KOREA NATIONAL OIL CORPORATION

RONG DOI FIELD

TERMINAL REGULATION BOOKLET

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INTRODUCTION

The Conditions of Use, Port Information, and Regulations contained in this booklet are intended to give information on the general conditions and facilities of the Rong Doi (Twin Dragon) - Rong Doi Tay (Twin Dragon West) Terminal located in Block 11-2 of the Nam Con Son Basin, approximately 172 Nautical Miles South East of Vung Tau province, offshore Vietnam.

KOREA NATIONAL OIL CORPORATION-HO CHI MINH CITY OFFICE (hereinafter called the "Company") is the Operator of Block 11-2, and

MODEC INC. (hereinafter called the "MODEC") operates the FSO RONG DOI MV12 (hereinafter called the "Terminal") on Company's behalf.

This booklet is not intended to take the place of any official publications with respect to the waters and areas to which it pertains, but the data contained herein is believed to be accurate at the time of issue.

The Company does not accept any responsibility for errors, omissions, or for the consequences of using the booklet, irrespective of the purpose for which the booklet is used. Specifically, the plans and diagrams contained herein are NOT to be used for navigation of ships approaching, leaving, or transiting the Terminal area.

RECEIPT OF RONG DOI - TERMINAL REGULATIONS

TO: THE MASTER

S/S - M/T: _____ DATE:

A copy of the "RONG DOI Terminal Regulations" booklet is enclosed for your guidance.

You are requested to study the booklet and to acquaint your crew with the regulations in force at the terminal, which will be strictly enforced throughout your stay in the port. By acknowledging receipt of the booklet, you agree to comply with the provisions of these regulations, including appendices.

You are also required to acknowledge and agree to the Conditions of Use contained in Section 2.0 prior to departure from the Pilot Station/Anchorage and commencement of any berthing operations.

The Mooring Master will be onboard your Vessel throughout the period your Vessel is in the berth and is empowered to stop operations should there be any contravention of the regulations.

KOREA NATIONAL OIL CORPORATION – HO CHI MINH CITY OFFICE

By: _____
Title: _____

Acknowledgement:

I acknowledge receipt of "RONG DOI Terminal Regulations" booklet.

(Signature)
Master SS/MT

1.0 DEFINITIONS AND INTERPRETATION

In these Terminal Regulations, the following words have the following meanings:

CAP	Condition Assessment Program.
CAS	Condition Assessment Scheme
DWT	Total cargo plus bunkers and stores that a Vessel can carry up to her Plimsoll line or Marks, here stated in metric ton.
ETA	The estimated date and time of arrival at the Terminal and/or Vung Tau pilot station or other place safe for Pilot and Lifting Crew embarking/disembarking of the Export Tanker in question.
Export Tanker	The Vessel which requires the Terminal's services to be provided or performed in connection with the lifting of Liquid hydrocarbons from the Terminal by that Vessel.
FSO	means the Floating Storage & Offloading System named RONG DOI MV12.
FM	Facility Manager: means the person with immediate and overall responsibility for all Terminal and offshore lifting operations.
Hs	Significant Wave Height in meters.
Hm	Maximum Wave Height in meters.
ICS	The International Chamber of Shipping.
Inspector	An independent inspector appointed by Company or relevant Lifting Parties to observe the lifting operation.
ISGOTT	The International Safety Guide for Oil Tankers and Terminals.
ISPS Code	IMO International Ship and Port Facility Security Code.
KNOC	KOREA NATIONAL OIL CORPORATION-HO CHI MINH CITY OFFICE which operates the Terminal as Operator under the Petroleum Contract of Block 11-2 offshore Vietnam and as Lifting Coordinator under the Condensate Lifting Agreement (LA) in respect to Block 11-2 offshore Vietnam.
LA	Lifting Agreement.
Lifting Party	The Party who has provided a Vessel for a Designated Lifting, the nomination of which has been accepted in accordance with the Block 11-2 Lifting Agreement.
Master	Master of the Export Tanker.

Mooring Master	Means a person whose services are provided to Offtake Tankers by the Terminal and who advises and assists Offtake Tanker Masters in navigation, maneuvering, pilotage, mooring, loading and unmooring of Offtake Tankers at the Terminal; the term "Mooring Master" shall include the employer of any such Mooring Master, or the agent of any such employer.
Operations Supervisor	The person appointed by the Company to conduct vetting of Vessels proposed to call at Rong Doi Terminal, and to coordinate of lifting related activities.
OCIMF	Oil Company International Maritime Forum.
OIM	Offshore Installation Manager who is based on the PUQC and has immediate responsibility for all facilities & activities in Rong Doi field.
PFSO	Port Facility Security Officer – KNOC nominated person in charge of terminal security as defined in ISPS Code.
PUQC	Processing, Utilities, Quarters & Compression platform located within the Safety Zone.
Restricted Zone	The area extending 3NM around offshore installation as Declared in the Marine Notice No. 20/2006/TBHH- CTBDATHH II issued on April 6th 2006 by the Vietnam Maritime Administration, as shown in Appendix 6 for restricting surface navigation and fishing.
Safety Zone	The area extending 500 meters around offshore installation, prohibiting unauthorized entry.
Shall	a mandatory instruction.
Ship Facility Security Officer	MODEC person in charge of security of the FSO.
Should	a recommendation.
SIRE	OCIMF "Ship Inspection Report Program".
Standby Vessel	The Vessel supplied to the Company to fulfill the functions as determined by the Terminal and which may assist in the mooring and offloading operations as the "Towing Vessel".
SOLAS	International Convention for the Safety of Life at Sea 1974 and its subsequent Protocol.
STCW	International Convention on Standards of Training, Certification and Watch keeping for Seafarers.
SWL	Safe Working Load, herein expressed in tons.

Tanker Owners	Jointly the Export Tanker, its owners, charterers (demise or otherwise), owners of cargo and/or bunkers aboard the Export Tanker, and their respective directors, officers, employees, servants (including Master and Crew), agents and contractors, as applicable.
Terminal Regulations	The Terminal Regulations herein and all the Appendices and diagrams, which are attached hereto and made a part of these Terminal Regulations, including any amendments, made from time to time.
Terminal Representative	KNOC Operations Supervisor or in his absence - MODEC Mooring Master who is onboard the export Vessel during lifting operation.
Terminal	The FSO named Rong Doi MV12 located at the Rong Doi Field.
UTC	Universal Coordinated Time.
Vessel	All description of water craft, including non-displacement craft, used or capable of being used as means of transportation on water. In specific cases, a Vessel coming to the Terminal to load condensate is referred to as the Export Tanker. References to a "Vessel" or "Vessels" shall be deemed to include the Export Tanker unless the context otherwise requires.
WHP	Well Head Platform located within the Safety Zone.

2.0 CONDITIONS OF USE OF RONG DOI TERMINAL REGULATIONS

The "Conditions of Use of Rong Doi Terminal Regulations", will be presented to the Master of the Export Tanker and must be signed by him on behalf of himself, the Vessel and her Owners, prior to departure from the Pilot Station/Anchorage and commencement of berthing operations.

For the purposes of this "Conditions of Use" in this Article 2:

references to "Company" shall be deemed to include the Company, its parent companies, subsidiaries, affiliates and co-ventures, and its or their servants, personnel, agents or contractors (in whatever capacity they may be acting);

references to "Loss" shall include all or any loss, damage, personal injury, death or delay, of any nature whatsoever.

2.1 All services, facilities and assistance provided by or on behalf of the Company in or in connection with the port, whether or not any charge is made by the Company therefore, are provided subject to all applicable Laws, By-Laws and Harbor Regulations, Safety Regulations and any other requirements of law for the time being in force and to the following further conditions:

a. The services of the Mooring Master(s) are provided on the express understanding and condition that when any Mooring Master furnished by the Company goes on board a Vessel for the purpose of assisting such Vessel, he becomes for such purposes the servant of the Owners or Charterers of the Vessel; and the Company shall in no way be liable for any Loss incurred by any person whomsoever, in any way connected with, contributed to by, or resulting from the advice or assistance given or for any action taken by such Mooring Master, whether negligent or otherwise, while on board or in the vicinity of such assisted Vessel.

b. Similarly, the services of mooring launches and mooring personnel, if any, and furnishing of mooring lines and hosing-up gear are under the supervision and control of the Mooring Master, and the Company, shall in no way be liable for any Loss incurred by any persons whomsoever, in any way connected with, contributed to by, or resulting from the performance of these additional services, or furnishing of equipment, whether any of which was negligent or otherwise, during the period in which they are utilized by any Vessel.

2.2 In addition, the Company shall not be in any way whatsoever responsible for (or liable for any contribution with respect to) any loss from whatsoever cause, including the negligence of the Company, arising whether directly or indirectly in consequence of any assistance, advice or instructions whatsoever given or tendered in respect of any Vessel, whether by way of tugs, pilotage or berthing services, the provision of navigational facilities, including buoys or other channel markings, or otherwise howsoever. In all circumstances, the Master of any Vessel shall remain solely responsible on behalf of his Owners for the safety and proper navigation of his Vessel.

2.3 While the Company exercises due care to ensure that the berths, premises facilities, property, gear, craft, storage Vessel, and equipment provided by the Company are safe and suitable for Vessels permitted or invited to use them, no guarantee, express or implied, of such safety or suitability is given by the Company, nor does the Company

guarantee that such berths, premises, facilities, property, gear, craft, storage Vessel, and equipment are devoid of defects or fit for the service or use to which it is put, and every Vessel shall be and remain at the sole risk of the Owners and Masters thereof; and the Company shall not be responsible (or liable for any contribution) with respect to any Loss that may be sustained whether directly or indirectly by, or occur to, any Vessel or her Owners or her crew or cargo or for any part thereof (whether such cargo is on board or in the course of loading or discharging) by whomsoever and by whatsoever cause such Loss is occasioned, and whether or not it is caused, occasioned, or contributed to, in whole or in part, to any act, neglect, omission or default on the part of the Company or by any fault or defect in any berth, premises, facilities, property, gear, craft, storage Vessel, or equipment of any sort of the Company.

2.4 The Company will not be responsible for any Loss directly or indirectly caused or contributed to or arising from strikes, lock-outs, or labor disputes or disturbances whether the Company are parties thereto or not.

2.5 If in connection with or by reason of the use by any Vessel of any berth, (or of any part of the Company's premises, or of any gear or equipment provided by or on behalf of the Company, or of any craft, storage Vessel, or of any other facility or property, of any sort whatsoever, belonging to or provided by or on behalf of the Company) any damage or injury is caused to such berth, premises, gear or equipment, craft, storage Vessel, or other facility or property, or any third party, or any Vessels (its Owners or crew), from whatsoever cause such damage may arise, and irrespective of whether or not such damage has been caused, occasioned or contributed to, in whole or in part, by the negligence of the Company, and irrespective of whether there has been any neglect or default on the part of the Vessel or the Owners, in any such event the Vessel and the Owners shall hold the Company harmless from and indemnify without limitation against all such damage and injury and against all Loss sustained by the Company consequent thereon.

2.6 The Vessel and her Owners shall hold the Company harmless from and indemnify without limitation against the following whether or not cause, contribute to, or due, in whole or in part, to any act, neglect, omission or default on the part of the Company:

a. All and any action, liabilities, claims, damages, costs, awards and expenses arising whether directly or indirectly out of Loss occasioned to any third party or any Vessel (her Owners and crew), including your Vessel and her Owners and crew, including but not limited to, that caused or contributed to, whether directly or indirectly, by the Vessel or any part thereof or by any substance or material leaking or escaping there from or by her Master or crew or by any other servant or agent of the Owners.

b. All or any Loss occasioned to the Company arising out of any cause whatsoever including but not limited to, that caused or contributed to, whether directly or indirectly, by the Vessel or any part thereof or by any substance or material leaking or escaping there from or by her Master or crew or by any other servant or agent of the Owners.

2.7 Sinking, Grounding and Obstructions to Navigation

Should any Vessel or craft sink or become an obstruction in any part of the port or approaches thereto, or the area of the submarine pipeline, the Company shall be empowered and shall have the right to take any steps it may deem necessary to remove the obstruction without notice to Owners.

All expenses for such removal shall be borne by the Vessel or craft and/or by those owning it at the time of the accident, and the Company shall be entitled to reimbursement by them for any such expenses incurred by it.

2.8 Pollution

For any condensate pollution caused by the Vessel, her master or crew, the Vessel and her Owners shall protect, defend, indemnify and hold harmless the Company from and against any Loss, damage, liability, suit, claim or expense arising there from except where said condensate pollution is caused by the negligence of the Company. The Mooring Master may suspend operations or un-berthing any Vessel, if there is suspicion that the Vessel is causing condensate pollution. Any time lost as a result of suspicion, delay or un-berthing arising from a condensate spill incident attributable to the Vessel, shall not count as used laytime.

