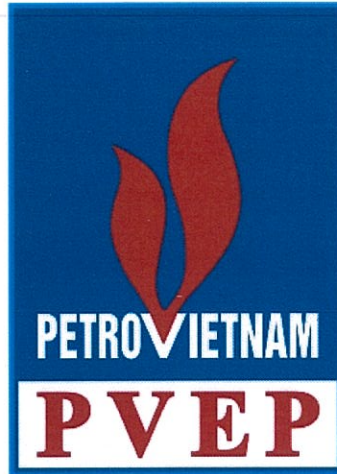


**VIET NAM NATIONAL OIL & GAS GROUP
PETROVIETNAM EXPLORATION PRODUCTION CORPORATION**



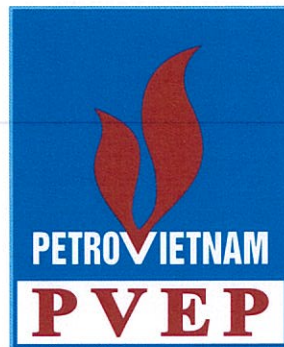
**PROCEDURE: SONG DOC MARINE TERMINAL
REGULATIONS
CODE: QT.PTKT.SD.01**

ISSUE DATE: 01/06/2014

Signature

	Prepared by	Reviewed by	Approved by
Title	Production Engineer	General Manager of Field Development and Production Division	Vice President & COO
Name	Nguyen Mai Anh	Vu Minh Duc	Ngo Huu Hai
Signature			





SONG DOC MARINE TERMINAL REGULATIONS



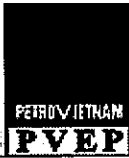



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INTRODUCTION

The Song Doc Marine Terminal is operated by **PETROVIETNAM EXPLORATION PRODUCTION CORPORATION LTD. (“PVEP”)**, who has subcontracted the operation and maintenance of the Terminal to **MODEC MANAGEMENT SERVICES (MMS)**. PVEP is also the operator of the oil and gas production facilities in Block 46/13. The crude oil exported from the Terminal is called “Song Doc Crude Oil”.

The purpose of this Terminal Handbook is to outline for the Export Tankers Owners and Export Tanker Masters calling at the Terminal the general nature of conditions, facilities, services and regulations at the Terminal. It does not replace other more detailed regulations and requirements for which callers at the Terminal remain responsible. Moreover, although reasonable care has been taken in its preparation, PVEP neither warrants the accuracy of information herein, nor assumes responsibility for the consequences of any party using it regardless of purpose. Regarding any matter in question, it is the responsibility of callers at the Terminal to request and obtain the necessary clarification(s).

Export Tankers calling at the Terminal, at anchor, waiting to berth, berthing or moored to the Terminal, shall prominently display the national flag of Vietnam during daylight hours.


Information furnished in this Terminal Handbook may be revised by PVEP from time to time. Further, it is the responsibility of users to ensure that they are using the most current version of this Terminal Handbook.

At the date of this Terminal Handbook, the production license for Block 46/13 is held by the following corporations, which have jointly designated PVEP as the operator:

PETROVIETNAM EXPLORATION PRODUCTION CORPORATION LTD – PVEP
26TH FLOOR, CHARM VIT TOWER, 117 TRAN DUY HUNG, CAU GIAY DISTRICT,
HA NOI, SR. VIETNAM

THE BASIC PRINCIPLE UNDERLYING THIS DOCUMENT IS PVEP’S COMMITMENT TOWARDS THE PROTECTION OF LIFE, THE HEALTH AND SAFETY OF PERSONNEL, THE ENVIRONMENT AND PROPERTY.

llc

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**EXPORT TANKER MASTER'S RECEIPT OF SONG DOC MARINE TERMINAL
REGULATIONS**

TO: THE EXPORT TANKER MASTER

S/S - M/V: _____ Time/Date: _____

A copy of the Terminal Handbook entitled "SONG DOC MARINE TERMINAL REGULATIONS" is enclosed for your guidance.

You are requested to study the Terminal Handbook and to acquaint your crew with the regulations in force at the Terminal, which will be strictly enforced throughout your stay at the Terminal. By acknowledging receipt of the Terminal Handbook, you agree to accept, observe, perform and comply with the provisions of these regulations, including any appendices thereto for and on behalf of the Export Tanker Owner.

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.

For and On Behalf of
PetroVietnam Exploration and Production Corporation

By: _____

Title: _____

Acknowledgement:

I, _____ being the Master of Export Tanker MT _____ hereby acknowledge receipt of a copy of the Terminal Handbook entitled "Song Doc Marine Terminal Regulations" including any Appendices thereto, and agree to comply with the same.

I hereby also represent that I have the authority to accept, observe, perform and comply with the provisions of the Terminal Handbook for and on behalf of the Export Tanker Owner.


By:

Signature: _____ Time/Date: _____

Name: _____

For and on behalf of
Export Tanker Owner: _____




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**SECTION 1
DEFINITIONS**

In all that follows, and in regards to all Terminal information, regulations and conditions of use, the following terms shall have the following meanings:

- “Affiliate”** means any company or other entity that directly or indirectly through one or more intermediary, controls or is controlled by or is under common control with a party referred to herein this Terminal Handbook. “Control” means ownership of more than fifty (50) percent of the voting stock of the controlled company or the direct or indirect right to determine its actions by contract or otherwise.
- “Anchorage Area”** means the area designated for Export Tanker(s) to anchor while waiting for berthing as specified in Section 3 (Anchorage Area).
- “Breakaway Coupling”** means the double closure breakaway coupling fitted between the 3rd and 4th sections of the floating hose at the Export Tanker’s end, which in the case of mooring failure during loading operations, that coupling is designed to part, sealing off the two (2) hose sections by means of self closing valves, thus prevent the hose rupturing and avoidance of a pollution incident.
- “Camlock Coupling”** means the quick connect and disconnect coupling mounted on the end of the floating hose connecting the floating hose flange to the Export Tanker’s manifold.
- “CAP”** means “Condition Assessment Program” for tanker.
- “Co-Venturers”** means the persons, from time to time, entitled to participate under the Block 46/13 Petroleum Contract, at the date of this Terminal Handbook being PetroVietnam Exploration and Production Corporation (“PVEP”).
- “Dead Weight Tonnes” or “DWT”** means the total cargo plus bunkers and stores that a ship can carry up to her Plimsoll line or marks, stated in metric tonnes.
- “Early Departure Procedures” or “EDP”** shall have the meaning set forth in Section 13.
- “ETA”** means estimated date and time of arrival.
- “Export Tanker”** means a tanker nominated and accepted to load a cargo of Song Doc Crude Oil at the Terminal
- “Export Tanker Master”** means the master of the Export Tanker.
- “Export Tanker Owner”** means any registered, disponent or beneficial owner, part owner, charterer, operator, manager, mortgagee in possession and agent of




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an Export Tanker.


- “Field”** means the Song Doc field located in Block 46/13, off the east coast of Peninsular Malaysia and the southwest coast of Ca Mau, Vietnam.
- “FPSO”** means the floating production storage and offloading Vessel SONG DOC PRIDE MV 19 and all its associated equipment and facilities.
- “Facility Manager” or “FM”** means the MODEC MANAGEMENT SERVICES (MMS) manager with immediate and overall responsibility for all FPSO and offshore lifting operations.
- “Facility Security Officer” or “FSO”** means the MODEC MANAGEMENT SERVICES (MMS) employee in charge of FPSO security as defined in the ISPS Code.
- “IALA”** means the “International Association of Lighthouse Authorities”.
- “ICS”** means the “International Chamber of Shipping”.
- “IMO”** means “International Marine Organization”.
- “Indemnified Parties”** means each of the Co-Venturers and their respective Affiliates, the Mooring Master(s), the owners, disponent owners, operators, master, officers and crew of the Terminal and all Support Vessels or other craft rendering services at the Field, and the subcontractors, directors, officers, employees, servants, and agents of each of them.
- “IOPPC”** means an “International Oil Pollution Prevention Certificate”.
- “ISGOTT”** means the “International Safety Guide for Oil Tankers and Terminals”.
- “ISPS Code”** means the “International Ship and Port Facility Security Code”.
- “Marine Supervisor”** means the person appointed by PVEP to coordinate all vetting and lifting related activities and complete all lifting documentation.
- “MARPOL”** means the “International Convention for the Prevention of Pollution from Ships 1973” as modified by the protocol of 1978 relating thereto (MARPOL73/78) and any amendments thereto and current such as 1992 amendments to annex I.



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- “Mooring Master”** means a person whose services are provided to Export Tankers by the Terminal and who advises and assists Export Tanker Masters in navigation, maneuvering, pilotage, mooring, loading and unmooring of Export Tankers at the Terminal; the term “Mooring Master” shall include the employer of any such Mooring Master, or the agent of any such employer.
- “OCIMF”** means the “Oil Companies International Maritime Forum”.
- “Offshore Installation Manager” or “OIM”** means any person appointed and provided by PVEP and based on the FPSO who has immediate responsibility for all facilities activities in the Field.
- “Pilot Embarkation Area”** means the location where Pilot and Mooring Master board the Export Tanker before mooring operations take place. It can be either at the Anchorage Area or another location which is determined by the Mooring Master as safe for personnel transfer.
- “Restricted Zone”** means an area extending two (2) nautical miles around the offshore installations as shown in Appendix 8 and declared in the Decision No 2/QD-CHHVN dated Jan.02, 2009 by the Vietnam Ministry of Transportation/Maritime Administration. All unauthorized vessels are prohibited from anchoring, fishing, trawling inside this zone.
- “Safe Berthing Sector”** A sector of 45° on either side of FPSO centerline within which the Export Tanker can approach for mooring to FPSO
- “Safe Offtake Sector”** A sector of 60° on either side of FPSO centerline within which offtake can keep going on
- “Safety Zone”** means an area extending five hundred (500) meters from outer most perimeters around the offshore installations as shown in Appendix 8. All unauthorized vessels are prohibited from entering this zone.
- “shall”** means a mandatory instruction.
- “should”** means a recommended instruction.
- “SIRE”** means “Ship Inspection Report Program”.
- “SOLAS”** means the International Convention for the Safety of Life at Sea 1974 and its subsequent protocol.
- “Song Doc Marine Terminal” or “Terminal”** means the FPSO, including the Restricted Zone located in Block 46/13 offshore Vietnam.
- “SOPEP”** means “Shipboard Oil Pollution Emergency Plan”.
- “Static Tow”** means the Support Vessel made fast to the stern of the Export Tanker before mooring in tandem to the Terminal, whilst moored to the




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Terminal and until the Export Tanker casts off and clears all facilities in the Field.

