

- 9.3.3 The Terminal personnel will normally board after berthing to advice on loading hose connection.

10.0 **VESSEL BILGES**

Vessels should arrive at the Terminal with bilges preferably pumped empty. Any residues accumulating whilst the Vessel is in port should be retained onboard. Heavy fines may be incurred by Vessels discharging oil or oil polluted water whilst at Terminal.

11.0 LOADING OPERATIONS

- 11.1 After the Vessel mooring, Loading Masters will advise the Master the draft on completed loading. At the present time the maximum draft is 14 meters. However, for safety and practical operation, the Master of the vessel and the Company Mooring Master can mutually decide otherwise based on the existing conditions. The Master is required to maintain this Vessel in a safe operating condition. The Vessel's arrival freeboard must not be exceeded and deballasting controlled accordingly.
- 11.2 Masters of the Vessels are cautioned that no facility exists which allows excess loaded cargo to be pumped back to the Terminal. The Company is not responsible for overloading any Vessel under any circumstances. It is the loading Vessel Master responsibility to stop cargo on completion of loading, in accordance with procedure given in point 11.6. Adequate provision should be made to receive a minimal "over run" of LPG after the "stop" has been requested, whilst loading pumps stop and valves close.
- 11.3 Loading hoses are regularly pressure tested to ensure their integrity. The Vessel's manifold valves should remain closed until the Company Mooring Master requested the Vessel's personnel to open them.
- 11.4 Good communication between the Vessel and Terminal Control are essential. The Company Mooring Master will carry a hand held radio to facilitate communication between all parties concerned i.e. Terminal, Company Mooring Master and Vessel's personnel.
If the Vessel is fitted with a VHF radio in the cargo control room it must be maintained on channel #71 (seventy one).
Clear and concise operational advice from the Vessel is required, especially when changing over tanks and when stopping cargo.
The Terminal requests a minimum of 15 minutes notice prior to either a change of pumping rate or cessation of loading.
Under no circumstances should the loading Vessel valves be closed against the Terminal loading pumps at the Terminal.
- 11.5 Export tanker must be arrived in a fully gassed up condition, ready for loading. There is no facility for receiving back gasses and tanker must plan loading rate in accordance with their compressor reliqufaction capacity.

11.6 COMPLETING CARGO LOADING (STOP PROCEDURE)

Vessel to Terminal notification required, as follows:

15 Minutes Notice - " Stand by to stop Loading"
 - " Slow down to 125 M3/Hour"

5 Minutes Notice - " Stand by to stop" second advice

Volume aboard - " STOP LOADING"

- 11.7 The Master is advised that a prolonged rate (100 M3/Hour or LESS) is unacceptable due to the operational constraints of the terminal LPG metering system.

12.0 VESSELS MOORING AT THE TERMINAL

- 12.1 The use of Tugboat(s) is at the discretion of the Company Mooring Master or Terminal Superintendent. Their movement and use is coordinated by the Company Mooring Master. (Appendix A).

- 12.2 All mooring and unmooring operation at the Terminal will be accomplished by using Tugboat(s).

12.3 LOADING HOSES

- 12.3.1 Two loading hose diameter 10” and 12” - 150 ANSI, are available for loading LPG in Berthing configuration.

- 12.3.2 Advice on connecting loading hoses is given by Terminal personnel

12.4 SPECIAL REQUIREMENT FOR VESSELS LOADING AT TERMINAL

- 12.4.1 The vessel's deck fire water main should be kept pressurized to normal operating pressure at all times.

- 12.4.2 Emergency towing wires should be in its position.

13.0 SAFETY AND EMERGENCY PROCEDURE

13.1 Safety Precautions

- 13.1.1 The Master is responsible for the safety of his Vessel and for ensuring that the Terminal procedures and safety requirement are strictly observed. The Terminal reserves the right, in the event of continued or blatant disregard for company procedures on the vessels, to stop all operations and remove the Vessel from the berth, until such time as the Owners, Charterer or Vessel Master have taken remedial action which is satisfactory to the Terminal.