2.9 Laws and Arbitration

a. The Parties shall use all reasonable efforts to settle amicably, through negotiations, all differences and disputes related to or arising under these Conditions of Use or the breach, termination or validity thereof.

b. Except with respect to disputes referred to an Independent Expert or provided in sub-clause 2.9(e) below, in the event such differences or disputes cannot be settled through amicable negotiations within ninety days (90) of any Party's issuance of notice of a dispute, and any of the Parties to these Conditions of Use are involved in such disputes, such differences or disputes shall be finally settled by arbitration including three (3) arbitrators. The Parties on either side of the dispute shall each appoint an arbitrator and the two arbitrators so appointed shall appoint a third arbitrator by mutual agreement who shall act as chairman of the tribunal; provided, however, that in the event the two Party-appointed arbitrators cannot agree to the appointment of a third arbitrator within thirty (30) days of the appointment of the second of the Party-appointed arbitrators, the chairman of the tribunal shall be appointed by the Chairman of the International Chamber of Commerce in Paris, France. The arbitrators shall act in accordance with the Rules of Conciliation and Arbitration of the International Chamber of Commerce. The place of arbitration shall be in Singapore. Any award of the arbitrators shall be final and binding.

c. For purposes of arbitration, these Conditions of Use shall be construed and interpreted in accordance with the laws of Singapore without regard to Singapore's conflict of law rules. The arbitral proceedings shall be conducted in the English language, the arbitrators shall render their award in the English language and the English language version of these Conditions of Use shall be referred to in construing and interpreting these Conditions of Use.

d. Prior to the commencement of the arbitral proceedings, the Parties and the arbitrators shall be used their best efforts to establish a time schedule which shall provide for the rendering of an award within no more than eighteen (18) months of the commencement of the arbitral proceedings.

e. Where a dispute arises as to matters relating to quality, quantity, or in the event of there being any other dispute between the Parties, or among any of them, and all the Parties in dispute agree that such dispute may be settled by utilizing the services of an Independent Expert, such disputes shall be submitted for determination by an Independent Expert, and any Party may do so by written notice to all Parties stating the matter for determination in reasonable detail. "Independent Expert" means a suitably qualified expert having no direct or personal interest in the outcome of the decision he is requested to make and being appointed by agreement of the disputing Parties, or failing agreement, being appointed by the President of the Institute of Petroleum of the United Kingdom. The language of choice shall be English. The place of such expert determination shall be decided by a majority of the Parties in dispute. The Independent Expert shall be requested to give his decision as promptly as practicable. The Parties shall do everything reasonably requested by the Independent Expert to assist him to reach a decision. The Independent Expert shall act as an expert and not as an arbitrator and his decision shall be final and binding on the Parties in the absence of manifest error. The costs and expenses of the Independent Expert shall be for the account of the Party against whom the matter is decided.

   All notices to be given in connection with the arbitration shall be in writing.

2.10 Execution by Master

It is a requirement hereof that the Master or other person issuing Notice of Readiness sign a copy of these "Conditions of Use", on behalf of the Owners and/or Charterers of the Vessel. In the event that such "Conditions of Use" are not so signed then the Company will be under no obligation whatsoever to perform or provide any service or services referred to in these conditions, or elsewhere.

EXECUTED as an agreement on this day.....

ACCEPTED by the Master for and on behalf of the Vessel Owners

ACKNOWLEDGED by the Terminal Representative for and on behalf of KNOC

3.0 RONG DOI CONDENSATE SPECIFICATIONS

3.1 Korea National Oil Corporation-Ho Chi Minh City Office

The Company produces gas and condensate from the Rong Doi and Rong Doi Tay Fields, the fluids known as Condensate are to be delivered to Vessels for export to world markets.

3.2 Rong Doi Condensate Specifications

No.	Description	Methods	Unit	Results
1	Density at 15^0C Specific Gravity @ $60/60^0$F API Gravity	ASTM D-1298/ ASTM D-5002	g/ml - ^{0}API	0.7879 0.7882 48.0
2	Reid Vapor Pressure	ASTM D-323/ ASTM D-5191	PSI	12.25
3	Appearance and color	Visual	-	Clear Yellow
4	Odor	Smell	-	Slight condensate odor
5	Initial Boiling Point	ASTM D-86	Deg. C	17
6	Flash Point	ASTM D-56	Dec. C	<-20
7	H_2S	ASTM D-5504/ UOP 163/ ASTM D-5623	ppm	0.0
8	Benzene	GC/ ASTM D-5134	%max	2.00
9	Toluene			5.01
10	Xylene			6.04
11	Cyclohexane			1.33
12	Ethylbenzene			0.40
13	Cumene			0.27
14	1,2,4 Trimethylbenzene			1.01
15	Napthalene			0.05
16	Temperature		Deg. C	28
17	S & W	ASTM D-4007	% volume	Trace
18	Water by distillation	ASTM D-4006/ ASTM D-4928		0.0

Note:
Above specification are the results of the latest test laboratory analysis available. Actual cargo specification may difference from the above.

4.0 DESCRIPTION & OPERATIONAL LIMITS OF TERMINAL

4.1 Description

Block 11-2 located in the Nam Con Son Basin offshore Vietnam, 172 Nautical Miles (320Kms) South East of Vung Tau City.

Rong Doi will be comprised of the following:

- A Floating Storage and Offloading (FSO) system
- A Well Head Platform (WHP)
- Processing Utilities Quarters Compression (PUQC)
- A Sub-sea Pipeline End Manifold (PLEM)
- Infield flow lines
- Associated gas will be separated on the Processing Utilities Quarters Compression. The separated gas will be delivered to the Nam Con Son pipeline through the 58Kms x 18" sub-sea pipeline, and Condensate will be piped through the infield and 6" flexible risers to the FSO and to be stored and offloaded from the FSO. The FSO located approximately 2.5 km NW from the PUQC.

4.2 Terminal Limits

The gas field facilities are in the following coordinates:

FSO	Lat. $07^0$48'32"N	Long. $108^0$11"08"E
WHP & PUQC	Lat. $07^0$47'33"N	Long. $108^0$12"08"E

Gas pipe line location:

Tie-in point at Platform:	Lat. $07^0$47'33"N	Long. $108^0$12'08"E
Tie-in point at NCSP connection:	Lat. $08^0$10'29"5N	Long. $108^0$33'05"2E

Safety Zones:

There are 02 Safety Zones established:

- A prohibited area has been established bounded within a 500 meter radius from a line joining between the WHP and FSO positions
- 02 areas formed by extending 500m from outer edges of WHP and FSO, Vessels shall not enter these areas without a Mooring Master on board.

Restricted Zones:

- There are 02 Restricted Zones with radius of 3 Nautical Miles surrounding WHd and FSO. Within a restricted zone, anchoring of vessel(s) is strictly prohibited
- Drop anchor within 2 Nautical Miles along the gas pipe line is strictly prohibited.

4.3 Pilot embarking/disembarking area, Anchorage area

- In case of weather permitting, the vessel(s) is requested to call to below position for embarking/disembarking Pilot and loading group
  Lat. $07^{0}48'32"N$ Long. $108^{0}07'03"E$
- In case of rough sea, the vessel(s) is requested to deviate to off Vung Tau pilot station as below position for embarking/ disembarking Pilot and loading group Lat. $10^{0}16'N$ Long. $107^{0}04'E$

Anchorage Area

For vessel(s) requesting to anchor, the recommended area is located on the West of the field and is centered on the following position:

Latitude:	$7^{0}48'32"N$
Longitude:	$108^{0}07'03"E$

This position represents the center of a circle with a radius of 1 NM.
Holding/anchoring ground within this predetermined area is considered good. Anchoring within the terminal limits is strictly prohibited. The sea water depth around the area is approximately 85m.

4.4 Aids to Navigation

Both the FSO and WHP are provided with navigation lights Morse "U" and complies with IMO.

4.5 Export Tanker Operational Conditions

On occasion, there may be circumstances or a combination of circumstances, which may preclude mooring and/ or loading/ de-ballasting operations. In these circumstances, good judgment should be exercised by the Master, under the Mooring Master's advice, as to the precise action to be taken.

a. The Offtake Vessel should normally only approach within 3 NMs.
Provided the maximum wind speed, Hs, Hmax, visibility, and FSO motions and yaw rate are within safe limits;
10 minute mean wind speed < 30 knots,
Hs < 3.0 m, Hmax < 5.0 m
Visibility > 1000 m,
FSO heading stable +/- 5 degrees.

(Note if the FSO heading changes more than 15 degrees during approach then Vessels may have to abort and recommence approach on the new heading. If either FSO or Vessel roll or pitch excessively on the approach heading then the offtake may have to be postponed to avoid excessive hawser loads on connection).

Rong Doi terminal is normally closed when any one of the weather limits is in excess of above criteria.

b. Safe Tanker Offtake Limits

b.1 The offtake Vessel should normally only continue offtake provided the maximum wind speed, Hs, Hmax, visibility, and FSO motions are within safe limits;

10-minute mean wind speed < 45 knots,

Hs <4.0 m, Hmax < 7.5m,

Visibility > 100 m

FSO / Vessel roll and pitch not leading to snatch loads on hawser;

b.2 Tandem Hawser Load as FSO is equipped with the Hawser Tension Monitoring System;

b.3 Loading will be suspended when a single load reaches 100 tones force;

b.4 Tanker will be un-berthed if there is 02 loads of more than 100 tones in less than 30 minutes or a single occurrence of a peak tandem hawser tension greater than 120 tones force. When the FSO hawser tension meters are not functioning reliably, then the weather conditions to be taken as weather limit for offloading operation.

c. Operational limit for In-field Personnel transfer by service boat; Wave: Significant wave height of < 2.0 Meters, 10 minute mean wind speed < 20 knots.

In case of weather conditions exceeding the above limit for in-field personnel transfer, Export Vessel should be instructed to proceed to off Vung Tau Pilot Station in position: Lat. $10^0$16'N; Long. $107^0$04'E (about 3.5 NM South of Mui Vung Tau).

Time and cost will be on condensate buyers /charter's /Vessel owners accounts.

4.6 Port Conditions

a. Calm

Extreme still conditions with no surface air movement may allow the accumulation of hydrocarbon vapors at deck level. Port will close temporarily. Export Vessel may berth (or remain in the berth if already berthed). Cargo and ballast operations may be suspended.

b. Lightning

In some rain squall conditions, severe lightning is experienced. Port will close temporarily - export Vessel may remain in the berth (or undertake berthing operations). All cargo and ballast operations will be ceased.

c. Darkness

Port will normally be closed from 15.00LT (local time) until 06.00LT during the hours of darkness, and may also un-berth at night.

Discretion for night mooring will be considered by Facility Manager/OIM and Mooring Master if weather is permitting.

d. Nautical Charts and Publication for the area as follows

British Admiralty (BA) Chart Number 3482 for approach Rong Doi terminal. BA Chart Numbers 3986, 1261, 1016 for approaching off Vung Tau Pilot Station.

The Navigator is referred to published sailing instruction for the area through British Admiralty China Sea Pilot Vol.1.

5.0 VESSEL VETTING, QUESTIONNAIRE & COMMUNICATIONS

5.1 Vessel Vetting:

Lifting Party shall, at its own risk and expense, make arrangements to provide a Vessel to accept delivery of the Condensate in accordance with the Block 11-2 condensate Lifting Agreement ("LA") and shall at least seven (7) days prior to the first day of the Loading Range nominate in writing a Vessel capable of loading the Condensate at the Terminal (Article 11.2 of the LA.)

The Lifting Party shall be responsible for transmitting the completed Tanker Questionnaire to the KNOC Operations Department to attention of Operations Supervisor – please refer to 5.3 below.

Vessel Questionnaire is normally completed by Vessel Owners / Operators / Master. In any case, the Vessel Master must be furnished with one copy of the completed questionnaire.

The KNOC Vessel Vetting process includes technical review of the completed Vessel Questionnaire and submitted plans as described within this section. A detailed Vessel database is maintained and Vessel management review is also performed.

Within 24 hours of receipt of a Vessel nomination for a lifting which includes a properly completed Vessel Questionnaire and the required plans, the Operations Supervisor shall advise the Lifting Party whether KNOC accepts or rejects the Vessel. Upon arrival at the Terminal, the Terminal Representative and Mooring Master shall jointly conduct a pre-lifting inspection to confirm the Vessel's acceptability. This final acceptance by KNOC is a condition, which shall be satisfied before the Vessel may approach, berth and lift condensate from the Terminal. The scope of this inspection is normally limited to verify accuracy of the crucial information declared by Ship-owners/Charterers/Master in the Rong Doi Terminal Vessel Questionnaire during vetting process for this Vessel.

If the particulars given in the Vessel Questionnaire change in any respect or otherwise become inaccurate, the Master or Vessel Owner shall promptly notify the Operations Supervisor in writing. Without prejudice to any other consequence of such inaccuracy or change, failure to so notify may cause delay or rejection at the Terminal, all and any cost/time incurred shall be to the Vessel Owner's account.