- “STCW” means the “International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers”.
- “Support Vessel” means a Vessel provided by PVEP and is used to assist in the berthing or unberthing of an Export Tanker, providing a Static Tow, the handling of the mooring hawser and/or floating hose, or other support services at the Field.
- “SWL” means safe working load, herein expressed in metric tonnes.
- “Surveyor” means an independent cargo surveyor appointed by PVEP or relevant lifting parties to observe the lifting operation.
- “Terminal Handbook” means the most current version of this document entitled, “Song Doc Marine Terminal Regulations” including all the appendices and diagrams, which are attached hereto and any amendments, made from time to time.
- “Terminal Contractor ” means the party contracted by PVEP to operate and maintain the Terminal being, at the date of this Terminal Handbook, i.e. MODEC MANAGEMENT SERVICES (MMS).
- “Terminal Services” means all and any services, facilities, berth(s), equipment, property, craft, personnel, assistance, advice, directions or instructions given or tendered (whether compulsorily, voluntarily or otherwise and whether or not for consideration) by or on behalf of the Indemnified Parties at or in relation to the Terminal, the Export Tanker or the Field directly or indirectly in connection with the offtake of crude oil from the Terminal by an Export Tanker, including but not limited to pilotage, navigational assistance, berthing services, the provision of navigational facilities (including buoys or other channel markings), mooring, towage, tug or Support Vessel services, personnel and equipment transfer via Support Vessel or other means, custody transfer of cargo and communication facilities.
- “Vessel” means every description of water craft, including non-displacement craft, used or capable of being used as means of transportation on water.
- “Well Head Platform” or “WHP” means the four (4) piles, nine (9) slot platform located approximately thirty (30) meters from the FPSO within the Safety Zone.
- “WGS84” The World Geodetic System (Revision 1984) - a standard coordinate frame for the Earth



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SECTION 2

CONDITIONS OF USE OF THE SONG DOC MARINE TERMINAL

Terminal Services of any sort provided by or on behalf of PVEP whether or not any charge is made by PVEP, are provided subject to the following conditions:

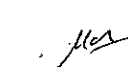
1. The Indemnified Parties or any of them shall not be responsible to the Export Tanker Owner or to any other person whatsoever for:
 - 1.1 any death, injury or illness of any person visiting the Terminal, loss of, damage or delay to the Export Tanker or to any property of any person visiting the Terminal arising directly or indirectly from any cause (including negligence or breach of duty (statutory or otherwise) of the Indemnified Parties or any of them) in consequence of the provision or performance or failure to provide or perform any Terminal Services; or,
 - 1.2 any loss, damage or delay, directly or indirectly caused by, or arising from, strikes or labour disputes or disturbances, whether or not the Indemnified Parties or any of them are parties thereto.
2. In all circumstances the Export Tanker Owner and the Export Tanker Master shall remain solely responsible for the safety, condition, operation and proper navigation of the Export Tanker, its property and cargo (including but not limited to ensuring the safety of maneuvering, berthing, mooring and unmooring to and from the Terminal; avoiding physical contact between the Export Tanker and the Terminal; connecting, handling and disconnecting tow or mooring lines and the Terminal's floating hose to and from the Export Tanker; safe and effective supervision of cargo operations on board the Export Tanker; and prevention, control and remediation of pollution or contamination).
3. While PVEP endeavors to ensure that the Terminal Services provided are safe and suitable for Export Tankers permitted or invited to use them, no warranty or representation of such safety or suitability, or of the competence, skill, experience or qualifications of personnel providing the Terminal Services is given and any warranties or representations implied hereunder or otherwise at law are hereby expressly excluded.
4. The services of the Mooring Master(s) and all personnel who perform or provide Terminal Services are supplied on the condition that in so providing or performing Terminal Services, each acts in an advisory capacity to assist the Export Tanker Master, and to such extent and during those periods when they are providing such assistance shall be regarded as servants of the Export Tanker whilst acting in such capacity and not as servants, contractors or agents of the Indemnified Parties. The presence of the Mooring Master(s) and such personnel in or about the Export Tanker and the provision or performance of Terminal Services in no way relieves the Export Tanker Owner or the Export Tanker Master of any obligation, responsibility or liability in connection with the safety, condition, operation or proper navigation of the Export Tanker, its property and cargo.
5. The Export Tanker Owner shall be responsible for and shall hold harmless and indemnify each of the Indemnified Parties on demand from and against all damages, claims, liabilities,


[Handwritten Signature]

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losses, costs (including legal costs), expenses, penalties, delay, demurrage and demands whatsoever, arising directly or indirectly as a consequence of the performance or provision of Terminal Services, in relation to:


- 5.1 any death, injury or illness of any person (including third parties);
- 5.2 any loss of, damage or delay to the Export Tanker (including its equipment and cargo) and any other property belonging to the Export Tanker Owner, the Export Tanker Master, its officers, crew, passengers, onboard contractors, or any other persons assisting the Export Tanker;
- 5.3 any loss of, damage or delay to or destruction of the Terminal, its facilities, all or any installations, equipment, facilities, vessels and craft at the Field, and all crude oil or other property stored at the Terminal (in all cases whether owned by any of the Indemnified Parties or any third parties); or
- 5.4 actual or threatened pollution and/or contamination (of or by crude oil, bunkers or other fluids, materials or substances of whatever description) and all direct and indirect consequences of such pollution and contamination (including but not limited to liability for loss, damage, death, personal injury, penalties, prevention, control and cleanup costs) where such pollution and/or contamination arises:
 - 5.4.1 as a result of the actual or threatened escape or ingress of pollutants or contaminants from or into any part of the Export Tanker (for whatever reason); and/or
 - 5.4.2 as a result of the actual or threatened escape or ingress of pollutants or contaminants from or into the Terminal or any other facilities or installations at the Field but only to the extent caused directly or indirectly by any act or omission of the Export Tanker Owner, the Export Tanker Master, the officers, crew, servant or deemed servant of the Export Tanker;
- 5.5 salvage, wreck and debris removal, additional loading or discharging costs and other expenses incurred however caused and (but with the exception of Clause 5.4.2 above) regardless of whether the same arose solely or partially by any negligent act or omission or breach of duty (statutory or otherwise) on the part of the Indemnified Parties or any of them.
6. If, in connection with, or by reason of the use by any Export Tanker of the Terminal Services, any part of the Terminal, its facilities, any installations, equipment, facilities, vessels and craft at the Field, and any crude oil or other property whatsoever stored on or in or associated therewith is damaged or lost, irrespective of whether the damage or loss was caused or contributed to directly or indirectly by the negligent acts or omissions or breach of duty (statutory or otherwise) of the Indemnified Parties or any of them, the Export Tanker Owner agrees not to invoke any statutory right of a ship owner to limitations of civil liability with respect to any call against the indemnities agreed to herein.
7. If any vessel owned, chartered, hired or contracted by the Export Tanker Owner sinks, grounds, or otherwise becomes in the opinion of PVEP an obstruction or danger to any part



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of the Terminal, or the approaches thereto, and the Export Tanker Owner or the Export Tanker Master fails to remove or remedy the obstruction or danger within such reasonable time as may be specified by PVEP, then PVEP (or any of the other Indemnified Parties acting on instructions from PVEP) shall be empowered to take any actions it deems necessary to remove the obstruction or danger, and the expense of such removal shall be recoverable from the Export Tanker Owner.

8. Any Export Tanker causing pollution in the Terminal area will employ its SOPEP plan as contained in its IOPPC. PVEP may, but is not obliged to, provide a first tier response to assist the Export Tanker Master and will charge a commercial rate (such rate to be reasonable and based on market rates applying at that time) for this service. In this context the Offshore Installation Manager will act as on scene coordinator and will via his oil spill response plan and to the extent of the facilities available at the Terminal and in the Field, either provide services required by the Export Tanker Master or those required by the Vietnamese authorities in the event of a large spill occurring.
9. The Export Tanker Master shall place, transport or remove the Export Tanker at or from the berth as per the OIM, FM and Marine Supervisor or Mooring Master request for the proper and efficient use of the Terminal.
10. The Export Tanker Owner acknowledges having received, or has access to a copy of the most current edition of this Terminal Handbook, and shall:
 - 10.1 at all times observe, perform and comply with, the provisions and requirements of the most current edition of this Terminal Handbook, and relevant OCIMF and ISGOTT standards; and
 - 10.2 monitor and inspect the cargo systems, moorings and other facilities and conditions onboard the Export Tanker at regular intervals throughout the provision or performance of Terminal services to ensure that the requirements of this Terminal Handbook, and OCIMF and ISGOTT standards are complied with at all times.
11. The OIM, FM, Marine Supervisor and Mooring Master are entitled to suspend provision or performance of Terminal Services and/or to require the Export Tanker to unberth from the Terminal if in the sole opinion of the OIM, FM, Marine Supervisor or Mooring Master:
 - 11.1 the Export Tanker fails or ceases, or is likely to fail or cease, to comply with the provisions and requirements of this Terminal Handbook or OCIMF or ISGOTT standards;
 - 11.2 the Export Tanker is not at any time during the provision of the Terminal Services, fit in all respects to berth, load or unberth at the Terminal;
 - 11.3 suspension is necessary due to the arrival or departure from the Terminal of a helicopter, Support Vessel or other craft;
 - 11.4 suspension is necessary due to an emergency situation develops on board the Export Tanker whilst, at the Terminal or in any other facilities or installations at the Field;

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- 11.5 weather or sea conditions exceed, or are likely to exceed, safe operational limits; or
- 11.6 any other circumstances arise which render it unsafe to continue provision or performance of Terminal Services, or circumstances in which this Terminal Handbook provides for Terminal Services to be suspended.
12. The terms of this Terminal Handbook are not intended to be enforceable by any person other than the Indemnified Parties and the Export Tanker Owner.
13. The terms and conditions herein shall be construed according to the laws of Vietnam. If there shall be any dispute arising between PVEP or any of the other Indemnified Parties (for whose benefit the indemnities contained in these conditions of use apply and each of whom shall be entitled to enforce these conditions of use), the Export Tanker and/or the Export Tanker Owner, the dispute shall be finally and exclusively settled in accordance with the UNCITRAL Arbitration Rules under the auspices of the Regional Centre for Arbitration, HoChiMinh City, Vietnam. The number of arbitrators shall be three (3). The language of the arbitration shall be English.
14. The Export Tanker Master hereby warrants his authority to accept, observe, perform and comply with these conditions of use and the other provisions of this Terminal Handbook for and on behalf of the Export Tanker Owner by signing the "Export Tanker Master's Receipt of Song Doc Marine Terminal Regulations".