- 13.1.2 The Terminal Safety Supervisor will complete a Safety Check List in conjunction with the Vessel's Master, prior to commencement of operation.

Failure to comply with the requirements of the Safety Check List will result in a refusal to accept the Vessel's Notice of Readiness until such time as the omissions have been, or can be rectified.

The Safety Check List is completed in triplicate-one to be retained by Safety Supervisor, one to be retained by the vessel and the third to the Manager for the Deputy Director Production. A sample Safety Check List is contained in Appendix C.

13.1.3 The Master will ensure that his Vessel is adequately manned at all times.

13.1.4 If the Vessel has an impressed current protection system, it should be switched off well before berthing.

13.1.5 NO HOT WORK IS ALLOWED ON A VESSEL AT THE TERMINAL.

13.1.6 The LPG carrier is not allowed to “blow off” gases when loading and must request a reduction in loading rate up to the situation demand.

13.2 **Fire in Terminal**

13.2.1 The terminal Fire Alarm consists of a prolonged sounding of a siren.

13.2.2 In the event of a major emergency, requiring evacuation of the Terminal, the PA system will sound a slow high/low warble alarm.

13.2.3 In the event that a Terminal alarm test is to be carried out, a Vessel at the berth will be notified in advance by VHF Radio on channel 71.

14.0 **FIRE ACTION CHECK LIST**

14.1 **Fire on Loading Vessel - Action by Terminal**

- Raise alarm on Terminal
- Stop pumping and Cease all cargo operations, close valves and tanks
- Prepare to disconnect and unmoor
- Call standby tug and request tanker advise field Marine Control of any extra assistance required by using VHF Radio -channel # 71
- Liaise with Mooring Master and Vessel's Master
- Implement Emergency Procedure

14.2 **Fire on Loading Vessel - Action by Loading Vessel**

- Raise alarm
- Advise Terminal by using VHF Radio-Channel #71
- Close all tanks and valves when Terminal confirms transfer is stopped, standby engine
- Fight fire and prevent from spreading activate delays system
- Prepare to blow through, disconnect and un-berth.
- Keep advise the Terminal as to status and if assistance is required

14.3 **Fire on the Terminal - Action by Terminal**

- Raise alarm
- Cease all cargo operations, close valves and tanks
- Fight fire and prevent from spreading
- Advise standby tug (s) and Field Marine Control
- Advise Loading Vessel and Duty Mooring Master
- If required, standby to disconnect hoses and unmoor Loading Vessel
- Implement Emergency Procedures

14.4 **Fire on the Terminal - Action by Loading Vessel**

- When advised cargo transfer is stopped, close down all tanks, if deballasting alongside Terminal cease pumping and close down tanks.
- Prepare to disconnect berth.
- Prepare to leave berth.
- Standby for further advice from Terminal Control

IN THE EVENT OF A FIRE, TERMINAL PERSONNEL WILL DIRECT THE MOVEMENT OF SUPPORT VESSELS.

THE COMPANY SHALL NOT BE HELD LIABLE FOR ANY DEATHS, PERSONNEL INJURIES, LOSSES OR DAMAGE SO CAUSED.

15.0 **ACCIDENTAL SPILAGE OR LEAKAGE**

- 15.1 All spill or leakage must be reported immediately to the Mooring Master and Terminal Control. All operations must be suspended until the cause of the spill/leakage has been established. Clean up operation must be completed to the satisfaction of the Terminal Authorities prior to resuming operation. Immediate action must be taken to dissipate the “gas cloud” to prevent better function.
- 15.2 Master and Owner are advised that the Terminal reserves the right to cease all operation and remove the Vessel from the berth if, in the Terminal's opinion, there is continued or blatant disregard of anti-pollution requirements.
- 15.3 In such events referenced in 15.1 to 15.4 inclusive, the company shall not be liable for any demurrage, loss claims or demands resulting from or relative to any such action or non actions. Lay time running hours will cease during suspended time for any Anti-pollution operation.
- 15.4 Adequate lighting must be provided on the Vessel's tank deck and, in particular, at the Vessels manifold(s).