5.2 Vessel Questionnaire

Please see the Appendix 3

5.3 Communications

KNOC contact details for lifting schedule, condensate sale contract issues: **Operations Supervisor** **Le Minh Thanh**	KNOC contact details for Vessel vetting and offshore lifting activities: **Operations Supervisor** **Le Minh Thanh**	**KNOC PFSO** contact details for security issues: **Le Minh Thanh**
Phone: (84) 28 38257808	Phone: (84) 28 38257808	Phone: (84) 28 38257808
Fax: (84) 28 38257806	Fax: (84) 28 38257806	Fax: (84) 28 38257806
Email: lmthanh@knoc.com.vn	Email: lmthanh@knoc.com.vn	Email: lmthanh@knoc.com.vn

5.4 FSO Communication facilities:

FSO Inmarsat Numbers	Internet Phone
Phone: +84 917 498 994	+ 84 254 351 5812
Fax:	+ 84 254 351 5471
Email: FM.MV12@modec.com	

Vessel shall notify the Company of ETA 72 hours, 48 hours, 24 hours, and again 12 hours prior to the export Vessel's arrival at the Terminal or Vung Tau Pilot Station and at any other time when ETA changes more than one hour. The 24 hour message and the 12 hour message should, in addition, be transmitted directly to the Terminal.

VHF/FM Radio communications

Name of FSO : RONG DOI MV12
Call sign : 3 E C O 6
IMO number : 9384497

The Terminal maintains a continuous watch on VHF channel 16 (156.8 MHz); and Masters of in-bound export Vessels are recommended to use this when they are within range. The Terminal is able to select VHF channel 06 for use as a working channel after initial contact on channel 16. Attention to early VHF communication will assist in avoiding delays in berthing and Vessel turn around time.

Masters are reminded that if Vessels are requested to drift/anchor to wait berthing, it is their responsibility to maintain a constant listening watch on channel 16 and 06 to receive Terminal instructions. Any delay due to a failure to maintain a constant listening watch on channel 16 and 06 will be for the Vessel's account.

When the Export Tanker is at the anchorage, communication between the Terminal and the Export Tanker will be established on a mutually agreed VHF channel. When moored to the Terminal, communication between the two Vessels will be maintained by VHF equipment, supplemented as necessary by UHF walkie-talkies.

6.0 MINIMUM STANDARDS OF ACCEPTANCE

In determining whether a Vessel will be approved for condensate lifting at the Terminal, the "Vessel Requirements" in Article 11 of the LA, together with the following acceptance criteria will be considered:

- Vessel Particulars
- Vessel Age
- Vessel Owner Information/Vessel Performance History
- Classification Society
- P & I Club
- Manning and Certification
- Compliance with Local and International Conventions/Regulations
- Drug & Alcohol Policy
- Flag State
- Helicopter Winching Facilities

Approvals become invalid with any change of ownership of the Vessel, change of classification society, change in P&I Club, change of technical or operational management, technical or procedural changes on board the Vessel, or defects that would affect meeting the acceptance criteria. Additionally, incidents, port state detentions, unsatisfactory reports from marine terminals, and any other factors judged relevant, may affect whether a Vessel is approved or maintains approved status.

6.1 Vessel Particulars

The following guidelines govern Vessel acceptance

- Vessel size of 50,000 ~ 150,000 DWT (OCIMF category C) is normally acceptable. For Vessel size of less than 50,000 DWT, this acceptance should be subject to case by case basis with special prearrangement. Export Vessel will be moored in tandem at the stern FSO and shall be fitted with the appropriate equipment in accordance with the OCIMF "Recommendations for Equipment employed in the mooring of ship at SPM" and "Mooring Equipment Guidelines", the equipment shall include a 200 tons SWL chain stopper designed for use with 76 mm chain regardless of the OCIMF category.
- Double Hull Tankers with permanent Gas Detection Systems in ballast and void spaces are preferred over manually operated systems.
- Tankers without a closed gauging system shall not be used for Condensate.
- Combination carriers are not preferred, but can be utilized if:
  + Vessel is double hull or equivalent technology and,
  + In ballast and void spaces, Vessel must be equipped with Inert Gas System and Gas Detection Systems (either manual or permanent)
- Any combination carriers have operated in dry mode falls within the scope of combination carrier for the rest of its life.
- Cargo Hose Handling Crane: Due to severe NE and SW monsoons experienced at the Terminal during period from the beginning of November to the end of March and from the beginning of August to the end of September, the Vessel equipped with derrick for hose handling is not accepted.

Note: Crane-type derrick is considered as crane.

6.2 Vessel Age (its count from keel laid date)

The following guidelines govern vessel acceptance:

- All Vessels up to 15 years may be approved on the basis of a current SIRE Report.
- Double hull vessels up to 20 years may be approved on the basis of a current SIRE report.
- Single hull vessels between the ages of 15-20 years will only be accepted if vessel has successfully passed physical inspection within 1 year from inspected date by qualified surveyors acceptable to KNOC and only if all applicable KNOC guidelines are met.
- Combination carriers over 15 years of age are not acceptable.

6.3 Vessel owner information/Vessel performance history

The following guidelines govern Vessel acceptance: Vessels shall be reviewed using the following information although other relevant sources of data or documentation may be utilized e.g. IMO "white pages" for STCW.

- Completed Rong Doi Terminal Vessel Questionnaire
- Valid SIRE Inspection Report
- Physical Inspection by qualified surveyors acceptable to KNOC
- Port State Control Reports
- Casualty and Detention History
- Terminal Operational Feedback

The Operations Supervisor shall maintain a directory of data and documentation resources that are available. Owners and Vessel operators may be audited to review and evaluate operating policy, personnel standards, safety policy, emergency response procedures and Vessel maintenance management.

Where casualty or detention history documented by a Port State Authority results in a "targeted owner or targeted Vessel" or similar designation by that authority, this designation will be considered in the review process.

6.4 Classification Society

The following guidelines govern Vessel acceptance:

- A list of approved Classification Societies shall be maintained by the Operations Supervisor.
- Enhanced Special Survey results will be reviewed for applicable Vessels over 5 years of age.
- Single hull Vessels of 15 to 20 years of age and DWT of more than 50,000 MT as well as double hull Vessels of 20 to 25 years of age and DWT of more than 50,000 MT must have passed the approved Condition Assessment Plan (CAP), a current minimum CAP rating of 2 is required for Vessel approval.
- Combination carriers 10 to 15 years of age will be acceptable only if the Enhanced Survey Executive Hull Summary has been reviewed satisfactorily and is enrolled in a KNOC approved CAP if DWT is more than 50,000 MT. A minimum CAP rating of 2 is required for Vessel approval.
- A list of acceptable CAP programs shall be maintained by the Operations Supervisor.

6.5 P & I Club

The following guidelines govern Vessel selection:

- The Vessel shall be insured with a member of the International Group of P & I Clubs.
- A list of acceptable P & I Clubs shall be maintained by the Operations Supervisor.
- Clubs not included on this list may be reviewed and approved on a case-by-case basis.
- Vessels shall carry the highest standard oil pollution coverage available under the Rules of the International Group of Protection & Indemnity (P&I) clubs, with a P&I club that is a member of the International Group of P&I Clubs for oil pollution legal liability up to the maximum amount being offered the International Group of P&I clubs (currently US$ 1 billion).

6.6 Manning and certification

The following guidelines govern Vessel selection:

- Vessel officers shall hold a current license/certificate of rank, including STCW endorsement/certificate.
- All officers shall have either Dangerous Cargo Endorsements or the satisfactory training specified in STCW. In addition, the four Senior Officers shall have completed the approved specialized training program and hold an advanced certificate, as per STCW.
- Crewmembers (ratings) shall have sufficient knowledge and experience to carry out their duties and must hold relevant certificates as per STCW.
- Vessel manning and certification shall comply with "minimum" Flag State Safe Manning and Certification requirements. However, operational circumstances may require additional manning.
- All deck officers shall communicate effectively in English.
- On board training programs are required, with training manuals available to the crew and inspector.
- A preferred level of experience is to have the Master and Chief Officer to have a combined minimum of 15 years of seagoing experience and a combined minimum of 5 years in rank.

6.7 Compliance with Local and International Conventions and Regulations

The following guidelines govern Vessel selection:

- Owner must be in compliance with all Local and International Conventions/Regulations, as far as can be determined. Vessels trading internationally must have a Shipboard Condensate Pollution Emergency Response Plan (SOPEP).

6.8 Drug & Alcohol policy

The following guidelines govern Vessel selection:

Owner/operator should have an effective Drug and Alcohol Policy, complying with OCIMF "Guidelines for the Control of Drugs and Alcohol Onboard Ship".

6.9 Flag state

The following guidelines govern Vessel selection:

While it is recognized that individual Vessels should not be overly burdened by their flag, where casualty or detention history documented by a Port State Authority results in a "targeted flag" designation by that authority, this designation will be considered in the review process.

6.10 Helicopter Winching facilities

As weather conditions sometime are not safe for personnel transfer to Lifting Vessel by standby boat, but conditions are acceptable for berthing operation, helicopter winching may to utilize. Vessel should be equipped with: Winching area marking; communications; firefighting and rescue equipment should be provided and crew should have been trained in accordance with ICS Guide to Helicopter/Ship Operations.

6.11 Compliance with ISPS Code

- Tanker should possess a valid International Ship Security Certificate.
- Security system, equipment must be in working condition.
- Capability to interface with offshore terminal at required Security Level.
- Full details of CSO (Company Security Officer) and SSO (Ship Security Officer) should be provided in Rong Doi Vessel Questionnaire sent to KNOC Operations Supervisor for the Vessel vetting process.

7.0 TERMINAL CHARGES, AGENCY FEES & TANKER CLEARANCE

- Terminal charge:

A nominal charge shall made by KNOC for berthing/air transportation/infield boat transfer/static tow boat, etc. services supplied by Terminal. This charge is currently US$ 35,000.00 (US Dollars Thirty-five Thousand only) per lifting, but is subject to periodic review and may be varied.

- Other Fees:

Other Port charges, Agency fee and Clearance formalities will be notified directly to Export Tanker Owners or Charterers by their Shipping Agents.

8.0 ARRIVAL PROCEDURES

Vessels will normally be accepted and berthed in chronological order of arrival, provided such Vessels have a current nomination for cargo valid at the time of tender, carry clean ballast, if any, and have cargo tanks in a fit condition to receive cargo. Also, they must be in all respects properly equipped, manned and ready to moor. Should berthing be delayed on account of bad weather, Vessels will keep their position in line.

8.1 Hours of Operation

The Terminal operates 24 hours a day, seven days a week. Tankers will normally be berthed during daylight hours, weather and other circumstances permitted by Terminal Representative.

Berthing normally starts not later than 15:00 hours (Local Time)
Provided Vessel should be in position not more than 2.5 NM behind FSO stern by the above time limits.
The terminal is closed for berthing operations from 15:00 to 06:00 LT.

Unmooring will be carried out at any hour, weather and other circumstances permitting. The Company will make every effort to moor Vessels upon arrival in daylight, weather permitting.

8.2 Notice of Readiness (NOR)

Arrival time will be considered as the time when the Mooring Master boards the Vessel, or the time the Vessel arrives at Pilot/Mooring Master Boarding Ground or the time the Vessel arrives in the Terminal Designated deep water anchorage, if not berthing immediately.

The anchorage area is shown on Appendix 6.

The Terminal Representative will act on behalf of the Company to sign acknowledgement of Vessel's Notice of Readiness. Notice of Readiness shall be in the English language.

Notice of Readiness will be only accepted between the hours of 06:00 and 15:00 LT period provided the Terminal Representative is satisfied that the export Vessel is in all respects ready to moor and load successfully.

Notice of Readiness will not be accepted during a period when the port is closed on account of adverse weather and/or other circumstances not permitted by the Terminal Representative. Or if not withstanding having tendered the NOR, the vessel is found by terminal not to be ready to load such NOR will be disregarded and buyer shall be obligated to give new NOR when it is in fact ready to load.

8.3 Approaches to the Anchorage/Mooring Master Boarding Area
When within VHF communication range, Masters of export vessel(s) should confirm berthing prospects with the Terminal. Should it be necessary to anchor, the Vessel should proceed to the recommended Vessel anchorage area – see the Appendix 6.
Transit time from Terminal to the Mooring Master Boarding Ground and back to the

Terminal is classified as sea passage and not to be counted as lay time.

8.4 Arrival at Pilot Station/Anchorage

Means of access to the Vessel by the Terminal Representative Mooring Master shall be provided in accordance with the requirements of SOLAS. Early advice will be given by the Terminal to confirm the side of the Vessel that access should be provided. At night the access area shall be adequately illuminated to provide for the approach and boarding of the Terminal Representative, Mooring Master, Government officials and other Company representatives.

8.5 Port Closure due to Bad Weather Interruption of Loading/Berthing

Vessels are required to leave the Terminal area on account of bad weather should keep in contact with the Terminal via VHF and or Radio Telephone in order that they may be available when the weather is fit for resumption of operations. The Terminal reserves that right to berth and load Vessels out of turn following the return of good weather. The Terminal also reserves the right to decline to moor a specific Vessel if its condition or facilities are unsafe for mooring or loading even though the Terminal may be opened to other Vessels. Should a Vessel be rejected for any reason the Terminal will inform the Vessel with written reasons for non-acceptance. The decision of the FM/OIM in consultation with Mooring Master to permit a Vessel to berth shall be final.

