CHARCO AZUL PORT INFORMATION MANUAL

PETROTERMINAL DE PANAMA S.A.

THIS BOOKLET IS INTENDED TO ACQUAINT OWNERS, CHARTERERS, MASTERS AND CREW OF VESSELS CALLING AT THE ATLANTIC TERMINAL OF PETROTERMINAL DE PANAMA, S.A. WITH THE GENERAL CONDITIONS AND FACILITIES.

CONTROL OF MANUALS	
MANUAL NUMBER	**COPY N°3**
	WWW.PETROTERMINAL.COM
AUTHORIZED BY	**QR**
DATE OF ISSUE	**01/04/2024**
CONTROLLED	

CONTROL OF MANUALS

RESPONSIBILITY: Director of Operation, in coordination with the Quality Responsible (QR), is responsible for the content and control of this document.

EDITION: This manual's edition appears on the cover sheet.

DISTRIBUTION: Only controlled copies are issued of this Handbook; area issued each of which will have a unique number and will be assigned to an individual.

The distribution is controlled by the QR in close communication with Director of Operation.

CONTROL OF MANUALS			
Manual N°	**Controlled / Non-Controlled**	**Owner**	**Signing**
Master	Controlled	QR	
Copy 1	Controlled	Operation Control Center – Pacific Terminal	
Copy 2	Controlled	INTRANET	
Copy 3	Controlled	www.petroterminal.com	

MODIFICATIONS RECORDS

CRD N°	Required by	New Edition, No.	Description	Date of issue	Authorized by:
128	PG	PIM, 8th	Section X. F. Loading Arms Connection. Bonding cable is not used	07/02/12	QAM
145	PG	PIM, 9th	Add in Section I, item 6 "H2S Measurement" that any H2S Alarm detected above 5 ppm on the vessel shall be communicated immediately to the Control Room. Appendix C, Berthing and Towage Conditions,	01/18/13	QAM
149	LC	Appendix K 9th	Appendix K, Key Meeting. "If any high H2S alarm sounds (higher than 5ppm on deck) notify PTP control room. In case h2s concentrations are above 10ppm on vessel deck or dock platform; operation must be suspended until concentrations decrease.	04/10/13	QAM
168	IG	Appendix F 5th	Appendix F1, F2 y F5. "Spring Dolphin C" is not used.	03/20/14	QAM
173	IG	PIM, 11th	Manual Distribution Control, Section X, "Berth Details, Mooring Arrangements, Flow Rates. Item A. "Berth Description. Quantity of Mooring Dolphins and Breasting Dolphins	06/17/14	QAM
184	PG	PIM 12th	Section I &VI, Anchorage. Section I & VI, Anchorage. "It is prohibited to dump garbage overboard. Any vessel found in violation will be reported to the authorities. Vessels are allowed to coordinate garbage disposal with ship's agent, prior notification to PTP and in full compliance with panama maritime authorities, environmental regulation and international laws"	10/14/14	QAM
235	PG	PIM 13th	Revision of Section I - Consideration to the Environment; Section VI – Anchorage; Section X - Berth Details, Section XI – Deballasting/Unloading/Loading Operation Procedures	02/19/18	QR

237	JH	PIM 14th	Revision of Section XXI- Emergency Procedures. Emergency Evacuation Plan	06/11/18	QR
258	JH	PIM 15th	Appendix C. Berthing and Towage Conditions. It is added Mooring Master Name, Signature, Vessel Stamp Section	27/11/20	QR
260	JH	PIM 16th	Dock #2 specifications update. Appendix E. Key Meeting	05/31/21	QR
263	JH	PIM 17th	Dock #1 specifications update	10/12/21	QR
275	JH	PIM 18th	Dock #2 specifications update	10/31/23	QR

Terms of Use

This booklet contains general information and safety regulations for vessels using the terminal facilities at Petroterminal de Panama – Charco Azul Terminal (Pacific Side)

The Master has the responsibility for the safe conduct of operations onboard his vessel while at the terminal.

Prior to commencement of operations we seek your full co-operation and understanding on the safety requirements set out in the Ship/Shore Checklist and in these regulations.

Failure to comply with these regulations will involve cessation of cargo operations and/or removal from the berth, pending complete investigation and receipt of written assurance from the Master that effective control has been established. A vessel will be held responsible for any cost and delays arising from non-compliance with the relevant safety procedures.

This booklet is intended to acquaint Owners, Charterers, Masters and Crew of vessels calling at the Pacific Terminal of Petroterminal de Panama, S.A. with the general conditions and facilities.

While every effort has been made to ensure that all information given in this booklet is accurate at the time of issue, it is not guaranteed or intended in any way to replace other official publications relating to this or other areas.

Petroterminal de Panama, S.A. does not accept any responsibility for any errors, omissions or for the consequences of using it for any purpose.

Masters are free to ask for clarification on any matter whether mentioned herein or not.

Published by
PETROTERMINAL DE PANAMA, S.A.

(Head Office)
Punta Pacífica, Calle Punta Darién, P.H. T
Torres de Las Américas. Torre B, piso 3, Oficina 301B
Post Office Box 0832-0920
Panama City, Rep. of Panama

t: +507.263.7777
f: +507.263.9949
e: info@petroterminal.com
w: www.petroterminal.com

CONTENTS

SECTION I - TERMINAL INFORMATION 9
SECTION II - PRE-ARRIVAL INFORMATION 14
SECTION III - CHARTS AND PUBLICATIONS 15
SECTION IV - TIDE, CURRENTS, WIND, WAVE, VISIBILITY 16
SECTION V - NAVIGATION AND NAVIGATIONAL AIDS 19
SECTION VI - ANCHORAGE 20
SECTION VII - RADIO COMMUNICATIONS 21
SECTION VIII – NOTICES/ETA'S 22
SECTION IX - PILOTAGE 24
SECTION X - BERTH DETAILS, MOORING ARRAGEMENTS, FLOW RATES 27
SECTION XI - DEBALLASTING/UNLOADING/LOADING OPERATION PROCEDURES 35
SECTION XII - BALLAST 38
SECTION XIII - CRUDE OIL WASHING (COW) 39
SECTION XIV - ACCESS TO TERMINAL 39
SECTION XV - MEDICAL AND DENTAL SERVICES 40
SECTION XVI - BUNKER AND WATER 40
SECTION XVII 40
LAUNCH SERVICES/ SHORE LEAVE 40
SECTION XVIII - SMOKING REGULATIONS 41
SECTION XIX - QUARANTINE/PRATIQUE/DOCUMENTATION 41
SECTION XX - PTP CONTACT, AUTHORITIES, AGENCIES AND CHANDLERS 42
SECTION XXI 44
EMERGENCY PROCEDURES 44

APPENDICES

A. US CHART 21584 (APPROACHES TO CHARCO AZUL)

A1. SATELLITE VIEW SHOWS SEA BERTHS & TUNA FARM

B. US CHART 21581 (BAHIA DE CHARCO AZUL)

C. BERTHING & TOWING CONDITIONS

D. TANKER INFORMATION SHEET

E. PILOT LADDER REQUIREMENTS

F. BERTH No.1 & No.2 MOORING ARRANGEMENTS

G. TYPE OF SHACKLE

H. FIRE ALARM INSTRUCTIONS

I. INTERNATIONAL SHORE FIRE CONNECTION

J. SHIP / SHORE SAFETY CHECK LIST

K. KEY MEETING PRE - TRANSFER CONFERENCE

L. LOADING ARMS CONNECTIONS

M. TERMINAL PLAN

N. GANGWAY ARRANGEMENTS

O. SAFETY LETTER TO MASTERS

P. PHOTOS OF ASD TUGS (65T BOLLARD PULL)

Q. CONSTRUCTION DOCK CHARCO AZUL

R. GENERAL DECLARATION (AMP)

S EVACUATION / MEETING POINTS (I.S.P.S)

SECTION I - TERMINAL INFORMATION

LOCATION

Petroterminal de Panama (PTP) Pacific Oil Terminal serves both as the access point for PTP's Trans-Panama Petroleum Pipeline from PTP's Chiriqui Grande Oil Terminal (on the Caribbean coast), and as a transshipment port for crude oil, fuel oil, and other refined petroleum products.

It is located on the Pacific Coast of the Republic of Panama on the western side of Bahia Charco Azul at position Latitude 8°12'5N, Longitude 082°53'W. It is on the eastern side of the Burica Peninsula, approximately 3½NM South of Puerto Armuelles, Republic of Panama.

Depths are greatest in the western part of the bay, but in the eastern and northern parts they are moderate, shoaling gradually toward the shore: in the eastern part the 10-fathom curve (18.30m contour) lays 5NM – 7NM offshore, whereas shore it lays only about ¼ NM off.

The distance on the western from pilot boarding area (8° 11'N 082° 49'W) to terminal is 3.8NM.

The terminal compromises of two berths, numbers 1, 2 and small dock for tugs.

- Berth No.1 (Jetty No.1) –water depth of 24.4m (80ft) mean low water. Max draft 74 feet.
- Berth No.2 (Jetty No.2) – water depth of 23.5m (77ft) mean low water alongside. Max draft 74 feet.

The mean tidal range is 2.31m (7.6 ft) and the maximum tidal range is 3.65m (12 ft).

Strong tidal currents in N-S direction have been experienced close to the docks at times, and they are unpredictable. Other currents in the area are not well defined.

INSPECTIONS

Panama is a signatory to the Memorandum for Port State Control and, in addition to terminal inspections, masters can expect governmental inspections to be undertaken aimed at confirming that vessel meet all relevant international standards.

1. Authorities

Master should allow Terminal Representative and Panama Maritime Authority (Autoridad Maritima de Panama (A.M.P.) Customs, Quarantine and Immigration Authorities access to their vessels for purposes related to the free Pratique and operation process.

A.M.P. permits employees of P.T.P. to board vessels, before the ship receives free pratique, for the purpose for piloting and setting of loading arms.

DISCHARGE OF CARGO IS NOT PERMITTED AND EMPLOYEES OF P.T.P. ARE NOT PERMITTED IN THE ACCOMMODATION AREAS PRIOR TO CLEARANCE.

In accordance with standard international practice, ships are required to display International Code Signals for vessels requesting free pratique and these should be displayed until pratique has been granted.

Vessels arriving from a port outside the Republic of Panama will have to be fumigated for mosquitoes (Contact your agent - see page 29).

The vessels agent will handle all documentation relating to immigration and customs.

SHORE PASSES ARE ISSUED BY THE IMMIGRATION OFFICER IN COORDINATION WITH AGENT ON THE VESSELS ARRIVAL.

2. CONSIDERATION TO THE ENVIRONMENT

As the terminal area is very close to a tourist area, every effort to reduce the environmental impact to the community is appreciated.

During your vessels stay in Charco Azul soot emissions from your vessel's funnels are prohibited.

GARBAGE DISPOSAL OVERBOARD, IS PROHIBITED. ANY VESSEL FOUND IN VIOLATION WILL BE REPORTED TO THE AUTHORITIES. VESSELS ARE ALLOWED TO COORDINATE GARBAGE DISPOSAL WITH SHIP'S AGENT, PRIOR NOTIFICATION TO PTP AND IN FULL COMPLIANCE WITH PANAMANIAN MARITIME AUTHORITIES, ENVIRONMENTAL REGULATION AND INTERNATIONAL LAWS"

THE VESSEL AT THE PORT FACILITIES SHALL COMPLY WITH THE FOLLOWING INSTRUCTIONS TO DISPOSE OF ITS GARBAGE:

DISPOSAL DESCRIPTION	AREA
	CARGO DOCK
GARBAGE	ALLOWED
SLUDGE / OIL MIXTURE	NOT ALLOWED

GARBAGE DISPOSAL AT CARGO DOCKS IS ALLOWED ONLY BY BARGE OR BOAT.

3. 500 METER SAFETY ZONE

A 500-meter safety zone is in effect around all vessels during cargo operations at the terminal. Within this zone all equipment must be intrinsically safe and the use of naked light, mobile phones, pagers etc. are prohibited.

All vessels or small crafts must obtain approval/clearance from the terminal and vessels master prior to entering this safety zone.

4. PORTABLE ELECTRONIC EQUIPMENT

Mobile phones, personal computers, pagers, and cameras may only be used in or on:

- Permanent buildings as nominated by Terminal Personnel.
- Areas on the ship nominated by the Master (agreed designated areas between PTP & vessel).
- Mobile phones shall be switched off in the terminal area and to the accommodation of the ship.
- Batteries for mobile phones, pagers and UHF/VHF radio should not be changed, unless it is inside permanent building.

5. SMOKING AND THE USE OF NAKED LIGHT

Smoking is PROHIBITED in the following locations:

1 Entire Terminal area
2 Aboard launches.
3 On jetties and in motor vehicles inside the Terminal, except in designated buildings.
4 On ships except in places designated by the Master and agreed by the Representative of the Terminal. In accordance with ISGOTT, two locations only will be established in the after end of the vessel. In addition to NO SMOKING, blowing, or cleaning of boiler tubes in the vicinity of the terminal is PROHIBITED.

IF AN OIL SPILL OCCURS ON JETTY OR SHIP, ALL SMOKING WILL BE PROHIBITED UNTIL THE SPILL HAS BEEN REMOVED.

6. H_2S Measurement

For safety precautions the assumption that all crude oil, is H2S positive. When opening tank lids or ullage holes you always must take the danger of H2S into account when handling crude oil.

In no event shall PTP be required to receive or handle in a routine basis, any Crude Oil which has a concentration of H2S exceeding 100 ppm in equilibrium concentration in the vapor space of the vessel´s cargo tanks, higher levels will require pre-approval and handled with special regulations.

The vessel is responsible for precautions taken to ensure the crew, terminal staff or surveyors, etc. are not exposed to H2S levels exceeding 10 ppm without recommended personal protection equipment for this purpose according to ISGOTT. Please note that personnel 10 ppm exposure limit is different than the maximum allowable concentration in ship´s cargo tanks vapor space which is 500 ppm.

NOTE: IF ANY HIGH H2S ALARMS SOUND (HIGHER THAN 5 PPM ON DECK) NOTIFY CONTROL IMMEDIATELY.

7. Salinity

The density of the seawater varies with the seasons, offshore 1.025, Inshore during raining season as low as 1.010 due to rainwater run-off from rivers.

8.Temperature of sea water

Sea temperature varies from 26°C to 28°C (80°F-83°F).

SECTION II - PRE-ARRIVAL INFORMATION

1. PRE-ARRIVAL INFORMATION – TANKER TO TERMINAL

All communications shall be in local times at Puerto Armuelles. The following information shall be sent 72 hours prior to arrival, and again 48, 24 and 12 hours, prior to arrival, stating the expected hour of arrival and thereafter shall advise PTP of any variation of more than four hours. The following information shall include:

1- Name of vessel / IMO No. / Call sign.
2- Estimated time of arrival at pilot boarding area or anchorage area.
3- Overall length and draught on arrival (fwd. & aft).
4- Any defects that could adversely affect safe operations or delay commencement of cargo handling.
5- Ship`s manifolds details, including type, size, and number.
6- Submit information of the vessel five (5) last previous cargoes.
7- Confirmation that the ship`s Tanks are in an inert condition and that the system is fully operational and reporting conditions of cargo tank atmosphere:
   Oxygen: % (Max 8%)
   H2S: ppm (Max 500 ppm)
8- Security level of vessel prior to arrival.
9- Ship´s displacement on arrival.
10- Slop's condition
11- COW requesting.

*A terminal representative will direct where and when a vessel is to berth.

SECTION III - CHARTS AND PUBLICATIONS

CHARTS:

"Bahia de Charco Azul" (NIMA Chart 21584), lying between Punta Burica and Isla Parida, 30NM eastward of the point, extends 16½NM within the line joining the point and the Island.

BRITISH ADMIRALTY NAUTICAL CHART –BA 1928 (CABO MALA TO PUNTA BURICA

SAILING DIRECTIONS

NGA Sailing Directions PUB. 153 2004 West Coasts of Mexico and Central America-SECTOR 8 COAST OF PANAMA-PUNTA BURICA TO PUNTA MALA

ADMIRALTY SAILING DIRECTIONS PACIFIC COASTS OF CENTRAL AMERICA AND UNITED STATES PILOT (NP 8)

ZONE TIME IN USE

UTC - five (5) hours (ZD+ 5) (Daylight saving time is not observed.)

SECTION IV - TIDE, CURRENTS, WIND, WAVE, VISIBILITY

TIDES

There is a significantly large tide on the Pacific coast of Panama, which can range between 15 and 18 feet.

CURRENT RESTRICTIONS

Strong tidal currents in N – S directions have been experienced close to the jetties at times and they are unpredictable.

After extreme weather conditions a risk assessment will be carried out between the ship and the Terminal, prior to berthing operations; this may delay berthing of vessels.

SWELL RESTRICTIONS

If the swell conditions create vessel movement, which concerns the safe mooring or exceeds the safe moving criteria of the loading arms, loading and discharge operations will be suspended, and the loading arms disconnected.

WEATHER CONDITIONS IN BAHÍA DE CHARCO AZUL

A. WIND

WIND RESCTICTIONS

No berthing operations: normally there will be no berthing operations in wind conditions above 10 m/s or if more than 15 m/s are forecasted during vessels port stay **(see section 3.3 Berthing of VLCCs).**

Cargo operations stop at: operations shall be stopped, and arms drained empty at 15 m/s for all vessels, additional mooring lines to be put out, as necessary.

Loading arms connection: any operation at berths 1 & 2 should not take place with wind speed above 15 m/s, except in emergency situations. When weather conditions are on the borderline, arms can be kept connected but should be drained empty.

Vessel to be made ready to clear Jetty at: above 22 m/s to prepare for the risk that moorings will not hold vessel alongside jetty, vessel should be ready for sailing and a wait PTP control instruction. Tugs will be called on standby.

The seasonal normal wind regimens occurring in the Bahia de Charco Azul are:

DECEMBER – MARCH: wind speeds greater than 14 mph **(6 m/s)** occur approximately 8% of the time in January. The predominant directions are from W, NWN, and NE. Winds are W, NW, N, and NE approximately 70% of the time in January.

DECEMBER-APRIL: is considered to be dry season.

APRIL-MAY: winds exceed 14 mph **(6 m/s)** 6% of the time in April. The predominant wind directions are S and SW, and N and NW. Winds are S and SW, and NW approximately 60% of the time in April.

JUNE-AUGUST: wind speeds exceed 14 mph **(6 m/s)** approximately 13% of the time in July. The predominant directions are S, SW, and W (approximately 60% occurrence) in July.

JUNE-NOVEMBER: is considered to be the rainy season.

SEPTEMBER-NOVEMBER: winds exceed 14 mph **(6 m/s)** approximately 22% of the time in October. Predominant wind directions are S, SW, W, and NW. Winds are S, SW and W and NW approximately 86% of the time in October.

B. WAVES

The seasonal wave height is:

DECEMBER-MARCH: Significant wave height exceeds 3.9 feet 1% of the time in January NE, E, and SE wave directions predominate, occurring 84.9% of the time in December.

APRIL-MAY: Significant wave height exceeds 3.9 feet 1.6% of the time in April. NE, E, and SE wave directions predominate, occurring 85.5% of the time in April.

JUNE-AUGUST: Significant wave height exceeds 3.9 feet 6.4% of the time in July. NE, E, and SE wave directions predominate, occurring 82.9% of the time in July.

SEPTEMBER-NOVEMBER: Significant wave height exceeds 3.9 feet 1.3% of the time in October. NE, E, and SE wave directions predominate, occurring 81.0% of the time in October.

C. VISIBILITY RESTRICITIONS

Vessels below 50,000 SDWT: berthing/unberthing will be suspended, if the visibility is less than a ships length.

Vessels above 50,000 SDWT: on berthing and sailing more than 1.0 NM visibility is required.

D. ELECTRICAL STORMS

Loading/discharging operations will be suspended on the approach of electrical storms, whether an IG and/or vapor control system is in use. All tank openings, tank-venting systems (including IG mast riser isolating valve) and manifold valves must be closed.

SECTION V - NAVIGATION AND NAVIGATIONAL AIDS

Approaches to the Terminal are from the south to the southeast. (See Appendices A&B for chart).

Controlling depth is that for the designated berth.

LIGHTS:

A. Isla Burica:

Approximate position: 8º01.5N 82º 52.5' W FL.10 secs. 12 nm—white light exhibited from a metal framework tower which is 34 meters high and solar powered.

B. Puerto Armuelles (Banana Pier):

8º16' N / 82º 52' W - An occulting white light is exhibited from the head of the pier in combination with a fixed red light.

C. At the Terminal, flashing lights are exhibited from the extremities of the berths:

1. No. 1 Berth flashing red every second
2. No. 2 Berth flashing red every second
3. There are no leading or range lights.

ALL VESSELS ARRIVING OR DEPARTING THE TERMINAL SHOULD KEEP WELL CLEAR OF THE AREA TO THE SOUTH OF THE TERMINAL DUE TO THE PRESENCE OF FISH FARM NETS AND ASSOCIATED ACTIVITIES.

SECTION VI - ANCHORAGE

ANCHORAGE

The area immediately to the east of the Terminal is very deep; therefore, the north-east area of the Bahia de Charco Azul is believed to be the appropriate area to anchor. Holding ground is reported to be good.

Suitable water may be found approximately 6NM EAST of the Terminal.

The following are recommended positions for anchoring:

A: 8º 15.0N- 82º 47.0'W **B:** 8º 15.0N- 82º 45.0'W

C: 8º 15.0N - 82º 43.0'W

Every vessel shall fly her national flag and flag of the Republic of Panama between sunrise and sunset.

Radio watch shall be maintained on **VHF Ch 16 &14**.

Launch service is limited and may or may not be available at short notice; therefore, it is recommended ample notification (12 hr) via ship`s agent. Crew members and visitors use the launches at their own risk.

GARBAGE DISPOSAL OVERBOARD, IS PROHIBITED. ANY VESSEL FOUND IN VIOLATION WILL BE REPORTED TO THE AUTHORITIES. VESSELS ARE ALLOWED TO COORDINATE GARBAGE DISPOSAL WITH SHIP'S AGENT, PRIOR NOTIFICATION TO PTP AND IN FULL COMPLIANCE WITH PANAMANIAN MARITIME AUTHORITIES, ENVIRONMENTAL REGULATION AND INTERNATIONAL LAWS"

SECTION VII - RADIO COMMUNICATIONS

PTP (CHARCO AZUL) TERMINAL CONTACT DETAILS

	PTP PILOTS / TUGS
VHF Call 'PTP Control'	Ch 16
VHF working channel	Ch 14
Email	operations@petroterminal.com
24 hrs duty telephone number	+ 507.6616.3755 +507.770.7246 (ext. 310)

TABLE 1. PTP TERMINAL CONTACT DETAILS

ALWAYS IDENTIFY CALLING VESSEL AND STATION BEING CALLED.

ALL COMMUNICATION SHOULD BE BASED ON POSITIVE FEEDBACK, I.E JUST AN **"OK"** IS NOT SUFFICIENT.

RADIO COMMUNICATIONS: Vessels approaching the Terminal should establish VHF communication as soon as they are within range (about 50 miles).

The Terminal tugboats and line handling boats are also equipped with Channel No. 11, 12, 13, and 14.

The Terminal radio monitors Channels 13, 14, and 16 always.

COMMUNICATIONS WHILE AT DOCK: The Terminal will provide a portable VHF radio for the use of the vessels Person-in-charge of petroleum transfer operations.