16.0 VESSELS BUSINESS AND DOCUMENTATION

16.1 Custom Clearance

Custom Clearance inward and outward, such as terminal and other charges will be the responsibility and paid by the Vessel's Agent.

16.2 Bill of Lading Documents

The Terminal will prepare all the necessary documentation required for the particular cargo parcel loaded on the Vessel (i.e Bill of Lading, Cargo Manifest, Quality and Quantity Report, Certificate of Origin and Statement of Facts.

This document will be prepared in advance to enable early departure procedures to be adopted.

Non-Compliance with procedures could incur delays to the Vessel's account while papers are being completed.

16.3 Note of Protest

UNDER NO CIRCUMSTANCES SHOULD ANY ENDORSEMENT BE SUPERIMPOSED ON THE CARGO BILL OF LADING.

In the event that the Vessel's Master requires issue a Note of Protest, for whatever reason, he should do so on the Vessel's headed paper and append the Vessel's stamp. The Master's name should be Printed or typed beneath his signature

16.4 Vessel's Agent

All the Vessel's businesses include Cargo, Customs Documentation and Shipping Documents will be conducted by the Vessel's Agent.

16.5 Shore Leave

Shore leave for visiting Vessel's personnel is not permitted. Vessel's personnel may pass through the Terminal in an Emergency, when special arrangements can be made through the Vessel's Agent, in conjunction with the Terminal Superintendent.

16.6 Crews Signing On/Off at Terminal

It is not permitted for the Vessel's Crew to Sign On / Off at the Terminal.

17.0 SERVICES AND FACILITIES

- 17.1 Bunkers are not available.
- 17.2 There are no dry - docking or repair facilities available.
- 17.3 There is no clinic service. Emergency medical attention may be provided by the Doctor on the Terminal (LPG FSO)
- 17.4 Fresh water is not available.
- 17.5 No slop Tanks are available for dispose.
- 17.6 Only authorized personnel or visitors are permitted on the Terminal and/or Export Tanker.
- 17.7 The laws of Indonesia govern this Terminal and all personnel are urged to abide by them.
- 17.8 Security pre caution must be observed in accordance with the SSP and any particular requires of the terminal.

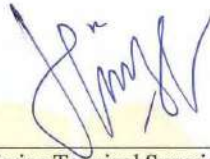
18.0 REMOVAL OF WRECKS

Should any Vessel or Craft sink or become an obstruction in any part of the Restricted area, the Company shall be empowered and shall have the right to take any steps it may deem necessary to remove the obstruction without notice to the Owners. All expenses of such removal shall be borne by the Owners of the Vessel or Craft causing the obstruction and the company shall be entitled to reimbursement by them for any expenses incurred.

PetroChina Marine Terminal

November, 2018

Revised By:



PetroChina Marine Terminal Superintendent

Reviewed By:

