

HOANG · LONG

JOINT OPERATING COMPANY

FROM: HOANG LONG JOC MARINE COORDINATOR FAX: (+84) 838239526

TO: MASTER OF MT.

DATE: ,201

No of pages: 06

SUBJECT: LIFTING TANKER ARRIVAL REQUIREMENTS

WELCOME TO TE GIAC TRANG TERMINAL

**TGT FIELD IS OPERATED IN A SAFE AND POLLUTION FREE MANNER AND WE
ASK FOR YOUR CO-OPERATION
IN MAINTAINING OUR HIGH STANDARDS**

You should be able to answer 'YES' to the following questions:

1. Your propeller and rudder will be submerged throughout the time you are berthed at the Te Giac Trang Terminal and that your vessel's trim will never exceed 0.015 L, where 'L' is the length over all of your vessel.
2. Your engines and rudder are functioning correctly and there is no limitation on the maneuverability of your vessel.
3. Your cargo tanks are inerted that is with oxygen content less than 8 percent.
4. You will be able to conform to the requirements of the ISGOTT Ship – Shore Safety Checklist.
5. Lifting equipments relating to the hawser/hose handling are to be well certified and inspected, make sure that they are ready and fit for purpose before use.
6. All alcoholic consumption is not allowed in this Terminal..
(This requirement will be rigorously enforced)
7. You have prepared a loading plan for presentation to the Terminal.
 - Loading cargo : bbls
 - Loading rate :bbls/hr.
8. You have enough 6 beds for lifting crew staying on your tanker during offtake operation (including at least 2 single beds for Pilot and Mooring Master).

You should comply with the following:

1. Do not enter the Marine Exclusion Zone unless instructed to do so. Brief Terminal data as follow:

| General Data | |
|---------------|---------------|
| Port Name | VUNG TAU |
| Terminal Name | TE GIAC TRANG |

| | |
|--|---|
| Local time | GMT + 7 hours |
| VHF channels | 06 |
| Berth | FPSO "ARMADA TGT1" |
| FPSO ARMADA TGT 1 Inmarsat | Tel broad band Phone: +870773175414 +870765072375 |
| | Sat C Telex: 453 836 517; 453 836 518 |
| | Email: armadagt1@gtship.com |
| Berth Type (SBM, CBM, "T" Jetty, Finger-pier, Alongside, Sea-Island) | Single Buoy Mooring (SBM) |
| TGT Berth Position | 9° 58'18.45 N; 107°58.21.08"E |
| Marine Exclusion Zone (Last updated 08 Sep 14) | An area proposed by HLHVJOC a polygon shape bordered by 5 co-ordinates respectively (WGS 84): A: 10°01'03 N; 107°58'40 E B: 09°59'05 N; 108°01'20 E C: 09°50'00 N; 107°56'00 E D: 09°51'20 N; 107°52'30 E E: 10°01'00 N; 107°56'10 E |
| Recommended Anchorage Area | A circle of one nautical mile radius formed by the centre point with coordinates: 09°59'00 N; 107°54'00 E |
| Recommend Pilot Boarding Area: In 1Nautical Mile Radius of | Good weather (at field): 10°00'00 N; 107°55'00 E Bad weather (at Vung Tau Pilot Station): 10°15'00 N; 107°05 E |
| Type of bottom (sand, mud, rock, etc.); water depth | Mostly sand; 45 – 48m |
| Number and size hose | 1 x 16" |
| Expected load / discharge rates in bbl/hr | Max 35,000 bbl/hr through 01 x 16" line |
| Manifold position to be used for hose connection (port, starboard) | Port side manifold |
| API | About 40.0 |
| Pour Point | About 21 degrees Celcius |
| Cargo temperature at receiving tanks | About 50°C |
| Terminal Operator Contact | |
| Name | Vu Manh Truong |
| Telephone Number | (+84) 838239525 Ext. 631 |
| Hand phone | (+84) 903721640 |
| Fax Number | (+84) 838239526 |
| E-Mail | vmtruong@hlhvjoc.com.vn |

2. Report to the FPSO ARMADA TGT 1 Operation Supervisor (VHF Ch 06) when 10 miles away and follow any instruction he may give.
3. Do not throw any rubbish overboard when in the vicinity of the TGT Terminal.
4. Do not anchor within the Marine Exclusion Zone. Please refer to the Terminal Regulations and contact the FPSO "ARMADA TGT 1" Operations Supervisor or Mooring Master on VHF Ch 06 for advice

5. Following are positions of offshore installations in the field:

Position of WHP-H 1 (Fixed):

*Lat. 9°59'05.74" N
Long. 107°57'34.2" E*

Position of WHP-H 4 (Fixed):

*Lat. 9°55'26.62" N
Long. 107°56'49.60" E*

Position of WHP-H 5 (Fixed):

*Lat. 9°52'42.43" N
Long. 107°55'11.18" E*

Position of CPC (BACH HO):

*Lat. 9°59'54.21" N
Long. 108°16'07.13" E*

(Updated 08 Sep 14)

All tankers without Mooring Master on board are requested to keep safe distance (Not less than 2n.m) from WHP-H1, WHP-H4, WHP 5, FPSO "ARMADA TGT 1", CPC.