Nothing contained in this Terminal Handbook shall relieve the Export Tanker Master calling at this Terminal of his responsibility for observing the normal precautions to prevent:

- fire;
- oil spillage or other environmental damage;
- tank over-pressurization or vacuum;
- damage to the Terminal or any of its facilities;
- collision with the Terminal or fixed structures within the Field;

The Export Tanker Master remains at all times wholly and fully responsible for the Export Tanker and its officers and crew.



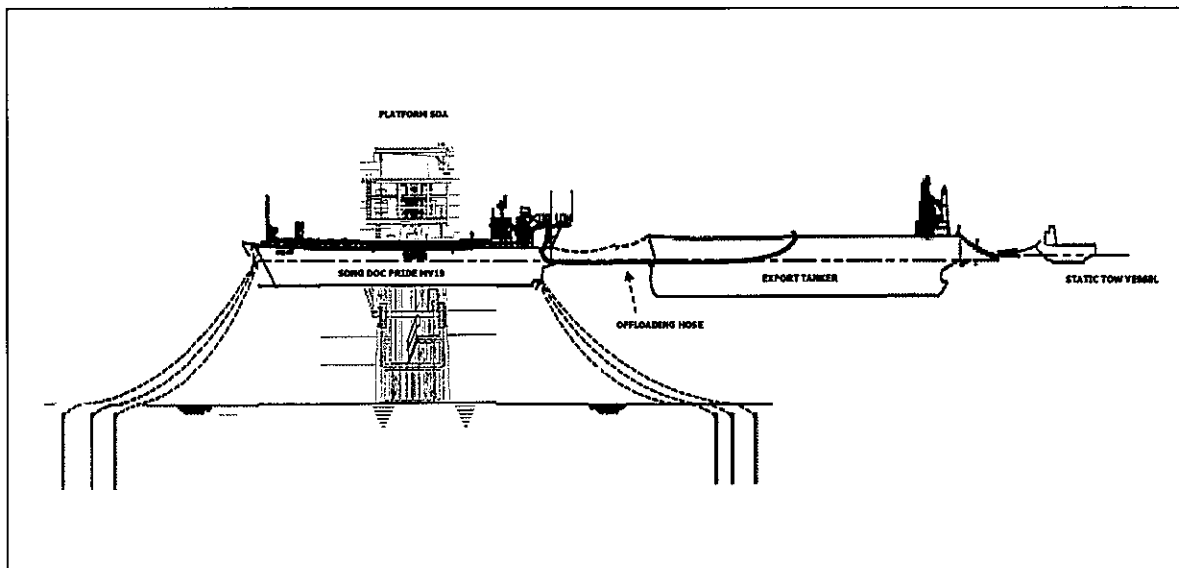
SECTION 3

DESCRIPTION AND OPERATIONAL LIMITS OF THE TERMINAL

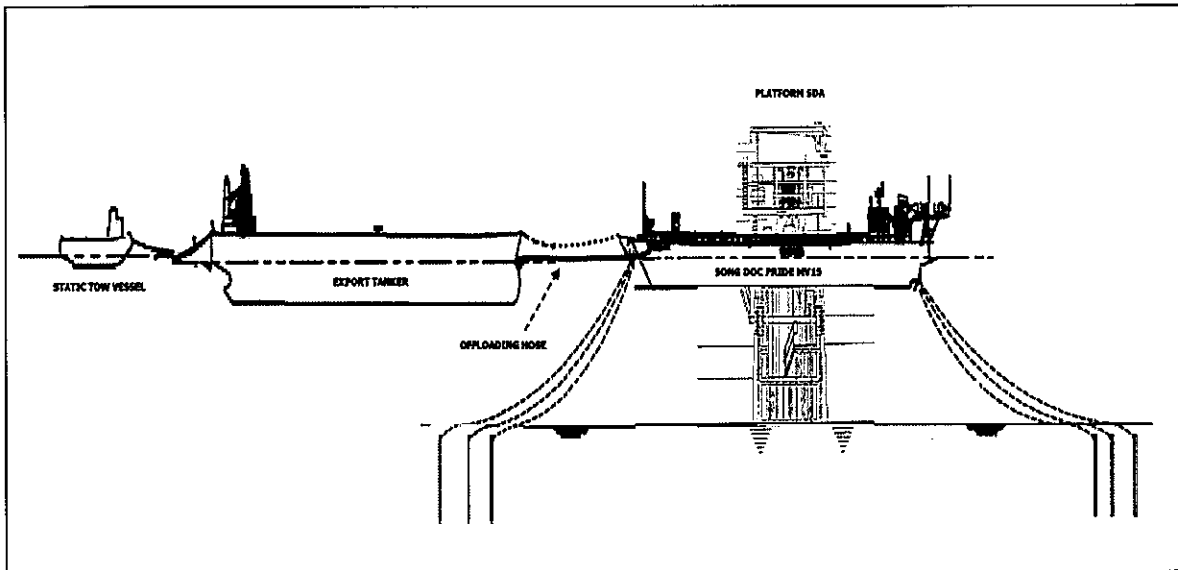
Description

Block 46/13 is located approximately 205 km offshore south of Ca Mau, the southernmost land fall of mainland Vietnam.

The Terminal consists of the FPSO SONG DOC PRIDE MV 19, a Panama registered tanker of 62,482 summer dead weight metric tones converted to an FPSO, moored to the sea floor by twelve (12) chains and anchors in a spread mooring configuration. Production from the WHP is routed via umbilical connections to the FPSO. Total gross crude oil storage capacity of the FPSO is 382,617 barrels. The amount of crude oil available for a single lifting to an Export Tanker is approximately 200,000 – 330,000 barrels. Export Tankers will be moored in tandem bow to bow/stern, and loaded by means of a floating hose from the bow/stern of the FPSO to the port/starboard midship manifold of the Export Tanker. Static Tow vessel and another standby boat will hold an attached Export Tanker in a safe offtake sector off the bow/stern of the FPSO.



Case 1: Stern – Bow Mooring at FPSO Stern during NE Monsoon Season



Case 2: Bow – Bow Mooring at FPSO Bow during SW Monsoon Season

The FPSO is equipped with a fast rescue boat for emergency use. In addition, the Support Vessels are equipped with anti-pollution equipment and Class Fi-Fi 1/2 fire fighting equipment. In the event that the Export Tanker experiences a pollution incident, a Support Vessel will provide the first tier response to that incident.

PVEP and the Terminal Contractor maintain in respect of the Field a comprehensive oil spill response plan as well as an emergency response plan. These are tied into major facilities and administrative back-up onshore. In any oil spill or emergency PVEP may supply these services to the Export Tanker Master with charges being made according to the usage.

APPENDIX 7 - "Contingency Plan in the Event of Fire during Lifting Operations" - shall be implemented during the Export Tanker's time at the Terminal mooring.

The main Field facilities are comprised of the following:


- a floating production storage and offloading facility;
- a well head platform;
- FPSO/WHP flowline umbilical connections; and
- two (2) anchor mooring buoys (for support vessels to stay during standby mode).

Nautical Charts

British Admiralty Chart numbers 3542 and 3482.

Crude Oil Specification

Song Doc Crude Oil is expected to have the same properties within the range provided in APPENDIX 2 "Song Doc Crude Oil Specification".

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THE CRUDE OIL REQUIRES HEATING DURING TRANSPORTATION!

Terminal Limits

The Field facilities are located at the following co-ordinates (In WGS 84):

WHP	07° 09' 39.81" N	FPSO	07° 09' 39.80" N
	104° 03' 21.06" E		104° 03' 21.09" E

The mooring system for the FPSO consists of a twelve (12) anchor chain configuration connected to deck chain stoppers. The anchors are located at the following co-ordinates:

Anchor	Latitude	Longitude
Anchor No 1	7°9'56.0"N	104°3'17.7"E
Anchor No 2	7°9'55.6"N	104°3'16.6"E
Anchor No 3	7°9'55.1"N	104°3'15.6"E
Anchor No 4	7°9'44.9"N	104°3'5.2"E
Anchor No 5	7°9'43.7"N	104°3'5.3"E
Anchor No 6	7°9'42.7"N	104°3'4.4"E
Anchor No 7	7°9'6.2"N	104°3'26.4"E
Anchor No 8	7°9'7.4"N	104°3'29.2"E
Anchor No 9	7°9'8.3"N	104°3'32.4"E
Anchor No 10	7°9'28.7"N	104°3'52.3"E
Anchor No 11	7°9'31.6"N	104°3'53.2"E
Anchor No 12	7°9'34.4"N	104°3'54.4"E

The anchor mooring buoys are located at the following co-ordinates:

Anchor Mooring Buoys	Latitude	Longitude
Buoy No 1	07° 10' 45.00" N	104° 02' 15.00" E
Buoy No 2 (Optional)	07° 08' 40.00" N	104° 04' 20.00" E

The Safety Zone encompasses the following area:


An area within a radius of five hundred (500) meters from the WHP and the FPSO. No unauthorized vessels are allowed to enter this zone. All offshore support vessels engaged in oilfield operations should seek permission from OIM before entering this zone.

The Restricted Zone encompasses the following area:

an area within a radius of two (2) nautical miles surrounding the WHP and the FPSO. No vessels are allowed to anchor or carry out fishing inside this zone.

ANCHORAGE OF UNAUTHORIZED VESSELS WITHIN THESE ZONES IS STRICTLY PROHIBITED.



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Anchorage Area

For Export Tankers requesting to anchor, the designated anchorage area is located Eastern of the Terminal at:

Latitude: 07° 09' 39.80" N
Longitude: 104° 07' 21.09" E

This position represents the center of a circle with a radius of One (1) nautical mile.

Navigational Aids

Both the FPSO and the WHP are provided with navigation lights Morse code with specification in full compliance with IALA (International Association of Lighthouse Authorities) recommendations for offshore installation.

WHP: Code set to flash Morse Code "U" 15 seconds at 0.4 sec. ON 0.5 sec OFF; 0.4 sec ON 0.5 sec OFF; 1.2 sec ON 12 sec OFF.

FPSO: Colour: white; range 10 miles, signal Morse code "U"

Export Tanker Operational Conditions

Vessel Loading

Export Tankers loading at the Terminal must comply with the latest SOLAS and MARPOL conventions and protocols. Export Tankers found to be deficient or substandard in safety requirements will not be permitted to moor and load.