Foul Weather Mooring/Unmooring: Via a recognized forecasting service and local observation, the Terminal continually monitors weather conditions. In the event of deteriorating weather or the approach of a typhoon, mooring may be delayed or if the Export Tanker is already moored, shut down operations shall be implemented in a timely manner and the Export Tanker unmoored.

8.6 Vietnamese Flag

The National flag of Vietnam shall be prominently displayed by the Vessel at all times at Terminal.

8.7 Vietnamese Government Regulations

Masters are informed that the following Vietnamese Government Regulations are strictly enforced. In cases where International Agreements to which the Socialist Republic of Vietnam is a contracting party contain provisions different from Vietnamese regulations, the provisions of such international agreements shall be applied.

a. Signals to be displayed on Arrival

In accordance with regulations for Vietnamese ports, Quarantine, Pilot and Call Sign flag must be displayed by all Vessels approaching the Terminal. These signals shall be displayed continuously until clearance is granted. The signals are to be in accordance with International Code of Signals 1969.

b. Compliance with Vietnamese Laws

The Terminal is located in Vietnamese territorial waters, within a Restricted Zones (Reference to Appendix 6). Sea traffic shall keep a distance of 3 NMs or more from the Restricted Zone.

Export Tankers shall only enter the Restricted Zone at the request or permission of the Terminal.

The Terminal has been classified by the Vietnamese authorities as a "non-seaport" export terminal over which the Vung Tau Port Authority has jurisdiction. Export Tankers visiting the Terminal shall comply with the provisions of the Vietnamese Maritime Laws, as they apply to the Terminal in this context, and other applicable Vietnamese Laws and regulations. Where there is no specific regulation in Vietnamese Law, Export Tankers shall follow good International Practices.

9.0 MOORING OPERATIONS

9.1 Mooring Master will board incoming Vessels at the anchorage area or another agreed location. The Mooring Master will advise the Vessel's Master on approach to the Terminal, mooring and unmooring, connection and disconnection of hoses, and all other operations within the Terminal area, including all maneuvering of the Vessel. The Master must be on the bridge at all times while the Vessel is being maneuvered.

9.2 Support Vessels assist in Vessel mooring. These are under the direct control and supervision of the Mooring Master.

9.3 Vessels due for mooring must have a pilot ladder securely rigged on the side requested by the Mooring Master. Vessels with a freeboard of more than thirty feet shall have an accommodation ladder rigged so that the lower platform is not more than ten feet above the water level with a short pilot ladder for access to the platform. Upon the approach of the Mooring Master in the service boat, the Vessel must provide a good lee on the appropriate side. Vessel shall also have their starboard crane rigged and crew on deck standing by.

9.4 The Mooring Master and his assistants, if any, who will advise the Vessel crew during mooring and hose connection, will normally board Vessels from the service boat which also serves as Static Tow Boat (a tug boat utilized for keeping the lifting Vessel at a safe distance off the FSO stern) throughout the loading operation. Immediately the Mooring Master and his assistant have boarded, the service boat will proceed to the Starboard side crane area of the Vessel where mooring and hose connection equipment will be lifted aboard. Sufficient crew must be available on deck to transfer the mooring equipment from the derrick area to the forecastle. The following equipment, provided by the Vessel, shall be ready for use when the Mooring Master boards:

On the forecastle head

(1) 1 buoyant mooring rope, 10 inch circumference.
(2) 2 messenger lines, minimum 3" circumference x 300 feet.
(3) A selection of shackles, wire strops and tools (sledge hammer, crowbar, etc.).

On the poop deck

(1) 2 messenger lines, minimum 3" circumference.
(2) 2 buoyant mooring ropes, 10 inch circumference.

When the approach to the Terminal commences, the service boat will be in attendance to assist if necessary. Approach to the FSO involves maneuvering within close quarters. It is therefore imperative that all measures are taken to ensure that there is no loss of power or steering during these maneuvers. The Mooring Master will test-run the Vessel engines and steering gear before commencing the approach run. Ship's anchors will only be used in case of emergency and upon express permission of the Mooring Master.

9.5 On the final approach (At distance about 1 – 1.5 NMs), the Service boat towing pennant will be made fast on the stern bollard of the lifting Vessel for static tow purpose. On approaching the berth, the hawser messenger line will be passed from FSO stern by either:

a. The 24 mm messenger rope (approximately 220 meters) is let float free and drift aft of the FSO stern to a distance of about 300 meters, the lifting Vessel crew on the forecastle to use grapnel to pick it up from sea surface then use the windlass or mooring winch to heave in further. Alternatively the support Vessel will pass the line to the lifting Vessel crew.

b. Means of a rocket from a Pneumatic Line Throwing apparatus when Vessel bow is at a distance of approximately 150 meters, the Mooring Master will then instruct the crew to heave in the ropes successively until the mooring hawser chafe chain is drawn through a fairlead and in a position to be secured to a chain stopper (At least 3 chafe chain links must be passed beyond the Chain Stopper Tongue/Hinged Bar in "made fast" condition). Or when the current and wind is favorable:

The 72 mm dia. PP pick-up rope (approximately 110 meters) is secured to 76 mm chafe chains, which in turn are secured to the 60m finish length 21 inch circ. grommet type hawser connected to a 76 mm chafe chain at the FSO stern.

9.6 During the approach of the Vessel towards the stern of the Terminal, the Vessel's crew, under the advice of the Mooring Master will prepare the forecastle for the mooring operation. Sufficient crew must be present to handle the mooring line.

9.7 The Vessel will then heave up the messengers and pick-up rope, carefully picking up the slack as the Vessel approaches the stern of the FSO.

9.8 The distance between the Vessels will be continuously relayed to the Mooring Master on the bridge from the forecastle.

9.9 Engines must be maintained in a constant state of readiness and at no time during the tanker's stay at the terminal may the engines be immobilized.

In cases when there is a failure of a Vessel's main propulsion machinery or steering gear, which renders the Vessel incapable of instant maneuverability, the Mooring Master shall be informed immediately. Loading operations will be suspended, cargo hose will be disconnected. All charges incurred shall be for the Owner's account.

9.10 Emergency towing wires (Fire Wires) should be rigged, one on the Port bow and one on the Port quarter. These lines must be maintained with the eye 1 meter above the waterline with "no slack on deck".

10.0 HOSE HANDLINGS

10.1 Duties of Mooring Master and Tanker Crew

Upon completion of the mooring operation, the loading hose will be connected to the Vessel Starboard manifold which must be prepared to accept one 10 inch ANSI B16.5 150 PSI flange prior to berthing. The hose connection will be made by the Vessel's crew under the supervision of a responsible deck officer. The Mooring Master or his Assistant will advise on the correct procedures to be adopted.

10.2 SWL of the Hose Handling Crane

Depending on the freeboard of the Vessel, the weight of the hose string to be lifted could reach 10 tons. All Vessels calling at Rong Doi Terminal must have their Starboard Crane/derrick rigged with SWL not less than 10 tones.

10.3 Hose transfer

The Tanker End Hose will be transferred to the lifting Vessel manifold area by utilizing buoyant rope, or the work boat.

10.4 Hose Lifting and connection

The hose will then be lifted to a position above the main deck so that the 'Hang Off Chain' can be made fast to the hose bitts using a snubbing chain, such that the hose flange will closely align with the required manifold flange. As the hose being lifted swings widely in rough sea condition, sufficient strong restraining ropes must be readily available at the manifold area. The hose end will then be lowered to the deck and the blind flange will be removed. The hose flange will normally be connected to the 10 inch starboard manifold by a quick release Camlock coupling and then at least 4 bolts shall be fitted.

10.5 Tanker Rail Hose support

When the hose is connected, the length between the manifold and rail will be supported by a nylon web sling to ensure that there is no undue strain on any part of the manifold or hose string.

10.6 Hose Disconnection

Prior to completion of loading, the Vessel's crew and one deck officer should be placed on standby at the cargo manifold, ready for hose disconnection. When Vessel is informed by FSO that all flow has ceased, the hose end butterfly valve will be closed, followed by the Vessel's manifold valve. Once the spool piece has been drained into the Vessel drip tray, the hose will be disconnected from the manifold. The hose support slings will be removed, and the blind flange will be put on and bolted.

11.0 BALLAST OPERATION

11.1 There are no ballast or slop reception facilities at Terminal; therefore, all Vessels must arrive with clean ballast suitable for discharging directly to sea in accordance with the standards set by International Conventions (MARPOL). Vessels arriving with ballast unsuitable for discharge to sea will be rejected for loading. Any Vessel rejected because of contaminated ballast or sea pollution will automatically invalidate her Notice of Readiness and will lose any priority of loading. Vessels discharging contaminated ballast overboard will be subject to the anti-pollution laws of Vietnam.

11.2 Vessels arriving at Terminal should maintain not less than 30 percent of Summer DWT, to ensure safe handling and maneuverability in the prevailing weather and sea conditions and in accordance with the good practice of seamanship. Further, propellers must be immersed (minimum 3/4 diameter of propeller).

11.3 Whenever possible, loading procedures should be so arranged as to allow for concurrent de-ballasting and loading operations, provided that at least 2 valve separations can be maintained. Ballast should not be discharged before the Vessel has loaded at least the equivalent amount of cargo.

11.4 The Mooring Master/Terminal Representative may accompany the Independent Inspector in witnessing the tank inspection prior to loading, but will not sign certificates attesting to the emptiness or cleanliness of tanks for loading. The ullaging of the slop tank and determination of condensate content will also be witnessed.

11.5 Before commencement of the cargo tank inspection, proper draining of all cargo pipe work contents shall be carried out in witness of the Terminal Representative/Mooring Master.

12.0 LOADING OPERATIONS

12.1 Start of loading

On satisfactory completion of the pre-loading transfer conference and safety check list as agreed by the Mooring Master and the export Vessel officer in charge, the Vessel will be declared ready to load. All necessary valves will be opened, the hose end butterfly valve will be opened and the Mooring Master will instruct the Terminal to commence loading at a slow rate.

12.2 Loading watch

Throughout the loading, a responsible deck officer must be in charge of operations, either on deck or in the cargo control-room, and in continuous contact with the Rong Doi FSO and Mooring Master via walkie-talkie radio. In addition, an efficient deck watch in constant contact with the cargo control-room must be maintained at all times. Additionally, one Vessel's crew will be stationed on the forecastle at all times to observe and report to Mooring Master through deck officer on the mooring condition i.e., the state of the mooring and the distance and movement of the Tanker in relation to the Rong Doi FSO.

12.3 Loading Rates

The rate will not be increased until the Vessel has confirmed that the hose connection is tight, that cargo is being received in the selected tanks only, and that no leakage is taking place through the sea valves. The loading rate will be increased, on request by the export Vessel, to a maximum as the lifting Vessel can receive or up to 12,500Bbls/h whichever is the less subject to prior agreement between Mooring Master and Export Tanker's Master.

At any time during loading operations, the rates can be reduced on request. Except in an emergency, 10 minute notice should be given to the Terminal when rate reduction is required. As in normal Vessel practice, valves must not be closed or throttled back against the condensate flow without permission from the Terminal. Master is specifically warned of the severe consequences of this practice, which could result in damage to Terminal equipment and serious condensate pollution, for which the Owner will be held responsible.

For high accuracy of FSO Custody Transfer Meter – Prover Unit, loading rate should be maintained as stable as possible throughout the loading operation except start –up, topping – off or in case of operational necessity. Duration of deviation from stable loading rate should be minimized.

12.4 Communication between FSO and the Lifting Vessel

If for any reason, radio communication between the Vessel and the Terminal is lost, the Terminal will stop the loading until communication is re-established. In the absence of radio contact, condensate flow can also be stopped by sounding the Emergency Flow Stop Signal, consisting of intermittent short blasts on the Vessel's whistle.

The volume of Condensate loaded is accurately available at all times from the

Terminal, and periodic comparisons should be made between the Vessel and Terminal figures.

12.5 Stop of loading

The question of Vessel or Terminal responsibility to stop cargo loading and the required quantity will be discussed and agreed before loading commences, during the Pre-Transfer Conference.

Request for the terminal to stop the flow of cargo at pre-determined tonnage must be in writing. The request must include the statement by the vessel's Master that the company will not be held responsible for any error, and that in the case of the vessel being overloaded, the excess cargo cannot be pumped back to the Rong Doi FSO.

12.6 Quantity and quality measurement

The FSO is equipped with a sophisticated LACT (Lease Automatic Custody Transfer) Unit – Meter/Prover system. The quality and quantity of condensate shall be determined at the Terminal by Terminal Operator and verified by an independent inspector.