The Person in-Charge must always maintain the radio in his possession, and it must not be changed to any other channel unless instructed to do so by "PTP Control." **Do not use** the cargo communication radio for any ship's business except for Cargo Operations.

The dock-man is equipped with a portable radio on the Terminal operation channel.

A third radio is permanently installed in the dock shed.

SECTION VIII – NOTICES/ETA'S

ETA' S

ETA' S may be sent via ships agents who will notify the terminal, or directly to the Charco Azul Control Room via e-mail address opeca@petroterminal.com.

ETA to pilot station and the pre arrival information previously mentioned shall be sent 72 hours prior to arrival, and again 48, 24 and 12 hours, prior to arrival, stating the expected hour of arrival and thereafter shall advise PTP of any variation of more than four (4) hours. All communications should be in Charco Azul local time.

ETA' S SHALL INCLUDE

- Vessel's name
- ETA Pilot station (local time).
- Arrival draft
- Quantity of product to be loaded / discharged.
- Any conditions that will affect loading or discharging operations.
- Deviations from the recommended fittings.

In practice, the terminal is notified by the customer as to what cargo is required and the terminal has the data on all ships that have already visited Petroterminal.

In giving arrival times, it should be noted that the terminal is interested in the time the vessel will arrive at the pilot station. (Not when the ship made "end of sea passage".)

NOTICE OF READINESS (NOR)

*NOTICE OF READINESS (NOR) is received by the terminal if either:

1. Vessels tender the NOR to load or discharge upon arrival at Pilot Station (3.0 NM SE of the terminal).

2. When a berth is NOT available and a vessel elects not to close the port, it may tender its Notice of Readiness at a distance of 15 NM from the Terminal. In this case, NOR is considered received at this time **PLUS 2 HOURS.**

* **Nothing in these rules will interfere with any business arrangements made by P.T.P. and the USER in respect of laytime, demurrage and other contractual obligations.**

SECTION IX - PILOTAGE

A. PILOTS

VESSELS SHALL NOT APPROACH THE IMMEDIATE VICINITY OF THE TERMINAL WITHOUT BEING AUTHORIZED.

Pilotage and towage to and from the terminal jetties are compulsory. The services are available on a 24h basis and supplied by PTP on the terms set out in the terminal`s Berthing and Towing Conditions, which **shall** be signed by all masters.

The outgoing or unberthing vessel will have priority over the incoming vessel; the normal rules of navigation are not infringed.

The pilot boarding area is position 8 ° 11’ N 082° 49’ W (approximate 3.8 Nautical Miles from the terminal.

It is highly recommended a course of 295° (True) or higher to proceed from pilot station to Berth 1 & 2 (see appendices A & A1).

A vessel speed of 4 to 5 knots would be an appropriate speed for embarking the pilot.

Ships should make an appropriate lee, for the Pilot and the ladder should conform to normal international standards (OMI) and IMPA (International Maritime Pilots Association) recommendations.

Discharging vessels should place the ladder on the port side when on northerly heading.

Loading vessels should place the ladder on the starboard side when on a westerly heading.

Vessels with a freeboard of 9 meters or more shall provide a suitable accommodation ladder, in addition to a pilot ladder (combination ladder)

Vessels shall have both anchors ready for use.

Masters will advise Terminal, before berthing, of any damage or disability to his vessel.

	PTP PILOTS / TUGS
VHF Call 'PTP Control'	Ch 16
VHF working channel	Ch 14
Email	operations@petroterminal.com
24 hrs. duty telephone number	+ 507.6616.3755 (mobile) +507.770.7246 (ext. 310)

Table 2: Contact details for Pilots & Tugs

B. TUGS

Tug(s) are to be ordered at least four hours prior to the towage operation but can be mobilized on one hour notice (IN THE EVENT OF EMERGENCY WITHIN 10-15 MINUTES).

TUG NUMBER	BHP	BP	PROPULSION	L x B x D
# 1	5,000	65	ASD + Fi-Fi 1	31 x 11 x 4.8
# 2	5,000	65	ASD + Fi-Fi 1	31 x 11 x 4.8

TUGBOAT'S LINE IS USED FOR TOWING.

WHEN WORKING TUGS ALONGSIDE, OVERBOAD OUTLETS SHALL BE CLOSED.

Table 3: Tugs available and Specifications.

Abbreviations:

Fi-Fi 1 =Fire Fighting Class 1

BHP =Brake Horsepower BP =Bollard Pull (metric tons)

LxBxD =Length, Breadth, Draft (meters) ASD =Azimuth Stern Drive Tug

C. BERTHING OF VLCCs

VLCCs

Berthing operations will be carried out on 24hr basis.

Berth Approach for all vessels

Distance to Jetty No.1 / 2 (N. Miles)	SPEED
1	1 knot
0.5	0.5 knots
Less 0.5	0.2 knots
TUGS SHALL BE MADE FAST TO VESSELS AT ALL TIMES.	

Table 4. Recommended Approach Berth Speeds

Note – During the final approach, the speed towards the berth shall be constantly monitored by Master and fed back to the Pilot.

SECTION X - BERTH DETAILS, MOORING ARRAGEMENTS, FLOW RATES

A. BERTH DESCRIPTIONS

PARAMETER	BERTH No.1	BERTH No.2
TYPE OF BERTH	Platform & Trestle connected to Shore, Fixed loading arm	Platform & Trestle connected to Shore, Fixed loading arm.
DEPTH ALONSIDE	80 feet	77 feet
MAX. DRAFT	74 feet	74 feet
DECK LEVEL OF BERTH	40' MLLW	
MAX. HEIGH SHIP MANIFOLD TO SEA LEVEL	75 feet	75 feet
LOADING ARMS (NUMBER X SIZE)	4 x 16" also 14" & 12" adapters	3 x16" also 14" and 12" adapters
VESSEL SIZE (LONG TONS DWT)	28,000 MIN– 320,000MAX	28,000 MIN– 320,000MAX
VESSEL MINIMUM PARALLEL BODY (Ballast Condition)	70 meters	70 meters
MAXIMUM LOAD RATE	48,000 BPH	45,000 BPH
MAXIMUM DESIGN FLOW RATE (PER BERTH)	100,000 BPH	45,000 BPH
LOADING ARM SPACING ON DOCK	9' 4" (4)	9' 4" (4)
QUICK DISCONNECT COUPLING SIZE QDC	16"	16"
MANIFOLD SIZE RANGE ACCEPTABLE QDC (#1)	16", 14" & 12"	16", 14" & 12"
DESIGN SHIP RAIL MANIFOLD PRES. OFFLOAD	125 PSI MAX ALLOWED	125 PSI MAX ALLOWED
EMERGENCY SHUT DOWN	CAN BE INITIATED BY BERTH OPERATOR OR C/R	CAN BE INITIATED BY BERTH OPERATOR OR BY C/ROOM

ACCESS TO VESSEL	69´ ALUMINUMS	70´ ALUMINUMS
MOOR. DOLPHINS (QTY)	4	6
BREAST.DOLPHINS (QTY)	4	4
MOORING/BREASTINGS HOOKS	(1) TRIPLE HOOK PER MOORING DOLPHIN. (2) DOUBLE HOOKS PER B/ DOLPHIN.	(1) TRIPLE HOOK PER MOORING DOLPHIN. (2) DOUBLE HOOKS PER B/ DOLPHIN.
POTABLE WATER	LIMITED	LIMITED
PUBLIC PHONE	Non-AVAILABLE	Non-AVAILABLE

Table 5. BERTH DESCRIPTIONS

ALL RATES CAN VARY DUE TO CRUDE OIL GRAVITY & VISCOCITY

1. Although all berths are designed to handle vessels minimum size of 28,000 SDWT size, loading arm size requires ship's manifolds to be a minimum of 12" in diameter for Dock Nos. 1 and 16" ship´s manifolds for dock No. 2.

2. Vessels in the 250,000 SDWT and up range will be acceptable only if dock machinery and mooring leads allow an efficient bow and stern mooring line pattern plus bow to manifold distance.

3. Preferred flange spacing fore and aft is 10'-10'-10' (or less) between centers, however, in no case can the distance be less than 5' 3" - 3' 7" - 5' 3". ANSI NO. 150 Welded neck Flanges (see diagram on hydraulic head for clearances behind and below manifold).

B. BERTH No.1 (P.A) 08° 12'57" N - 082° 52'30" W

It is designed for discharging or loading vessels of 28,000 to 320,000 long tons DWT. At all times, the vertical distance from water level to the centerline of the manifold must not exceed 75' ft. Depth alongside Jetty is 80' ft, and max. Draft of 74 feet, Jetty head is connected to shore by trestle.

Gangway Dock # 1 - Hydraulically operated telescoping gangway from loading platform to the deck of ship is provided.

Loading Arms - Four Mannesmann 16" size, fully powered loading arms are installed. They are fitted with positive locking hydraulic couplers for 16", 14" and 12" inches standard flanges.

All arms are capable to transfer crude oil and other petroleum products.

Breasting Dolphins four single steel tube-breasting dolphins equipped with pivoting timber-faced fenders are installed. The two outer dolphins are spaced approximately 369' apart and are equipped with double-quick release hooks and power capstans. The two inner dolphins are spaced approximately 217' apart and are similarly equipped.

Mooring Dolphins - There are four mooring dolphins. All are equipped with 3 each quick release hooks and power capstans.

C. BERTH No.2 (P.A) 08° 12'38" N - 082° 52'23" W

It is designed for discharging or loading vessels of 28,000 to 320,000 long tons DWT. At all times, the vertical distance from water level to the centerline of the manifold must not exceed 75'. Depth alongside is 77', and max. Draft of 74 feet. Jetty head is connected to shore by a trestle.

Dock # 2 Launch Service- The Terminal will provide access and disembark thru service boats. Crewmembers may use the launches arranged by the Agent.

Petroterminal accepts no liability for the use or condition, or these launches or for any injuries sustained.

Loading Arms - Four Mannesmann 16" size, fully powered loading arms are installed. They are fitted with positive locking hydraulic couplers for 16", 14" and 12" inches standard flanges.

Breasting Dolphins - Four single steel tube breasting dolphins. Two breasting Dolphins equipped with pivoting timber-faced fenders and the other two are equipped with Yokohama pneumatic Fenders. The two outer dolphins are spaced approximately 345 foot apart and are equipped with double quick release hooks and power capstans. The two inner dolphins are spaced approximately 216 feet's apart and are similarly equipped.

Mooring Dolphins - There are six mooring dolphins, all are equipped with 3 each quick release hooks and power capstans.

MANIFOLD AREA:

a. Vessel Cargo boom- SWL 5 tons. Plumbed 2`- 3`inboard and midway between two manifolds.

b. Loading Arms - Four Mannesmann 16" size, fully powered loading arms are installed. They are fitted with positive locking hydraulic couplers for 16", 14" and 12" inches standard flanges.

TOOLS:

c. Three each nylon hose slings.

d. One each small come - along 1 ½ tons.

e. One each heaving line.

f. One each boat hook.

g. One camlock ratchet.

h. 6 slings (3 each 3 ½" x 4 "circumference rope aprox. 8´.

i. One camlock hand tool.

j. Bronze 6-pound mallet.

D. PROCEDURES

Emergency Shut Down

a. In the event of an oil spill, line rupture or other cause which requires immediate shut down, the vessel will advise the control room to "STOP, STOP, STOP" and the valves at the manifold will be close by the terminal side. Simultaneously the vessel will close its manifolds valves.

b. The ship will be advised when the shore valves are opened again to resume.

DO NOT CLOSE MANIFOLDS WITH PRESSURE IN THE LINE

E. MOORING PATTERN

	BERTH No.1	BERTH No.2
HEADLINES/STERNLINES	3	3
BREAST LINES (AFT/FWD)	3	3
SPRING LINES (AFT/FWD)	2	2

Table 6. MOORING PATTERN

Discharging vessels will normally berth with port side to Berth No.1 or No.2.

Any variation will be advised by the Berthing Master, and the Master should advise any preference prior to arrival.

Mixed mooring is undesirable e.g., a wire and fiber rope in parallel service is undesirable due to unequal elasticity. All mooring must be arranged so that loss of effect cannot occur when slacking off or heaving in on one line, as required, due to the rise or fall of the vessel during loading or discharge operations.

It is imperative that spring lines be adequate to maintain fore and aft movement of the vessel to remain within the limitation of movement of the loading arms.

Wire with rope tails may be used and are preferred for spring lines.

Our experience has shown that vessels using synthetic tails on the end of their wire mooring lines have considerably reduced their mooring time at this terminal.

If the wires on your vessel are not already fitted with tails, we request they be fitted for your next visit to our Terminal.

Some vessels fitted with 'End Less' tails at the end of their wires do not have the two parts lashed together at the shackle, the tail is then free to pull through the shackle, this also causes difficulties with mooring.

(See Appendix G for further information)

F. BERTH No.1 FIRE PROTECTION SYSTEM

Berth No.1 is equipped with:

1. Water sprays system underneath.
2. Hydrant system on platform.
3. Two each 500-gpm remote operated monitors (these are connected to discharge either water or foam).

The plant water supply is by diesel driven pumps at two locations and the total water flow is 7,000 gpm.

G. LOADING ARMS CONNECTION

Ship's crew must be available to assist in connecting and disconnecting loading arms to the manifold of the ship.

Preferred connections for Crude Oil DISCHARGING OR LOADING VESSELS are each 16" ANSI 150# weld neck flanges on the port side. **STANDARD FLANGES ARE REQUIRED.**

Non-standard flange thicknesses and/or non-standard outside diameters may prevent loading arm camlocks couplings from functioning.

At least 8" of straight pipe (free of supports, lugs, or reducer) is required behind the flange for coupling clearance.

The preferred flange spacing fore and aft is 10'-10'-10' or less between centers. However, in no case can the distance be less than 5'-3", 3'-7", 5'-3".

Dock # 1 Disconnection of loading arms camlocks: Once cargo transfer is complete, the loading arms will be drained and then disconnected by shore personnel.
Dock # 2 Disconnection of loading arms camlocks: Once cargo transfer is complete, the loading arms will be drained and then disconnected by shore personnel.

THE SHIP MUST LEAVE ENOUGH SPACE IN CARGO TANKS TO BE ABLE TO DRAIN LOADING ARMS ON COMPLETION OF CARGO OPERATIONS.

H. TERMINAL FLOW RATE

The terminal can receive crude oil at 90,000 BPH or more.
Designed offloading tanker rail pressure is 125 psig.

	BERTH No.1		BERTH No.2	
Product	Discharge	Load	Discharge	Load
Crude Oil	100,000	48,000	45,000	45,000
Fuel Oil	10,000	5,000		
Petroleum Products	6,000	5,000		
Fresh Water		60		

Table 7. TERMINAL Flow Rates (BPH)

CLOSURE OF A VESSEL'S VALVE AGAINST THE SHORE LOADING PUMPS WILL RESULT IN EXCESSIVE SURGE PRESSURE WITHIN THE SHORE SYSTEM.

I. LIFTING OF STORES

No lifting of any equipment that may ignite sparks such as drums, pipes, steel, etc. may take place during cargo operations.

J. ENCLOSED SPACE ENTRY

No enclosed space entry into any tank or other compartment is permitted whilst moored alongside the Terminal. For emergency repairs, PTP personnel will assess the safety precautions in place, and if satisfactory, may permit tank entry.

K. REPAIRS WHEN ALONGSIDE

Only minor repairs may be carried out and ships engines shall not be immobilized.

In all circumstances the port's safety regulations must be followed.

Vessel immobilization may be permitted, subject to the approval of harbor authorities and terminal superintendent.

Standby tugs shall be required as a pre-condition of the permission.

SECTION XI - DEBALLASTING/UNLOADING/LOADING OPERATION PROCEDURES

A. DEBALLASTING

Under no circumstance, it is allowed to discharge ballast on to the jetty. The jetty will be undermined, and the vessel will be held responsible for all costs.

B. PRE-LOAD DISCHARGE CONFERENCE

The Pre-transfer conference will be held between the Operation Supervisor (Terminal Representative) and responsible officer prior to commencement of operations, (ISGOTT-6th Edition) to agree on procedures for discharging or loading, including, but not limited to:

1. Communications between ship/shore Berthing Master
2. Cargo start-up procedure.
3. Any deviations from normal procedures.
4. Loading, discharging rates, pressures, initial, maximum, topping off and tank stripping.
5. COW operation (if it is required, COW guide should be filled out).
6. Any condition related to H2S cargo contents and the IG system condition.
7. Notice times required for changing rates and shutting down procedure.
8. Emergency shutdown, mooring failure, oil spill, etc.
9. Any ship deficiencies to be made known.
10. Any terminal deficiencies to be made known.
11. Completion of loading or discharging.
12. Designated smoking areas.
13. Galley and appliances
14. Emergency assistance
15. Vessel will be ready to always move under her own power.

“Ship / Shore safety Checklist” will be carried out to aid with the overall safe management of the operation before any loading or discharging.

C. ULLAGE AND SAMPLING

When possible, dipping, sampling and ullage should be carried out, using closed sampling equipment.

Shore personnel/surveyors cannot open any tanks without previous approval from ship's officer and a representative of the ship being present.

Cargo holds should ALWAYS be depressurized using the fitted tank vent system.

D. EMERGENCY SHUT DOWN (ESD)

In the event of an oil spill, line rupture, or other cause which requires immediate shut down, the vessel will advise PTP control room to **"STOP, STOP, STOP"** and the dock valves will IMMEDIATELY be closed.
The vessel should, SOON AFTER, close its manifold valves after receiving POSITIVE FEEDBACK from PTP CONTROL.

CLOSURE OF VESSEL'S VALVES AGAINST THE SHORE LOADING PUMPS WILL RESULT IN EXCESSIVE SURGE WITHIN THE SHORE SYSTEM.

E. H2S MEASUREMENT

THE PTP SYSTEM SHALL HANDLE ON A ROUTINE BASIS, H2S CONCENTRATION OF 100 PPM IN EQUILIBRIUM CONCENTRATION IN THE VAPOR SPACE OF THE VESSEL´S CARGO TANKS. HIGHER LEVELS WILL HAVE TO BE PRE-APROVED & HANDLED WITH SPECIAL REGULATIONS.

.

On arrival cargo tanks must be depressurized to minimum positive pressure to allow the shore representative to perform a control measurement and an H2S report must be documented. Failure to comply with the maximum allowable concentrations established by the Terminal will result in possible shifting to the anchorage area until further instructions.

Any cost arising from shifting and subsequent delays will be for ships account.

F. INCIDENT REPORTING

Any incident concerning safety operations (i.e. safe mooring, pilotage, cargo handling, pollution, crew/visitors must be reported to PTP Control and Port Authorities.

ALL INCIDENTS SHALL BE REPORTED TO THE TERMINAL IMMEDIATELY.

G. TOPPING OFF/COMPLETING

When topping off, the following procedures will be observed:

1) The vessel advises shore prior to start topping off, and requests desired flow rate.
2) Using shore side flow/pressure control valves, will give the vessel the loading rate required.
3) When the vessel indicates "**STOP** ", Terminal will proceed to stop pumps and close the dock´s valves.
4) When flow has stopped ashore, "PTP Control" will notify the ship to secure its manifold valves.
5) The vessel will then close its ship's manifold valves.

H. Petroleum Inspection

User's designated inspectors will inspect vessels. These inspectors will follow the procedures laid down by the User, as the case may be. All Inspection Companies should follow Terminal access and safety regulation within the facilities and onboard ships.

SECTION XII - BALLAST

Within the Bay, ballast should be handled by type, as per International Convention, as follows:

PERMANENT BALLAST

All ballast in permanent ballast tanks is subject to Port Authority Inspection prior to discharge. After inspection, permanent ballast may be discharged overboard in accordance with IMO regulations and local authorities.

DIRTY BALLAST

Dirty ballast or clean ballast water carried in vessel cargo or slop tanks is not allowed to be discharged into the harbor water. Any pollution of the coastal waters will result in heavy fines.

SECTION XIII - CRUDE OIL WASHING (COW)

CRUDE OIL WASHING (C.O.W)

Crude Oil Washing can only be performed with previous authorization from the Terminal during discharge. Cowing may be granted, if does not cause any delays to other vessels awaiting berth. Vessel has to follow all COW procedures stated at MARPOL Conventions. Any vessel that intends to perform COW operations should notify to the Terminal before her arrival.
The Terminal should be kept fully advised of any extra time required in order to comply with Terminal and I.M.O. regulations.

SECTION XIV - ACCESS TO TERMINAL

A. ACCESS TO TERMINAL – ISPS CODE

This code has been implemented and the PFSO (Port Facility Security Officer) or his designate will coordinate security arrangements with the vessel.

The Port of Charco Azul has been certified by the Panama Maritime Authority. (AMP-Autoridad Marítima de Panama).

Unauthorized persons are prohibited from entering the berth or boarding vessels. All unauthorized persons will be denied access to the terminal.

Visitors, service personnel and other persons without registered ID cards, wishing to visit the vessel, must be reported to the terminal in advance via agent, stating the full name, company name and purpose of visit to the vessel.

For vessel crew, the agent will supply an access card, which shall be used in conjunction with a seaman card to exit and enter the terminal.
Vessel´s staff that appears to be under the influence of alcohol and / or drugs will be prohibited from entering the terminals facilities.

B. ISPS – IMO PORT INFORMATION

Name of port : CHARCO AZUL
IMO Port Facility No. : PFN PACHA-0001
Facility Name : Petroterminal de Panama, S.A.

C. SHIP/SHORE SAFE ACCESS

Both berths are equipped with hydraulic gangways to providing safe access to/from shore.

SECTION XV - MEDICAL AND DENTAL SERVICES

There are medical and dental services available.

Emergency medical requests will be handled by the vessel's agent.

SECTION XVI - BUNKER AND WATER

BUNKERS AND FRESH WATER

Fresh water can be supplied, as available, via the jetty connections. Prior notice is needed, and maximum delivery is 200 tons.

The terminal has the facilities for bunker and petroleum products inventory storage; blending and deliveries, prior arrangements must be made with subcontractors.

PTP may be able to supply diesel to vessels.

SECTION XVII
LAUNCH SERVICES/ SHORE LEAVE

LAUNCH SERVICE

The terminal launches are available for hire through ship´s agent. Petroterminal accepts no liability for the use or condition of these launches or for any injuries sustained.

SECTION XVIII - SMOKING REGULATIONS

Smoking is **PROHIBITED** in the following locations:

1) The entire terminal area
2) Aboard launches within one-half mile of vessel.
3) In motor vehicles, in tank areas, except inside designated buildings.
4) On ships except in places designated by the Master and agreed to by the terminal representative.

In accordance with ISGOTT, two locations only will be established in the after end of the vessel.

N.B.: If a spill occurs on ship or shore, all smoking will be prohibited until the spill has been removed.

SECTION XIX - QUARANTINE/PRATIQUE/DOCUMENTATION

The Port Officials will board the vessel after mooring or at the anchorage within the lagoon.
The Ship's Agent will advise the Master of the anticipated boarding time sufficiently in advance.