Deballasting

Export Tankers must arrive at the Terminal with clean ballast. Export Tankers should be able to deballast concurrently with loading. Export Tankers unable to do so will be allowed six (6) hours to complete this operation. Prolonged deballasting will necessitate either removal from the berth or the postponed commencement of loading. The Terminal is not responsible for any free water or dead freight.

Deadweight and Trim

Each Export Tanker must arrive with and at all times has sufficient ballast or cargo onboard:

- to maintain at least thirty (30) percent of its summer dead weight;
- to keep its propeller submerged;
- to ensure that it is not trimmed more than three (3) meters by the stern; and
- to ensure that its forward draft is such that the loading hose cannot be caught under the Export Tanker's bow.

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Inert Gas System

All Export Tankers must be equipped with an inert gas system conforming to SOLAS regulations. This must be operational throughout the Export Tanker's operations at the Terminal and the Export Tanker's cargo tanks shall be inerted so that the oxygen content of the tanks is below eight (8) percent at all times. Tanks are to be monitored by the Export Tanker's crew, and the Mooring Master will check tanks at random, to ensure that the correct atmosphere is maintained on arrival and throughout the operations. The Export Tanker's crew must co-operate to provide access for the Mooring Master or the Terminal Operator to test tank atmospheres upon request.

If the tank atmosphere (as measured by a recently calibrated oxygen monitor) is found to have oxygen content in excess of eight (8) percent the Export Tanker will be rejected for loading and/or (if berthed) removed from the Terminal until the oxygen content of the tank atmosphere is reduced below eight (8) percent. Any time thus used shall not count as laytime and an Export Tanker may lose her berthing priority.

Air Conditioning

Due to the climatic conditions of the area, Export Tankers without a working air conditioning system pose a threat to the safety of loading operations. All doors and portholes must be kept closed during loading of Song Doc Crude Oil. Only in exceptional circumstances, and when an Export Tanker has demonstrated its ability to comply with all conditions of the ISGOTT safety check list, will an Export Tanker without air conditioning be accepted for loading.

Crew

Export Tanker crew must be qualified to the requirements of the "International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers 1995". If any infringement of safety regulations or the inability of Export Tanker's crew to operate safely and efficiently is observed, then the Export Tanker will be removed from the berth.

Closed Loading

Only Export Tankers that can perform closed loading will be accepted at the Terminal.

Mooring Equipment

Export Tankers calling at the Terminal are to be equipped with the correct mooring equipment for their size as specified in the OCIMF "Standards of Equipment Employed in the Mooring of Ships at a Single Point Mooring". The minimum acceptable dimensions of the centre bow fairlead are six hundred (600) mm wide by four hundred and fifty (450) mm, set low in the bulwark as per OCIMF guidelines. The Export Tanker must be fitted with an approved chain stopper. Smit brackets or other devices to secure chains are not permitted. In addition to the above, it is compulsory to use a winch storage drum to handle and stow the entire length of the pick-up rope that is attached to the mooring assembly. The use of a warping drum is not permitted. The Export Tanker will be secured to the mooring hawser using a seventy-six (76) mm chafe chain.





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Certificate of De-ratting and General Cleanliness

Export Tankers are to be in possession of a valid Deratting or Deratting Exemption certificate and other de-infestation measures as appropriate. If a vessel is infested with rats, vermin or insects that could be a threat to the health or well being of the Terminal personnel, the Export Tanker will not be accepted.

Loading Rates

The Terminal can load at a maximum rate of fourteen thousand (14,000 BPH) barrels per hour through one 16-inch/12-inch floating hose string fitted with 12-inch tail and rail hoses.

Terminal Closed

The Terminal will be closed when weather or other conditions make unsafe either berthing or remaining moored to the Terminal. A Notice of Readiness will not be accepted during periods when the Terminal is closed. All decisions regarding the opening and closing of the Terminal are at the discretion of the Terminal Operator. If the Terminal is closed the Export Tanker Master will be given written notice of the estimated time and duration of the closure.

The Terminal Operator reserves the right to refuse to berth a specific Export Tanker if the conditions of its facilities are unsafe for berthing or loading, even though the berth may be open to other Export Tankers. Various combinations of wind, sea and tidal conditions in combination with the size, length, ballasted trim and handling characteristics of an Export Tanker can affect the decision to berth at the Terminal. All these factors will be evaluated before a final berthing decision is made. In the event an Export Tanker is rejected for any of the aforesaid reasons the Terminal will supply the Export Tanker Owner with written reasons for non-acceptance.

The decision of the Terminal Operator to permit an Export Tanker to berth shall be final. On receipt of such permission, berthing will be at the discretion of the OIM and the FM in agreement with the Mooring Master and the Export Tanker Master.

A Guide to the limiting Weather Conditions is as follows:

This guideline is for the Terminal user. Conditions more severe than those listed immediately above may be acceptable for berthing, loading and unberthing.

MV 19 TANDEM LIFTING LIMITS AND CONTINGENCY PLAN				
NE MONSOON SEASON (AROUND OCT.1 - APRIL 15)				
Parameter	Approach & Berthing Limits		Limits During Offtake	
	Take Action If	Action to take	Take Action If	Action to take
Wind Speed	>25 knots	MM & Tanker Master to delay berthing, unless both agree safe to berth on joint evaluation of current & forecasted weather	>30 knt	Stop pumping & disconnect hose then unberth unless MM & Tanker Master both agree safe to continue on joint evaluation of current & forecast weather.
Hs	>2.5 m		>3.0m	
Hmax	> 3.0 m		> 4.5m	
Visibility	<1,000 m		No visual contact	



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Hawser Tension	NA	NA	>100T once	Stop pumping and MM & Tanker Master evaluate whether to disconnect
			>100T twice in	Stop pumping & disconnect hose then unberth
			>120T once	Stop pumping & disconnect hose then unberth
Tanker Heading/ position	Outside safe berthing sector (FPSO heading+/- 45°) 001° - 089°	MM & Tanker Master to delay berthing	either 001° or 089°	Advise: 1/ 2nd boat to push - pull intervention. 2/ FPSO is warned and to be ready for PPD injection and ready for stop of pumping
	Outside safe offtake sector (FPSO heading+/- 60°) 344° - 104°	No berthing is allowed	either 344° or 104°	If 2nd boat can't bring the tanker back into safe sector within 15 minutes: 1/ FPSO to start PPD injection if time allows.2/ Stop cargo transfer.3/ Disconnect hose then cast off the mooring hawser in controlled manner.

SW MONSOON SEASON (AROUND APRIL 15 - OCT. 1)

Parameter	Approach & Berthing Limits		Limits During Offtake	
	Take Action If	Action to take	Take Action If	Action to take
Wind Speed	>25 knots	MM & Tanker Master to delay berthing, unless both agree safe to berth on joint evaluation of current & forecasted weather	>30 knt	Stop pumping & disconnect hose then unberth unless MM & Tanker Master both agree safe to continue on joint evaluation of current & forecast weather
Hs	>2.5 m		>3.0m	
Hmax	> 3.0 m		> 4.5m	
Visibility	<1,000 m		No visual contact	
Hawser Tension	NA	NA	>100T once	Stop pumping and MM & Tanker Master evaluate whether to disconnect
			>100T twice in 30 minutes	Stop pumping & disconnect hose then unberth
			>120T once	Stop pumping & disconnect hose then unberth
Tanker Heading/ position	Outside safe berthing sector 179° - 269°	MM & Tanker Master to delay berthing	either 179° or 269°	Advise: 1/ 2nd boat to push - pull intervention. 2/ FPSO is warned and to be ready for PPD injection and ready for stop of pumping
	Outside safe offtake sector 164° - 284°	No berthing is allowed	either 164° or 284°	If 2nd boat can't bring the tanker back into safe offtake sector within 15 minutes: 1/ FPSO to start PPD injection if time allows.2/ Stop cargo transfer.3/ Disconnect hose then cast off the mooring hawser in controlled manner.

Note 1: Unberth when misalignment of tanker heading is more than 60° and/or tanker body can't be brought back to safer offtake sector 344° - 104° in NE monsoon and 164° - 284° in SW monsoon after intervention of 2nd boat for 15 min. Extended offtake sector for 10° may be accepted on non-WHP side

Note 2: 2nd boat is recommended to secure to the starboard bow or a mooring bollard located in front of accommodation block of export tanker during offtake depending on weather conditions.

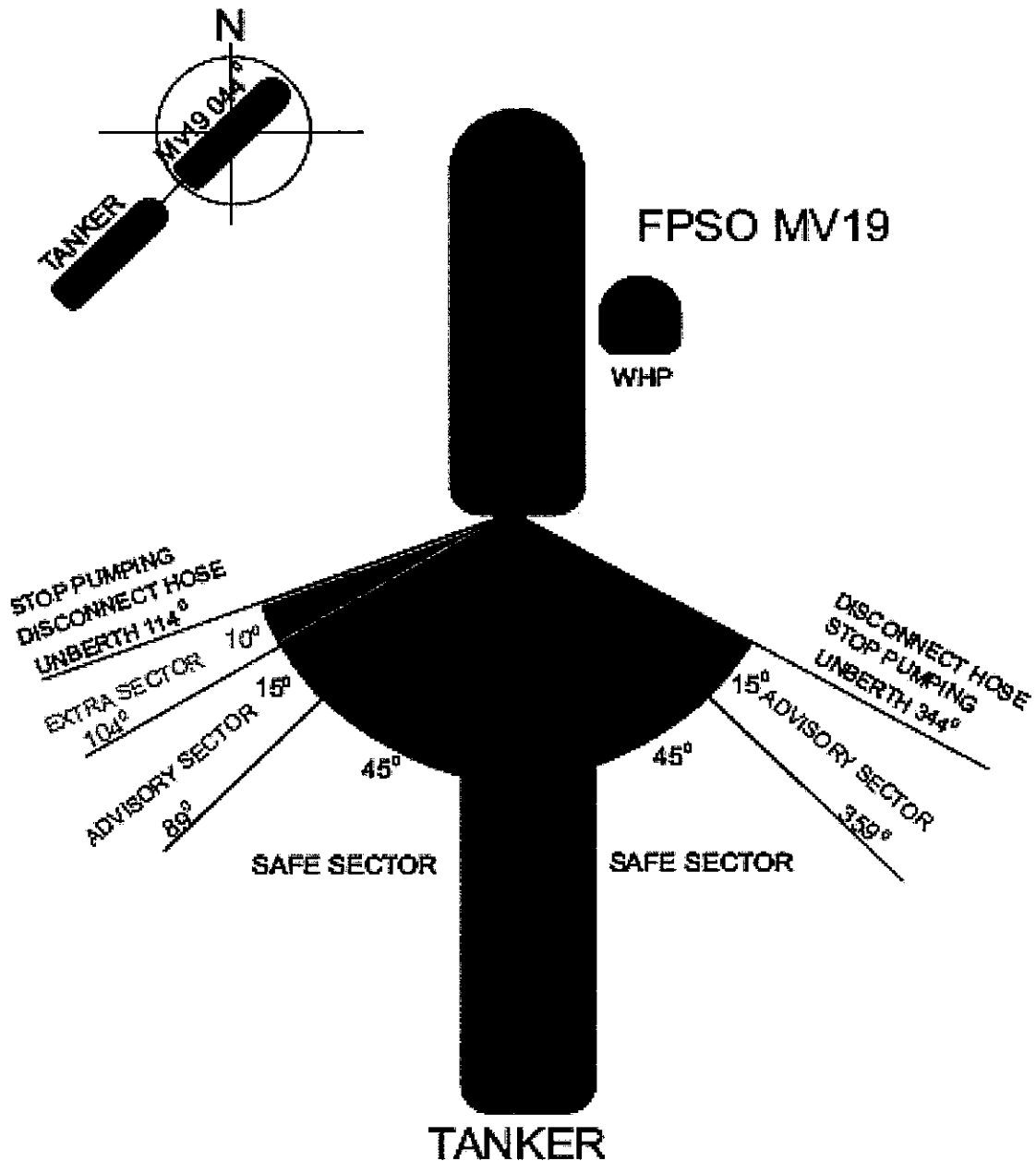
Note 3: Decision to disconnect hose and/or disconnect mooring hawser shall be taken after joint evaluation of situation by Mooring Master, Tanker Master, MV19 Operations Supervisor and final decision to be taken by MV19 Facility Manager