In the event of meter failure during a lifting, the quantity to be included in Cargo Documents, shall be determined by Terminal Operator in the manner customary at the Terminal and verified by the independent inspector. FSO ullaged figures are the first option and Export Tanker Ullaged figures are the second option taking into consideration the relevant factors contributing the reliability of these figures such as Vessel movements during ullage, size of the Vessel, Vessel's experience factor (VEF), Vessel Discharging Ratio for the last cargo, COW history, etc… The failure of LACT to be reported and acknowledged by the Independent Surveyor who witnesses the lifting.

The determination shall be conclusive and binding on the parties.

When discrepancy between the metered and the Export Tanker ullaged figures is more than 0.3%, re-ullaging on board the Export Tanker shall be carried out and LACT performance (Reliability of metered figures) shall be investigated by Terminal Operator and Independent Surveyor who is appointed to witness the lifting.

If the discrepancy remains beyond the 0.3% after re-ullaging, which figures to be accepted for Bill of Lading figures shall be based on the final investigation result.

13.0 CARGO DOCUMENTATION & INSPECTION

13.1 For normal departure

Documents such as Bills of Lading, Certificate of Quality, Certificate of Quantity, Time Loading Report, Certificate of Origin, Cargo Manifest and Master's Receipt for Documents/Samples etc. are prepared at Terminal. When the Vessel has completed loading, the documents will be completed and taken aboard the Vessel for the Master's signature. Signing of these Documents by the Master will take place at the same time as the final departure clearance formalities are being carried out.

13.2 In the event of a dispute about cargo figures, the Vessel will be requested to recheck the measurement and calculations of the quantity, and the Terminal Representative and Mooring Master will witness such measurement and calculations. After both ship and shore figures have been verified, should difference of more than 0.3% still exist, receipt of a Letter of Protest will be acknowledged by the Terminal Representative or in his absence by the Mooring Master. To maintain "Clean Documents", Masters are not to put any notes or protest on the prepared Cargo Documents.

13.3 Notes of protest, if any, should be handed to the Terminal Representative or Mooring Master for further delivery to the KNOC Operations Supervisor. The Terminal Representative (Or Mooring Master) will acknowledge receipt of the Note of Protest only, and is not authorized to signify acceptance of such letters.

13.4 From time to time Owners, Charterers, Consignees, or other interested parties may appoint third party condensate inspector to survey the loading operation on their behalf. Any delays caused by such survey(s), shall be considered "Vessel delays".

14.0 DEPARTURE PROCEDURES

14.1 Immediately after the loading hose is disconnected and cargo tank survey is completed, unmooring of the Vessel will commence. The service boat at the stern of the Vessel will be released at Mooring Master discretion, but will remain on location to assist. Upon advice from the Mooring Master, the mooring hawsers will be heaved in by the Vessel and the mooring connections will be released. In some cases it may be necessary to briefly run the engines ahead to relieve the weight on the moorings. As soon as the moorings are released, the engines will be run astern and the Vessel will back away from the FSO. During the move astern, the mooring hawsers will be lowered into the water by easing back on the pick-up ropes.

14.2 When the Vessel is safely cleared of the Terminal, the Terminal mooring equipment will be taken from the forecastle to the starboard Crane/ derrick to be transferred to the service boat together with the hose connection equipment.

14.3 Any remaining cargo calculations and paperwork will be completed prior to the disembarkation of the Mooring Master. Upon completion of all formalities, the Vessel will make a good lee to disembark Terminal Personnel and Government Officials. Upon disembarkation of all such personnel, the Vessel must clear the Terminal area as directed by the Mooring Master before his departure.

EARLY DEPARTURE PROCEDURES (EDP)

14.4 For operational and safety reasons, the Company may require the Export Tanker which has completed its loading operations to depart prior to completion of all the following documents served by the Company:

- The Master shall make a written request for EDP and present this to the Terminal Representative on the arrival of the Export Tanker.

- The Master shall issue a Letter of Authority to the Agent, with copy to the Operations Supervisor, authorizing the Agent to sign the Bill of Lading and other cargo documentation for and on behalf of the Master once the Bill of Lading and other cargo documentation has been completed.

- After departure of the Export Tanker, the final density, sediment and water content of the cargo shall be determined by the Company and witnessed by an independent inspector. This shall be derived from the analysis of the representative sample taken from the metering unit. A sealed portion of this sample shall be placed on board the Export Tanker before departure.
- The Operations Supervisor shall inform the Master of the gross and net cargo quantity loaded at 60^0F. This will usually be in the form of a faxed, unsigned, non-negotiable Bill of Lading pro forma.

- The Master shall as promptly as possible inform the Agent to sign cargo documentation on his behalf or give such other instructions, as he deems necessary.

- When all the cargo documentation has been signed, by the Operations Supervisor and

the Agent on behalf of the Master a complete set of cargo documents shall be faxed to the Vessel's Master by Agent, and shall include but not be limited to the following:

+ Bill of Lading
+ Certificate of Origin
+ Certificate of Quantity
+ Certificate of Quality
+ Cargo Manifest
+ Tanker Loading Time Report / Vessel Time Sheet
+ Notification of Departure
+ Receipt for Documents and Samples
+ Notice of Protest (if applicable).

It should be noted that the Terminal metering unit figures are normally those, which shall be inserted on the Bill of Lading and other cargo documentation. However, an independent survey shall still be conducted on board the Vessel to act as back-up should a technical fault occur in the metering unit.

15.0 MISCELLANEOUS

15.1 Lifting Support Boat

Lifting Support Boats are of AHTS (Anchor Handling Tug Supply Vessel) type. These boats will assist the Export Tanker in in-field personnel transfer, mooring, unmooring and hose handling. These boats are to be directed by the Mooring Master, following requests by the Vessel for action or assistance.

Services and facilities provided by the company including the services of the Company Mooring Master, riggers, boats or berthing equipment, are at the vessel's risk.

15.2 Removal of Wrecks

Should any Vessel or craft sink or become an obstruction in any part of the port or approaches thereto, or the area of the submarine pipelines, the Company shall be empowered and shall have the right to take any steps it may deem necessary to remove the obstruction without notice to the owners. All expenses of such removal shall be borne by the Vessel or craft and/or by those owning it at the time of the accident, and the Company shall be entitled to reimbursement by them for any such expenses incurred by it.

15.3 Services & Supplies

a. Should it be necessary to supply boats, materials, equipment or labor, to carry out repair work to enable the Vessel to continue loading, any time and costs involved will be charged to the Vessel's account at rate to be established at that time. These services will only be provided in emergencies.

b. There are no bunkers, no fresh water, no small boat hire, no shore leave or shore services, and no medical assistance (except in cases of emergency) available at the Terminal. Information on port services in the area should be obtained from the Vessel's agents.

c. Crew members cannot leave the Vessel at Terminal except in cases of emergency. Even in an emergency it should be noted that Seamen's Books may not be valid under local government Law, and a valid passport may be required.

d. Swimming in the sea around the Terminal is prohibited.

15.4 High Flow Rate and valve closing

Masters are reminded of the serious consequences of totally or partially closing valves against the flow of condensate from the Terminal. Should damage to the Terminal equipment result from such malpractice, time and costs of all direct and consequential damages shall be for the account of Vessel's Owners, and any persistently offending Vessel will not be subsequently accepted for loading.

15.5 Alcoholic Drinks

Masters are advised that offering alcohol is strictly forbidden, to the Terminal staff and Government officials who may board their Vessels.

15.6 Accommodation

Terminal Representative, the Mooring Master and or his assistant, if any, will require accommodation throughout the Vessel's stay at the Terminal. These personnel shall be accommodated in the officer's quarters.

Export Tanker shall be required to provide accommodation, where available, for the following additional personnel:

- 1 Pilot
- 1 Mooring Master
- 1 Bow man
- 1 Independent Inspector
- 1 Shipping Agent
- 1 Quarantine Officer (in special case)
- 1 PetroVietnam representative and or other person as may be required by Terminal Representative (in special case)

15.7 Personnel Transfer

Case 1 – In-field personnel transfer by boat

This method of transfer is carried out when weather conditions permit. Operational limits for this method are specified in Section 4.

Case 2 – Alternative methods

Tanker to proceed to the nearest safe Boarding Ground, to avoid Vessel delay waiting at Terminal for suitable weather for in-field personnel transfer, KNOC Operations Supervisor in consultation with Mooring Master may, at his option, for safety reasons request Vessel to come to the nearest designated safe boarding ground for embarkation/disembarkation of lifting personnel. Vessel time and cost are for account of Vessel Owner.

16.0 HEALTH, SAFETY & ENVIRONMENT

Terminal Safety, Security & Anti-Pollution Requirements

16.1 Safety Requirements - ISGOTT

Nothing in these regulations will relieve Master's responsibilities in observing the normal safety, fire prevention and security precautions. The Mooring Master is authorized to advise and request Masters to take additional measures to ensure safe operations should circumstances so require. The Mooring Master is also authorized to suspend condensate transfer operations in the event of an infringement of safety regulations or if any other hazardous situation is encountered. The following safety regulations have been developed in an effort to reduce the possibility of an incident involving fire, explosion, or other hazard.

All safety measures recommended for crude condensate Vessel as stipulated in "International Safety Guide for Oil Tankers and Terminals" (ISGOTT) - Fifth Edition 2006 are strictly complied with. Due to the special nature of the Rong Doi FSO, Terminal regulations may be more stringent than ISGOTT requirements. If this is the case, the Terminal regulations will be applicable.

Especially those safety measures in respect of:

1. Terminal /Export Tanker Safety Check List
2. Inert Gas System
3. Tank Inspection Gauging, Sampling, Water Dips and Temperatures
4. Terminal /Export Tanker Communication
5. Emergency Procedures
6. Operating Procedures
7. Fire Precautions
8. Conditions to be observed on board the Export Tanker during transfer/de- ballasting operations
9. Smoking, Matches and Lighters
10. Electrical Equipment
11. Movement of Tugs, Workboats and Other Craft
12. Repair Work
13. Prevention of Sparking and Excessive Smoke
14. Galley Stoves and Other Cooking Equipment
15. Transmitting Aerials
16. Tank Lids
17. Unused pipeline Connections
18. Sea and Overboard Discharge Valves
19. Breakdown of Communications
20. Emergency Escape
21. Radar - Satellite Communication Terminals, Closed Circuit Television
22. Cargo Tank Venting

16.2 Failure of Inert Gas System (IGS)

If at any time the IGS is not maintained in the prescribed conditions, the Mooring Master shall order a suspension of loading operations. The cost of any delays will be for the export Vessel's account. Under no circumstances will vessels with inoperative or malfunctioning is be allowed to operate at this terminal.

16.3 Security requirements

Terminal is fully compliant with ISPS Code requirements. KNOC will identify a person in charge of Terminal security. This person will normally be based in KNOC – Ho Chi Minh City Office. Please refer to Section 5.3 of this booklet for this person Contact details.

Export Tanker security measures such as Access Control, Restricted Areas, Delivery of ship stores, Monitoring systems, etc., stipulated in ISPS Code must be in place and on the security level not below the level required by Terminal. Whenever the Export Tanker is in difficulties in maintaining security level specified in the Declaration of Security, Master should report to Terminal's Security officer immediately.

KNOC Port Facilities Security Officer shall advise all Vessels working inside the Terminal Limits of any change in Security Level to be imposed.

16.4 Avoidance of Pollution

During transfer operations, all scuppers shall be effectively plugged, fixed manifold condensate containment shall be in place, and no leakage or spillage of condensate, or water, which can possibly contain condensate, shall be allowed to escape overboard. Scupper plugs may be removed to drain off accumulations of water periodically and replaces immediately after the water has been run off. Manifold containment should be drained before transfer operations commence. Any leakage or spillage must be reported immediately to the Mooring Master. Should condensate spillage occur during de-ballasting or loading operations, then all such operations shall cease and immediate action taken to control and contain the spillage. Clean up operations shall be started immediately, and loading operations will not be resumed until remedial action has been completed to the satisfaction of the Mooring Master. No garbage of any sort whatsoever shall be thrown overboard, nor shall any other material, either solid or fluid, be thrown overboard from the Vessel.

17.0 TIDES, CURRENTS, WIND, WEATHER & SEAS

17.1 The navigator is referred to up-to-date published sailing instructions for this area for information on winds, tides and currents:

British Admiralty, China Sea Pilot Vol.1 Published by the Hydrographic of the Navy.

17.2 Currents

The surface currents of the South China Sea are influenced mainly by the NE and SW monsoon winds which control the flow of water into or from the Sulu Sea, Java Sea and through Taiwan Straight. The main current flows on the West side of the region and sets Southwest (November to April) during the Northeast monsoon and Northeast (June to September) on the Southwest monsoon. During the regime of either monsoon the appropriate current has a high constancy but some variations, and even occasionally reversals may occur with irregularities in the monsoon.

The main current trends with the monsoonal wind direction, at up to 3 knots on the surface.

17.3 Winds

The direction of prevailing winds is determined by monsoonal activity. Between May and September, the south-west monsoon period, south-westerly winds are predominating. Wind direction is variable in October and then during the north-east monsoon from November to March, the winds are from the north to east.