The following documents are required:

DOCUMENT	**NUMBER OF COPIES**	
Panama General Declaration	6	Appendix T-1-2
Clearance from previous port	1	
Cargo Manifests or declaration	4	
No cargo is carried	5	
Crew lists	6	
Passenger list or declaration no passengers are carried	6	Appendix U

Store List (Lista de Rancho)

or declaration that there are no stores 6

- Crew personal effects declarations 2
- Maritime Health Declaration 2
- Nil Arms/Ammunition 6
- Bill of Lading 5
- Vaccination List 2
- Previous (Last 4) Ports of Call List 4
- **Shore Passes are supplied by Agent on vessel's arrival.**

If a vessel is arriving from a port outside of Panama it will have to be fumigated for mosquitoes.

SECTION XX - PTP CONTACT, AUTHORITIES, AGENCIES AND CHANDLERS

A. PETROTERMINAL DE PANAMA CONTACT INFORMATION

LOCATION	CONTACT INFORMATION
Panama (Head Office)	Tel: +507.263.7777 Fax: +507.263.9949
David Office	Tel: +507.775.6513 Fax: +507.775.4958
Charco Azul Office	Tel: +507.770.7246 Fax: +507.770.7261
Operations e-mail:	operations@petroterminal.com opeca@petroterminal.com
Port information e-mail: Website:	info@petroterminal.com www.petroterminal.com

Table 8: PTP contact numbers.

B. PORT AUTHORITY

AUTORIDAD MARITIMA DE PANAMA CALL CENTER (24h SERVICE)
+507.501.5600

C. SHIPPING AGENTS

Adriatic Agencia Naviera
Telephone: +507.6611.7500 (24h)
Telefax +507.314.1418
Email: contacto@adriaticpanama.com
Website: www.adriaticpanama.com

Associated Steamship Agents, S.A.
Telephone: +507.211.9400 (24h)
Telefax: +507.211.9450 (24h)
Operations e-mail: asa@shipsgents.com
Website: www.shipsagent.com

Inchcape Shipping Services, S. A. - Panamá.
Telephone: +507.279.4110 (24h)
Telefax: +507.236.7832 / +507.236.7834
Operations e-mail: panama@iss-shipping.com
E-mail: operations.panama@iss-shipping.com
Website: www.iss-shipping.com

Wilford & McKay, S.A.
Telephone: +507.211.9449
Telefax: +507.211.9450
General e-mail: wilford@shipsagent.com
Website: www.wilfordmckay.com

a. CHARTS & PUBLICATIONS

Isla Morada

Telephone: +507.228.4348 13h-22h (UTC)
+507.673.4890 (24h)
Fax: +507.228.1234Email:
info@islamorada.comWebsite: www.islamorada.com

b. REPAIRS / MAINTENANCE

Wartsila Panama, S.A.

Telephone: +507.317.4100 (Office hours)
+507.6676.9826 (24h)
Fax: +507.317.6794
Email: panama@wartsila.com
Website: www.wartsila.com

Talleres Industriales, S.A.

24-hour Ship Repairs and Maintenance Services
P.O. Box 0301-02132 Colon, Republic of Panama.

Phones (507) 433-9500
(507) 433-9503
(507) 433-9504
Fax (507) 445-1104
email: talleres@talleresindustriales.com

SECTION XXI
EMERGENCY PROCEDURES

A. EMERGENCY EVACUATION / MEETING POINT

EMERGENCY EVACUATION PLAN

Terminal Facilities consist in two (2) berths (“T” Head Jetties). These berths are named: Berth No. 1 (North) and Berth No. 2 (South).

Berth No. 1 can only be accessed by road transportation.

Berth No. 2 the access shall be by launch (working boats).

The Evacuation Route:

In the event of an Emergency (Fire, Explosion, H2S or other emergency), the primary consideration will be the safety of personnel.

In order to have the means and method by which personnel can be safely evacuated, the Terminal provide the following evacuation routes:

Evacuation routes.

1. Signs are all around on berth platform: there are different signs indicating EXIT, SALIDA, EVACUATION ROUTE on gangways, berth platform, berth´s wings walking ways, thru working or pilot boats.

2. Berth No. 1 has Primary and Secondary Escape routes; Berth # 2 must be done using Evacuation Route thru Working boats or Pilot boat only.

a. The Primary Escape Route can allow personnel to vacate the berth by road transportation or by walking.

b. The Secondary Escape Route can allow personnel to vacate the berth by water transport (boats)

3. Depending on the Emergency situation, personnel engaged in an incident and proceeding according to the Evacuation Plan, must follow the signs and the instruction given to them as part of the emergency organizational control. When personnel use the Primary Escape Route, must mobilize to meeting point. When using the Secondary Escape Route, the rescue boat/transport must mobilize as quick as possible to a safe place ashore.

Planning and discussion of Evacuation Plan/Route.

During the Pre-transfer Conference hold between Ship and Shore, there should always be a reciprocal review of steps relating to Evacuation Plan. It

is important that master's and crew of all ships using the facility are appraised of the emergency evacuation.

Non-Essential Personnel.

On every occasion, when it is evident that an emergency will or may develop into an incident of significant proportions, all personnel not directly involved in remedial, or emergency operations should be evacuated at an early stage.

The decision to evacuate all non-essential personnel, including ship´s personnel, or to unberth the ship, should on every occasion be made, after liaison between ship and shore, at an early stage of any emergency.

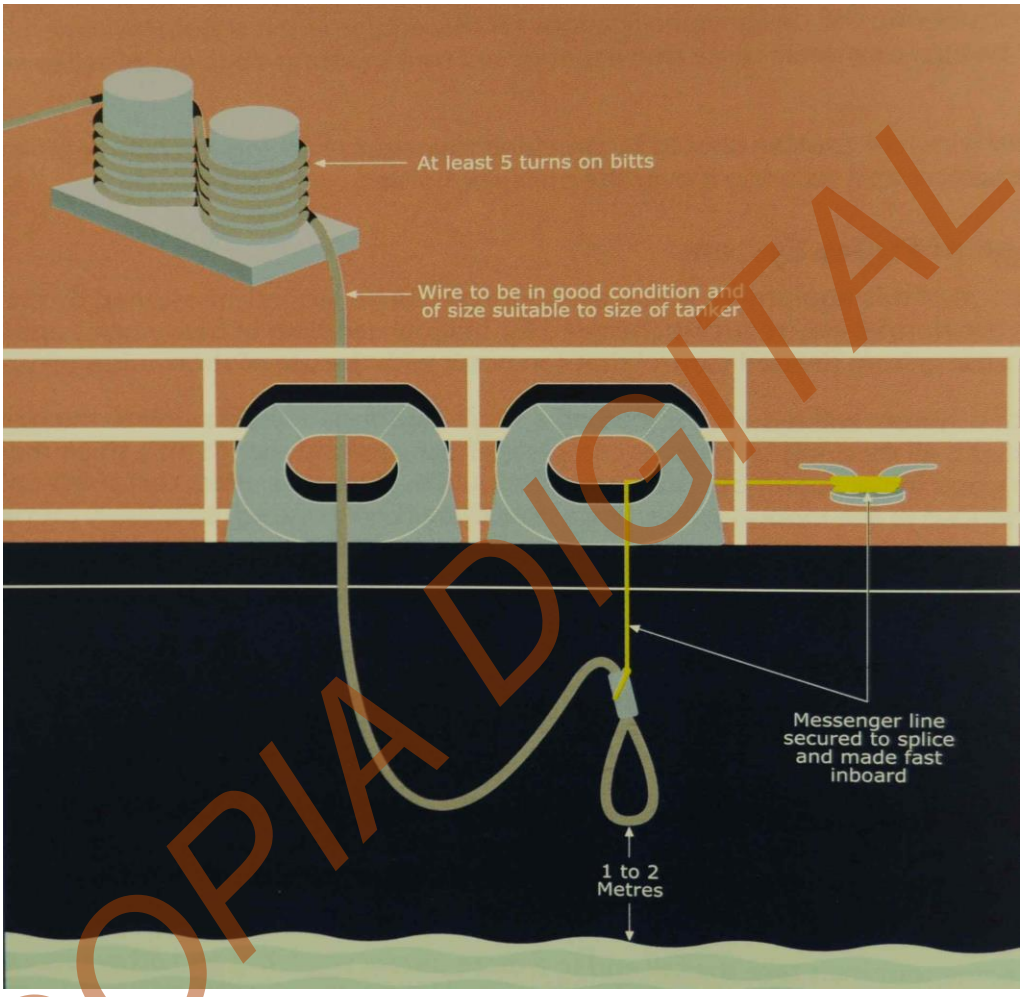
Early evacuation of such personnel will always serve to reduce the overall responsibility for personnel safety, thereby permitting the person in charge to concentrate on the emergency and attend to the needs of those personnel in immediate danger.

(See Appendix S)

B. EMERGENCY TOWING OFF PENNANTS – FIRE WIRES

"Fire wires", Emergency towing off pennant" or "Towing off wires are to be paid out as near center line as possible and positioned at the offshore bow and quarter whilst alongside and eye maintained about a meter above water level to enable tugs to connect without any assistance from ship's crew.

Figure shown is from Mooring Equipment Guidelines (MEG3) OCIMF



Drawing 1: Rigging of Emergency Towing off Pennant

- At least 5 turns on bitts.
- Wire in good condition & suitable size

C. FIRE ONBOARD YOUR VESSEL

In case of fire aboard a vessel, in addition to the internal shipboard alarms, Masters are requested to sound a prolonged blast on the main siren or whistle.

If de-ballasting or loading, the vessel should:

1 Immediately cease all operations. If loading, call Control Room for emergency shutdown.

2 Initiate firefighting procedures.

3 Be prepared to disconnect arms and un-berth.

Any other vessel docked should also shut down operation and be prepared to unberth.

D. OIL SPILL RESPONSE

No oil or mixture containing oil shall be discharged or allowed to escape from a vessel whilst at the terminal.

Engine room bilge overboard valve should be closed and sealed shut while the vessel is in port.

It is important to monitor the surface of the water around the vessel to prevent against the inadvertent escape of oil.

In the event of a spill from a vessel, PTP will take steps as deemed necessary to fight the pollution before it spreads further to nearby coastal waters.

If the oil spill is due to faulty equipment or material on the vessel or due to negligence on part of the ship's personnel, the shore installation shall be indemnified by the ship for any expenses incurred in connection with the preventive action taken.

ANY OIL SPILL MUST BE REPORTED TO THE TERMINAL IMMEDIATELY.

APPENDIX A

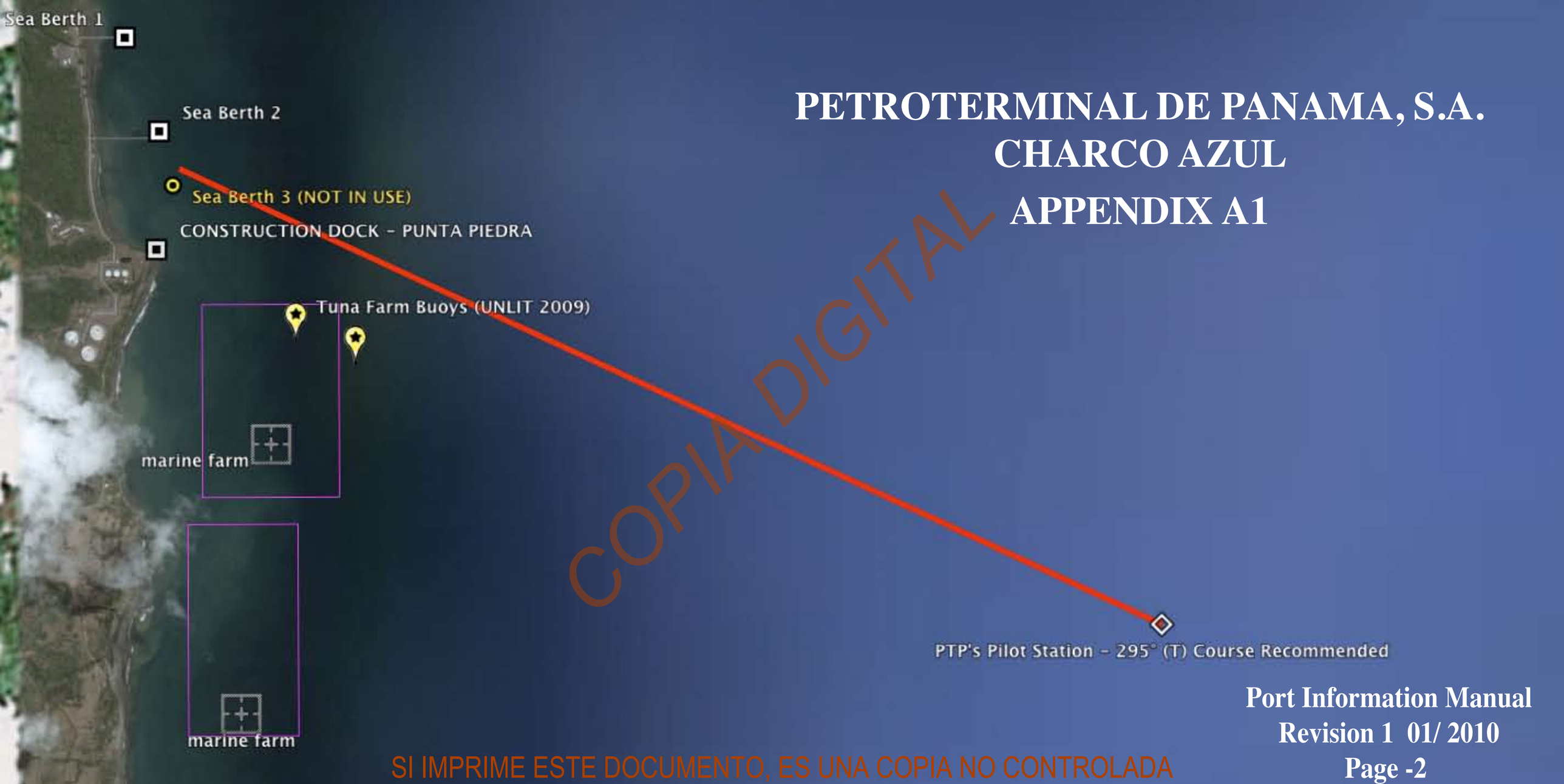
PORTION OF 21584
APPROACHES TO PUERTO ARMUELLES
& PEDREGAL

PETROTERMINAL DE PANAMA, S.A.

TUNA FARM AREA

NOT TO BE USED FOR NAVIGATION

PORT INFORMATION MANUAL
CHARCO AZUL
REVISION 3 - 01/2010

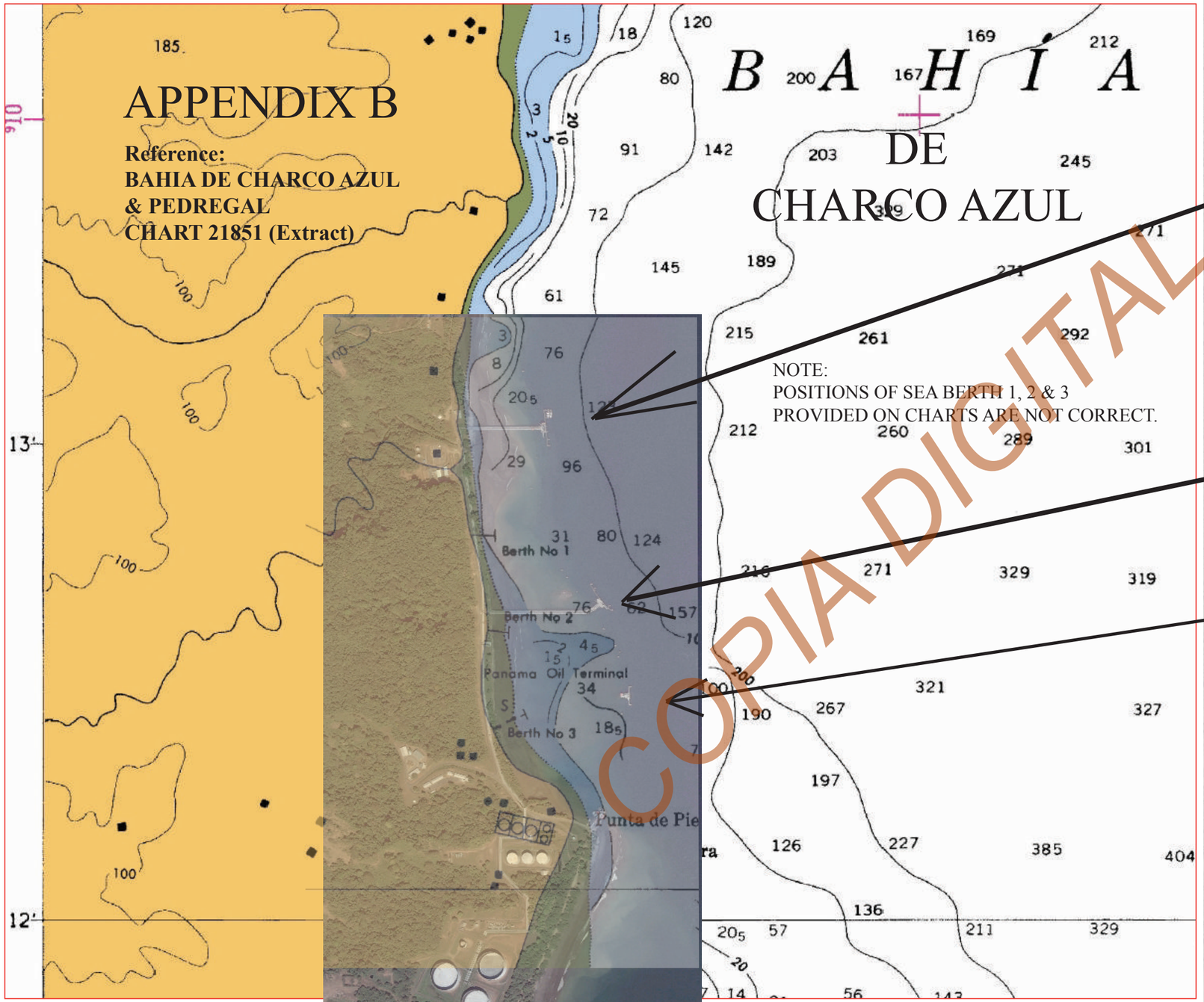


PETROTERMINAL DE PANAMA, S.A.
CHARCO AZUL
APPENDIX A1

PETROTERMINAL DE PANAMA, S.A.
SEA BERTH N° 1 & 2

APPENDIX B

Reference:
BAHIA DE CHARCO AZUL
& PEDREGAL
CHART 21851 (Extract)



BERTHING AND TOWAGE CONDITIONS

Date: _____

Messrs.
PETROTERMINAL DE PANAMA
POST OFFICE BOX 0832 – 0920
PANAMA CITY,
REPUBLIC OF PANAMA

On behalf of the Owners / Charters of the vessel, we hereby accept all the marine and other charges to be submitted by the Terminal Company for the services rendered to the vessel. It is understood that such charges will be based on the tariffs published by the Terminal Company.

We also acknowledge and accept the below printed conditions for Berthing and Towage at Terminal Facilities in **Charco Azul / Chiriqui Grande** and request that the said services be provided.

Pilots, furnished by Petroterminal de Panama, S.A., are supplied upon the condition that in the performance of such services as they may render once conn the Vessel and acting under the Master´s behalf, they are the Servants of the Owners of the Vessel in every respect, and said Pilots, as well as Petroterminal de Panama, S.A. shall be indemnified and held harmless by Owners from all liability loss or claim arising in the course of the rendering such services where the Master retains the ultimate responsibility for the safety of the ship according to good seamanship and industry practices.

In contracting to provide towing and/or any service whatever nature other than towing in or about or incidental to which a tug is or may be used or employed Petroterminal de Panama, S.A. contracts jointly and severally as Principal on its own behalf and (if not itself the Owner of the Tug) as Agents for and on behalf of the Owner of the Tug and contracts subject to and on the terms of the United Kingdom Standard Conditions For Towage and Other Services (Revised 1986, Amended 2008) (the terms of which are printed on the reverse) of these Conditions and such contract is and shall at all times be subject to the provisions of such Standard Conditions so that Petroterminal de Panama, S.A. and the Owner of the Tug may each as a principal enforce the same against the Hirer and shall each have a full benefit of such Standard Conditions in every respect expressed or implied therein.

Received by:

Master Name_____ Vessel Stamp: _____

Master Signature _____

Vessel_____ (Pink copy)

Shipping Agent_____ (Blue copy)

Pilot´s Name: _____

Pilot Signature: _____

Annexure B - UK Standard Conditions for Towage and other Services (revised 1986) Amended 2008

1.

a) The agreement between the Tugowner and the Hirer is and shall at all times be subject to and include each and all of the conditions herein-after set out.

b) for the purposes of these conditions

i. "towing" is an operation in connection with the holding, pushing, pulling, moving, escorting or guiding of or standing by the Hirer's vessel, and the expressions "to tow", "being towed" and "towage" shall be defined likewise.

ii. "vessel" shall include any vessel, craft or object of whatsoever nature (whether or not coming within the usual meaning of the word "vessel") which the Tugowner agrees to tow or to which the Tugowner agrees at the request, express or implied, of the Hirer, to render any service of whatsoever nature other than towing.

iii. "tender" shall include any vessel, craft or object of whatsoever nature which is not a tug but which is provided by the Tugowner for the performance of any towage or other service.

iv. The expression "whilst towing" shall cover the period commencing when the tug or tender is in a position to receive orders direct from the Hirer's vessel to commence holding, pushing, pulling, moving, escorting, guiding or standing by the vessel or to pick up ropes, wires or lines, or when the towing line has been passed to or by the tug or tender, whichever is the sooner, and ending when the final orders from the Hirer's vessel to cease holding, pushing, pulling, moving, escorting, guiding or standing by the vessel or to cast off ropes, wires or lines has been carried out, or the towing line has been finally slipped, whichever is the later, and the tug or tender is safely clear of the vessel.

v. Any service of whatsoever nature to be performed by the Tugowner other than towing shall be deemed to cover the period commencing when the tug or tender is placed physically at the disposal of the Hirer at the place designated by the Hirer, or, if such be at a vessel, when the tug or tender is in a position to receive and forthwith carry out orders to come alongside and shall continue until the employment for which the tug or tender has been engaged is ended. If the service is to be ended at or off a vessel the period of service shall end when the tug or tender is safely clear of the vessel or, if it is to be ended elsewhere, then when any persons or property of whatsoever description have been landed or discharged from the tug or tender and/or the service for which the tug or tender has been required is ended.

vi. The word "tug" shall include "tugs", the word "tender" shall include "tenders", the word "vessel" shall include "vessels", the word "Tugowner" shall include "Tugowners", and the word "Hirer" shall include "Hirers".

vii. The express ion "Tugowner" shall include any person or body (other than the Hirer or the owner of the vessel on whose behalf the Hirer contracts as provided in Clause 2 hereof) who is a party to this agreement whether or not he/she in fact owns any tug or tender, and the expression "other Tugowner" contained in Clause 5 hereof shall be construed likewise.

2. If at the time of making this agreement or of performing the towage or of rendering any service other than towing at the request, express or implied, of the Hirer, the Hirer is not the Owner of the vessel referred to herein as "the Hirer's vessel", the Hirer expressly represents that he/she is authorized to make and does make this agreement for and on behalf of the owner of the said vessel subject to each and all of these conditions and agrees that both the Hirer and the Owner and bound jointly and severally by these conditions.