Note 4: Squall response - Radars on tanker and support boats should be monitored on regular basis to timely detect approaching squalls. All parties to be advised of approaching squalls and be ready to take appropriate actions to respond to emergency situations

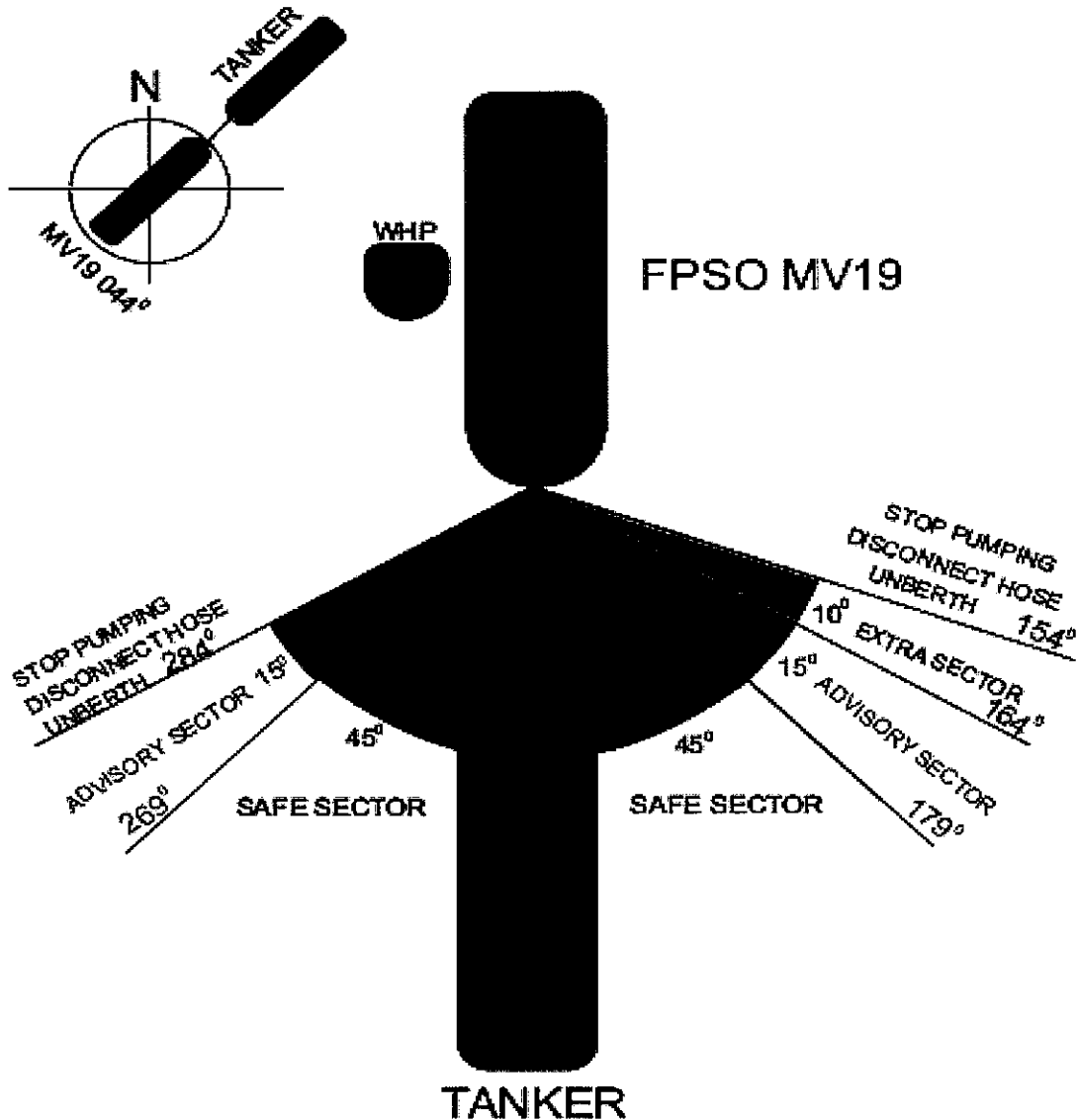
Safe sector limit

NE MONSOON SEASON(OCT. 1 - APRIL 15)



Safe sector limit

SW MONSOON SEASON (APRIL 15 - OCT. 1)




Personnel Transfer in the field by support vessels:

As guidance, weather criteria for In-field Personnel Transfer by support vessels are:

- Wave: Significant Wave Height not more than 2.0 meters
- 10-minute Mean Wind Speed not more than 20 knots

Personnel Transfer in the field during nighttime:

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In general, personnel transfer by support vessels during nighttime is recommended not to carry out. Subject to weather conditions, Mooring Master, Export Tanker's and Support Vessel's Masters will have consideration to conduct personnel transfer following discussion with and approval of FM, OIM and Marine Supervisor.

Lightning

In some rain squall conditions, severe lightning is experienced. If this condition prevails over time the Terminal will be closed. The Export Tanker may remain in the berth, however all cargo and ballast operations will cease.

Darkness

The Terminal will be closed from 1700 hours until 0600 hours during the hours of darkness. Export Tankers already in the berth by 1700 hours can continue operations and may also unberth at night.



Sole discretion for mooring outside of these hours will be with the OIM and FM in consultation with the Marine Supervisor, Mooring Master and Master of Export Tanker.

THE DECISION TO BERTH OR UNBERTH THE EXPORT TANKER, OR FOR THE EXPORT TANKER TO REMAIN AT THE BERTH, LIES WITH THE MOORING MASTER, OIM, FM AND THE EXPORT TANKER MASTER.


SOPEP Manual

The Export Tanker must have on board an up to date SOPEP manual approved by the Export Tanker's certifying authority. The Mooring Master will check for this manual. Any oil spill from the Export Tanker will follow the procedures in this manual. PVEP may assist in containment of an oil spill when requested to do so by the Export Tanker Master, to the extent of PVEP's response facilities available at the Terminal. PVEP maintains in respect of the Field an Oil Spill Response Plan approved by the Vietnamese authorities and has access to additional oil spill equipment.



THE EXPORT TANKER IS NOT PERMITTED TO USE OIL SPILL DISPERSANTS UNLESS THE MOORING MASTER HAS GIVEN APPROVAL.



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SECTION 4
COMMUNICATION

Contact Information

PVEP contact details for lifting schedule, crude oil sale contract issues: Lifting Coordinator	PVEP contact details for offshore lifting activities: Marine Supervisor	FPSO SONG DOC PRIDE MV 19 : Facility Security Officer (FSO)
Phone:(84)-8- 54 122 133 (Ext. 384)	Phone:(84)-8- 54 122 133 (Ext. 384)	Phone: (84)-(64)-3515817
Fax: (84)-8-54 133 144	Fax: (84)-8-54 133 144	Fax: (84)-(64)-3515800
Email: anhnm@pvep.com.vn	Email: nqdoanh@titsjoe.com.vn ; anhnm@pvep.com.vn	Email: opssupv.mv19@modec.com

Effective and efficient communications are essential to safe operations. Breakdowns in communications both by radio at a distance and in interpersonal communications face to face can and do lead to accidents. Every care shall be taken to ensure that communication equipment is in good working order and that all spoken communications are received and understood. All orders and instructions shall be repeated back, so that the person giving the order or instruction knows that what is in his mind has been passed correctly to the person receiving the order or instruction. The language used in all communications, including written, transmitted and oral at the Terminal, shall be English.

Initial Message

All incoming Export Tankers must advise the Terminal of their best ETA at the anchorage area on departure from their last port of call and 72 hours, 48 hours and 24 hours before arrival. Time to be used for ETA is local time, which is GMT + 7 hours throughout the year. Any appreciable change of ETA shall be advised accordingly.

Frequencies for HF/SSB


In the event that incoming Export Tankers are unable to contact the Terminal by any of the following methods, the Terminal also maintains a continuous watch on the following HF/SSB frequencies:

Call Sign: 3ERK5
SSB: 8127 KHz

The Terminal may also be reached by facsimile, or telephone via the Inmarsat Satellite or telephone landline connection by dialing one of the following numbers:

Mini-M +870 764 871 796
Landline Phone: +84 64 3515817
Fax: +84 64 3515800



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Addresses

All communications concerning all other matters other than operational matters shall be addressed to:

PETROVIETNAM EXPLORATION PRODUCTION CORPORATION LTD

Mailing Address: 26th Floor, Charm Vit Tower,
117 Tran Duy Hung, Cau Giay District
Hanoi, Vietnam

Attention: Vu Minh Duc
General Manager of Field Development and Production Division

Phone: +84-4-3 772 6001 Ext. 4601

Fax: (84-4) 3 772 6027


VHF/FM Radio Communications

The Terminal maintains a continuous watch on VHF Channel 16 (156.8 MHz) and Masters are to establish radio contact when they are within range. After initial contact, the Terminal is able to select any of the available public VHF channels for use as a working channel, but channel 74 will normally be used as the working channel. Communications shall be in the English language.