The NE monsoon months are subject to prevalent strong winds commencing in November. This period is also subject to monsoonal surges, which may be associated with winds up to 50 knots. This is likely to affect mooring and lifting operations.

In April, winds are again variable with the transition from the winter to summer monsoons. Typhoons, which can create wind speeds over 100 knots, are likely to be encountered in the latter months of the year.

17.4 Waves

Sea and swell conditions are directly related to the monsoon and since the Northeast monsoon (November to March) winds are stronger than those of the southwest monsoon (May to September) the maximum sea and swell conditions therefore occur during the winter months.

During the height of the Northeast monsoon (November to March), seas are predominantly moderate with the occasional rough sea. In December and January 50% of the sea and swell conditions can be expected to be consistently moderate to rough and calm seas are the exceptions throughout the area.

During the change between the monsoon seasons in March/April and again in October, there is a marked improvement in the sea and swell conditions where an expectancy of 80% for smooth to slight seas can be experienced.

17.5 Climate

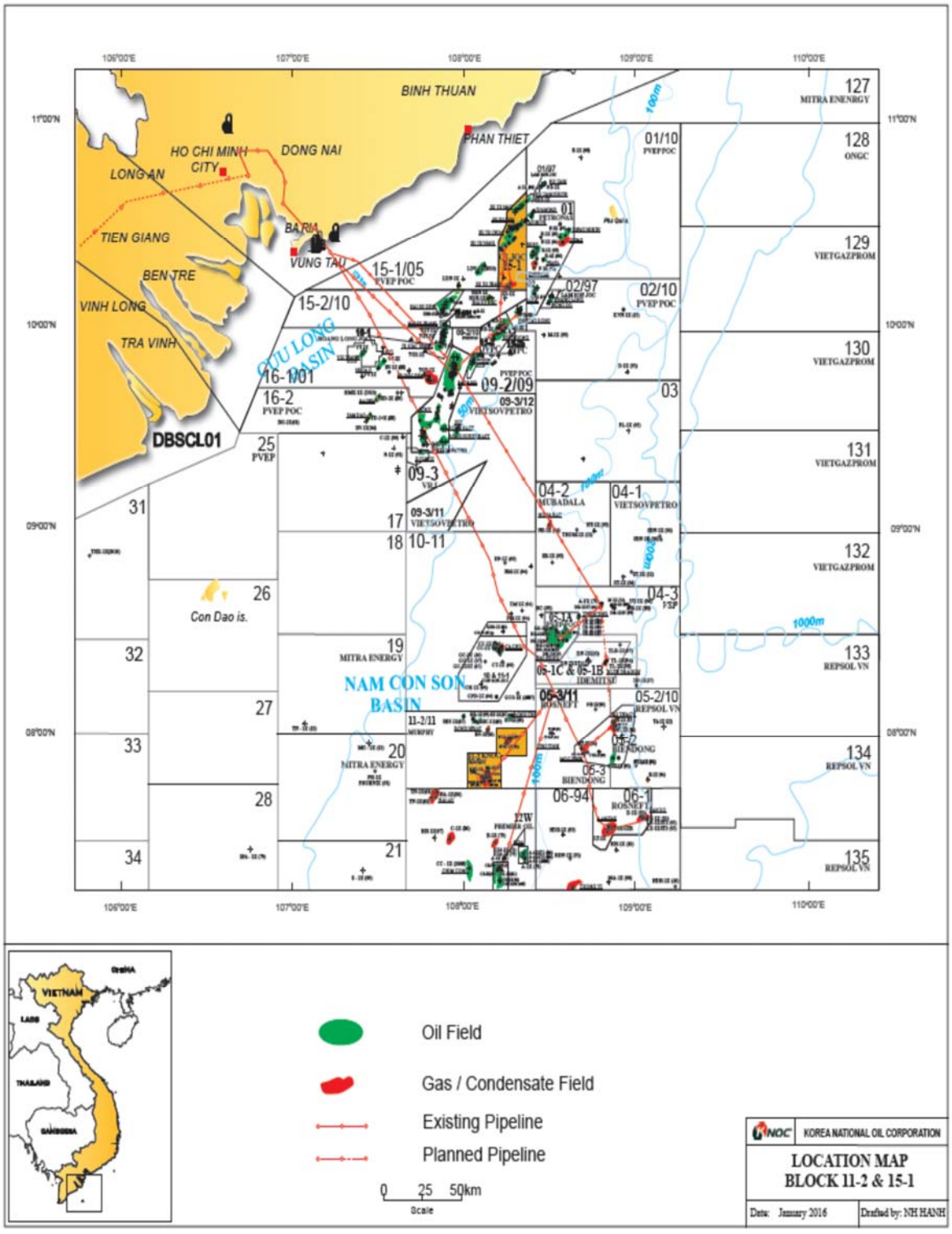
The region, influenced by the north-east and south-west monsoonal systems, is subject to seasonal wind shifts. The south-west or summer monsoon period, which extends from May to September, is characterized by prevailing south-westerly winds and high rain falls (greater than 200 mm/month). The north-east or winter monsoon, from November to February, is a period of predominantly north-east winds and lower rain fall (less than 70 mm/month). During the change from the winter monsoon to the summer monsoon (March to April), winds are variable and rain fall is low (less than 30 mm/month). The minimum air temperature is 21^0C and maximum 35^0C.

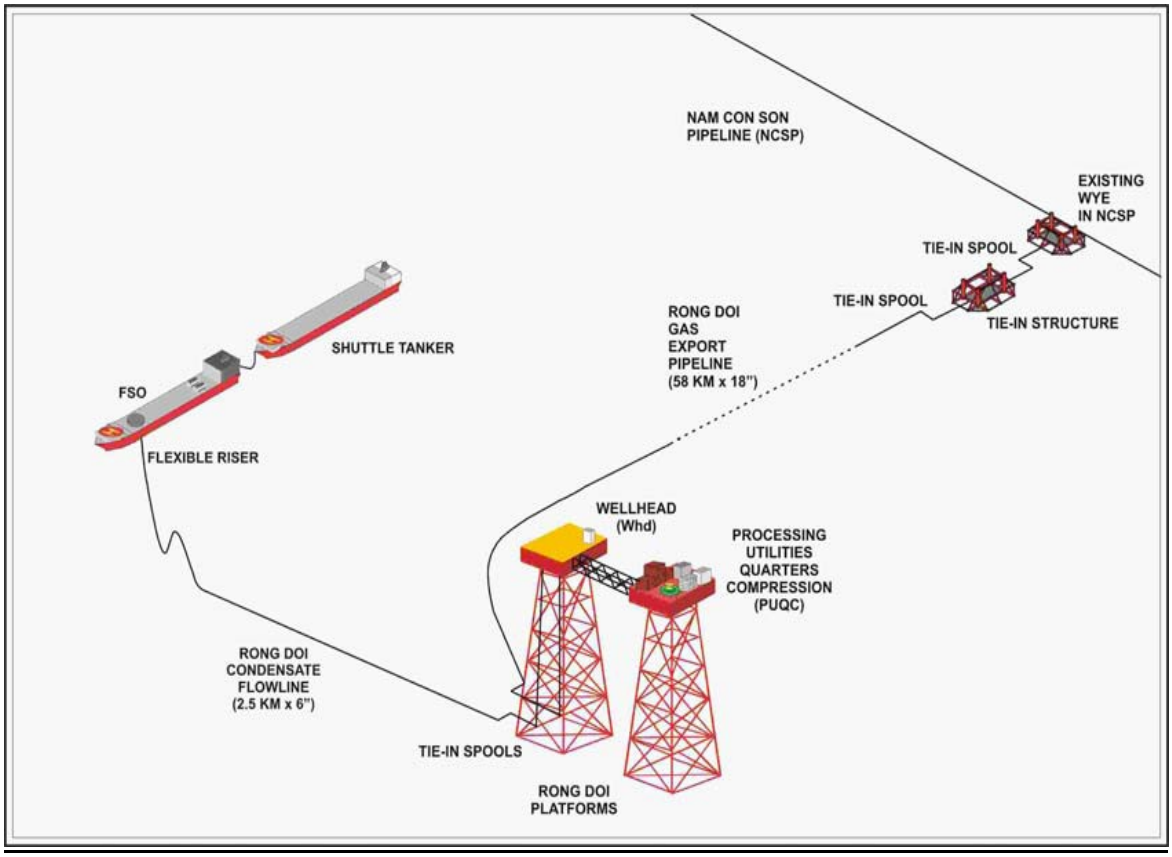
17.6 Sea Water Temperature and Salinity

The average seawater temperature is about 26^0C, the minima being expected during February and maximal during August. The salinity of the China Sea is extremely variable and is in direct contrast to the near uniform sea surface temperature experienced. In general, water masses of low salinity form at the surface and high salinity water of oceanic origin is found at depth. Between these two masses, a large current to and from such that many regions are alternately filled with waters of different origin resulting in large seasonal variations of salinity.

The source of low salinity the mouths of the big rivers; the Mekong in Vietnam is a typical example where the discharge of the river has a greater influence on the salinity than the actual rainfall. The bottom is gently undulated from 60 meters, generally sandy.

APPENDIX 1: LOCATION MAP, FIELD LAYOUT




NAM CON SON
PIPELINE (NCSP)
EXISTING
WYE
IN NCSP
TIE-IN SPOOL
TIE-IN SPOOL
TIE-IN STRUCTURE
RONG DOI
GAS
EXPORT
PIPELINE
(58 KM x 18")
SHUTTLE TANKER
FSO
FLEXIBLE RISER
WELLHEAD
(Whd)
PROCESSING
UTILITIES
QUARTERS
COMPRESSION
(PUQC)
RONG DOI
CONDENSATE
FLOWLINE
(2.5 KM x 6")
TIE-IN SPOOLS
RONG DOI
PLATFORMS

APPENDIX 2: RONG DOI TERMINAL VESSEL SAFETY CHECKLIST

Vessel's Name:

Date of arrival: Time of arrival:

Instructions for completion:

1. The safety of operations requires that all answers should be answered affirmatively.
2. If an affirmative answer is not possible, the reason should be given, and agreement reached upon appropriate precautions taken between the Vessel and the Terminal.
3. Where any question is not considered to be applicable, a note to that effect should be inserted in the remarks column.

The presence of this symbol in the columns V (Vessel) and T (Terminal) indicates that the checks shall be carried out by the party concerned.

The presence of the letters A, P and R in the column 'Code' indicates the following:

A - The mentioned procedures and agreements shall be in writing and signed by both parties.

P - In the case of a negative answer, the operation shall not be carried out without the permission of the Mooring Master

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

No.	Fact	V	T	Code	Remark
1	Is the Vessel securely moored?			R	Stop cargo at____T hawser tension Disconnect at____T hawser tension Unberth at_____T hawser tension
2	Are emergency towing wires correctly positioned?			R	
3	Is there safe access between ship and shore			R	
4	Is the Vessel ready to move under its own power?			PR	
5	Is there an effective watch in attendance on board and adequate supervision on the Terminal and the Ship?				
6	Is the agreed Ship/Terminal communication system operative?			AR	
7	Has the emergency signal to be used by the ship and Terminal been explained and understood?			A	
8	Have the procedures for cargo and ballast handling been agreed?			AR	

No.	Fact	V	T	Code	Remark
9	Have the hazards associated with toxic substances in the cargo being handled been identified and understood?				
10	Has the emergency shutdown procedure been agreed?			A	
11	Are fire hoses and fire-fighting equipment on board positioned and ready for immediate use?			R	
12	Are scuppers effectively plugged and drip trays in position?				
13	Are unused cargo and bunker connections properly secured with blank flanges fully bolted?				
14	Are the sea and overboard and discharge valves closed and visibly secured?				
15	Are all cargo and bunker tank lids closed?				
16	Is the agreed tank venting system being used?			AR	
17	Has the operation of P/V valves and/or high velocity vents been verified using the check lift facility, where fitted?				
18	Are all hand held torches of an approved type?				
19	Are portable VHF/UHF transceivers of an approved type?				
20	Are the Ship's main radio transmitter aerials earthed, the VHF on low power and radars switched off?				
21	Are all electric cables to portable electrical equipment disconnected from power?				
22	Are all external doors and ports in the accommodation closed?			R	
23	Are window type air conditioning units disconnected?				
24	Are all air conditioning intakes which may permit the entry of cargo vapours closed?				
25	Are requirements for use of galley equipment and other cooking appliances being observed?			R	
26	Are smoking requirements being observed?			R	

No.	Fact	V	T	Code	Remark
27	Are naked light requirements being observed?			R	
28	Is there provision for an emergency escape?				
29	Have measures been taken to ensure sufficient pump room ventilation?				
30	Is ship emergency fire control plans located externally?				
31	Are all cargo and CBT tanks inerted with oxygen content of 8% or less by volume and pressurized?				
32	Is the inert gas system fully operational and in good working order?				