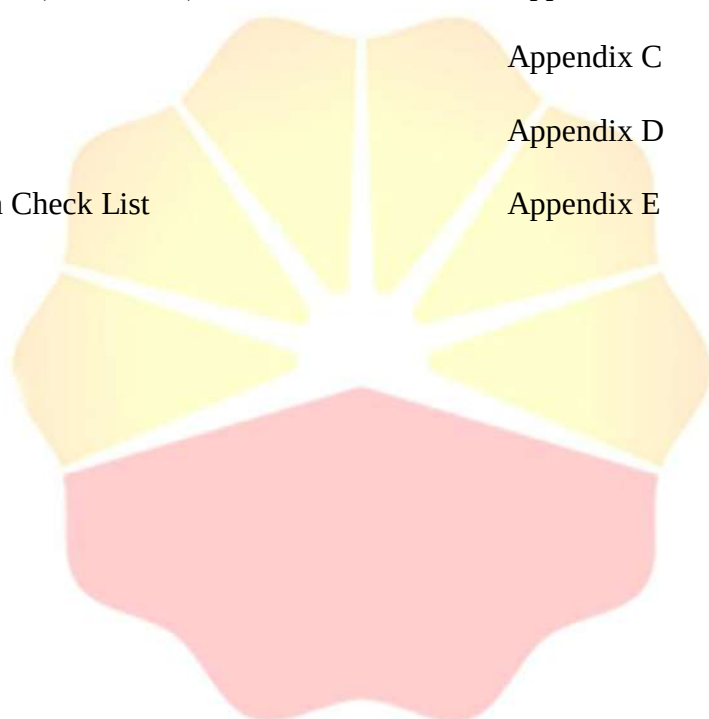

Anj Hari Subeno -
Field Manager
Operation Support Manager

Approved By:


General Manager

APPENDIXES

Condition of Entry Into and Use of the Terminal	Appendix A
Mooring Arrangement (Illustration)	Appendix B
Safety Check List	Appendix C
Safety Requirement	Appendix D
Pollution Prevention Check List	Appendix E





PETROCHINA INTERNATIONAL JABUNG LTD. LTD.

PETROCHINA MARINE TERMINAL – FSO PETROSTAR

CONDITION OF ENTRY INTO AND USE OF PETROCHINA MARINE TERMINAL

While this information is intended generally to acquaint Owner, Operator and Master of Vessels and purchasers of Liquefied Gas with general condition, facilities and services normally to be found at PetroChina Marine Terminal – FSO Petrostar (Terminal), which is operated by PetroChina International Jabung Ltd. (Company), such as to accuracy or completeness

Further, this information does not supercede or replace any information, law or regulation contained in any official publication with respect to the waters and areas to which it pertains. Reference should be made to the appropriate Hydrographic Office Publications, Admiralty Publication and Official Charts for purpose of obtaining specific navigational information.

Operation at this Terminal are to be conducted by Vessels calling at this Terminal in accordance with this manual and the recommendation of the current issues of the "International Safety Guide for Oil Tankers and Terminal" (ISGOTT) and the ICS/OCIMF" ship to ship Transfer Guide (Liquefied Gases)".

In all circumstances the Master of the Off take Vessel shall remain solely responsible for the safety and the safe navigation of his Vessel and for compliance with all applicable laws, rules and regulations.

1. All services, facilities and assistance provided by or on behalf of the company in or in connection with the terminal, whether or not any charge is made by the company, are provided subject to all applicable laws and regulations and to the following further conditions :
 - 1.1 The services of the Mooring Master(s) 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 becomes, for such purpose the servant of the Owner or the chartered of the vessel; and the Company including its parent company, 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.

- 1.2 Neither the COMPANY nor its servants (in whatsoever capacity they may be acting) shall be responsible for any loss, damage or delay from whatsoever cause, arising in consequences and in consequence of any assistance, advice, or instructions, whatsoever given, or tendered, in respect of any vessel, whether by way of pilotage, or berthing services, the provision on navigational facilities, including buoys or other channel markings, or other wise. In all circumstances the Master of any vessel shall remain solely responsible.

While THE COMPANY endeavours to ensure that the berth, premises, facilities, property, gear, craft to use them, no guarantee of such safety or suitability is given, and THE COMPANY shall not be responsible for any loss, damage, or delay of any sort that may be sustained by, or occur to any vessel, or her Owners, or her cargo, or any part thereof, (whether such cargo is on board or in the course of loading or discharging) by whomsoever, or whatsoever cause, such loss, damage or delay is the part of any servant or agent of THE COMPANY, or by any fault or defect in THE COMPANY berth, premises, facilities, property, gear, craft or equipment of any sort.

THE COMPANY will not be responsible for any loss, damage or delay, directly caused by, or arising from strikes, lockouts, or labour disputes, or disturbances whether THE COMPANY or its agents are parties thereto or not.