Masters of Export Tankers are reminded that if Export Tankers are requested to anchor to await berthing, it is their responsibility to maintain a CONSTANT listening watch on Channel 16 to receive Terminal instructions.

In the event of a total breakdown of communications on either the Terminal or the Export Tanker the agreed emergency signal must be sounded and all operations in progress must be suspended immediately. If the breakdown occurs during approach operations the maneuver will be aborted and any action taken by the Export Tanker will be indicated by the appropriate sound signals prescribed in the International Regulations for Preventing Collisions at Sea. Operations must not be resumed until satisfactory communications are re-established.



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SECTION 5
VESSEL VETTING

Vessel Vetting – OCIMF SIRE, VPQ and INTERTANKO Q88 version 3

The PVEP vessel vetting process includes:

- Vessel compatibility assessment is based on valid Vessel Questionnaires (OCIMF VPQ and Q88 version 3), submitted Bow Mooring Arrangement plan.
- Risk assessment based on valid OCIMF SIRE Ship Inspection Report, databases of MOUs (Memorandum of Understanding), PSCs (Port State Controls), USCG (US Coast Guard), EQUASIS and Terminal feedbacks.
- The latest Qualification Matrix should be submitted for review.

A detailed Vessel database is maintained and Vessel management review is also performed.

All Export Tankers shall be vetted by PVEP Ship Vetting or a third party Ship Vetting Service as appointed by PVEP for their suitability or otherwise for:

- the carriage of equity produced hydrocarbon, sold on a FOB sales contract basis,
- loading hydrocarbons at a PVEP operated terminal, or
- **the transportation of crude oil from offshore loading facilities by export tanker.**

A nomination for an Export Tanker to berth and load at the Terminal will not be accepted unless the Export Tanker has been cleared through PVEP Ship Vetting. Notwithstanding prior approval, all Export Tankers shall be subject to final inspection and approval by the Mooring Master on boarding.


Upon arrival at the Terminal, the Mooring Master and/or Marine Supervisor shall jointly conduct a pre-lifting inspection to confirm the Vessel's acceptability. This final acceptance by PVEP is a condition which shall be satisfied before the Vessel may approach, berth and load crude oil at the Terminal.

If the particulars given in the Vessel Questionnaire change in any respect or otherwise become inaccurate, the Export Tanker Master or the Export Tanker Owner shall promptly notify the Marine 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 cost/time incurred shall be to the account of the Export Tanker.

PVEP contact details for tanker vetting:

Email: nqdoanh@tltstjoc.com.vn; anhnm@pvep.com.vn
Phone: (84)-8- 54 122 133 (Ext. 384)
Fax: (84)-8-54 133 144



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SECTION 6

MINIMUM REQUIREMENTS FOR EXPORT TANKERS AT THE TERMINAL

In determining whether a Vessel will be approved for loading at the Terminal, the following acceptance criteria will be considered:

Vessel Particulars

The following guidelines govern Vessel acceptance:

- Vessel size of 80,000 – 120,000 DWT (Aframax Size) is normally acceptable. Vessels outside this range (less than 80,000 DWT or more than 120,000 DWT) may be considered on vessels' individual merits and can be accepted at the sole discretion of the Terminal.
- CBT tankers and tankers without a closed gauging system shall not be accepted. Combination carriers are not preferred, but can be utilized if:
 - Vessel is double hull or equivalent technology;
 - In ballast and void spaces, Vessel must be equipped with inert gas system and gas detection systems (either manual or permanent); and
 - The previous three (3) cargos must have been oil.
- Any combination carrier having operated in dry mode falls within the scope of combination carrier for the rest of its life.

Cargo Hose Handling Crane

To ensure safety and efficiency of hose handling operation, the Vessels equipped with derricks, including crane-type derricks for hose handling are not acceptable.

The approximate weight of the loading hose to be lifted by Export Tankers with a high freeboard is ten (10) tones.

The crane used to lift the hose shall:


- have a certified SWL of at least fifteen (15) tones;
- be able to plumb over the port side at the manifold;
- be able to lift the hose ten (10) meters above the deck;
- be fitted with a safety hook complete with a safety latch or self-locking hook; and
- be fitted with a stinger to keep the block clear of personnel.

Vessel Age

The following guidelines govern Vessel acceptance:

- Vessels up to fifteen (15) years may be approved on the basis of a current SIRE report.
- Double-hull Vessels between fifteen (15) and twenty (20) years may be approved on the basis of a current SIRE report.

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- Single-hull Vessels between the ages of fifteen (15) to twenty (20) years will only be accepted if vessel has successfully passed physical inspection within 6 months by qualified surveyors acceptable to PVEP and only if **ALL** applicable PVEP guidelines are met.
- Combination carriers over fifteen (15) years of age are not acceptable.
- Vessels over 20 years of age are not acceptable.

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:
 - completed Song Doc Marine Terminal Vessel Questionnaire;
 - valid SIRE inspection report;
 - physical inspection by qualified Surveyors acceptable to PVEP;
 - port state control reports;
 - casualty and detention history; and
 - terminal operational feedback.
- The Marine Supervisor shall maintain a directory of data and documentation resources that are available. Export Tanker Owners and 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.

Classification Society


The following guidelines govern Vessel acceptance:

- A list of approved classification societies shall be maintained by the Marine Supervisor;
- Enhanced special survey results will be reviewed for applicable Vessels over five (5) years of age;
- Tankers of more than fifteen (15) years of age must have passed the CAP conducted by approved Recognized Organizations. A current minimum CAP rating of two (2) is required for Vessel approval.
- Combination carriers of ten (10) to fifteen (15) years of age will be acceptable only if the enhanced survey executive hull summary has been reviewed satisfactorily and is enrolled in a PVEP approved CAP . A minimum CAP rating of two (2) is required for vessel approval.
- A list of acceptable CAP programs shall be maintained by the Marine Supervisor.

Insurance

The following guidelines govern Vessel selection:



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- 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 Marine Supervisor;
- Clubs not included on this list may be reviewed and approved on a case-by-case basis; and
- Vessels shall carry the highest standard oil pollution coverage available under the “Rules of the International Group of Protection & Indemnity Clubs, with a P & I Club that is a member of the “International Group of Protection and Indemnity Clubs” for oil pollution legal liability up to the maximum amount being offered by the “International Group of P & I Clubs” (currently US\$ 1 billion).

The Export Tanker Owner must have insurance covering the liabilities under the “International Convention of Civil Liabilities for Oil Pollution Damage 1969 or 1992” as applicable from time to time in Vietnam.

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 (4) senior officers shall have completed the approved specialized training program and hold an advanced certificate, as per STCW;
- Crew members (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 and shall be able to communicate effectively with crew members in a common language. Multinational crews should only be considered if all are fluent in a common language; and
- A preferred level of experience is to have the Master and Chief Officer to have a combined minimum of 9 years of seagoing on board service on that type of tanker and a combined minimum of 3 years on board service in rank.

Compliance with Local and International Conventions and Regulations


Export Tanker Owners must be in compliance with all local and international conventions/regulations, as far as can be determined. Vessels trading internationally must have a Shipboard Oil Pollution Emergency Response Plan.

Drug & Alcohol Policy

Tanker Owners/operators shall have in effect a drug and alcohol policy, complying with OCIMF “Guidelines for the Control of Drugs and Alcohol Onboard Ship.”

Flag State



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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.

Compliance with ISPS Code

The following guidelines govern Vessel selection:


- Vessel must possess a valid “International Ship Security Certificate”;
- Vessel security system equipment must be in working condition;
- Vessel must be capable of interfacing with offshore terminal at required security level;
and
- Full details of Export Tanker Owner’s Security Officer and Ship Security Officer must be provided in Song Doc Marine Terminal Vessel Questionnaire sent to the Marine Supervisor.

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.

Hose Connecting Equipment

Export Tankers are to be equipped with a loading manifold in accordance with the OCIMF “Recommendations for Oil Tanker Manifolds and Associated Equipment” 4th edition. Flanges are to be prepared to accept twelve (12) inch ANSI 150 raised face (RF) flanges.



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SECTION 7

ARRIVAL PROCEDURES

Hours of Operation

Conditions permitting, the Terminal will operate twenty-four (24) hours a day, seven (7) days a week. The Terminal will be closed for berthing from 1700 hours until 0600 hours during the hours of darkness. Unmooring will be carried out at any hour, weather and other circumstances permitting.

Notice of Readiness, berthing time

Arrival time will be considered as the time when the Mooring Master boards the Vessel, or the time the Export Tanker arrives at Pilot Embarkation Area or the time the Export Tanker arrives at the Anchorage Area, if not berthing immediately. The anchorage area is shown at APPENDIX 8.

The Export Tanker which tenders its Notice of Readiness during its Loading Range but within the last two (2) hours in which the Terminal is open, shall be deemed to have tendered its NOR at 0600 hours of the next opening day if berthing has not been completed and loading not commenced prior to the Terminal closing time; The tanker will be allowed to berth if she passes pre-berthing safety inspection by 15:00 LT.

Provided the Mooring Master is satisfied that the Export Tanker is in all respects ready to moor and load, the Mooring Master will act on behalf of PVEP to sign acknowledgement of the Export Tanker's notice of readiness. Such notice of readiness shall be in the English language.

Notice of readiness will not be accepted during a period when the Terminal is closed due to adverse weather.

Approach to the Anchorage/Pilot Embarkation Area

When within VHF communication range, the Export Tanker Master shall confirm berthing prospects with the Terminal. Should it be necessary to anchor, the vessel should proceed to the recommended Anchorage Area – see the APPENDIX 8.


Transit time from the Anchorage until the “First Line on board” and back to the Anchorage from the “All clear forward” is classified as sea passage and not be counted as laytime.

Arrival at Anchorage/Pilot Embarkation Area

Means of access to the Export Tanker by the Marine Supervisor and lifting operations personnel shall be provided in accordance with the requirements of SOLAS. Early advice will be given by the Terminal to confirm the side of the Export Tanker that access should be provided. At night the access area shall be adequately illuminated to provide for the approach and boarding of the Marine Supervisor and lifting operations personnel.

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

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Vessels required to leave the Terminal area due to bad weather or unfavorable environmental conditions for the Export Tanker to stay at berth within the safe limits set out in the Section 3 of this document 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 the right to berth and load Export Tankers out of turn following the return of good weather. The Terminal also reserves the right to decline to moor a specific Export Tanker if its condition or facilities are unsafe for mooring or loading even though the Terminal may be open to other Vessels. Should an Export Tanker be rejected for any reason, the Terminal will inform the Export Tanker with written reasons for non-acceptance. The decision of PVEP OIM and the FPSO FM in consultation with the Mooring Master to permit an Export Tanker to berth shall be final.