Declaration:

We have checked, where appropriate jointly, the items on this checklist, and have satisfied ourselves that the entries we have made are correct to the best of our knowledge and arrangements have been made to carry out repetitive checks as necessary and agreed that those items with letter "R" in the column "Code" should be re-checked at intervals not exceeding_____hours.

For Vessel

Name _____

Rank _____

Signature _____

Date/Time _____

For Terminal

Name _____

Position _____

Signature _____

Date/Time _____

APPENDIX 3: RONG DOI TERMINAL VESSEL QUESTIONNAIRE

PART 1: QUESTIONNAIRE 88

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 **Version 3**

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:			
1.2	Vessel's name:			
1.3	IMO number:			
1.4	Vessel's previous name(s) and date(s) of change:			
1.5	Date delivered:			
1.6	Builder (where built):			
1.7	Flag:			
1.8	Port of Registry:			
1.9	Call sign:			
1.10	Vessel's satcom phone number:			
	Vessel's fax number:			
	Vessel's telex number:			
	Vessel's email address:			
1.11	Type of vessel:			
1.12	Type of hull:			
Classification				
1.13	Vessel's classification society:			
1.14	Class notation:			
1.15	If Classification society changed, name of previous society:			
1.16	If Classification society changed, date of change:			
1.19	Date / place of last dry-dock:			
1.20	Date next dry dock due			
1.21	Date of last special survey / next survey due:			
1.22	Date of last annual survey:			
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?		Yes □ No □ N/A □	
Dimensions				
1.25	Length Over All (LOA):			Meters
1.26	Length Between Perpendiculars (LBP):			Meters
1.27	Extreme breadth (Beam):			Meters
1.28	Moulded depth:			Meters
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		Meters	Meters
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		Meters	Meters
1.31	Distance bridge front to center of manifold:			Meters
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	Meters	Meters	Meters
	Aft to mid-point manifold:	Meters	Meters	Meters
	Parallel body length:	Meters	Meters	Meters
1.33	FWA at summer draft / TPC immersion at summer draft:		Millimeters	Metric Tons
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		Meters	Meters
	Normal ballast:		Meters	Meters
	At loaded summer deadweight:		Meters	Meters
Tonnages				
1.35	Net Tonnage:			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			
1.38	Panama Canal Net Tonnage (PCNT):			

Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	Meters	Meters	Metric Tons	Metric Tons
	Winter:	Meters	Meters	Metric Tons	Metric Tons
	Tropical:	Meters	Meters	Metric Tons	Metric Tons
	Lightship:	Meters	Meters	Metric Tons	Metric Tons
	Normal Ballast Condition:	Meters	Meters	Metric Tons	Metric Tons
1.39a	TPC on summer draft:				Tons
1.40	Does vessel have multiple SDWT?			Yes □ No □ N/A □	
1.41	If yes, what is the maximum assigned deadweight?				Metric Tons
1.41a	Air draft (sea level to top of mast/highest point) in normal SBT condition				Meters
Ownership and Operation					
1.42	Registered owner - Full style:				
1.43	Technical operator - Full style:				
1.44	Commercial operator - Full style:				
1.45	Disponent owner - Full style:				
1.45a	Number of vessels in Disponent owner's fleet:				
Recent Operational History					
	Has vessel been involved in any collision, grounding or pollution incident the past 12 months, full description:				

2.	**CERTIFICATION**	**Issued**	**Last Annual or Intermediate**	**Expires**
	Owners warrant following certificates to be valid throughout the Charter Party period:			
2.1	Safety Equipment Certificate:			
2.2	Safety Radio Certificate:			
2.3	Safety Construction Certificate:			
2.4	Loadline Certificate:			
2.5	International Oil Pollution Prevention Certificate (IOPPC):			
2.6	Safety Management Certificate (SMC):			
2.7	Document of Compliance (DOC):			
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):			
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):			
2.11	U.S. Certificate of Financial Responsibility (COFR):			
2.12	Certificate of Fitness (Chemicals):			
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:			
2.15	International Ship Security Certificate (ISSC):			
2.16	International Sewage Pollution Prevention Certificate (ISPPC)			
2.17	International Air Pollution Prevention Certificate (IAPP):			
Documentation				
2.18	Does the vessel have the following documents on board?			
	International Safety Guide for Oil Tankers & Terminals (ISGOTT):		Yes □ No □	
	OCIMF/ICS Ship to Ship Transfer Guide (Petroleum):		Yes □ No □	
	Is the vessel entered with ITOPF?		Yes □ No □	

3.	CREW MANAGEMENT	
3.1	Nationality of Master:	
3.2	Nationality of Officers:	
3.3	Nationality of Crew:	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	
3.5	What is the common working language onboard?	
3.6	Do officers speak and understand English?	Yes □ No □
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board?	Yes □ No □ N/A □

4.	FOR USA CALLS	
4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	Yes / No / N/A
4.2	Qualified individual (QI) - Full style:	
4.3	Oil Spill Response Organization (OSRO) -Full style:	
4.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes □ No □ N/A □

5.	CARGO AND BALLAST HANDLING			
Double Hull Vessels				
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks?		Yes □ No □ N/A □	
5.2	If Yes, is bulkhead solid or perforated?		Solid □ Perforated □	
Cargo Tank Capacities				
5.3	Capacity (98%) of each natural segregation with double valve (specify tanks):			
5.4	Total cubic capacity (98%, excluding slop tanks):			Cu.Meters
5.5	Slop tank(s) capacity (98%):			Cu.Meters
5.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			Cu.Meters
5.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):		SBT □ CBT □	
SBT Vessels				
5.8	What is total capacity of SBT?			Cu.Meters
5.9	What percentage of SDWT can vessel maintain with SBT only?			%
5.10	Does vessel meet the requirements of MARPOL Annex I Reg. 18.2? (previously Reg. 13.2)		Yes □ No □ N/A □	
Cargo Handling				
5.11	How many grades/products can vessel load/discharge with double valve segregation?			
5.12	Maximum loading rate for homogenous cargo per manifold connection?			Cu.M/Hour
5.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			Cu.M/Hour
5.14	Are there any cargo tank filling restrictions?		Yes □ No □ N/A □	
	If yes, please specify:			
Pumping Systems				
5.15	Pumps:	No.	Type	Capacity
	Cargo:			Cu.M/Hour
	Stripping:			Cu.M/Hour
	Eductors:			Cu.M/Hour
	Ballast:			Cu.M/Hour
5.16	How many cargo pumps can be run simultaneously at full capacity?			
Cargo Control Room				
5.17	Is ship fitted with a Cargo Control Room (CCR)?		Yes □ No □	
5.18	Can tank innage / ullage be read from the CCR?		Yes □ No □	
Gauging and Sampling				
5.19	Can ship operate under closed conditions in accordance with ISGOTT?		Yes □ No □	
5.20	What type of fixed closed tank gauging system is fitted?			

5.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial?		
Vapor Emission Control			
5.22	Is a vapor return system (VRS) fitted?	Yes □ No □ N/A □	
5.23	Number/size of VRS manifolds (per side):		Millimeters
Venting			
5.24	State what type of venting system is fitted?		
Cargo Manifolds			
5.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes □ No □ N/A □	
5.26	What is the number of cargo connections per side?		
5.27	What is the size of cargo connections?		Millimeters
5.28	What is the material of the manifold?		
Manifold Arrangement			
5.29	Distance between cargo manifold centers:		Millimeters
5.30	Distance ships rail to manifold:		Millimeters
5.31	Distance manifold to ships side:		Millimeters
5.32	Top of rail to center of manifold:		Millimeters
5.33	Distance main deck to center of manifold:		Millimeters
5.34	Manifold height above the waterline in normal ballast / at SDWT condition:	Meters	Meters
5.35	Number / size reducers:		
Stern Manifold			
5.36	Is vessel fitted with a stern manifold:	Yes □ No □ N/A □	
5.37	If stern manifold fitted, state size:		Millimeters
Cargo Heating			
5.38	Type of cargo heating system?		
5.39	If fitted, are all tanks coiled?	Yes □ No □ N/A □	
5.40	If fitted, what is the material of the heating coils?		
5.41	Maximum temperature cargo can be loaded/maintained:	deg Celsius	deg Celsius

Tank Coating				
5.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes / No / N/A		
	Ballast tanks:	Yes / No / N/A		
	Slop tanks:	Yes / No / N/A		
5.43	If fitted, what type of anodes are used:			

6.	**INERT GAS AND CRUDE OIL WASHING**	
6.1	Is an Inert Gas System (IGS) fitted?	Yes □ No □ N/A □
6.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen?	
6.3	Is a Crude Oil Washing (COW) installation fitted?	Yes □ No □ N/A □

7.	**MOORING**					
7.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
7.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons

	Poop deck:		Millimeters		Meters	Metric Tons
7.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
7.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:				Single, Double, Triple	Metric Tons
	Main deck fwd:				Single, Double, Triple	Metric Tons
	Main deck aft:				Single, Double, Triple	Metric Tons
	Poop deck:				Single, Double, Triple	Metric Tons
7.6	Mooring bitts				No.	SWL
	Forecastle:					Metric Tons
	Main deck fwd:					Metric Tons
	Main deck aft:					Metric Tons
	Poop deck:					Metric Tons
7.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:					Metric Tons
	Main deck fwd:					Metric Tons
	Main deck aft:					Metric Tons
	Poop deck:					Metric Tons
Emergency Towing System						
7.8	Type / SWL of Emergency Towing system forward:					Metric Tons
7.9	Type / SWL of Emergency Towing system aft:					Metric Tons
Anchors						
7.10	Number of shackles on port cable:					
7.11	Number of shackles on starboard cable:					
Escort Tug						
7.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				Metric Tons	
7.13	What is SWL of bollard on poopdeck suitable for escort tug:					Metric Tons
Bow/Stern Thruster						
7.14	What is brake horse power of bow thruster (if fitted):				BHP	kW
7.15	What is brake horse power of stern thruster (if fitted):				BHP	kW
Single Point Mooring (SPM) Equipment						
7.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)'?				Yes □ No □ N/A □	
7.17	Is vessel fitted with chain stopper(s)?				Yes □ No □ N/A □	
7.18	How many chain stopper(s) are fitted?					
7.19	State type of chain stopper(s) fitted?					
7.20	Safe Working Load (SWL) of chain stopper(s):					Metric Tons
7.21	What is the maximum size chain diameter the bow stopper(s) can handle:					Millimeters
7.22	Distance between the bow fairlead and chain stopper/bracket:					Millimeters
7.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				Yes □ No □ N/A □	
Lifting Equipment						
7.24	Derrick / Crane description (Number, SWL and location):					
7.25	What is maximum outreach of cranes / derricks outboard of the ship's side:					Meters
Ship To Ship Transfer (STS)						
7.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):				Yes / No / N/A	

8.	**MISCELLANEOUS**	
Engine Room		
8.1	What type of fuel is used for main propulsion?	
8.2	What type of fuel is used in the generating plant?	

8.3	Capacity of bunker tanks - IFO and MDO/MGO:	Cu.Meters	Cu.Meters Cu.Meters
8.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		
Insurance			
8.5	P & I Club - Full Style:		
8.6	P & I Club coverage - pollution liability coverage:	US$	
Port State Control			
8.7	Date and place of last Port State Control inspection:		
8.8	Any outstanding deficiencies as reported by any Port State Control?	Yes □ No □ N/A □	
8.9	If yes, provide details:		
Recent Operational History			
8.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:		
8.11	Last three cargoes (Last / 2nd Last / 3rd Last):		
	Last three charterers (Last / 2nd Last / 3rd Last):		
	Last three voyages (Last / 2nd Last / 3rd Last):		
Vetting			
8.12	Date/Place of last SIRE Inspection:		
8.13	Date/Place of last CDI Inspection:		
8.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: ** Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*		

PART 2: RONG DOI TERMINAL APPENDIX TO Q88 (Version 3)

(Metric system to be applied where not otherwise specified)