If in connection with, or by reason of the use by any vessel of a berth, premises, gear, or of any gear, or equipment provided by THE COMPANY, any damage is caused any such berth, premises, gear, or equipment, craft, or other facility, or property, from whatsoever cause such damage may arise, and irrespective of whether or not such damage has been caused or contributed to by the negligence of THE COMPANY or its servants, and irrespective of whether there has been any neglect, or default of the vessel, or the Owners, in any such case the vessel and the Owners shall hold THE COMPANY harmless from, and indemnified against all such damage, and against all loss sustained by THE COMPANY consequent thereon. Further, the vessel, and her Owners shall hold THE COMPANY harmless from, and indemnified against / all and any claims,

damages cost and expenses arising out of any loss, damage or delay caused to any third party by the vessel, or by her Master, or crew, or by any other servants, or agent of the Owners.

If any vessel sinks, or grounds, or otherwise becomes in the opinion of THE COMPANY an obstruction or danger in any part of the port, or the approaches thereto, and the Owner of the vessel fails to remove the obstruction or danger within a period to be stipulated by THE COMPANY. PetroChina International Company shall be empowered to take any steps it may deem to be necessary to remove the obstruction or danger, and any expenses of such removal shall be recoverable from the Owner of the vessel at the time of the accident causing the danger or obstruction.

The Master, or the person in charge of the vessel, shall from time to time, place, transport, and remove the vessel at, or from the berth as the MARINE SUPERINTENDENT or any servant of PetroChina International Company in charge of THE COMPANY premises and COMPANY property shall reasonably require for the proper and efficient use of the same.

These conditions shall be construed according to the law of INDONESIA and if so required by THE COMPANY the vessel and her Owners shall submit to the jurisdiction of the INDONESIA Courts.

I hereby acknowledge receipt of a copy of the CONDITIONS OF USE OF PORT OF PETROCHINA MARINE TERMINAL from PetroChina International Jabung, Jambi, INDONESIA, and agree to comply with it in all respect.