Unfavorable environmental conditions for Mooring/Unmooring

Via a recognized forecasting service and local observation, the Terminal continually monitors environmental conditions. In the event of deteriorating weather or unfavorable environmental conditions 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. A Guide to the limiting Weather Conditions in the Section 3 should be consulted.

Vietnamese Flag

The national flag of Vietnam shall be prominently displayed by the Export Tanker at all times while at the Terminal.

Vietnamese Government Regulations


- 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".

- Compliance with Vietnamese Laws:

The Terminal is located in Vietnamese Exclusive Economic Zone and has been classified by the Vietnamese authorities as a "non-seaport" export terminal over which the Ca Mau 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 including not entering the Restricted Zone as shown at APPENDIX 8 unless requested to do so or permission has been given by the Terminal. Where there is no specific regulation in Vietnamese law, Export Tankers shall follow good international practices



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SECTION 8

MOORING OPERATIONS

Pilot ladder, transfer of personnel and equipment

Export Tankers due for mooring must have a pilot ladder securely rigged on the side requested by the Mooring Master. Export Tankers with a freeboard of more than thirty (30) feet shall have an accommodation ladder rigged so that the lower platform is not more than ten (10) feet above the water level with a short pilot ladder for access to the platform. Upon the approach of the Mooring Master in the Support Vessel, the Export Tanker must provide a good lee on the appropriate side. The Export Tanker shall also have their crane rigged and crew on deck standing by.

Mooring Master will board incoming Export Tanker at the anchorage area or another agreed location. The Mooring Master and his assistants, if any, will normally board Export Tankers from the Support Vessel which will also be used for the purpose of providing a Static Tow throughout the loading operation. Immediately upon the boarding of the Mooring Master and his assistant, the Support Vessel will proceed to the crane area of the Export Tanker where mooring and hose connection equipment will be lifted aboard.

Pre-berthing preparations


The following equipment, provided by the Export Tanker, shall be ready for use when the Mooring Master boards:

- On the forecastle :
 - two (2) heaving lines for picking up the FPSO mooring hawser messenger line from the support vessel deck
 - a grapnel for recovery the FPSO messenger line from sea surface
 - a selection of shackles, wire strops and tools (sledge hammer, crowbar, etc).
- On the forward main deck near the end of parallel body (Which tanker side to be is advised by Mooring Master before berthing):
 - Ship fiber towline of MBL of 100T
 - A heaving line
- On the main deck in front of accommodation block:
 - a heaving line
 - buoyant mooring rope, ten (10) inches in circumference.
- On the poop deck:
 - two (2) messenger lines, of a minimum of three (3) inches in circumference by three hundred (300) feet; and
 - two (2) buoyant mooring ropes, ten (10) inches in circumference.

Tanker Heading Sheet:

If the Export Tanker stays at the anchorage waiting for berthing, the hourly ship headings to be

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recorded and the Tanker Heading Sheet to be presented to Mooring Master on boarding

Pre-berthing conference

Before proceeding to the berth, the Mooring Master will discuss with the Export Tanker Master and brief the Export Tanker's officers on the procedures to be followed in berthing and mooring.

This pre-berthing conference shall be in sufficient detail to enable the Export Tanker Master to monitor the berthing and mooring operation so that he or she will be aware if a departure from the agreed plan is taking place. The Export Tanker Master will advise the Mooring Master of the Export Tanker's handling characteristics and ensure that the Mooring Master is given the Export Tanker's pilot information card to study. The Mooring Master will personally observe the engines being tested ahead and astern and the helm being put hard over to each side. Before commencing berthing operations, the Pre-Berthing Safety Check List in the form set out in APPENDIX 3 shall be completed and signed by the Export Tanker Master and the Mooring Master. Two Support Vessels are provided to assist with berthing..

The Mooring Master will advise the Export Tanker 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 Export Tanker. The Export Tanker Master must be on the bridge at all times while the Export Tanker is being maneuvered.

Support Vessels that assist in the mooring of the Export Tanker are under the direct control and supervision of the Mooring Master.

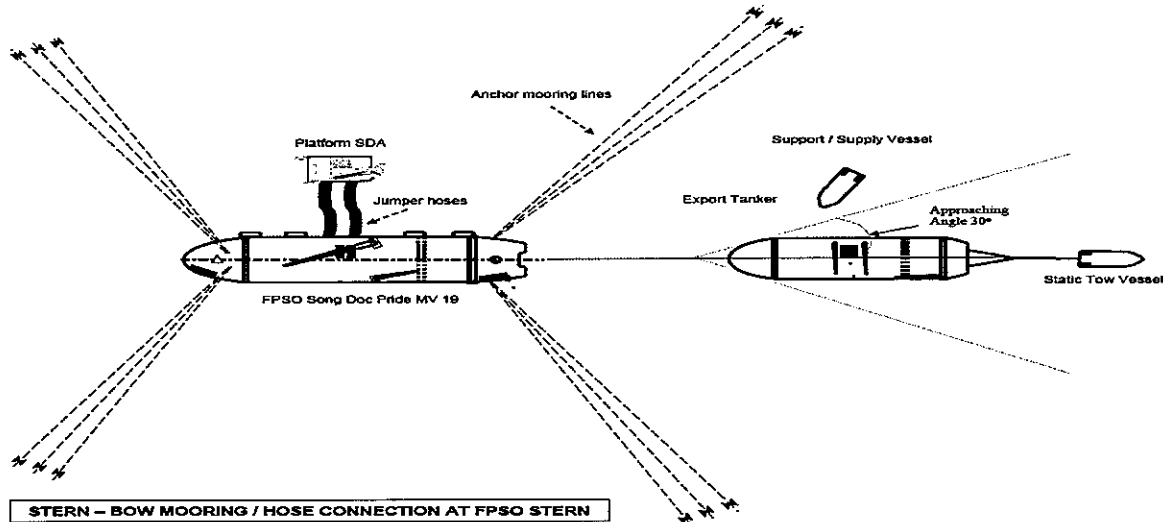
When the approach to the Terminal commences, the Support Vessel will be in attendance to assist if necessary. Approach to the Terminal involves maneuvering within close quarters. It is therefore imperative that all measures are taken to ensure that there is no loss of power or steering during these maneuvers.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

On the final approach and at a distance of approximately two (2) to two and one half (2.5) nautical miles, the Support Vessel towing pennant will be made fast on the stern bollard of the Export Tanker for Static Tow purposes. On approaching the berth, the hawser messenger line will be passed from the FPSO bow/stern by either:

- a rocket from a pneumatic line throwing apparatus when the Export Tanker's bow is at a distance of approximately one hundred and fifty (150) meters from the FPSO. 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 three (3) chafe chain links must be passed beyond the chain stopper tongue/hinged bar in a "made fast" condition);
- allowing the messenger rope to float free and drift aft of the FPSO bow/stern to a distance of approximately three hundred (300) meters. The Export Tanker's crew on the forecastle will use a grapnel to pick up the messenger line from sea surface then use the windlass or mooring winch to heave it in further; or
- a Support Vessel will maneuver alongside to the port shoulder and attach the mooring pick-up rope to the Export Tanker's messenger line. The Export Tanker will then heave up the messenger and pick-up rope.



For safety reason, recommended Export Tanker Approaching Angle to stern/bow of FPSO is approximately within 45° from FPSO center line depending on the direction of wind and current during mooring.



The eighty (80) mm diameter pick-up rope is secured to seventy-six (76) mm chafing chains, which in turn are secured to the sixty (60) m finish length twenty-one (21) inch circular grommet type hawser which is connected to a seventy-six (76) mm chafing chain at the FPSO bow/stern.


During the approach of the Export Tanker towards the bow/stern of the FPSO, the ship's crew, under the advice of the Mooring Master will prepare the forecastle for the mooring operation. Sufficient crew members must be present to handle the mooring line.

The Export Tanker will then heave up the messengers and pick-up rope, carefully picking up the slack as the tanker approaches the bow/stern of the FPSO.

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

ENGINES MUST BE MAINTAINED IN A CONSTANT STATE OF READINESS AND AT NO TIME DURING THE EXPORT TANKER'S STAY AT THE TERMINAL MAY THE ENGINES BE IMMOBILIZED.

In cases when there is a failure of an Export Tanker'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 and cargo hose will be disconnected. All charges incurred as a result of this failure shall be for the Export Tanker Owner's account.

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SECTION 9

HOSE HANDLING

Duties of Mooring Master and Tanker Crew

Upon completion of the mooring operation, the loading hose will be connected to the Export Tanker starboard manifold which must be prepared to accept one (1) twelve (12) inch one hundred and fifty (150 lb) ANSI RF flange prior to berthing. The Export Tanker's crew, who must be under the supervision of a responsible deck officer will make the hose connection. The Mooring Master or his assistant will advise on the correct procedures to be adopted.

The hose string is made of 23 lengths hoses, comprising of a combination of 16-inch and 12-inch hoses. The tail and rail hoses are 12-inch. A single closure breakaway coupling is fitted between the third and the fourth 12-inch hoses off the Export Tanker end.

SWL of the Hose Handling Crane

Depending on the freeboard of the Export Tanker, the weight of the hose string to be lifted could reach ten (10) tones. All Export tankers calling at the Terminal must have their starboard crane rigged with SWL of not less than fifteen (15) tones.

Hose Transfer

The end of the export hose will be transferred to the Export Tanker manifold area by utilizing a buoyant rope or the use of a work boat.

Crane versus Derrick

Vessels equipped with a derrick will not be accepted for loading at the Terminal.

Hose Lifting and Connection

The hose will 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 conditions, restraining ropes of a sufficient strength 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 manifold by a quick release Camlock Coupling.


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.

Hose Disconnection in controlled and emergency situations

- *Controlled situations:* On receiving instruction from Mooring Master for hose disconnection, the Export Tanker's crew and one deck officer should be placed on



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standby at the cargo manifold, ready for hose disconnection. When the Export Tanker is informed by Terminal that all flow has ceased, the hose end butterfly valve will be closed, followed by the Export Tanker's manifold valve. Once the spool piece has been drained into the tanker drip tray, the hose will be disconnected from the manifold. The hose support slings will be removed, and the blind flange will be attached and bolted. To expedite hose disconnection, the crane must be kept in readiness at short notice


- *Emergency situation:* There are situations such as Static Tow boat could not keep the Export Tanker inside the Safe offtake sector and the tanker swings toward the FPSO or WHP (For example, Static Tow boat engine failure or insufficient pulling force to counteract adverse weather - such as squall, current change,..), hose shall be cast off at the Marine Breakaway Coupling (MBC). Tanker manifold valve must be closed before activation of MBC.