3. Whilst towing or whilst at the request, express or implied, of the Hirer, rendering any service other than towing, the master and crew of the tug or tender shall be deemed to be the servants of the Hirer and under the control of the Hirer and/or their servants and/or their agents, and anyone on board the Hirer's vessel who may be employed and/or paid by the Tugowner shall likewise be deemed to be the servant of the Hirer and the Hirer shall accordingly be vicariously liable for any act or omission by any such person so deemed to be the servant of the Hirer.

4. Whilst towing, or whilst at the request, either expressed or implied, of the Hirer rendering any service of whatsoever nature other than towing:

a) The Tugowner shall not (except as provided in Clauses 4 (c) and (e) hereof) be responsible for or be liable for

i. damage of any description done by or to the tug or tender; or done by or to the Hirer's vessel or done by or to any cargo or other thing on board or being loaded on board or intended to be loaded on board the Hirer's vessel or the tug or tender or to or by any other object or property; or

ii. loss of the tug or tender or the Hirer' s vessel or of any cargo or other thing on board or being loaded on board or intended to be loaded on board the Hirer's vessel or the tug or tender or any other object or property; or

iii. any claim by a person not a party to this agreement for loss or damage of any description whatsoever;

arising from any cause whatsoever, including (without prejudice to the generality of the foregoing) negligence at any time of the Tugowner their servants or agents, unseaworthiness, unfitness or breakdown of the tug or tender, its machinery, boilers, towing gear, equipment, lines, ropes or wires, lack of fuel, stores, speed or otherwise and

b) The Hirer shall (except as provided in Clauses 4(c) and (e) be responsible for, pay for and indemnify the Tugowner against and in respect of any loss or damage and any claims of whatsoever nature or howsoever arising or caused, whether covered by the provisions of Clause 4(a) hereof or not, suffered by or made against the Tugowner and which shall include, without prejudice to the generality of the foregoing, any loss of or damage to the tug or tender or any property of the Tugowner even if the same arises from or is caused by the negligence of the Tugowner their servants or agents.

c) The provisions of Clauses 4(a) and 4(b) hereof shall not be applicable in respect of any claims which arise in any of the following circumstances:

i. All claims which the Hirer shall prove to have resulted directly and solely from the personal failure of the Tugowner to exercise reasonable care to make the tug or tender seaworthy for navigation at the commencement of the towing or other service. For the purpose of this Clause the Tugowner's personal responsibility for exercising reasonable care shall be construed as relating only to the person or persons having the ultimate control and chief management of the Tugowner's business and to any servant (excluding the officers and crew of any tug or tender) to whom the Tugowner has specifically delegated the particular duty of exercising reasonable care and shall not include any other servant of the Tugowner or any agent or independent contractor employed by the Tugowner.

ii. All claims which arise when the tug or tender, although towing or rendering some service other than towing, is not in a position of proximity or risk to or from the Hirer's vessel or any other craft attending the Hirer's vessel and is detached from and safely clear of any ropes, lines, wire cables or moorings associated with the Hirer's vessel. Provided always that, notwithstanding the foregoing, the provisions of Clauses 4(a) and 4(b) shall be fully applicable in respect of all claims which arise at any time when the tug or tender is at the request, whether express or implied, of the Hirer, their servants or their agents, carrying persons or property of whatsoever description (in addition to the Officers and crew and usual equipment of the tug or tender) and which are wholly or partly caused by, or arise out of the presence on board of such persons or property or which arise at anytime when the tug or tender is proceeding to or from the Hirer's vessel in hazardous conditions or circumstances.

d) Notwithstanding anything hereinbefore contained, the Tugowner shall under no circumstances whatsoever be responsible for or be liable for any loss or damage caused by or contributed to or arising out of any delay or detention of the Hirer's vessel or of the cargo on board or being loaded on board or intended to be loaded on board the Hirer's vessel or of any other object or property or of any person, or any consequence thereof, whether or not the same shall be caused or arise whilst towing or whilst at the request, either express or implied, of the Hirer rendering any service of whatsoever nature other than towing or at any other time whether before during or after the making of this agreement.

e) Notwithstanding anything contained in Clauses 4 (a) and (b) hereof the liability of the Tugowner for death or personal injury resulting from negligence is not excluded or restricted thereby.

f) The Tugowner shall be subject to any implied condition or warranty provided by the Trade Practices Act 1974(Cth) (the Act) if and to the extent that the Act applies, in which circumstances the Tugowner limits its liability for breach of such implied condition or warranty to supplying the service again or the payment of the cost of having the service supplied again, as determined by the Tugowner.

5. The Tugowner shall at any time be entitled to substitute one or more tugs or tenders for any other tug or tender or tugs or tenders. The Tugowner shall at any time (whether before or after the making of this agreement between him and the Hirer) be entitled to contract with any other Tugowner (hereinafter referred to as "the other Tugowner") to hire the other Tugowner's tug or tender and in any such event it is hereby agreed that the Tugowner is acting (or is deemed to have acted) as the agent for the Hirer, notwithstanding that the Tugowner may in addition, if authorized whether expressly or impliedly by or on behalf of the other Tugowner, act as agent for the other Tugowner at any time and for any purpose including the making of any agreement with the Hirer. In any event should the Tugowner as agent for the Hirer contract with the other. Tugowner for any purpose as aforesaid it is hereby agreed that such contract is and shall at all times be subject to the provisions of these conditions so that the other Tugowner is bound by the same and may as a principal sue the Hirer thereon and shall have the full benefit of these conditions in every respect expressed or implied herein.

6. Nothing contained in these conditions shall limit, prejudice or preclude in any way any legal rights which the Tugowner may have against the Hirer including, but not limited to, any rights which the Tugowner or their servants or agents may have to claim salvage remuneration or special compensation for any extraordinary services rendered to vessels or anything aboard vessels by any tug or tender. Furthermore, nothing contained in these conditions shall limit, prejudice, or preclude in any way any right which the Tugowner may have to limit their liability.

7. The Tugowner will not in any event be responsible or liable for the consequences of war, riots, civil commotions, acts of terrorism or sabotage, strikes, lockouts, disputes, stoppages or labour disturbances (whether he/she be a party thereto or not) or anything done in contemplation or furtherance thereof or delays of any description, howsoever caused or arising, including by the negligence of the Tugowner or their servants or agents.

8. The Hirer of the tug or tender engaged subject to these conditions undertakes not to take or cause to be taken any proceedings against any servant or agent of the Tugowner or other Tugowner, whether or not the tug or tender substituted or hired or the contract or any part thereof has been subject to the owner of the tug or tender, in respect of any negligence or breach of duty or other wrongful act on the part of such servant or agent which, but for this present provision, it would be competent for the Hirer so to do and the owner of such tug or tender shall hold this undertaking for the benefit of their servants and agents.

9. The agreement between the Tugowner and the Hirer is and shall be governed by the laws applicable in the State or Territory in which the service is provided and the Tugowner and the Hirer agree to submit to the non-exclusive jurisdiction of the courts of hat State or Territory.

PETROTERMINAL DE PANAMA, S.A.

APPENDIX D
TANKER INFORMATION

Name of Vessel: _____

Owner (Contact Details): _____

Flag: _____

Summer Dead Weight: _____tons

Gross Register Tonnage: _____tons

Type of Fuel: 1. _____
(Lab test Specs. if possible) 2. _____
3. _____
4. _____

Consumption: _____tons / barrels / per day
_____tons / barrels / per day

Normal parcel size loaded: _____ tons / barrels
_____ tons / barrels

Delivery port: _____
(Port or City and Country) _____
_____
_____

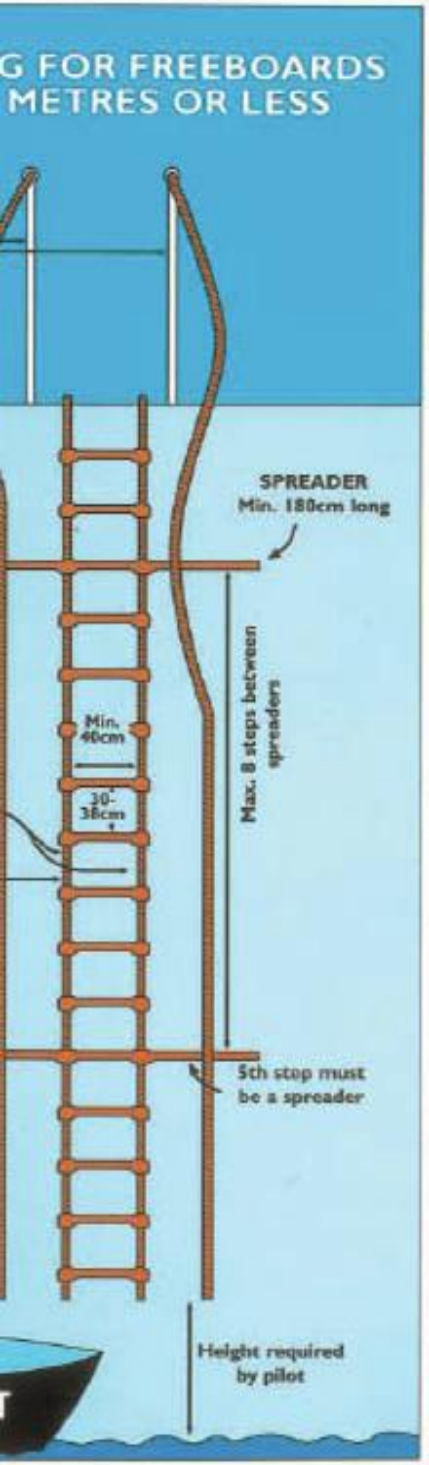
How product was loaded (Barges or at Pier) _____

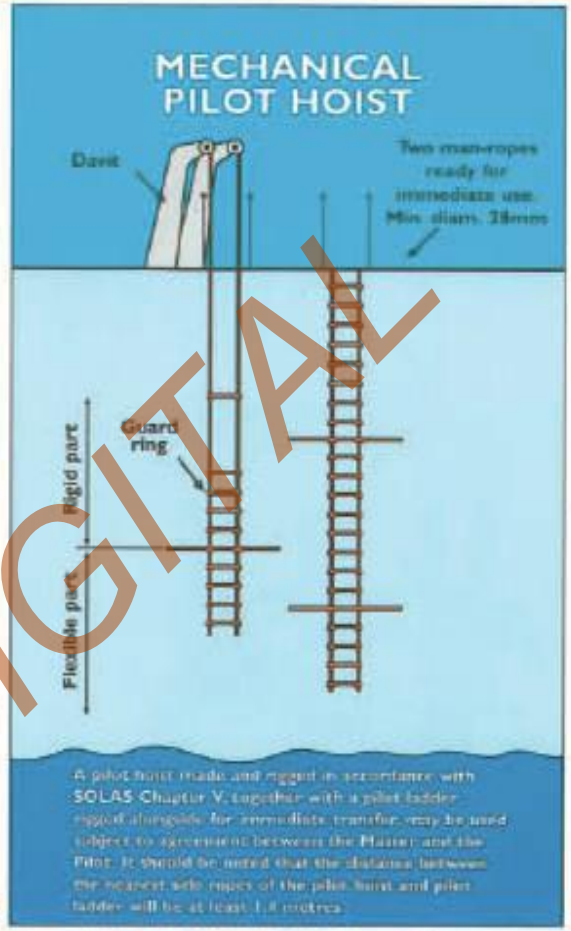
Manifold connections, hoses size, etc. _____

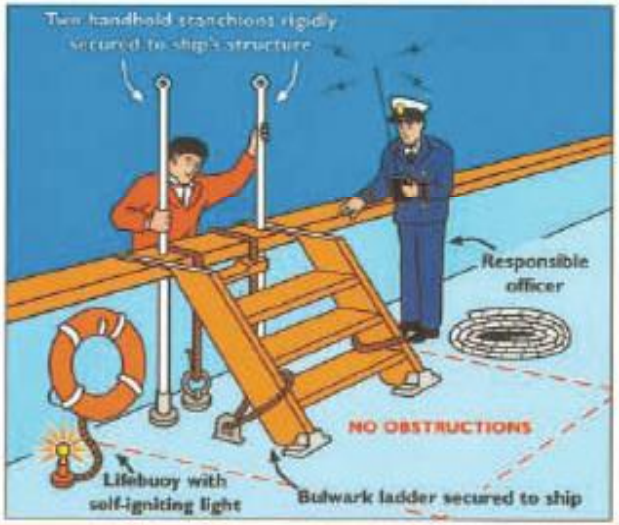
Loading Rate _____

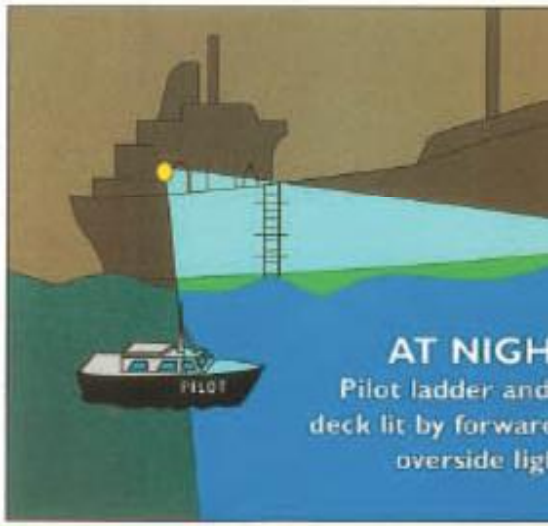
Comments: _____

_____







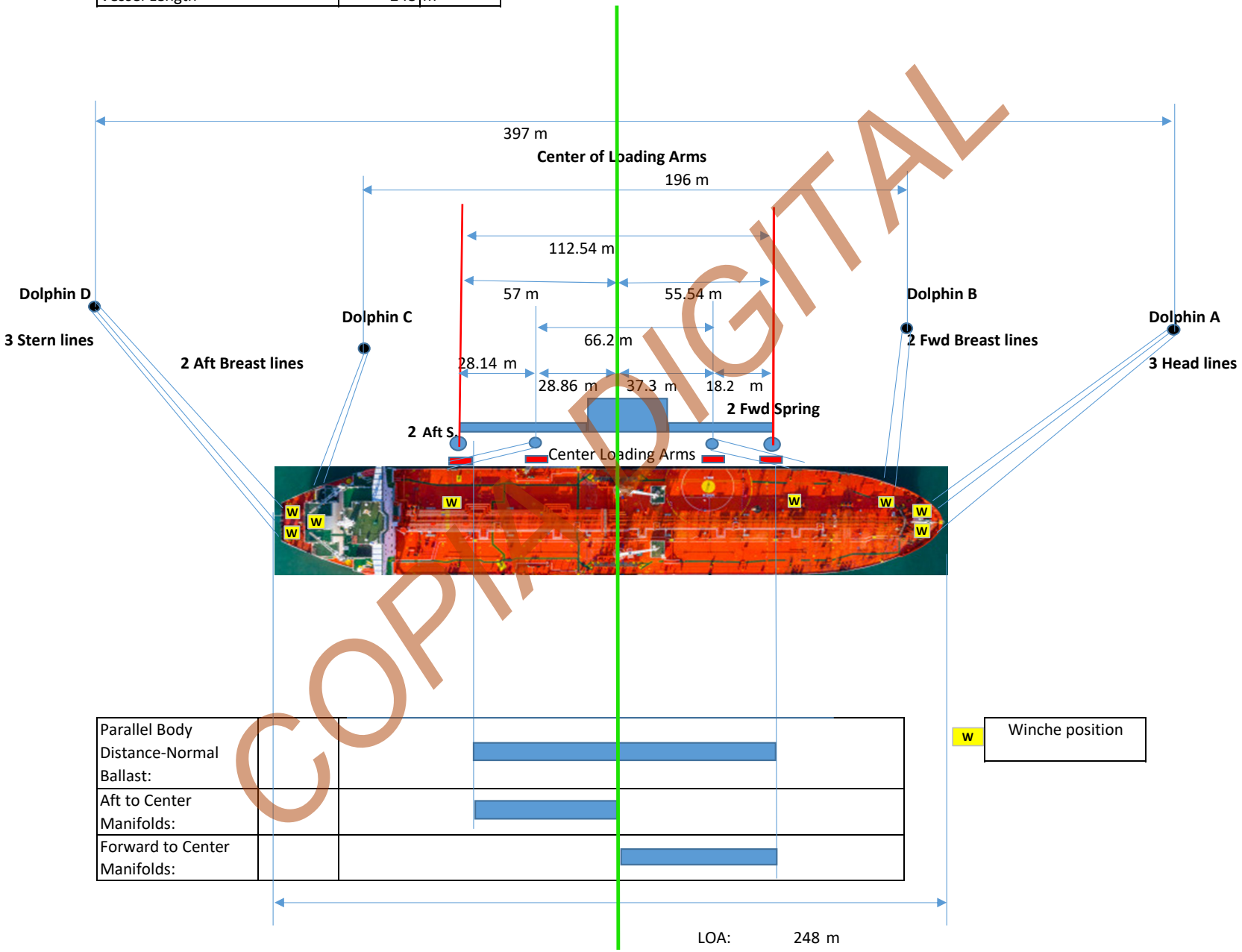


DOCK N° 1

Recommended Mooring Plan-"Port side Alongside"

APPENDIX F -A

Vessel name		Type:	AFRAMAX	SDWT:	120,000 MT
Vessel Length	248 m				



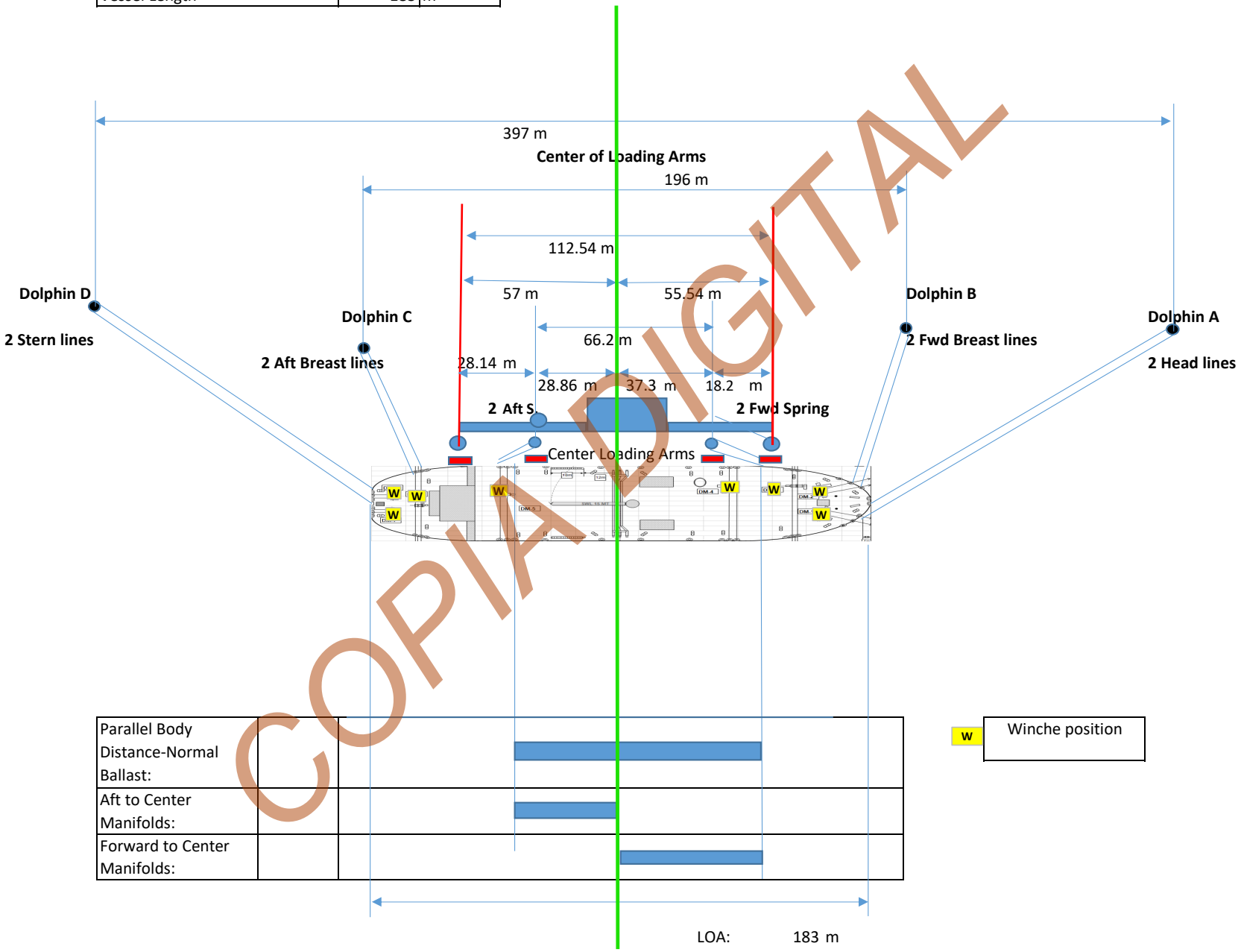
Parallel Body Distance-Normal Ballast:		
Aft to Center Manifolds:		
Forward to Center Manifolds:		

DOCK N° 1

Recommended Mooring Plan-"Port side Alongside"

APPENDIX F1-B

Vessel name			Type:	**HANDYSIZE**	**SDWT:**	28,000 **MT**
Vessel Length	183	m				



Parallel Body Distance-Normal Ballast:		
Aft to Center Manifolds:		
Forward to Center Manifolds:		

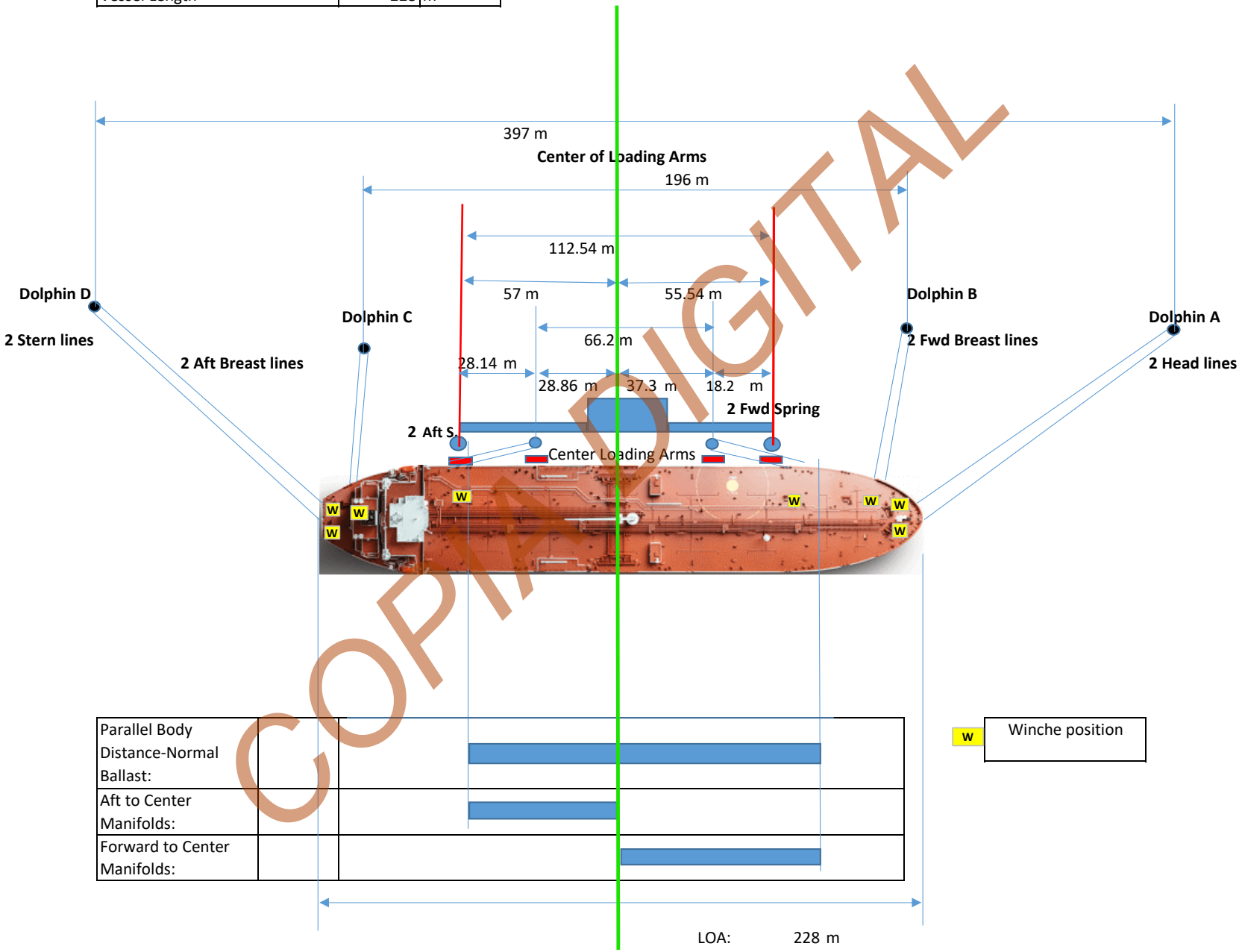
W Winche position

DOCK N° 1

Recommended Mooring Plan-"Port side Alongside"