Time and Date: _____ Signed: _____

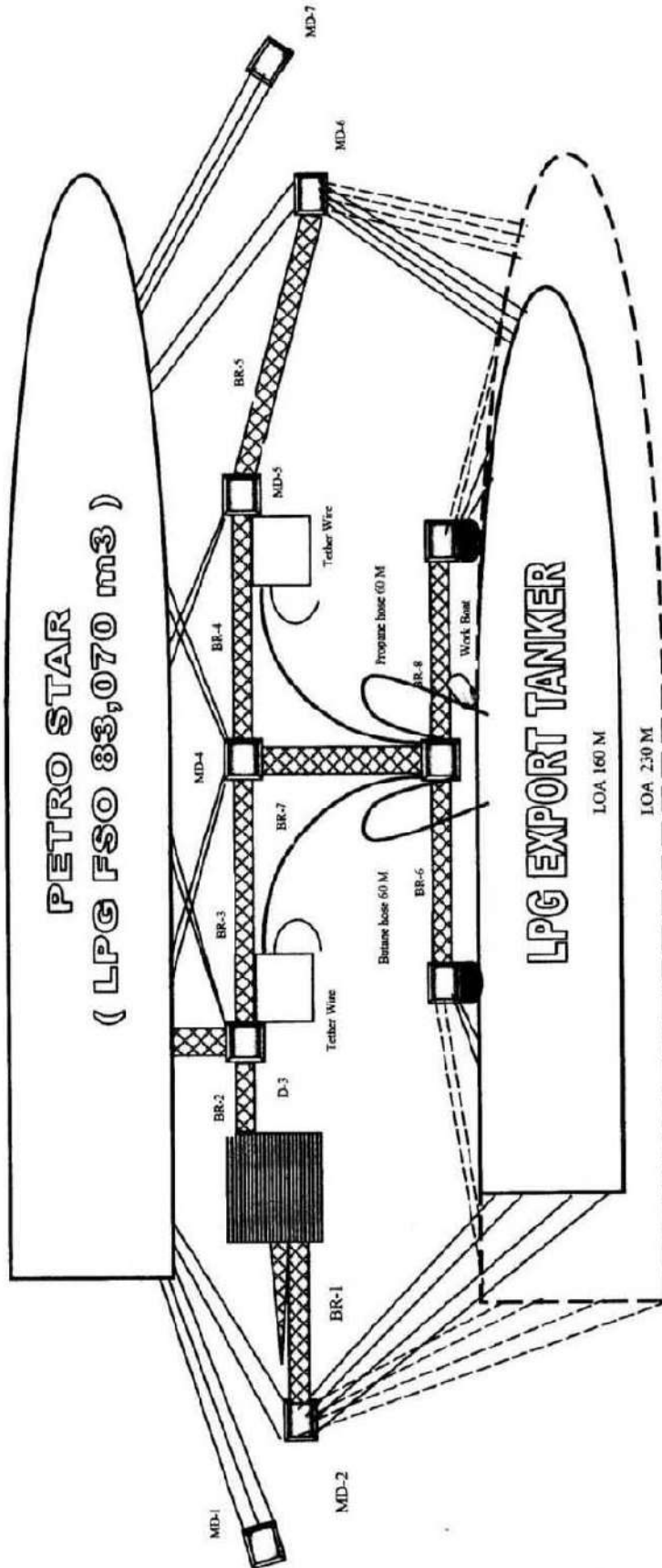
Master: _____



PetroChina International Jabung Ltd.

APPENDIX B

MOORING ARRANGEMENT AT FSO / LPG PETROSTAR



STERN LINE = 4 LINES
SPRING LINE = 2 LINES

PARALLEL BODY LENGTH MIN 80 M
DRAFT MAX 14 M AFTER LOADING

HEAD LINE = 4 LINES
SPRING LINE = 2 LINES



PetroChina International Jabung Ltd

PetroChina Marine Terminal

FSO LPG. PETROSTAR

Berhala Strait - Tanjung Jabung Timur - Jambi
Indonesia

SHIP / SHORE SAFETY CHECKLIST LPG LIFTING

Vessel name : _____ Date of arrival : _____
 Call sign : _____
 Year of built : _____
 Flag : _____
 Cargo to load : LPG Bulk - Jabung
 Instruction / Loading advise : _____

This safety check list is to be completed prior to the beginning of cargo loading operations. This safety operations requires that all questions except as noted be answered affirmatively after an Inspection by both Ship and Terminal representatives.

If any answer is **negative**, loading **will not commence** until corrective action is taken that is acceptable to both the Mooring Master and the COMPANY Safety Department.

No	Description	Representative	
		Ship	Terminal
01.	Are Emergency towing wires correctly positioned ?		
02.	Is the Ship ready to move under its own power ?		
03.	Is the agreed Ship / Shore communication system operative ?		
04.	Has the emergency shut down procedure been agreed ?		
05.	Are fire hoses and fire fighting equipment on board ship and shore ready for immediate use ?		
06.	Are scuppers effectively plugged and drip trays in position ?		
07.	Are unused cargo and bunker connections, including the stern discharge line, if fitted, blinded ?		
08.	Are sea and overboard discharge valves, when not in use, closed and lashed ?		
09.	Are all cargo and bunker tank lids closed to the Ships gas venting system ?		
10.	Are cargo tanks being loaded, vented via the Ships gas venting system ?		
11.	Are hand torches (flashlights) of an approved type ?		
12.	Are portable VHF / UHF transceiver of and approved type ?		
13.	Are the Ship's main transmitting aerials switched off ?		
14.	Are electric cables to portable equipment disconnected from power ?		
15.	Are all external doors and ports in the amidships accommodation closed ?		
16.	Are all doors and ports in the after accommodation loading on to or overlooking the tank deck, closed ?		
17.	Do required doors / ports provide a tight seal when closed ?		
18.	Are unsafe air conditioning units disconnected ?		
19.	Are window type air conditioning units disconnected ?		
20.	Are smoking regulations being observed ?		
21.	Are galley requirements being observed ? - (approved electric or steam only)		
22.	Are all vapor proof electrical fixtures / switches / receptacles intact and in good condition ?		
23.	Is a permanently installed system of gas detection with audible and visual alarms in continuous operation in the following spaces :		
	a. Void space		
	b. Cargo compressor room		
	c. Cargo motor room		
	d. Cargo control		
	e. Entrance to accommodation		