You will be required to have/implement the followings:

1. A pilot ladder rigged on the lee side (this should be agreed with Mooring Master before embarkation) in accordance with the SOLAS Chapter 5 regulations. Ladder to be 1.5 metres above the water level and combined with a gangway.
2. A winch barrel with direct lead to the chain stopper to be empty and of sufficient capacity to accept a 220 metre 24mm messenger and 150 metres 72mm pick-up line for taking up the tandem mooring system.
3. You will be required to have a tow from a static tow vessel secured to your vessel stern from the time approach commences. This vessel may be disconnected upon completion of berthing for floating hose transfer to your midship manifold; therefore, your main engine will be utilized for keeping your ship in safe distance off the FPSO stern. This boat shall be reconnected to your tanker stern for static tow purpose and remains secured until the completion of lifting operation. The towing lines will be provided by the static tow vessel. As this is a heavy wire, you will be required to have proper equipments for picking it up and putting it on to bollard.
4. We normally carry out boatless hose transfer. In order to have smooth operation, before arrival at terminal, please prepare the followings:
 - Aft spring winch (in front of the Accommodation Block) is kept empty and ready to use;
 - Deployment of Tanker's messenger line: 24mm diam. x 200 M fibre rope should be arranged (see attached Sketch).
5. *Pre-loading cargo pipelines draining into cargo tanks should be conducted in witness of the Terminal Representative and Cargo Surveyor before commencement of tank inspection for purpose of correct OBQ determination and*

correct cargo quantity determination after completion of loading.

6. For high accuracy of FPSO Custody Transfer Meter – Prover Unit, loading rate should be maintained as stable as possible throughout the loading operation except start –up, topping – off, PPD (Pour Point Depressant) injection into Export Floating Hose string before stop of pumping or in case of necessity. Duration of deviation from stable loading rate should be minimized. Loading rate below 1,100m³/hr is not recommended.
7. Please advise the following ship security information: *Ship current Security Level; Current potential threats; any security incident happened for the last five ports of call, if Yes please clarify; any security measures if vessel requires Terminal to coordinate.*

| HLHV JOC contact for ship security issues | Phone | Fax | Email |
|---|------------------------------------|-----------------------------|--|
| Company Security Officer | (+84) 903721640 | (+84) 38239526 | vmtruong@mail.com |
| FPSO Facility Security Officer | (+84) 903881156 (+84) 988329799 | Inmarsat: +870 773175414 | tgt-marine@vietsov.com.vn |

8. Please advise Master's Name to be appeared on Bill of Lading:
9. Please have a stinger (>2 m long) with SWL>3T attached to manifold crane hook for safe picking up a terminal toolbox.

For your information:

Security level at Te Giac Trang terminal: 1

Personnel Transfer to lifting tanker: *If weather at terminal is beyond operational limits in terms of wind speed and wave height, Terminal/Operator will declare “closed” for berthing.*

*If weather is marginal for berthing but not safe for personnel transfer by field vessel, your tanker will be requested to proceed to Vung tau Pilot Boarding Ground, which is 4 n.m south of **Mui Vung Tau (10°15'N 107°05'E)**. Time and cost to be on crude oil buyer's/charterer's/shipowner's account.*

You will be receiving your cargo from the Floating Production Storage and Offloading unit “ARMADA TGT 1” through a floating export hose of 270 metres in length with a 400mm Camlock for connection to your vessel midship manifold on **Port side**.

The length of the tandem mooring is 90 metres. Hawser tension measuring equipment is installed on the “ARMADA TGT 1”.

The Mooring Master will conduct a Terminal Safety Inspection of your vessel before mooring is allowed to commence.

A Toolbox Meeting will be held on board your vessel before operations commence. This should be attended by all those of your crew who have supervisory responsibilities for any aspect of the tandem mooring and lifting operation.

Overall authority for all operations in the Block 16-1 are with the Hoang Long Hoan Vu OIMs (Offshore Installation Manager) who are on the floating production and storage unit “ARMADA TGT 1”.

Please advise your 72, 48, 24 and 12 hours before arrival. ETAs should be transmitted to the following:

1/ HLHV JOC - HCM City, fax: (+84)838239526
Attn: Marine Co-ordinator; Lifting Co-ordinator

2/ FPSO ARMADA TGT1, Email: armadagt1@qtship.com
Attn: OIM, Operations Supervisor., HLHV JOC Marine Specialist

CARGO DOCUMENTATION

Please have ready on arrival your written requirements;

1. Request for cargo quantity to be loaded (Or “Cargo Quantity Options Certificate” to be signed by Master, Terminal Representative, and Cargo Surveyor before cargo transfer)
2. Request for Early Departure Procedure in case B/L shall not be issued at Terminal after completion of loading.

Please copy to your agent all communications made to the Terminal as this avoids any difficulties which might occur after your vessel departure.

The FPSO “ARMADA TGT 1” is equipped with a metering unit and the Bill of Lading figures will be as measured by this equipment. However, a cargo survey will be conducted on your vessel before and after loading as a back-up.