APPENDIX F1-C

Vessel name			Type:	**PANAMAX**	**SDWT:**	80,000 **MT**
Vessel Length	228	m				



Parallel Body Distance-Normal Ballast:		
Aft to Center Manifolds:		
Forward to Center Manifolds:		

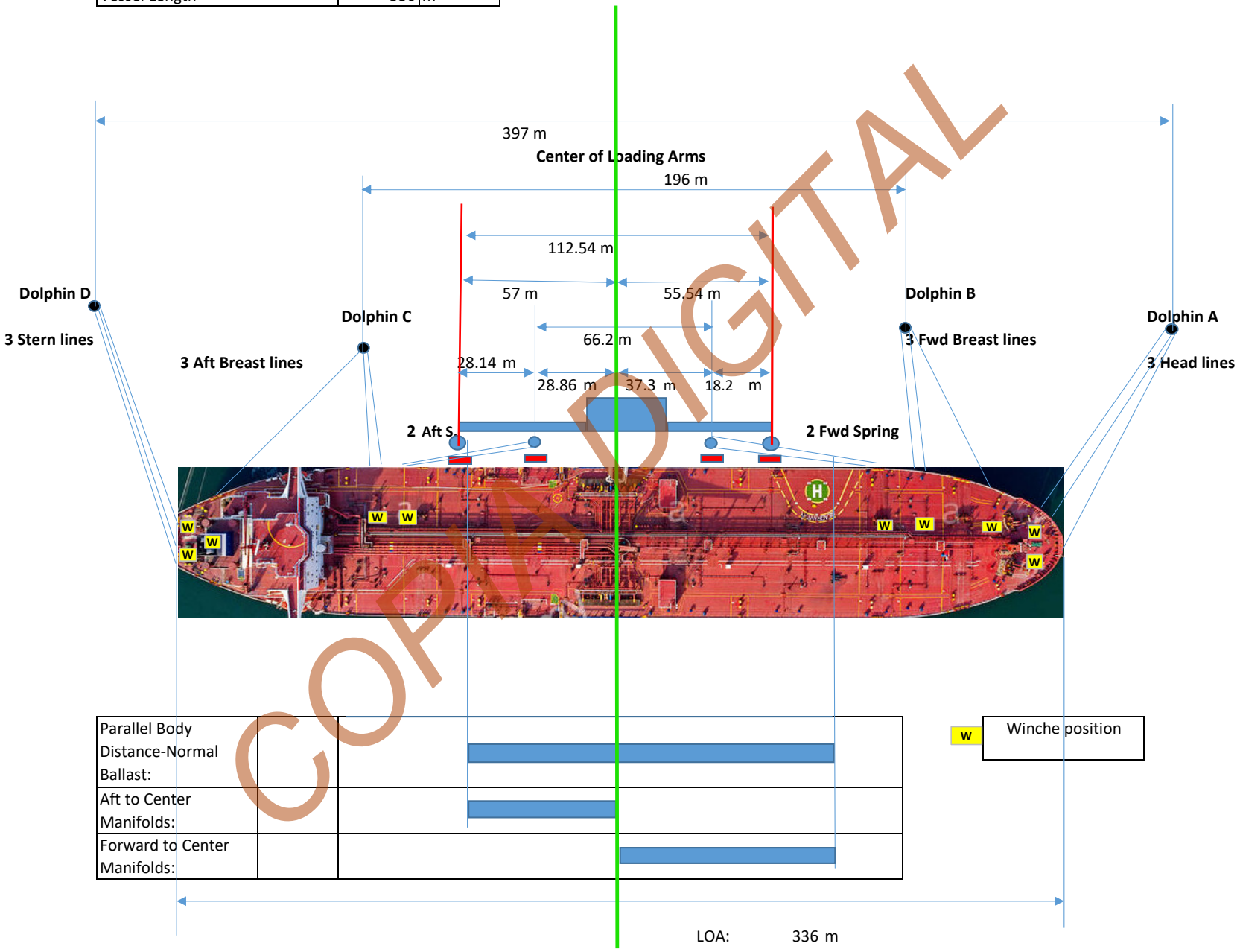
W Winche position

DOCK N° 1

Recommended Mooring Plan-"Port side Alongside"

APPENDIX F1-D

Vessel name		Type:	VLCC	**SDWT:**	320,000 **MT**
Vessel Length	336 m				



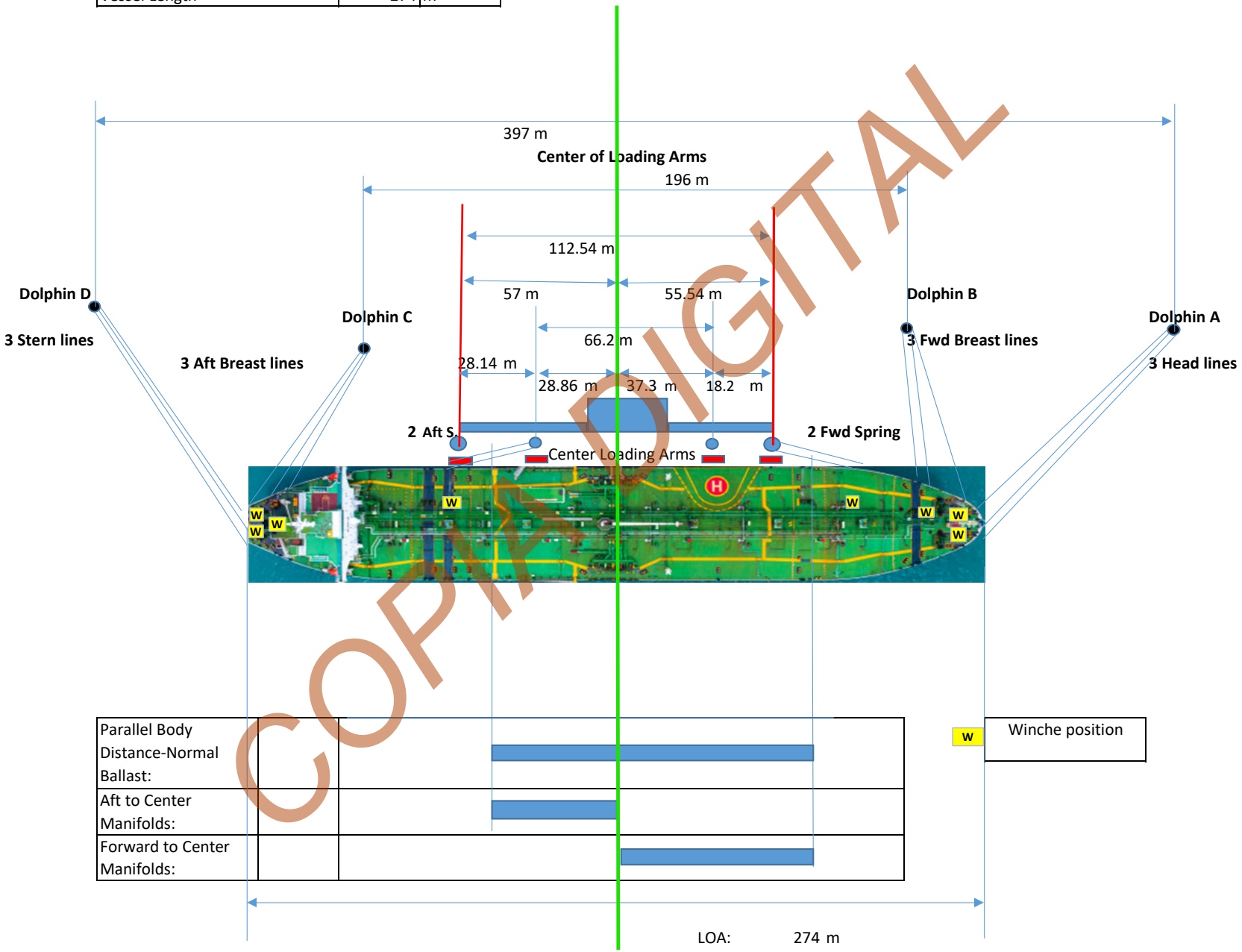
Parallel Body Distance-Normal Ballast:		
Aft to Center Manifolds:		
Forward to Center Manifolds:		

APPENDIX F1-E

DOCK N° 1

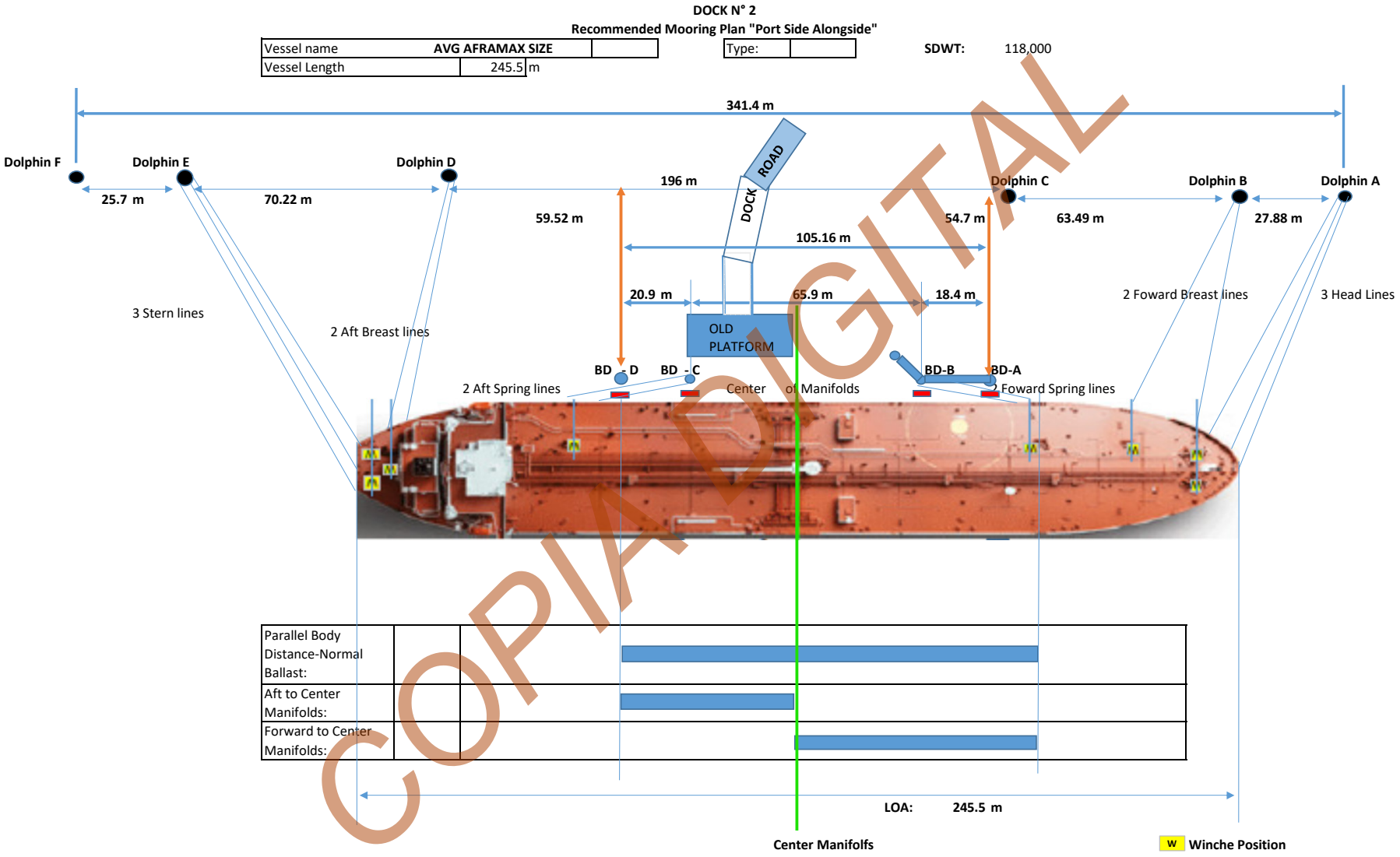
Recommended Mooring Plan-"Port side Alongside"

Vessel name		Type:	SUEZMAX	SDWT:	200,000 MT
Vessel Length	274 m				

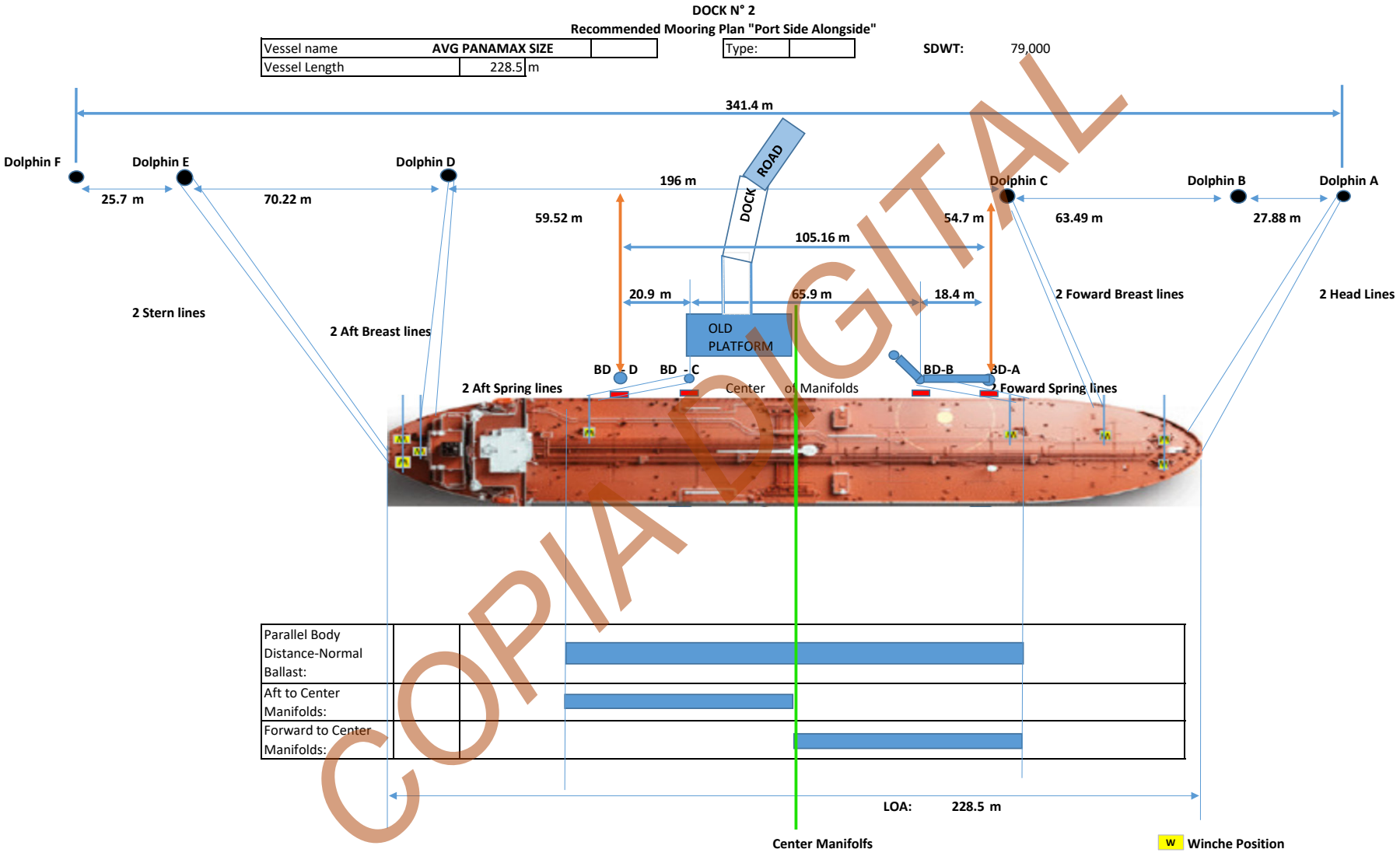


Parallel Body Distance-Normal Ballast:		
Aft to Center Manifolds:		
Forward to Center Manifolds:		

APPENDIX F2-A



APPENDIX F2-B

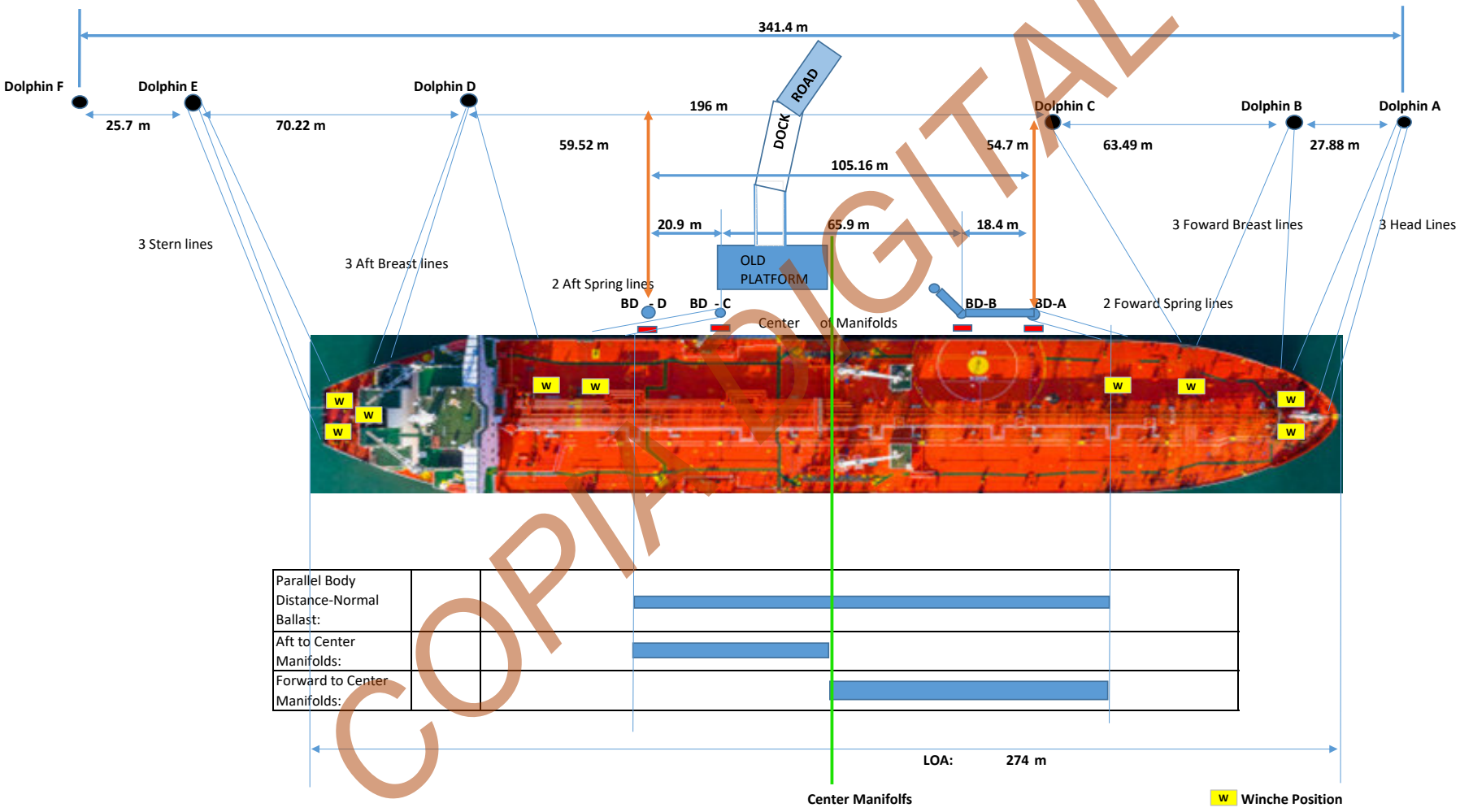


APPENDIX F2-C

DOCK N° 2

Recommended Mooring Plan "Port Side Alongside"