PetroChina International Jabung Ltd
PetroChina Marine Terminal
FSO LPG. PETROSTAR

Berhala Strait - Tanjung Jabung Timur - Jambi
Indonesia

**SHIP / SHORE SAFETY CHECKLIST
LPG LIFTING**

No	Description	Representative	
		Ship	Terminal
24.	Are portable gas detection units available and calibrated ready for the products to be handled ?		
25.	Indicate which of the following fire fighting systems is available on the ship :		
	a. Water Spray		
	b. Foam		
	c. Dry Powder		
	d. Carbon Dioxide (CO ₂)		
	e. BCF / Halon or Halon Replacement type		
26.	Is the fire or foam pump water supply independent of all other systems ?		
27.	If there are dual systems for water supply, are both ready for immediate use ?		
28.	Is the required Self Contained Breathing Apparatus available for immediate use ?		
29.	Is the compressor room properly ventilated both by mechanical means and by the free passage of fresh air ?		
30.	Is the motor room maintained at above atmospheric pressure ?		
31.	Are cargo tanks safety relief valves lined up to the ship's venting system and are by passes closed ?		
32.	List the present settings on cargo tanks safety relief valves :		
	1. _____ psi 3. _____ psi 5. _____ psi		
	2. _____ psi 4. _____ psi 6. _____ psi		
33.	Have these settings been advised to ship and shore personnel involved in cargo operations ?		
34.	Are these settings prominently displayed on board ?		
35.	Is a manually operated emergency shut down system installed ?		
36.	If installed, state whether the system operates to :		
	a. Close the manifold valves		
	b. Close the tank valves		
	c. Stop the cargo pumps		
	d. Stop the compressors		
37.	Can the manually operated emergency shut down system be operated from the shore ?		
38.	Indicate which of the following tank gauging devices will be used :		
	a. Automatic level gauge		
	b. Slip tube		
	c. Pressure differential		
	d. Other		
39.	Are all cargo tanks fitted with high level alarms ?		
40.	What is the setting (% Full Volume) ?		
41.	Indicate the effect of the alarm as follows :		
	1. To actuate an audio / visual alarm		
	2. To actuate an automatic shut down system equating to :		
	a. Close the manifold valves		
	b. Close the tank valves		
	c. Stop the compressors		
	3. Other		


PetroChina International Jabung Ltd
PetroChina Marine Terminal
FSO LPG. PETROSTAR
**Berhala Strait - Tanjung Jabung Timur - Jambi
Indonesia**
**SHIP / SHORE SAFETY CHECKLIST
LPG LIFTING**

No	Description	Representative	
		Ship	Terminal
42.	Are all cargo tanks fitted with a means for determining cargo temperature ?		
43.	What is the minimum working temperature of cargo tanks ?		
1.	°C	3.	°C
2.	°C	4.	°C
44.	Are all cargo tanks fitted with means of measuring cargo vapor pressure ?		
45.	Are all cargo tanks fitted with high and low pressure alarms ?		
46.	How are cargo pumps tripped ?		
47.	Is a cargo handling manual available for ship's personnel ?		
48.	Is an emergency procedure manual available for ship's personnel ?		
49.	Are all life jackets, rafts in good conditions and ready for use ?		

Remarks : _____

Declaration : _____

During the course of a joint inspection we have noted all items on this check list and have satisfied ourselves that the entries made are correct to the best of our knowledge.