The metering unit will also provide a representative sample of the cargo transferred.

A representative sample will be placed on board your vessel prior to departure.

EARLY DEPARTURE PROCEDURE

In some necessary circumstances, to minimize delay to your vessel after completion of loading, Early Departure Procedure (EDP) shall be applied.

To take advantage of this arrangement, please give a Letter of Authority to your agent to sign cargo documentations on your behalf and copy this letter to the HLHV JOC Marine Co-ordinator.

After your vessel has sailed, an unsigned non-negotiable copy of the Bill of Lading with the cargo figures will be transmitted to you for your consideration. Please respond promptly to the Agent your agreement in order to complete the official documentations.

HLHV JOC trust that the foregoing has been helpful and that your visit to the Te Giac Trang Terminal will be mutually successful.

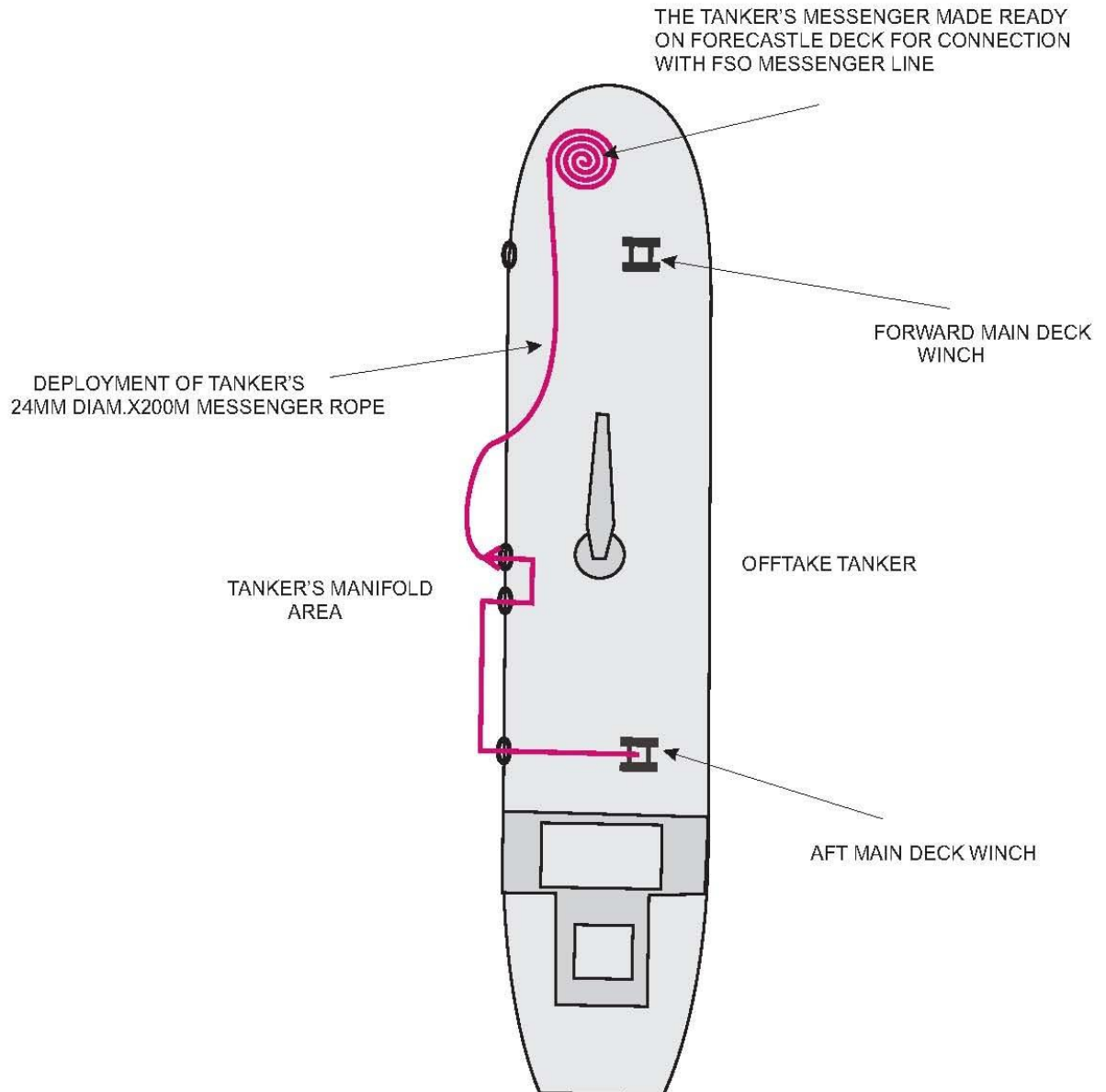
HOANG LONG HOAN VU JOINT OPERATING COMPANY

Acknowledged by

Vu Manh Truong - Marine Coordinator

Master of MT.

PREPARATION FOR BOATLESS CARGO HOSE TRANSFER



PRE-OFFTAKE DEPLOYMENT OF TANKER'S MESSENGER LINE