Vessel name	**AVG SUEZMAX SIZE**		Type:		**SDWT:** 158,920
Vessel Length	274	m			

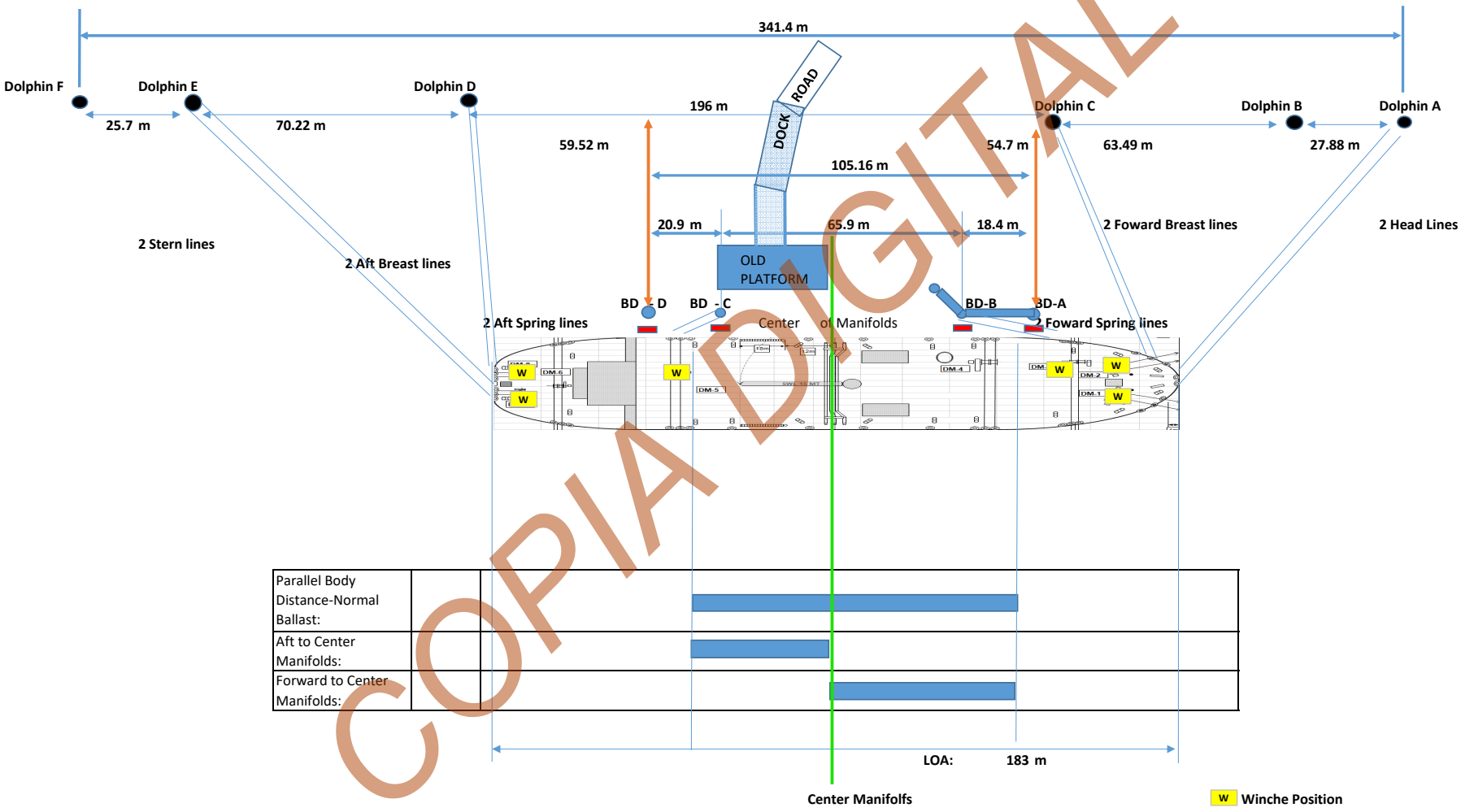


APPENDIX F2-D

DOCK N° 2

Recommended Mooring Plan "Port Side Alongside"

Vessel name	**AVG HANDY SIZE**		Type:		**SDWT:** 28,000
Vessel Length	183	m			



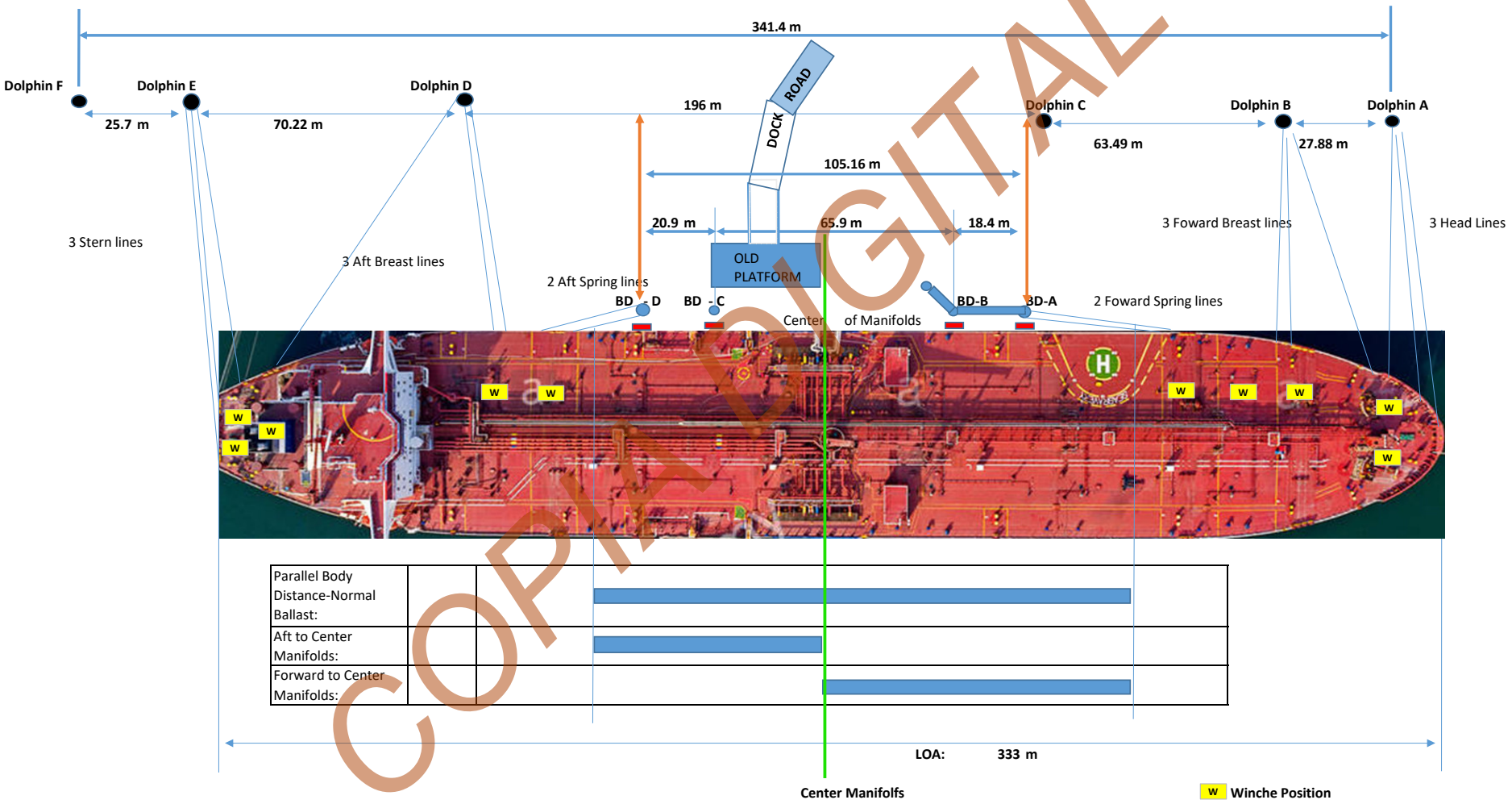
Parallel Body Distance-Normal Ballast:			
Aft to Center Manifolds:			
Forward to Center Manifolds:			

APPENDIX F2-E

DOCK N° 2

Recommended Mooring Plan "Port Side Alongside"

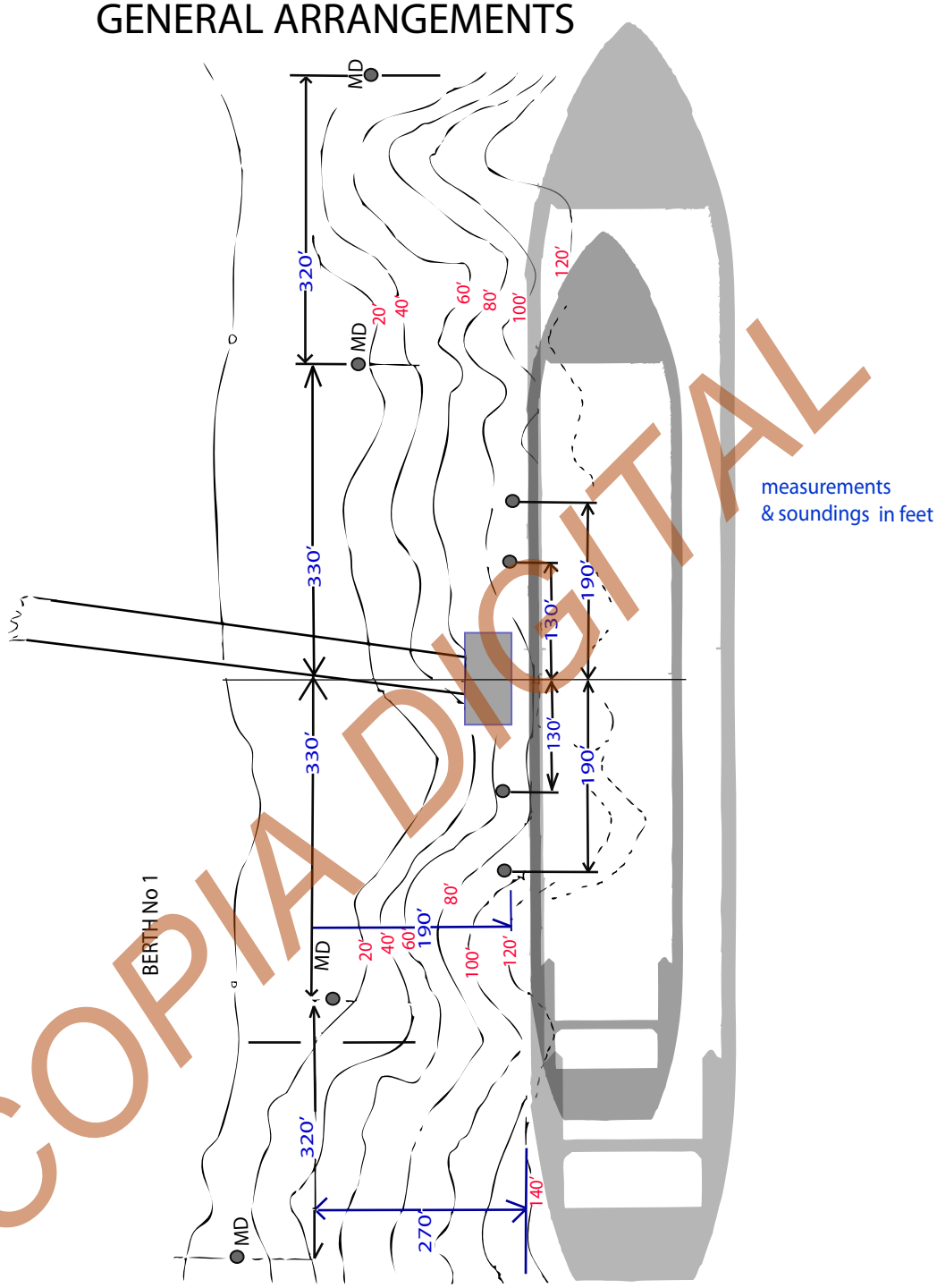
Vessel name	**AVG VLCC SIZE**		Type:		**SDWT:** 320,000
Vessel Length	330	m			

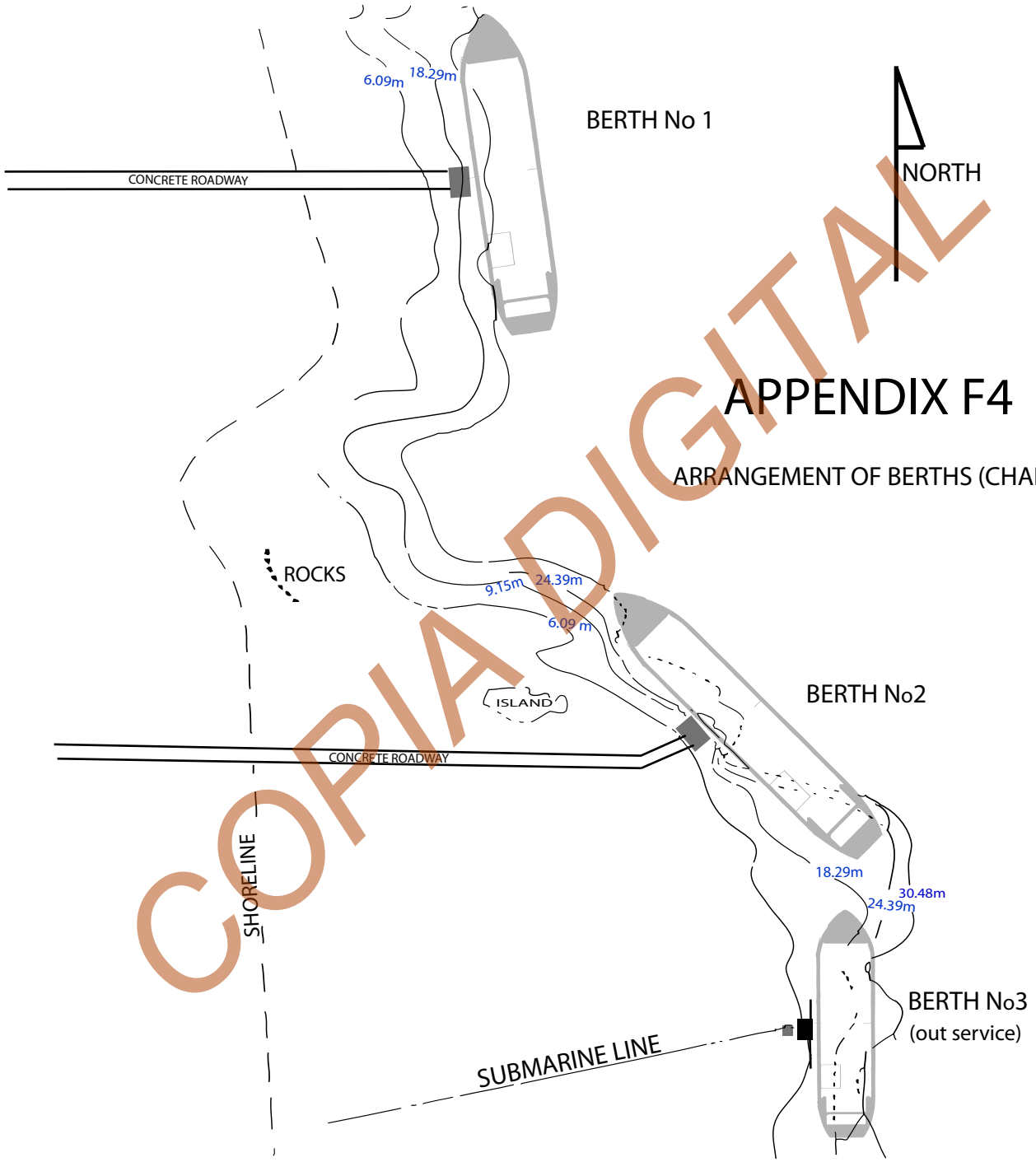


APPENDIX F3

BERTH 1

GENERAL ARRANGEMENTS





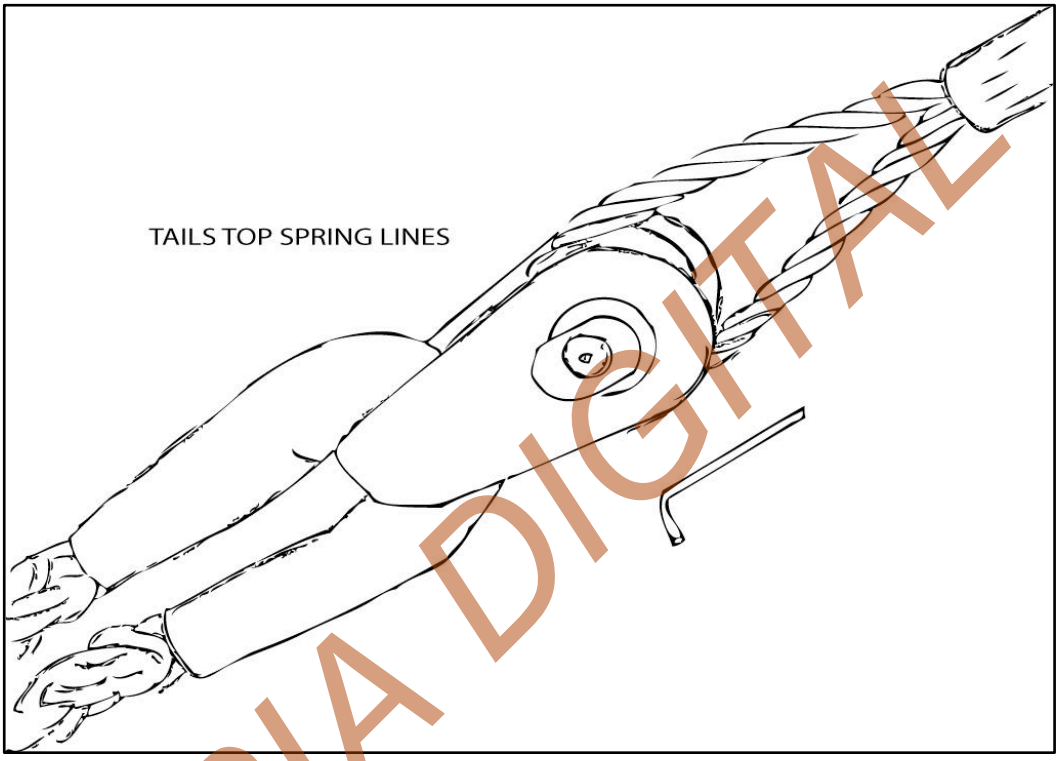
APPENDIX F4

ARRANGEMENT OF BERTHS (CHARCO AZUL)

APPENDIX G

Shows the type of shackle we have found most suitable, it also indicates the length of synthetic tail it requires.

On completion of the mooring operation the Pilot/Berthing Master will conduct an inspection of vessel readiness to transfer cargo and will provide the initial signature on the 'Ship/Shore Safety Check List'.



Tails, if used, should preferably be made of nylon line (3 strand construction should not be used) about 11 m long overall, and have a breaking strength at least 25% greater than the MBL of the wire to which they are attached. They should be replaced at least every 18 months unless experience and/or inspection indicate more or less frequent replacement.

MIXED MOORINGS (MOORINGS OF DIFFERENT MATERIAL IN SAME DIRECTION) ARE NOT ALLOWED.

AT ALL TIMES A MOORING DECK WATCH SHALL BE CONTINOUSLY MAINTAINED WHEN ALONSIDE.

APPENDIX H

FIRE INSTRUCTIONS

IN CASE OF A FIRE DO NOT HESITATE TO RAISE THE ALARM

TERMINAL FIRE ALARM:

At this terminal the fire alarm signal is: SIREN & by RADIO

IN CASE OF FIRE:

1. Sound one or more blasts of the ship´s whistle, each blast of not more than ten seconds duration supplemented by a continuous sounding of the general alarm system.

2. Contact **PTP CONTROL**
   UHF: PTP Radio provided for cargo Operations
   VHF: **13 or 16**
   Tel: +507.720.7246

ACTION - SHIP	ACTION - TERMINAL
Fire on your ship • Raise alarm • Fight fire & prevent fire spreading • Inform terminal • Cease all cargo / ballast operations & closed all valves. • Stand by to disconnect hoses or arms • Bring engines to standby **Fire on another ship or ashore** *Stand by and when instructed: *Cease all cargo/ballast operations and close all valves *Disconnect hoses or arms *Bring engines and crew to standby, ready to unberth	**Fire on a Ship** • Raise alarm • Contact ship • Cease all cargo / ballast operations and close all valves • Stand by to assist fire fighting • Inform all ships • Implement terminal emergency plan **Fire Ashore** *Raise Alarm *Cease all cargo / ballast operations & close all valves *Fight fire & prevent spreading *If required stand by to disconnect hoses or arms *Inform all ships *Implement terminal emergency plan
IN THE CASE OF FIRE THE TERMINAL PERSONNEL WILL DIRECT THE MOVEMENT OF VEHICULAR TRAFFIC ASHORE	

APARTADO 8-179
PANAMÁ 8
REP. DE PANAMÁ
TEL.: 263-7777
FAX: 263-9949

APAPTADO 901
DAVID, CHIRIQUÍ
REP. DE PANAMÁ
TEL.: 775-3087
775-7791
FAX: 775-4958

PUERTO CHIRIQUÍ GRANDE
PUERTO ARMUELLES
www.petroterminal.com
TEL.: 756-9125; 756-9129
TEL.: 770-7246; 770-9128
FAX: 756-9128
FAX: 770-7261

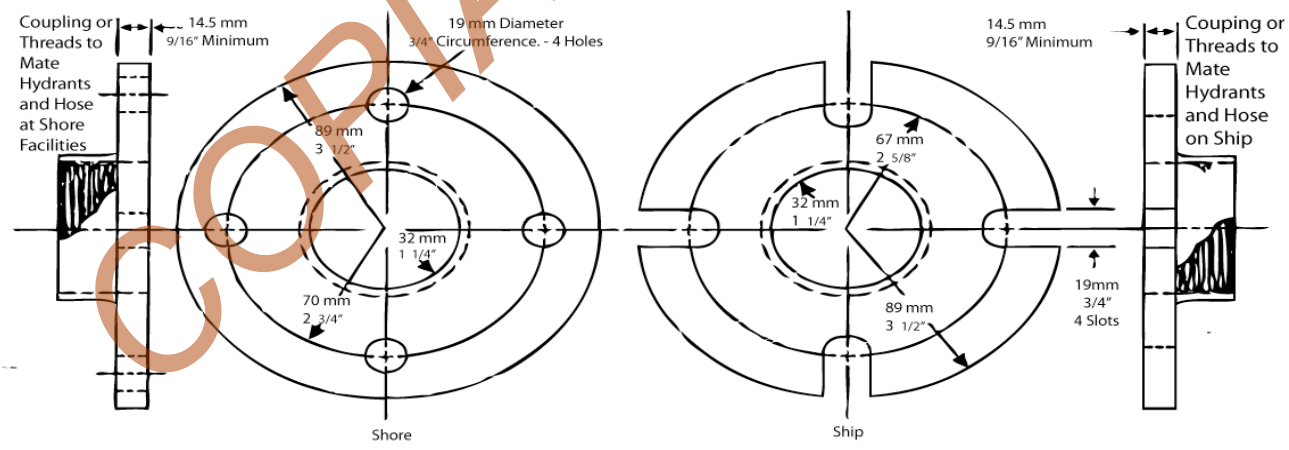
APPENDIX I

International Shore Fire Connection

The connection should be kept readily available together with a gasket of any material suitable for 1.0N/mm^2 services, and with four 16mm bolts, 50mm in lenght, and eight washers.