For Ship Name : _____ Rank : _____ Signature : _____

For Terminal Name : 1. _____ Position : Marine Superintendent / Mooring Master Signature : _____

: 2. _____ Position : F/S & Env. Superintendent / Officer Signature : _____

**PetroChina International Jabung Ltd.****PetroChina Marine Terminal**
FSO LPG. PETROSTAR**Berhala Strait - Tanjung Jabung Timur - Jambi**
I n d o n e s i a

The Master,

S.S. / MT.....

Date :

Safety Requirements

Responsibility for the safe conduct of operations on board your ship while alongside our Terminal rests with you as Master. Nevertheless, since our personnel, property and other facilities may suffer serious damage in the event of an accident aboard your ship, we wish, before operation start, to seek your full co-operation and understanding on the safety requirements set out in the Ship/Shore Safety Check List.

These safety requirements have been drawn up by a number of international terminal operations in conjunction with a representative section of the international tanker industry. They are based upon the provisions of the codes of safe practice currently accepted by the oil and tanker industries. We therefore expect you and all under your command to adhere strictly to them throughout your stay alongside this terminal. We, for our part, will ensure that our personnel do likewise and co-operate 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, as soon as practical after your arrival instruct a member of our safety staff to visit your ship and, after reporting to you or your deputy join one of your Officers in an inspection tour of your cargo decks and accommodation spaces to complete the Ship/Shore safety Check List prior to the commencement of loading operations.

If we observe any infringement on board your ship of any of these safety requirements we shall bring this immediately to the attention of your self or your deputy for corrective action. If such action is not taken in a reasonable time we shall adopt such measures as to appear to us most appropriate to deal with the situation and shall notify you accordingly.

If you observe any infringement of these requirements by Terminal Staff, whether on the jetty or on board your ship, please bring this immediately to the notice of our representative who is nominated as your contact during your stay in port. Should you consider any immediate threat to safety of your ship arises from any action on our part, or equipment under our control, you are fully entitled to demand an immediate cessation of operations.

Your Senior Terminal Representative on duty is :

WE RESERVE THE RIGHT IN THE EVENT OF CONTINUED OR FLAGRANT DISREGARD OF THESE SAFETY REQUIREMENTS BY ANY SHIP, TO STOP ALL OPERATIONS AND ORDER THAT SHIP OFF THE BERTH FOR APPROPRIATE ACTION TO BE TAKEN BY THE CHARTERERS AND OWNERS CONCERNED.

SIGNED BY :

Master/Chief Officer


PetroChina International Jabung Ltd
PetroChina Marine Terminal
FSO LPG. PETROSTAR
**Berhala Strait - Tanjung Jabung Timur - Jambi
Indonesia**
**POLLUTION PREVENTION CHECK LIST
LPG LIFTING**

Date : _____
Time : _____

No	Precaution / Preparation	Representative	
		Ship	Terminal
01.	Vessel adequately moored for expected weather and tidal conditions.		
02.	Transfer arms / loading hose long enough to allow for movement of vessel.		
03.	Cargo system properly lined up.		
04.	Parts of cargo system not in use properly shut down or blanked off.		
05.	Sea suction and overboard valves closed and lashed.		
06.	Arms / loading hose in good condition with no visible defects.		
07.	Loading arm / loading hose connections properly made.		
08.	Containment measures in position.		
09.	Scuppers plugged.		
10.	Emergency shut down methods and procedures available and known.		
11.	A common language is adequately understood by ship and shore.		
12.	Designated qualified personnel on duty.		
13.	Persons in charge of operations present.		
14.	Adequate lighting available for night operations.		
15.	The persons in charge agree to transfer.		

Checked by :

For Ship Name : _____ Rank : _____ Signature : _____

For Terminal Name : _____ Position : Marine Superintendent / Mooring Master Signature : _____

: _____ Position : _____ Signature : _____