1.	**GENERAL**	
1.1	Vessel's Name	
1.2	Vessel IMO Number	
2.	**PARTICULARS OF VESSEL**	
2.1	Type of Vessel (Tanker, OBO, etc...)	
2.1.1	If OBO:	
Has vessel carried crude oil/petroleum products within last two months?		Yes ☐ No ☐
Have last two cargoes been crude oil/petroleum products?		Yes ☐ No ☐
Is Crew experienced with crude oil/petroleum product transfers? Does owner warrant that hatches are gas tight?		Yes ☐ No ☐
What type of "gas tight" seals are the cargo hatches fitted with (I.E. Double Seal)?		
2.2	CBT or SBT	
2.3	Single or Double Hull	
2.3.1	**If Double Hull:**	
Is the vessel equipped with gas detection for the double hull spaces?		Yes ☐ No ☐
Can double hull spaces be inerted?		Yes ☐ No ☐
2.4	Manifold Hose Handling is crane or derrick?	Crane ☐ Derrick ☐
2.5	What is Safe Working Load (SWL) of manifold crane (MT)?	
3.	**CLASSIFICATION SOCIETY, SURVEYS, & CERTIFICATES**	
3.1	Full Class Notation	
3.2	Enhanced Survey	Yes ☐ No ☐
3.3	CAP rating	1 ☐ 2 ☐ 3 ☐ 4 ☐
3.4	Are there any recommendations and/or outstanding/overdue items from class society, or applicable authorities? If **YES**, explain.	Yes ☐ No ☐
3.5	Date of expiration of ISM Code - Safety Management Certificate	
3.6	Date of expiration of International Ship Security Certificate (ISSC)	
4.	**MOORING ARRANGEMENTS**	
4.1	Does the vessel have a Bow Chain Stopper that complies with the latest edition of OCIMF "Recommendations for Equipment Employed in the Mooring of Ships at Single Point Moorings"?	Yes ☐ No ☐
4.2	Can Chain Stopper accept 76 mm diameter Chafing Chain?	Yes ☐ No ☐
4.3.1	Distance Panama Fairlead to Bow Chain Stopper	
4.3.2	Distance Bow Chain Stopper to Pedestal Roller	
4.4	What is the RATED PULL of the Forecastle Mooring Windlass/Winch (MT) utilized for lifting the tandem mooring chafe chain?	
4.5	Does the lead of the mooring pick-up rope allow it to be hauled from the Panama fairlead via the Chain Stopper onto a mooring drum? (**Not** a **warping drum end**)	Yes ☐ No ☐
5.	**CARGO ARRANGEMENTS**	
5.1	Is the vessel fitted with an inert gas system?	Yes ☐ No ☐
5.2	Is inert gas system fully operational? If **NO**, explain.	Yes ☐ No ☐
5.3	Is the vessel fitted with a closed gauging and sampling system?	Yes ☐ No ☐
5.4	If fitted with a closed gauging and sampling system, is system fully functional? If **NO**, explain.	Yes ☐ No ☐
5.5	Does cargo manifold(s) comply with OCIMF requirements? If **NO**, explain.	Yes ☐ No ☐

5.6	Is the vessel's loading and discharge equipment fully operational? If NO, explain.	Yes □	No □
5.7	What is the maximum loading rate the vessel can receive through 1 x 10 inch midship starboard manifold line?		
5.8	Does the vessel have starboard side manifold ready to connect one 10 inch flange offloading hose on arrival?		
5.9	Does the vessel have tank(s) & pipe(s) thoroughly clean, dry and ready to load condensate without contaminate	Yes □	No □
5.10	Does the crane can lift an offloading hose at starboard side?	Yes □	No □
6.	**VESSEL MANNING**		
6.1	Number of Deck Officers on board (excluding Master)		
6.2	Nationality of Master Nationality of Deck Officers Nationality of Crew		
6.3	National License of Master National Licenses of Deck Officers		
6.4	Owner warrants that Master, Deck Officers, Chief Engineer and 1st Asst. Engineer have experience on tankers. If **NO**, Explain?	Yes □	No □
6.5	Owner warrants that Master and all deck Officers can communicate EFFECTIVELY in English. If NO, explain.	Yes □	No □
6.6	Owner/Operator warrants that ALL crewmembers hold the appropriate certifications as required by STCW.	Yes □	No □
6.7	Owner/Operator warrants that they comply with OCIMF Drug & Alcohol Policy Guidelines.	Yes □	No □
7.	**VESSEL HISTORY**		
7.1	Last three (3) charterers:	1. 2. 3.	
7.2	Last 5 ports of call:		
7.2	Number of years vessel operated by current owner and/or operator		
7.3	Vetting Inspection Information:		
7.3.1	Last **Major Oil Co**. to inspect vessel:		
7.3.2	Date of inspection:		
7.3.3	Is report available in S.I.R.E.?		
7.4	Owner/Operator warrants that vessel has current **Major Oil Co. approvals** as follows: 1. Name of Oil Co. (s) 2. Date of Approval (s) 3. Date of Expiration	1. 2. 3.	
8.	**GENERAL/MISCELLANEOUS INFORMATION**		
8.1	Full Style of Operator (Name, address, telephone/fax numbers, email)		
8.2	Full style of Owner/Demise Owner (Name, address, telephone/fax numbers; email)		
8.3	Full style of Person in charge of emergency response (Name, address, tel/fax numbers; email)		

8.4	Full style of Company Security Officer (Name, address, tel/fax numbers; email)	
8.5	Name of Ship Security Officer (tel/fax numbers; email)	
8.6	What is Pollution Liability Insurance limit?	
8.7	Individual to contact with questions about the information contained in this questionnaire **(please print legibly)**: 1. Contact Name 2. Tel No. (including country code & city code); Email	

9.	**HELICOPTER WINCHING**				
1	Where is the winching area located?				
	a)	Forward □	Midships □	Aft □	
	b)	Port □	Starboard □	Centre □	
2	What is the size of the winching area? *(Refer to Figure 1 – for "Super Puma" Helicopter **AS332L/L1**)*: and specify diameters of Clear , Intermediate and Manoeuvring Zones				
3	Are the Clear Zone and the Manoeuvring Zone circles marked?			Yes □	No □
4	*Obstructions (Refer to Figure 1)*				
	a)	Plot all obstructions within the Manoeuvring Zone on Figure 1 and state their heights.			
	b)	Are obstructions in the Manoeuvring Zone marked with bright contrasting colors?		Yes □	No □
5	Is the fire-fighting equipment or its equivalent available for helicopter operations as per ICS Guide to Helicopter /Ship Operations Third Edition, May 1989?			Yes □	No □
6	Is the rescue and medical equipment in serviceable condition close to the helicopter operating area as per ICS (International Chamber of Shipping) Guide to Helicopter /Ship Operations Third Edition, May 1989?			Yes □	No □
7	Is VHF AM Aeronautical radio 118-136 Mhz available			Yes □	No □
8	Are Vessel's personnel familiar with helicopter/ vessel operations?			Yes □	No □
	If YES, how many helicopter operations has the Vessel handled in the last 12 months?				
9	Does the Vessel have the ICS (International Chamber of Shipping) Guide to Helicopter/Ship Operations Third Edition, May 1989 on board?			Yes □	No □
10	Does the P&I insurance cover aviation operations?			Yes □	No □

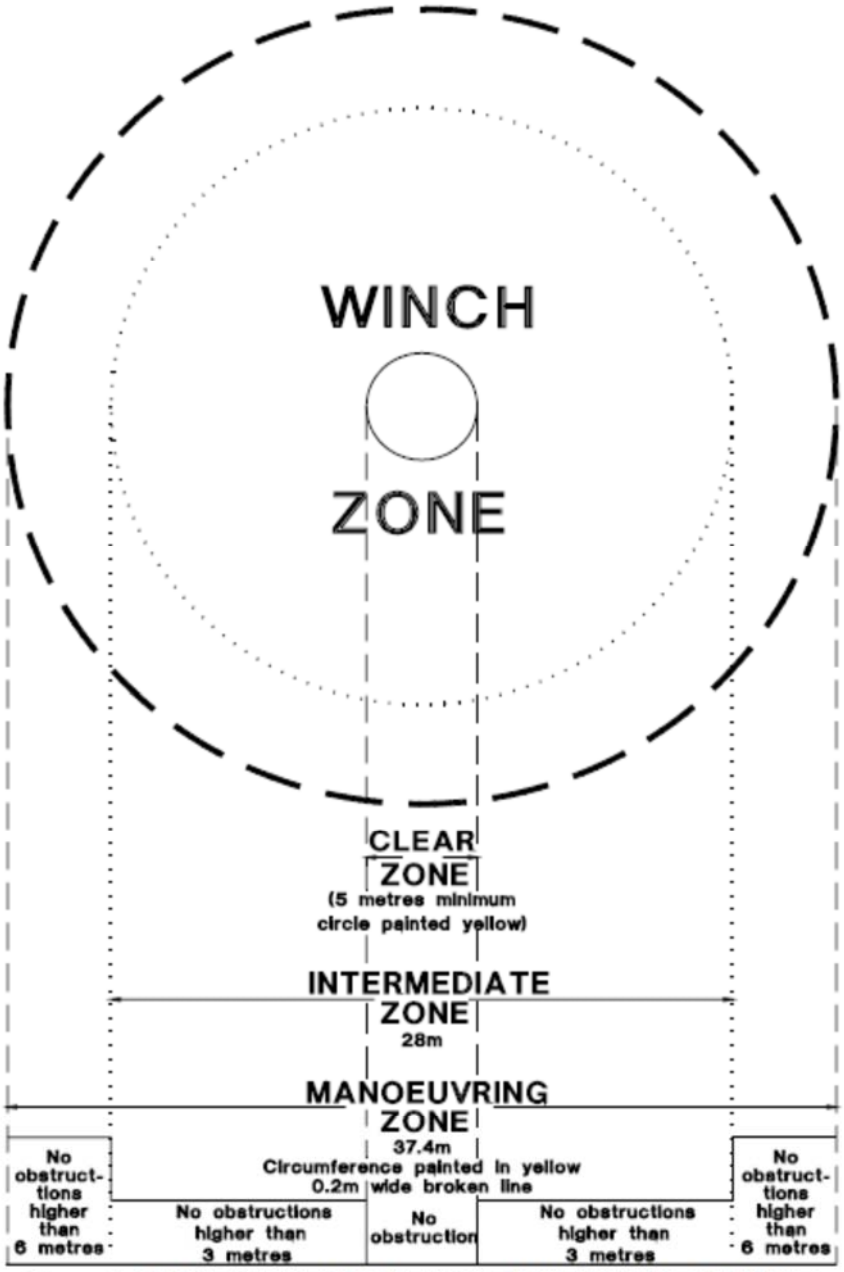


Figure 1: REQUIRED HELICOPTER WINCHING ZONE LAYOUT

(D = 18.7m for Super Puma AS332L/L1 – Normal type of helicopter utilized for Rong Doi)

APPENDIX 4: FIRE REGULATIONS AND SMOKING RESTRICTIONS

Vessel: Date:

The following fire regulations and smoking restrictions should be posted in prominent positions and brought to the attention of all personnel on board the Vessel and must be strictly enforced. Smoking is prohibited while at the loading berth except in the following two rooms in the after part of the Vessel specified by the Master.

1.
2.

The Master and officers must ensure that the fire regulations and smoking restriction are strictly adhered to. Only approved electric and steam galleys in selected locations in the after part of the Vessel, agreed to by the Master and the Mooring Master, are permitted, cigarette ends and hot materials must not be thrown into the water at any time. No chipping and scaling are allowed while at the loading berth. Over side hull painting is not allowed at the loading berth. All of the Vessel's scuppers on the main deck must be plugged and cemented condensate tight. Approved mechanical means of closing scuppers may be accepted. When the mooring operations have been completed, fire wires of at least 150 feet in length will be secured to the Vessel's bitts and run out at the bow and stern of the Vessel's starboard side and held in place on short stoppers with the eyes approximately six feet above the surface of the water so that they can be readily available to a tug in case of emergency.

Main engines must be available for use at all times while the Vessel is at the loading berth. Fire hoses with jet/spray nozzles are to be rigged and ready for instant use. It is the responsibility of the Master to ensure that the mooring lines of his Vessel are tended at all times.

ALARM IN CASE OF FIRE

Rapid and continuous ringing of the Vessel's fire alarm bell together with a succession of long blasts on the Vessels whistle.

OVERFLOW OR ESCAPE OF CONDENSATE INTO THE WATER

In the event of an overflow and/or escape of condensate into the water, loading will be suspended immediately on the Vessel concerned. Loading will not be resumed until the area has been cleared of condensate and conditions declared safe.

APPENDIX 5: CONTINGENCY PLAN IN THE EVENT OF FIRE DURING LIFTING OPERATIONS

TO BE POSTED IN PROMINENT LOCATIONS ON

EXPORT TANKER AND STORAGE VESSEL

IN THE EVENT OF FIRE ON TANKER:

Tanker Fire Alarm:
Continuous sounding of the ship's whistle and sounding of the general alarm bells

IN THE EVENT OF FIRE ON FSO:

FSO Fire & Emergency Alarm
Continuous sounding of FSO whistle and sounding of the Fire and Emergency siren.

Action Aboard Tanker	**Action Aboard FSO**
- Sound alarm	- Sound alarm
- Inform FSO	- Inform Vessel
- Stop cargo operations	- Issue instruction to Vessel
- Close loading valves on instructions from FSO	- Stop cargo operations - Close delivery valves
- Fight fire	- Fight fire
- Engines ready	- Inform all field stations of situation.
Standby to:	**Standby to:**
- Release tug to fire-fighting	- Disconnect Vessel mooring duties - Take aboard fire-fighting party
- Disconnect hoses on instruction from FSO	- Inform standby boat
- Cast off mooring line	- require helicopter assistance
- Take aboard fire-fighting party	- Contact outside assistance
- Receive instructions from	- When possible contact KNOC Mooring Master office, operation management for combined approval & efforts.

APPENDIX 6: RONGDOI EXCLUSION ZONE & ANCHORAGE MAP