For Both

Flange Surface: Flate Face
Gasket Material: Any suitable for 150 psi Service
Bolts: Four (5/8 inch) Diameter, 50mm (2 inches) long
Threaded to within 25mm (1 inch) of the bolt head
Nuts: Four, to fit Bolts
Washers: Four, to fit Bolts



Material: Any Suitable for 150 psi Service (Shore)

Material: Brass or Bronze Suitable for 150 psi Service (Ship)

ISGOTT Checks pre-arrival Ship/Shore Safety Checklist

Date and time: _____

Port and berth: _____

Tanker: _____

Terminal: _____

Product to be transferred: _____

Part 1A. Tanker: checks pre-arrival			
Item	**Check**	**Status**	**Remarks**
1	Pre-arrival information is exchanged (6.5, 21.2)	Yes	
2	International shore fire connection is available (5.5, 19.4.3.1)	Yes	
3	Transfer hoses are of suitable construction (18.2)	Yes	
4	Terminal information booklet reviewed (15.2.2)	Yes	
5	Pre-berthing information is exchanged (21.3, 22.3)	Yes	
6	Pressure/vacuum valves and/or high velocity vents are operational (11.1.8)	Yes	
7	Fixed and portable oxygen analysers are operational (2.4)	Yes	

Part 1B. Tanker: checks pre-arrival if using an inert gas system			
Item	**Check**	**Status**	**Remarks**
8	Inert gas system pressure and oxygen recorders are operational (11.1.5.2, 11.1.11)	Yes	
9	Inert gas system and associated equipment are operational (11.1.5.2, 11.1.11)	Yes	
10	Cargo tank atmospheres' oxygen content is less than 8% (11.1.3)	Yes	
11	Cargo tank atmospheres are at positive pressure (11.1.3)	Yes	

Part 2. Terminal: checks pre-arrival			
Item	**Check**	**Status**	**Remarks**
12	Pre-arrival information is exchanged (6.5, 21.2)	Yes	
13	International shore fire connection is available (5.5, 19.4.3.1, 19.4.3.5)	Yes	
14	Transfer equipment is of suitable construction (18.1, 18.2)	Yes	
15	Terminal information booklet transmitted to tanker (15.2.2)	Yes	
16	Pre-berthing information is exchanged (21.3, 22.3)	Yes	

ISGOTT Checks after mooring Ship/Shore Safety Checklist

Part 3. Tanker: checks after mooring			
Item	**Check**	**Status**	**Remarks**
17	Fendering is effective (22.4.1)	Yes	
18	Mooring arrangement is effective (22.2, 22.4.3)	Yes	
19	Access to and from the tanker is safe (16.4)	Yes	
20	Scuppers and savealls are plugged (23.7.4, 23.7.5)	Yes	
21	Cargo system sea connections and overboard discharges are secured (23.7.3)	Yes	
22	Very high frequency and ultra high frequency transceivers are set to low power mode (4.11.6, 4.13.2.2)	Yes	
23	External openings in superstructures are controlled (23.1)	Yes	
24	Pumproom ventilation is effective (10.12.2)	Yes	
25	Medium frequency/high frequency radio antennae are isolated (4.11.4, 4.13.2.1)	Yes	
26	Accommodation spaces are at positive pressure (23.2)	Yes	
27	Fire control plans are readily available (9.11.2.5)	Yes	

Part 4. Terminal: checks after mooring			
Item	**Check**	**Status**	**Remarks**
28	Fendering is effective (22.4.1)	Yes	
29	Tanker is moored according to the terminal mooring plan (22.2, 22.4.3)	Yes	
30	Access to and from the terminal is safe (16.4)	Yes	
31	Spill containment and sumps are secure (18.4.2, 18.4.3, 23.7.4, 23.7.5)	Yes	

Rev.10, 2020

ISGOTT Checks pre-transfer Ship/Shore Safety Checklist

Date and time: _____

Port and berth: _____

Tanker: _____

Terminal: _____

Product to be transferred: _____

Part 5A. Tanker and terminal: pre-transfer conference				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
32	Tanker is ready to move at agreed notice period (9.11, 21.7.1.1, 22.5.4)	Yes	Yes	
33	Effective tanker and terminal communications are established (21.1.1, 21.1.2)	Yes	Yes	
34	Transfer equipment is in safe condition (isolated, drained and de-pressurised) (18.4.1)	Yes	Yes	
35	Operation supervision and watchkeeping is adequate (7.9, 23.11)	Yes	Yes	
36	There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11)	Yes	Yes	
37	Smoking restrictions and designated smoking areas are established (4.10, 23.10)	Yes	Yes	
38	Naked light restrictions are established (4.10.1)	Yes	Yes	
39	Control of electrical and electronic devices is agreed (4.11, 4.12)	Yes	Yes	
40	Means of emergency escape from both tanker and terminal are established (20.5)	Yes	Yes	
41	Firefighting equipment is ready for use (5, 19.4, 23.8)	Yes	Yes	
42	Oil spill clean-up material is available (20.4)	Yes	Yes	
43	Manifolds are properly connected (23.6.1)	Yes	Yes	
44	Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5)	Yes	Yes	
45	Procedures for cargo, bunkers and ballast handling operations are agreed (21.4, 21.5, 21.6)	Yes	Yes	
46	Cargo transfer management controls are agreed (12.1)	Yes	Yes	
47	Cargo tank cleaning requirements, including crude oil washing, are agreed (12.3, 12.5, 21.4.1)	Yes	Yes	See also parts 7B/7C as applicable

Part 5A. Tanker and terminal: pre-transfer conference (cont.)				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
48	Cargo tank gas freeing arrangements agreed (12.4)	Yes	Yes	See also part 7C
49	Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4)	Yes	Yes	See also part 7C
50	Routine for regular checks on cargo transferred are agreed (23.7.2)	Yes	Yes	
51	Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2)	Yes	Yes	
52	Safety data sheets are available (1.4.4, 20.1, 21.4)	Yes	Yes	
53	Hazardous properties of the products to be transferred are discussed (1.2, 1.4)	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective (12.9.5, 17.4, 18.2.14)	Yes	Yes	
55	Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5, 23.3.3)	Yes	Yes	
56	Vapour return line operational parameters are agreed (11.5, 18.3, 23.7.7)	Yes	Yes	
57	Measures to avoid back-filling are agreed (12.1.13.7)	Yes	Yes	
58	Status of unused cargo and bunker connections is satisfactory (23.7.1, 23.7.6)	Yes	Yes	
59	Portable very high frequency and ultra high frequency radios are intrinsically safe (4.12.4, 21.1.1)	Yes	Yes	
60	Procedures for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8)	Yes	Yes	

Additional for chemical tankers Checks pre-transfer

Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
61	Inhibition certificate received (if required) from manufacturer	Yes	Yes	
62	Appropriate personal protective equipment identified and available (4.8.1)	Yes	Yes	
63	Countermeasures against personal contact with cargo are agreed (1.4)	Yes	Yes	
64	Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6)	Yes	Yes	
65	Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1)	Yes	Yes	

Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer (cont.)				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
66	Adequate portable vapour detection instruments are in use (2.4)	Yes	Yes	
67	Information on firefighting media and procedures is exchanged (5, 19)	Yes	Yes	
68	Transfer hoses confirmed suitable for the product being handled (18.2)	Yes	Yes	
69	Confirm cargo handling is only by a permanent installed pipeline system	Yes	Yes	
70	Procedures are in place to receive nitrogen from the terminal for inerting or purging (12.1.14.8)	Yes	Yes	

Additional for gas tankers **Checks pre-transfer**

Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
71	Inhibition certificate received (if required) from manufacturer	Yes	Yes	
72	Water spray system is operational (5.3.1, 19.4.3)	Yes	Yes	
73	Appropriate personal protective equipment is identified and available (4.8.1)	Yes	Yes	
74	Remote control valves are operational	Yes	Yes	
75	Cargo pumps and compressors are operational	Yes	Yes	
76	Maximum working pressures are agreed between tanker and terminal (21.4, 21.5, 21.6)	Yes	Yes	
77	Reliquefaction or boil-off control equipment is operational	Yes	Yes	
78	Gas detection equipment is appropriately set for the cargo (2.4)	Yes	Yes	
79	Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1)	Yes	Yes	
80	Emergency shutdown systems are tested and operational (18.5)	Yes	Yes	
81	Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6)	Yes	Yes	
82	Maximum/minimum temperatures/pressures of the cargo to be transferred are agreed (21.4, 21.5, 21.6)	Yes	Yes	
83	Cargo tank relief valve settings are confirmed (12.11, 21.2, 21.4)	Yes	Yes	

Part 6. Tanker and terminal: agreements pre-transfer				
Part 5 item	**Agreement**	**Details**	**Tanker initials**	**Terminal initials**
32	Tanker manoeuvring readiness	Notice period (maximum) for full readiness to manoeuvre: Period of disablement (if permitted):		
33	Security protocols	Security level: Local requirements:		
33	Effective tanker/terminal communications	Primary system: Backup system:		
35	Operational supervision and watchkeeping	Tanker: Terminal:		
37 38	Dedicated smoking areas and naked lights restrictions	Tanker: Terminal:		
45	Maximum wind, current and sea/swell criteria or other environmental factors	Stop cargo transfer: Disconnect: Unberth:		
45 46	Limits for cargo, bunkers and ballast handling	Maximum transfer rates: Topping-off rates: Maximum manifold pressure: Cargo temperature: Other limitations:		

Part 6. Tanker and terminal: agreements pre-transfer (cont.)				
Part 5 item	**Agreement**	**Details**	**Tanker initials**	**Terminal initials**
45 46	Pressure surge control	Minimum number of cargo tanks open: Tank switching protocols: Minimum number of cargo tanks open: Tank switching protocols: Full load rate: Topping-off rate: Closing time of automatic valves:		
46	Cargo transfer management procedures	Action notice periods: Transfer stop protocols:		
50	Routine for regular checks on cargo transferred are agreed	Routine transferred quantity checks:		
51	Emergency signals	Tanker: Terminal:		
55	Tank venting system	Procedure:		
55	Closed operations	Requirements:		
56	Vapour return line	Operational parameters: Maximum flow rate:		
60	Nitrogen supply from terminal	Procedures to receive: Maximum pressure: Flow rate:		

Part 6. Tanker and terminal: agreements pre-transfer (cont.)				
Part 5 item ref	**Agreement**	**Details**	**Tanker initials**	**Terminal initials**
83	For gas tanker only: cargo tank relief valve settings	Tank 1: Tank 2: Tank 3: Tank 4: Tank 5: Tank 6: Tank 7: Tank 8: Tank 9: Tank 10:		
XX	Exceptions and additions	Special issues that both parties should be aware of:		

Date and time: _____

Port and berth: _____

Tanker: _____

Terminal: _____

Product to be transferred: _____

Part 7A. General tanker: checks pre-transfer			
Item	**Check**	**Status**	**Remarks**
84	Portable drip trays are correctly positioned and empty (23.7.5)	Yes	
85	Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4)	Yes	
86	Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3)	Yes	
87	Cargo tank high level alarms are operational (12.1.6.6.1)	Yes	
88	All cargo, ballast and bunker tanks openings are secured (23.3)	Yes	

Part 7B. Tanker: checks pre-transfer if crude oil washing is planned			
Item	**Check**	**Status**	**Remarks**
89	The completed pre-arrival crude oil washing checklist, as contained in the approved crude oil washing manual, is copied to terminal (12.5.2, 21.2.3)	Yes	
90	Crude oil washing checklists for use before, during and after crude oil washing are in place ready to complete, as contained in the approved crude oil washing manual (12.5.2, 21.6)	Yes	

ISGOTT Checks after pre-transfer conference Ship/Shore Safety Checklist

For tankers that will perform tank cleaning alongside and/or gas freeing alongside

Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing			
Item	**Check**	**Status**	**Remarks**
91	Permission for tank cleaning operations is confirmed (21.2.3, 21.4, 25.4.3)	Yes	
92	Permission for gas freeing operations is confirmed (12.4.3)	Yes	
93	Tank cleaning procedures are agreed (12.3.2, 21.4, 21.6)	Yes	
94	If cargo tank entry is required, procedures for entry have been agreed with the terminal (10.5)	Yes	
95	Slop reception facilities and requirements are confirmed (12.1, 21.2, 21.4)	Yes	

Declaration

We the undersigned have checked the items in the applicable parts 1 to 7 as marked and signed below:

	Tanker	Terminal
Part 1A. Tanker: checks pre-arrival		
Part 1B. Tanker: checks pre-arrival if using an inert gas system		
Part 2. Terminal: checks pre-arrival		
Part 3. Tanker: checks after mooring		
Part 4. Terminal: checks after mooring		
Part 5A. Tanker and terminal: pre-transfer conference		
Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer		
Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer		
Part 6. Tanker and terminal: agreements pre-transfer		
Part 7A. General tanker: checks pre-transfer		
Part 7B. Tanker: checks pre-transfer if crude oil washing is planned		
Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing		

In accordance with the guidance in chapter 25 of *ISGOTT*, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the tanker and terminal are in agreement to undertake the transfer operation.

We have also agreed to carry out the repetitive checks noted in parts 8 and 9 of the *ISGOTT* SSSCL, which should occur at intervals of not more than ____ hours for the tanker and not more than ____ hours for the terminal.

If, to our knowledge, the status of any item changes, we will immediately inform the other party.

Tanker	**Terminal**
Name	Name
Rank	Position
Signature	Signature
Date	Date
Time	Time

ISGOTT Checks during transfer Ship/Shore Safety Checklist

Repetitive checks

Part 8. Tanker: repetitive checks during and after transfer								
Item ref	**Check**	**Time**	**Time**	**Time**	**Time**	**Time**	**Time**	**Remarks**
Interval time:…… hrs								
8	Inert gas system pressure and oxygen recording operational	Yes	Yes	Yes	Yes	Yes	Yes	
9	Inert gas system and all associated equipment are operational	Yes	Yes	Yes	Yes	Yes	Yes	
11	Cargo tank atmospheres are at positive pressure	Yes	Yes	Yes	Yes	Yes	Yes	
18	Mooring arrangement is effective	Yes	Yes	Yes	Yes	Yes	Yes	
19	Access to and from the tanker is safe	Yes	Yes	Yes	Yes	Yes	Yes	
20	Scuppers and savealls are plugged	Yes	Yes	Yes	Yes	Yes	Yes	
23	External openings in superstructures are controlled	Yes	Yes	Yes	Yes	Yes	Yes	
24	Pumproom ventilation is effective	Yes	Yes	Yes	Yes	Yes	Yes	
28	Tanker is ready to move at agreed notice period	Yes	Yes	Yes	Yes	Yes	Yes	
29	Fendering is effective	Yes	Yes	Yes	Yes	Yes	Yes	
33	Communications are effective	Yes	Yes	Yes	Yes	Yes	Yes	
35	Supervision and watchkeeping is adequate	Yes	Yes	Yes	Yes	Yes	Yes	
36	Sufficient personnel are available to deal with an emergency	Yes	Yes	Yes	Yes	Yes	Yes	
37	Smoking restrictions and designated smoking areas are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
38	Naked light restrictions are complied with	Yes	Yes	Yes	Yes	Yes	Yes	

Part 8. Tanker: repetitive checks during and after transfer (cont.)								
39	Control of electrical devices and equipment in hazardous zones is complied with	Yes	Yes	Yes	Yes	Yes	Yes	
40 41 42 51	Emergency response preparedness is satisfactory	Yes	Yes	Yes	Yes	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective	Yes	Yes	Yes	Yes	Yes	Yes	
55	Tank venting system and closed operation procedures are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
85	Individual cargo tank inert gas valves settings are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
86	Inert gas delivery maintained at not more than 5% oxygen	Yes	Yes	Yes	Yes	Yes	Yes	
87	Cargo tank high level alarms are operational	Yes	Yes	Yes	Yes	Yes	Yes	
Initials								

Part 9. Terminal: repetitive checks during and after transfer								
Item ref	**Check**	**Time**	**Time**	**Time**	**Time**	**Time**	**Time**	**Remarks**
Interval time:…… hrs								
18	Mooring arrangement is effective	Yes	Yes	Yes	Yes	Yes	Yes	
19	Access to and from the terminal is safe	Yes	Yes	Yes	Yes	Yes	Yes	
29	Fendering is effective	Yes	Yes	Yes	Yes	Yes	Yes	
32	Spill containment and sumps are secure	Yes	Yes	Yes	Yes	Yes	Yes	
33	Communications are effective	Yes	Yes	Yes	Yes	Yes	Yes	
35	Supervision and watchkeeping is adequate	Yes	Yes	Yes	Yes	Yes	Yes	
36	Sufficient personnel are available to deal with an emergency	Yes	Yes	Yes	Yes	Yes	Yes	
37	Smoking restrictions and designated smoking areas are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
38	Naked light restrictions are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with	Yes	Yes	Yes	Yes	Yes	Yes	
40 41 47 51	Emergency response preparedness is satisfactory	Yes	Yes	Yes	Yes	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective	Yes	Yes	Yes	Yes	Yes	Yes	
55	Tank venting system and closed operation procedures are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
Initials								

APARTADO 8-179
PANAMÁ 8
REP. DE PANAMÁ
TEL.: 263-7777
FAX: 263-9949

APAPTADO 901
DAVID, CHIRIQUÍ
REP. DE PANAMÁ
TEL.: 775-3087
775-7791
FAX: 775-4958

PUERTO CHIRIQUÍ GRANDE
PUERTO ARMUELLES
www.petroterminal.com
TEL.: 756-9125; 756-9129
TEL.: 770-7246; 770-9128
FAX: 756-9128
FAX: 770-7261

SHIP / SHORE SAFETY CHECK LIST

Ship's Name:_____

Berth:_____ **Port:**_____

Date of Arrival:_____ **Time of Arrival:**_____

INTRUCTIONS FOR COMPLETION:

The safety of operations requires that all questions should be answered affirmatively by clearly ticking (/) the appropriate box. If an affirmative answer is not possible, the reason should be given and agreement reached upon appropriate precautions to be taken between the ship and the terminal. Where any questions is considered to be not applicable, then a note to that effect should be inserted in the remarks column.

A box in the columns 'ship' and 'terminal' indicates that checks should be carried out by the party concerned.

The presence of the letter A, P or R in the column 'Code' indicates the following:

A – any procedures and agreements should be in writing in the remarks column of this Check List other mutually acceptable form. In either case, the signature of both parties should be required.

P – in the case of a negative answer, the operation should not be carried out without the permission of the terminal company.

R – indicates items to be re-checked at intervals not exceeding that agreed in the declaration.

PETROTEMINAL DE PANAMA S.A.
PACIFIC TERMINAL

KEY MEETING FORM

SECURITY LEVEL: ☐

Date:
Time: (Start) (End)

SELECT OPERATION: LOADING ☐ DISCHARGE ☐

TERMINAL INFORMATION

SELECT BERTH TO USE:

BERTH DESCRIPTION			
BERTH # 1		**BERTH # 2**	
LOADING ARMS	4 X 16" / 14" / 12"	HOSES	2 X 16" TANKER END
MAX LOAD RATE	48,000 BPH	MAX LOAD RATE	45,000 BPH
MAX PRESSURE	125 PSI	MAX PRESSURE	125 PSI
MAX LOAD PRESSURE	40 PSI	MAX LOAD PRESSURE	40 PSI
MAX DISCH RATE	100,000 BPH	MAX DISCH RATE	45,000 BPH
MAX DRAFT	80 FEET	MAX DRAFT	77 FEET
LOADING ARMS RESTRICTION	75 FEET ABOVE SEA LVL / 15° OR 5 FEET LEFT TO CENTER TO RIGHT	HOSES	2 FIRST OF THE MANIFOLD 20"X40`, 12 FULL FLOATING 20"X40`, 4 FULL FLOATING 16"X 40`, 2 TANKER END 16"X30`.
L-1 ϕ 48"	LENGTH 9,366 FEET / 19,814 BBLS	L-2 ϕ 36"	LENGTH 7,726 FEET / 9,987 BBLS

MAX DISCH RATE FOR TANK RECEPTION	100,000 BPH	Tk-101, 102 & 103	TANKS 833K BBLS 82 FT ABOVE SEA LVL
MAX DISCH RATE FOR TANK RECEPTION	60,000 BPH	Tk-104, 105 & 106	TANKS 722K BBLS 108 FT ABOVE SEA LVL
		Tk-108, 109 & 110	TANKS 550K BBLS 138 FT ABOVE SEA LVL
		Tk-107 & 111	TANKS 435K BBLS 138 FT ABOVE SEA LVL
MAX DISCH RATE FOR TANK RECEPTION	25,000 BPH	Tk-206, 207 & 208	TANKS 120K BBLS 82 FT ABOVE SEA LVL

EMERGENCY EVACUATION PLAN: Terminal facilities consist in two (2) berth ("T" Head Jetties). This beths are named: Bert No. 1 (North) can be access by road transportation. THE EVACUATION ROUTE: In the event of an Emergency (Fire, Explosion, H2S or other emergency), the primary considaration will be the safety of the personnel. Personnel must follow the Evacuation Signs all around on the berth platform indicating: Exit, Salida, Evacuation Route on the gangway, beth platform, berth´s wings walk ways. Berth No. 2 (South), can be access by Terminals launch using the ship`s ganway. THE EVACUATION ROUTE: In the event of an Emergency (Fire, Explosion, H2S or other emergency), the primary considaration will be the safety of the personnel. Personnel must follow instructions from de Loading Master or Control Room so the launch can be along side the ship to evacuate the personnel thru the ship`s ganway or ladder.

EMERGENCY SIGNAL BY TERMINAL: VIA VHF CHANNEL 13/14 STOP STOP STOP

SHORE/SHIP COMMUNICATION:	**VHF 13**	**BACK-UP COMMUNICATION:**	**VHF 14**
TIME TO STOP CARGO:	2 MIN	TIME TO REDUCE RATE:	5 MIN
TIME FOR EMERGENCY STOP:	1 MIN		

ALL INFORMATION REQUIRED MUST BE FILLED.
PLEASE DO NOT LEAVE ANY BLANK SPACES.
IF QUESTION DOES NOT APPLY CROSS IT WITH A LINE OR TYPE N/A.

VESSEL INFORMATION

VESSEL'S NAME:

IF ANY HIGH H2S ALARM SOUNDS (HIGHER THAN 5PPM ON DECK) NOTIFY PTP CONTROL ROOM. IN CASE H2S CONCENTRATIONS ARE ABOVE 10PPM ON VESSEL DECK OR DOCK 1 PLATFORM AND DOCK 2 HOSES CONECTIONS; OPERATION MUST BE SUSPENDED UNTIL CONCENTRATIONS DECREASE. FOLLOW THE H2S EMERGENCY EVACUATION PLAN SIGNALS PLACED AT THE DOCK PLATFORM OR KEY MEETING EMERGENCY EVACUATION PLAN.

No. & SIZE OF MANIFOLDS:		ARRIVAL DRAFT:	FWD	AFT
CARGO LINE TO BE USED:		ESTIMATED DEPARTURE DRAFT:	FWD	AFT
CARGO TANKS TO BE USED:		TIME TO REDUCE RATE:		
MAX REQUIRED RATE:		NOTICE FOR NORMAL OPERATION STOPPAGE: (TIME)		
INITIAL REQUIRED RATE:				
TOPPING OFF/ STRIPPING REQUIRED RATE:		MAX PRESSURE:		
TEMPERATURE LIMITS (IF ANY):		TANKS TO COW:		
VENTING SYSTEM:		BALLAST QUANTITY TO LOAD / DISCHARGE:		
LAST CARGO:		LAST PORT:		
VESSEL'S EMERGENCY SIGNAL:		NEXT PORT:		

OPERATION SEQUENCE

CRUDE NAME	EST. API & TEMP		RATE(BPH	TANK	OPERATION DESCRIPTION	ARMS	STOP BY

REMARKS:

CHIEF OFFICER	TERMINAL REPRESENTATIVE

ALL INFORMATION REQUIRED MUST BE FILLED.
PLEASE DO NOT LEAVE ANY BLANK SPACES.
IF QUESTION DOES NOT APPLY CROSS IT WITH A LINE OR TYPE N/A.

PETROTERMINAL DE PANAMÁ,S.A.
SECURITY MEETING & PRE-TRANSFER CONFERENCE
PACIFIC TERMINAL

DATE: _____

VESSEL : _____ ***BERTH:*** _____

SECURITY LEVEL _____

GENERAL REGULATIONS

A - COMUNICATIONS
Cargo Operations will be via VHF in marine Ch.# 13
PTP - Terminal will provide a portable VHF for cargo operations.
Call sign for Terminal cargo operations - " Charco Azul PTP Control "
Call sign for Pilot - " Charco Azul Pilot "
Alternate cargo Channel - marine Ch. # 14
Vessels bridge VHF must be in " Low Power " to avoid comm. interference
In case of Loss of Communication the vessel should sound Five (5) long blasts on whistle siren.
All operations will be shutdown and remain so until restored.

A - 1 OIL SPILL - EMERGENCY COMMUNICATIONS
In the event of an "OIL SPILL" rupture or other cause the vessel must advise PTP to
" STOP,STOP, STOP"
The vessel will STOP all Discharge / Loading operations.
The vessel will close her manifold valves and advise the Terminal.
The Terminal will CLOSE shore valves.
The Terminal will make an Inspection with The Panama Maritime Port Authority.
The vessel will only resume after the Inspection & all clean up is complete.
All communications will be on VHF channels 13 & 14 unless advised otherwise

B - BALLAST HANDLING
All vessels requiring deballast operations overboard or alongside the Berth must have a previous authorization from the Terminal & the Maritime Authority.
All Dedicated Clean Ballast must be inspected prior its discharge.
All Slops & Treated Ballast with emulsifiers or chemicals must be retained on board.

C - TERMINAL FACILITIES

Max. allowable working pressure at the ship rail is 125 psi
Max. permissible discharge rate is 100,000 barrels per hour
Pipeline distance from Berth 1 to crude oil tanks is 7,761 feet. Pipeline 48 inches diam.
Pipeline distance from Berth 2 to crude oil tanks is 6,241feet.Pipeline 48 inches diam.
Vessel must remain within the loading arm envelope at all times, vertical & horizontal

D - CARGO OPERATIONS
Agreed on attached loading/unloading Cargo Plan.

LINE DISPLACEMENT
Refer to attached loading/unloading plan.
The vessel should keep her manifold valves " Closed " before start of discharge.
The Terminal will notify the vessel that all valves are Open ashore.
The Vessel opens her manifold valves & starts the Line displacement or discharge
The Vessel & the Terminal will coordinate to STOP as soon this quantity is received into shore Tank .
The Inspector, the vessel & the Terminal will then check figures.
The vessel will be advised to resume discharge.
The Terminal will advise hourly the total volume received or discharged & rate
The vessel must advise the Terminal of any ship stoppages to avoid possible air pockets or back flow to the vessel because there are no Check Valves in the system

COMPLETION OF DISCHARGE
The vessel advises with 1 (one) hour notice to " PTP Control ".
The Vessel should notify PTP Control of any stoppage for internal
When the Vessel ends discharge & the flow has stopped ashore the
E - vessel should inmediatley close the manifold valves.
The shore valves ont the dock & the Terminal will also be closed
The loading arms will be drained, this operation will be coordinated with the vessel
At completion of draining, all valves will be closed and the loading arms disconnected.
Loading arms will be blanked and lifted clear of the vessel

SECURITY
While at the Cargo Berth a Guard will be asigned for Acess Control purposes.
Crew members intending to go ashore must carry their Shore Pass signed in Original by Migration
Agent must send in advance any information related to Crew Changes & Stores for the vessel.

F ENVIROMENTAL CONSIDERTIONS
Does the cargo contain toxic components eg. H2S, benzene lead,etc. Yes/ No
Any other characteristics such as high true vapour pressure (TVP) Yes/ No
Are there any other deficiencies that should be identified ? Yes/ No

G
Only Boiler water is allowed to be discharged while at PTP berth facilities
No Ballast water to be accepted ashore and must be retained aboard the vessel
We expect no more than normal discharges from the vessel to the atmosphere
Exhaust & Gas emissions from Engines and Boilers expected to be no more than normal discharges related to operations.
No Garbage disposal allowed while alongside or anchored.
No Sewage waters to be discharged while berthed within Port Area, vessel to be fit with adequate equipment in order to keep this water into her holding tanks.

ENVIRONMENTAL & SAFETY CONSIDERATIONS
Please submit to PTP information of the vessel Five (5) last previous cargos.
Does the vessels tanks contain Toxic components. Eg.:

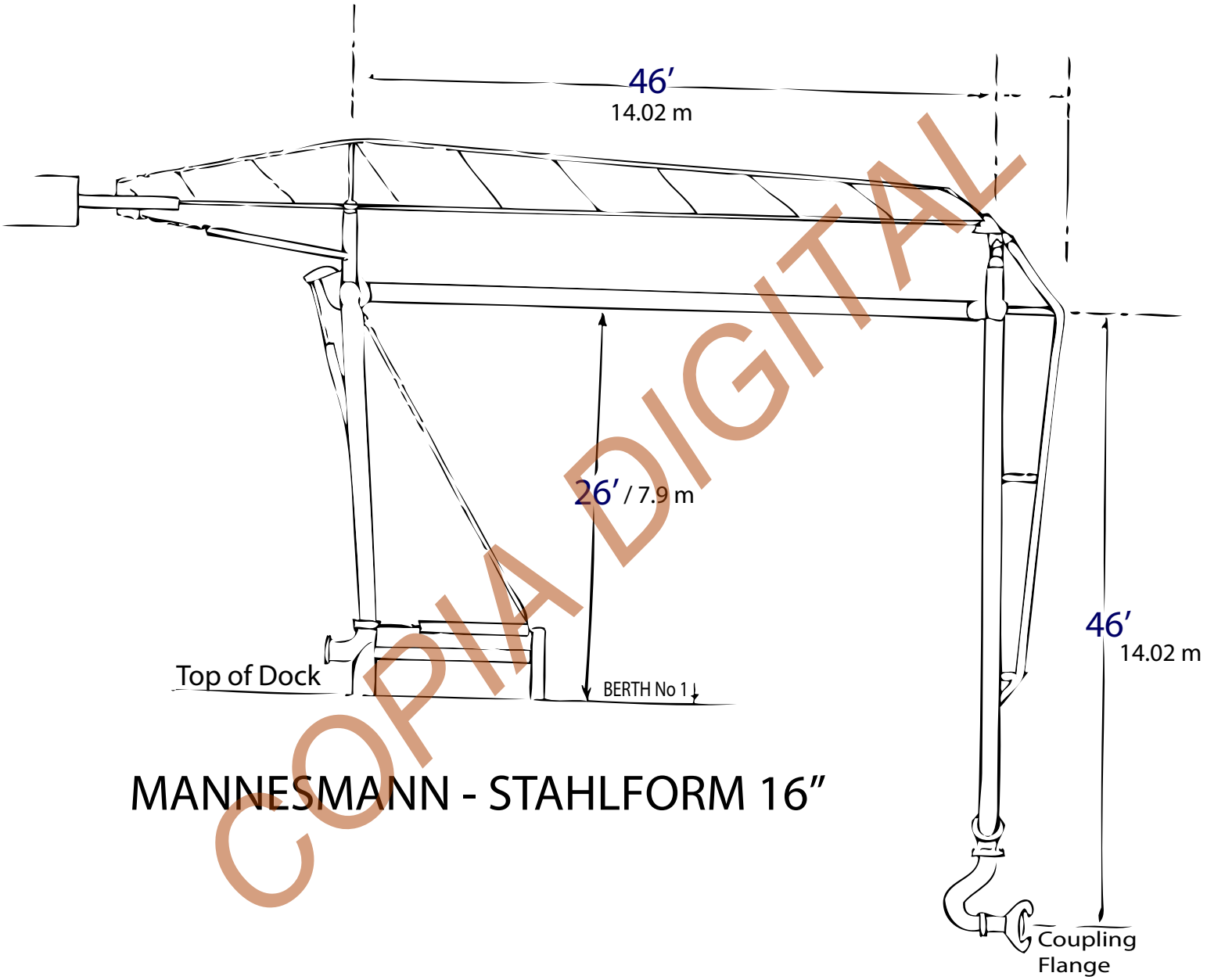
	LEAD		Yes / No	ADDITIVES
H	BENZENE		Yes / No	H2S content

Crude Oil - H2S - 10 ppm. Max. Allowable readings at the Cargo Dock.

For Vessel	**For Terminal**

APPENDIX L3

BERTH N0 1
LOADING ARMS



MANNESMANN - STAHLFORM 16”

APPENDIX L - 4

LOADING ARMS SEABERTH 1 (4 X 16")

MAIN GATE

SEA BERTH 1

278.9 meters

PIPELINE
PUMP STN

SEA BERTH 2

417 meters

SEA BERTH 3
(NOT IN USE)

WORKSHOPS

CONTROL
ROOM

CONSTRUCTION
DOCK

PUNTA PIEDRA

PETROLEUM PRODUCTS (3)
120, 000 BBLS
ELEVATION 21.95 meters

CRUDE TANKS (3)
830,00 BBLS
ELEVATION 24.08 meters

PIPE LINE DISTANCES

SEA BERTH	TO BALLAST	TO CRUDE TKS
N1	1474 m	2366 m
N2	1011 m	1903m

Course 295 (T) or Higher

TUNA FARMS - KEEP CLEAR 295 (True)
FROM PILOT STATION

TERMINAL PLAN
PUERTO ARMUELLES
APPENDIX M

APARTADO 8-179
PANAMÁ 8
REP. DE PANAMÁ
TEL.: 263-7777
FAX: 263-9949

APAPTADO 901
DAVID, CHIRIQUÍ
REP. DE PANAMÁ
TEL.: 775-3087
775-7791
FAX: 775-4958

PUERTO CHIRIQUÍ GRANDE
PUERTO ARMUELLES
www.petroterminal.com
TEL.: 756-9125; 756-9129
TEL.: 770-7246; 770-9128
FAX: 756-9128
FAX: 770-7261

APPENDIX O

Terminal: _____
Date: _____

The Master
SS / MV: _____
Port: _____

Dear Sir,

Responsibility for the safe conduct of operations whilst your ship is at this terminal rests jointly with you, as Master of the ship, and with the responsible terminal representative. We wished, therefore, before operations start, to start, to seek your full co-operation and understanding on the safety requirements set out in the Ship / Shore Safety Check List which are based on safe practices widely accepted by the oil and the tanker industries.

We expect you, and all under your command, to adhere strictly to these requirements throughout your stay alongside this terminal and we, for our part, will ensure that our personnel do likewise, and co-operate fully with you in the mutual interest of safe and efficient operations.

Before the start of operations, and from time to time thereafter, for our mutual safety, a member of the terminal staff, where appropriate together with a responsible officer, will make a routine inspection of your ship to ensure that the questions on the Ship / Shore Safety Check List can be answered in the affirmative. Where corrective action is needed we will not agree to operations commencing or, should they have been started, we will require them to be stopped.

Similarly, if you consider safety is endangered by any action on the part of our staff or by any equipment under our control you should demand immediate cessation of operations.

THERE CAN BE NO COMPROMISE ON SAFETY

Please acknowledge receipt of this letter by countersigning and returning the attached copy.

Signed:_____
Terminal Representative

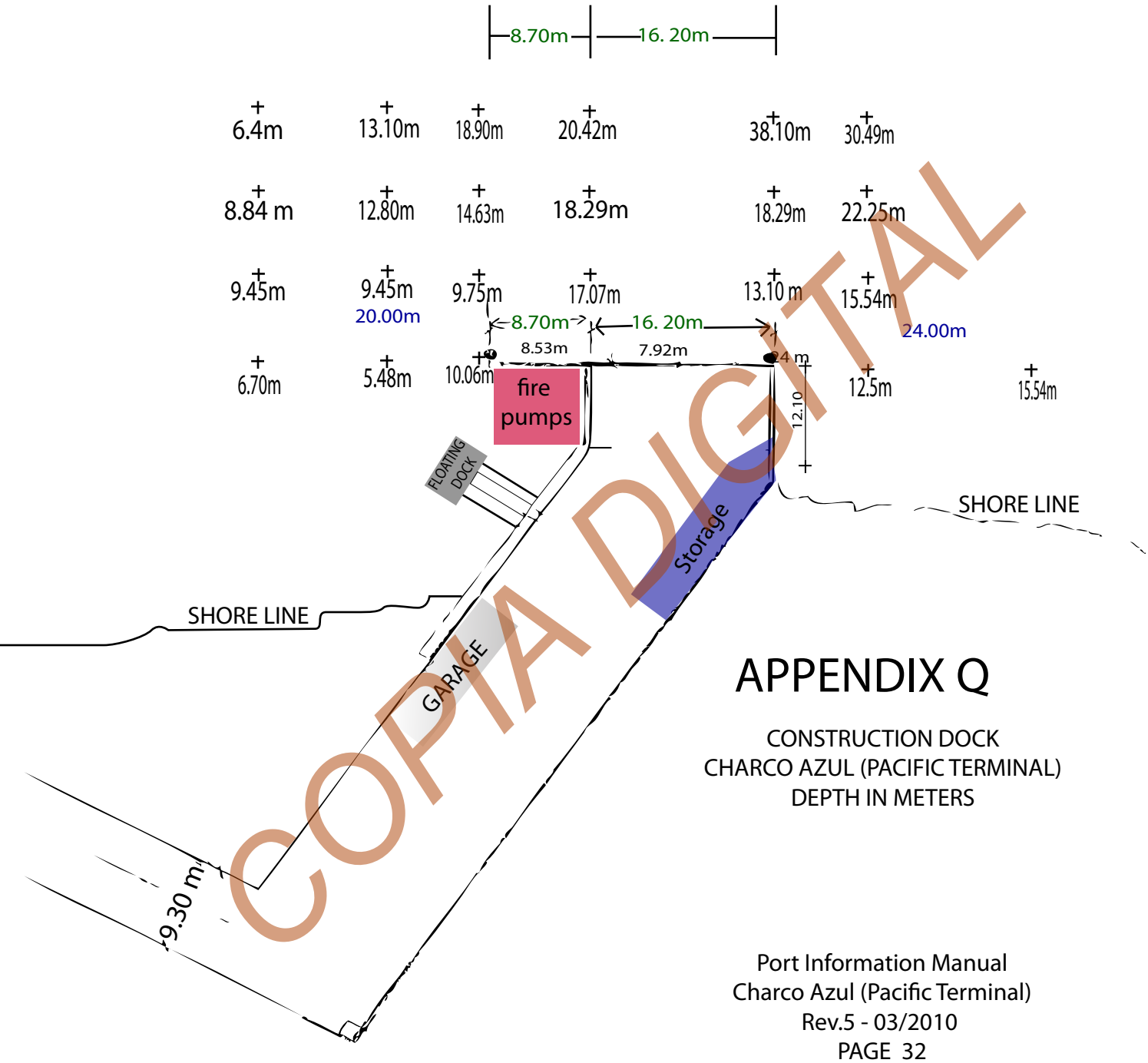
Terminal Representative on Duty is: _____
Position or Title: _____
Telephone No.: _____
UHF / VHF: _____

SS / MV: _____
Date / Time: _____

Signed: _____
Master

APPENDIX P

ASD TUGS 65 t Bollard Pull
CHARCO AZUL



APPENDIX Q

CONSTRUCTION DOCK
CHARCO AZUL (PACIFIC TERMINAL)
DEPTH IN METERS

AUTORIDAD MARITIMA DE PANAMA - DECLARACION GENERAL

Muelle Dock	Distintivo de Llamada / Radio Call Letters	Arribada - Arrived / Puerto - Port	Fecha / Date	Hora de Llegada / Time of Arrival	Hora Abordado / Time Boarded	Hora Liberado / Time Cleared	Viaje / Voyage

Informacion del Barco - Ship data

Nombre de la Nave (M/N - Vapor) / Ship's Name (M/V - S.S.)	Type (Passenger, Cargo, Tanker) / Clase (Pasaje, Carga, Tanque)	Puerto de Registro / Port of Registry	Nacionalidad / Nationality
Datos del Registro Nacional / Nationality Registry Data		Combustible Abordo / Fuel on Board	Consumo Diario de Combustible / Daily Consumption of Fuel

Tonelaje Bruto / Gross Tonnage	Tonelaje Neto / Net Tonnage	Eslora de Registro / Reg. Length	Eslora Total / Overall Length	Manga / Reg. Beam	Puntal / Depth	Numero O.M.I. / I.M.O. Number	Velocidad (nudos) / Speed (Knots)

Calado Tropical medio Autorizado / Main Authorized Tropical Draft		Present Draft / Calado Actual	
Para Agua de Mar / Sea Water	Para Agua Dulce / Fresh Water	Proa / Forward	Popa / Aft. — Desplazamiento (con calado actual) / Displacement (at present Draft)
Propietarios / Owners		Municiones y Armas (Cantidad y Descripcion) / Arms and Ammunitions (Description and Quantity)	Peso Muerto de Verano / Summer Deadweight
Agentes / Agents	Operadores / Operators	Primer Puerto de Recalada después del Zarpe / First Port of Call after clearance	

I.A.S Fecha de expiración / A.S.I. Expiration date	Fecha de Supervisión de Estado Rector de Puerto / Port State Control Date	Último Puerto y Fecha de Salida / Last Port and Date of Departure	Fletadores / Charterers
VIA: (Fecha y Puertos visitados en los últimos 90 días) / VIA: (All Ports in order and dates visited within the past 90 days)			Curso a seguir al siguiente puerto de recalada / Expected course to final of call
			Fecha de Expiración del Certificado Intl. De Seguridad / ISSC Expiration Date

Nave Atracado en / Vessel docking at — ☐ Operaciones de Carga / Cargo Operations — Combustible .....Toneladas / Bunkers ..... Tons — Agua .....Toneladas / Water ..... Tons

Informacion de Caraga / Cargo Data

Carga de Desembarcado En / Cargo (Tons) for Discharge at	Carga a bordo (Toneladas) / Cargo on Board on Arrival (Tons)	Tipo de Carga / Type of Cargo	Carga en Cubierta (Clase y Peso) / Deck Load (Type and Weight)
Nombre del Puerto / Name of Port			

Explosive/Inflammable in Cargo	Tipo / Type	Cantidad / Quantity (Tons)	Lugar de Almacenaje / Where Stowed	Puerto de Embarque / Port of Embarkation

The explosive/inflammables were stowed and packes in accordance with certificate of loading	Numero / Number	Fecha / Date	Lugar / Place	Expedido en / Issued at

Petroleum Products	Tipo / Type	Grado / Grade	Presión o Grado de ignición / Vapor Pressure or Flashpoint	Gas Freed?	If not Grade and Type last carried	¿Cómo fue desgasificado? / How was Gas Freed?

Int. de Tripul

Aprobado Para Pasajeros / Certified for Passengers (Number)	Total Pasajeros a Bordo / Passengers on Board (Total)	Transito / Transit	Puerto Desembarque / Disembarking Port	Personal a bordo / Ships personnal on board	Oficiales / Officers	Tripulación / Crew	Polizones / Stowaways

SANIDAD INTERNACIONAL

Note: In the advance of a surgen she mente should reger the following symptoms as ground for auspecting the existence of diacass of ab infections nature: fever accompanied by prostration of persisting for several days or attain

Número de Personadas vacunadas Por Of. A bordo / Number of Persons vaccinated by Boarding Officers: Tripulación / Crew; Pasajeros / Passengers

Número de Personas detenidas a bordo / Number of persons held on board

Health Questions:(If more than 4 weeks elapsed since the voyage began it will alffice to give particulars for the last 4 weeks.	Yes	No
1. Has there been on board during the voyage any case or suspected case of plaque, choler, yellow fever, amalipox, typhuso or recurring fever? (Give particulars in schedule).		
2. Has plague occurred on deen suspected among the rats or mice on board during the voyage, or has there been an anormal mortality among them?		
3. Has any person died on board during the voyage otherwise than as result of accident? (Give particulars in schedule).		
4. Is there on board or has there during the voyage any case of disease which you suspect to be of an infections nature? (Give particulars in the schedule).		
5. Is there any sick person on board now? (Give particulars Schedule).		
6. Are you sure of any other conditions on board which may lead to infections or the apread of disease?		
7. Has the Ship being inspect against Aedes Agypty in Last port.		

DECLARACION PARA EL CUADRO
Partisulares de cada caso de enfermedad o muerte ocurrido a bordo o cadaveres a bordo
Recuperados, enfermos, muertos a bordo, desembarcado en (Nombre del Puerto).
Entarrado en Alta mar.

DECLARATION DETAILS
Particulars of every case of illnes or death occurred on board.
Recovered, still ill died on board, landed at (name of port) buried at sea

Nombre / Name	Clasificación / Class/rating	Edad / Age	Sexo / Sex	Nacionalidad / Nationality	Puerto de Embarque / Embarking Port	Fecha de Embarque / Date of Embarking	Natural. de Enfermedad / Nature of Illness	Fecha de 1er. Síntoma / Date of First Symphom	Resultado de la Enfermedad / Result of Illness	Dado de Alta / Disponsal of case

Derating Record	Date last derated	Fecha de última exoneración de desratización / Date of last exemption from darratization	Lugar / Where	Origen de Carne en Lista de Rancho / Origin of meat in ship's stores

Informacion sobre Cuarentana

Numero y Clase de animales abordo - Number, Kind and origin of animals on board

Material Vegetal _____ Cargo _____ Camarote _____ Equipaje_____ Despensa _____

CERTIFICO QUE TODO lo anteriormente expuesto, asl como las repuestas a todas las preguntas son verdicas hasta donde conozco y creo, que la lista de animales vivos a bordo de mi barco es completa y que caso recibo de instrucciones en relacion a requirirment

Firma del Medico a bordo / Signature of Ship's Surgeon	Firma del Capitán / Signature of Ship's Master
Nombre a máquina o letra imprenta / Name typed or printed	Nombre a máquina o letra imprenta / Name typed or printed

☐ ICNR. NSQI ☐ ICR, SQI ☐ Inspeccion de veterinaria requerida / Veterinary Inspection required ☐ Inspeccion Agronomica requerida Escotillas permaneceran cerradas y toda la operacion de descarga suspendida hasta que sea autorizada por el inspector de unidad.

Libre Platica otorgada / Free Platique granted — Provisional Detenido por cuarentena / Provisional Detained for Quarentine — Certificado Int. de Prevencion de Contaminación por Hidrocarburos válido / I.O.P.P. Certificate Expiration date — IPBP Fecha de Expiración / I.S.P.S CERTIFICATE VALID DATE

Razon para platica provisional / Reasons for provisional pratique: ___ Vacuna contra viruela aplicada a bordo / Smallpox vaccination held on board ___ Animales a bordo / Animals hold on board ___ Carne restringida / Restricted Meal ___ Desratizacion invalida / Invalid Deret ___ Enfermedad o muerte a bordo / Illness or death on board

☐ Camellos requeridos / Flota required	☐ Solicito / Applied	☐ Sanidad de barco / Ship's sanitation	Observaciones / Remark :
☐ Rodiado requerido / Spraying required	☐ Certificado / Certificate	☐ Por oficial de abordaje en la bahia / By B.O. in bay	
☐ Advertencia de recoleccion de basura / Advertence garbage	☐ Desembarque cargo radioactiva / Discargo cargo RA'RH		Firmado y jurado ante mi precencia a bordo del barco / Subscribed and sworn in my presence on board the vessel. — libre plática otorga / vessel cleared.
☐ Inspeccion de Sanidad / Sanitation Inspection	☐ Inspeccion de desratizacion / Derat Inspection	Puerto - Port	
☐ A.M.P. Notificada por radio / P.M.A. Notified by radio	Ministerio de Salud notificado / Min. oh Health notified ☐		Puerto - Port — **Oficial de abordaje / Boarding Officer / Signature & Stamp**

APPENDIX S

PETROTERMINAL DE PANAMA, S.A.

Evacuation / Meeting Points
For Sea Berth # 1 &2

APPENDIX S -1
PETROTERMINAL DE PANAMA, S.A.
Evacuation / Meeting Points
For Sea Berth # 1 &2