Accidental Release of Mooring Hawser

In the event of an accidental release of the mooring hawser during loading operations the following sequence of events will occur:

- the Terminal cargo pumps will trip and stop discharging; and
- the breakaway coupling will be released.



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SECTION 10

BALLAST OPERATION

There are no ballast or slop reception facilities at the Song Doc Marine Terminal; therefore, all Export Tankers must arrive with clean ballast suitable for discharging directly to sea in accordance with the standards set by MARPOL and local regulations. Export Tankers arriving with ballast unsuitable for discharge to sea will be rejected for loading. Any Export Tanker rejected because of contaminated ballast or sea pollution will automatically invalidate her Notice of Readiness and will lose any priority of loading. Export Tankers discharging contaminated ballast overboard will be subject to the anti-pollution laws of Vietnam.

Export Tankers arriving at the Terminal should maintain not less than thirty (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.

○ **Propellers must be immersed** a minimum of three quarters (3/4) of the diameter of the propeller.

Whenever possible, loading procedures should be so arranged as to allow for concurrent deballasting and loading operations, provided that at minimum of a two (2) valve separation can be maintained. Ballast should not be discharged before the Export Tanker has loaded at least the equivalent amount of cargo.

The Mooring Master and Marine Supervisor may accompany the independent Surveyor 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 oil content will also be witnessed.

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





SECTION 11
LOADING OPERATIONS

Pre-Loading Conference

Before commencing loading operations, the Mooring Master will discuss with the Export Tanker Master or his designated deck officer the procedures to be followed throughout the loading/de-ballasting operations. This pre-loading conference shall be in sufficient detail to enable the Mooring Master to monitor the operations so that he or she will be aware if a departure from the agreed loading plan is taking place. A record that the meeting took place shall be recorded in the cargo log. At this time, the Pre-Loading Operations Export Tanker/Terminal Safety Check List set out in APPENDIX 3 hereof shall be completed and signed by the Mooring Master and Export Tanker Master or his designated deck officer. The Export Tanker/Terminal Safety Check List is based on recommendations contained in ISGOTT 5th edition. From time to time thereafter repetitive inspections shall take place to verify continuous compliance. The Export Tanker shall provide the Mooring Master with a detailed loading plan and de-ballasting plan, providing the stress limitations never to be exceeded and indicating any critical times when the deadweight and trim may approach the limits mentioned in Section 3 – “Description and Operational Limits of Song Doc Marine Terminal”.

The time of commencement of de-ballasting shall be agreed between the Export Tanker Master and the Mooring Master prior to the commencement of loading.

Communications and Coordination of Loading

The amount of cargo loaded onboard the Export Tanker shall be continuously monitored. Loaded quantity and loading rate shall be reported to the Terminal hourly. In order to test communications during loading, the Export Tanker shall call the Terminal at 15 minutes past each hour and report the total quantity of cargo loaded and the loading rate in the last hour. Quantities shall be recorded in gross barrels. Except for the hourly radio checks or in emergencies (e.g. when the Mooring Master is occupied elsewhere), all communications from the Export Tanker to the Terminal relating to loading shall be made by the Mooring Master.

Tank Inspections and Dry Certificates

Neither the Terminal nor the Mooring Master shall carry out tank inspections or issue dry certificates. If an independent surveyor is required to carry out tank inspections prior to loading, gauging, water dips and/or temperature measurements on board the Export Tanker, these operations shall be conducted in accordance with the procedures and taking the precautions mentioned in ISGOTT 11.8.

Lining Up and Readiness to Load

Provided that the Pre-Loading Export Tanker/Terminal Safety Check List has been satisfactorily completed, the loading hose is connected and the butterfly valve at the tail/rail hose end is open, the Export Tanker will be advised that the Terminal is ready to commence loading and requested to open the tank valves and manifold valve in readiness to receive cargo.

Commencing Loading



During the commencement of loading and until the full loading rate is achieved, the Mooring Master shall remain at the Export Tanker's cargo control room to coordinate with the FPSO control room on loading operations.

When the Export Tanker confirms that its tank valves and manifold valves are open, the Mooring Master will request the Terminal to start the loading pumps at slow rate. The Export Tanker will observe the flow of oil into the Export Tanker's tanks and once satisfied that the oil is flowing into the designated tanks, will advise the Terminal that the Export Tanker is ready to receive cargo at full rate.

During the period of slow loading and build up to full rate, the area around the floating hose shall be under constant observation. The Mooring Master will request the Terminal to increase the loading rate to full rate. The maximum loading rate is normally 14,000 barrels per hour. Export Tankers are cautioned not to shut valves against the flow of oil at any time during the loading. Unless arrangements are made with the Mooring Master and the loading rate is reduced to slow, there shall be at least two (2) of the Export Tanker's cargo tanks open at all times during loading.

During Loading

The following conditions shall be observed on the Export Tanker throughout the loading operations:

- (a) The Export Tanker's cargo control room shall be manned at all times and shall be under control of a responsible English speaking Export Tanker's officer. An efficient and continuous deck watch shall be maintained so that the mooring condition (i.e. the status of the mooring assembly and the distance and direction of the Export Tanker in relation to the Terminal), the loading hose and the manifold are under constant observation.
- (b) On completion of berthing, on the forecastle the tandem hawser pick-up rope assembly must be deployed ready for emergency cast off. The Export Tanker shall always have her engines available for immediate use and be ready to leave the berth, and consequently adequate coverage of the engine room by qualified personnel is required at all times. Deck machineries and hose handling crane must be powered for emergency hose disconnection and for securing the extra tow line from the standby boat if required by the Mooring Master.
- (c) Close monitoring for approach of squalls is maintained throughout the tanker stay at the berth. At night, ship radar is kept in standby mode for detection of squalls from a distance. Mooring Master or his designated shall keep 24h watch on the bridge to command static tow operations to ensure the Export tanker remains inside the safe sector.
- (d) All doors, portholes and openings leading to accommodation, machinery spaces and forecastle but excluding the pump room shall be kept closed. Cargo control room doors opening on to or above the main deck may be opened momentarily for access.
- (e) There shall be adequate lighting to illuminate the cargo deck and forecastle area.
- (f) Central air-conditioning or mechanical ventilation shall be adjusted to prevent the intake of petroleum vapor, if possible by re-circulation of air within enclosed spaces so that a vacuum is not created. Intakes within the range of possible petroleum vapor release shall be closed. If at any time it is suspected that petroleum vapor is being drawn into the accommodation, the central air-conditioning and mechanical ventilating systems shall be stopped and the intakes closed.



- (g) The Export Tanker's whistle shall be kept at instant readiness at all times.
- (h) The Export Tanker shall fly the flag "B" by day and at night exhibit a red all round light.
- (i) The loading rate may be reduced at any time by the Export Tanker requesting the Terminal to reduce the loading rate.
- (j) One (1) hour prior to completion of loading, the Terminal will check the discharged figures with the Export Tanker and confirm the approximate completion time. Whether completion of loading is to be by Terminal "stop" or Export Tanker "stop", both parties shall confirm notice at 1 hour, 30 minutes, 15 minutes and 5 minutes before completion of loading.

To ensure optimum accuracy of the FPSO custody transfer meter and prover unit, the loading rate should be maintained as stable as possible throughout the loading operation with the exception of start-up, topping-off, or in the case of operational necessity. The duration of deviations from the stable loading rate should be minimized. Loading rates below forty-two hundred (4,200) bbls per hour (i.e. sixty (60) percent of throughput) through one stream are not recommended.

NOTE: A REQUEST FOR THE TERMINAL TO STOP THE FLOW OF OIL AT A PREDETERMINED TONNAGE MUST BE MADE IN WRITING. THE REQUEST MUST INCLUDE THE STATEMENT BY THE EXPORT TANKER MASTER THAT; PVEP WILL NOT BE HELD RESPONSIBLE FOR ANY ERROR, AND THAT IN THE CASE OF THE EXPORT TANKER BEING LOADED IN EXCESS OF THE PRE-DETERMINED TONNAGE, THE EXPORT TANKER MASTER RECOGNIZES THAT THE EXCESS CARGO CANNOT BE PUMPED BACK TO THE TERMINAL

Quantity and Quality Measurement

The Terminal is equipped with a lease automatic custody transfer unit and meter prover system. The quality and quantity of crude oil shall be determined at the Terminal by Terminal Operator and verified by an independent Surveyor.

The volume of crude oil loaded is accurately available at all times from the Terminal, and periodic comparisons should be made between the tanker and Terminal figures.

In the event of custody 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 Surveyor. FPSO 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 ullaging, size of the Export Tanker, Export Tanker's experience factor, quantity of free water found on board FPSO before and on board the Export Tanker after cargo transfer, status of FPSO cargo tank segregation valves, Export Tanker's discharging ratio for the last cargo, COW history, etc. The failure of custody meter shall be reported and acknowledged by the independent Surveyor who witnesses the lifting. The determination shall be conclusive and binding on the parties.

Smoking

Smoking on board the Export Tanker shall ONLY be allowed in places that have been jointly



approved, in writing, by the Export Tanker Master and the Mooring Master. Designated "Smoking Area" notices, which state the conditions under which smoking is permitted in these rooms, shall be posted.

Matches and Lighters

The carrying of matches and lighters is PROHIBITED on board the Export Tanker whilst in the berth or approaching thereto, except under controlled conditions in the designated Smoking Areas.

Galley Cooking Equipment

The use of all galleys cooking equipment on board the Export Tanker is permitted EXCEPT oil-fired stoves. If the Export Tanker Master considers that the galley equipment fitted in his Export Tanker presents an unusual risk, its presence shall be drawn to the Mooring Master's attention prior to berthing.

Portable VHF/UHF Radios, Lamps and Flashlights

Portable VHF/UHF radios, lamps, flashlights or other electrical devices, shall not be used unless approved as intrinsically safe. The use of portable electrical lamps and equipment on extension cords or wandering leads is prohibited in any cargo space or adjacent ballast space, pump room, cofferdam, forecastle, bunker compartment, hold or anywhere over the cargo tanks.

Portable domestic radios, photographic flash equipment, portable electronic calculators, tape recorders, video/digital cameras, mobile phones and any other battery powered equipment not approved as intrinsically safe shall not be used on the tank deck area of the Export Tanker nor in any place where hazardous vapors may be encountered.

Movement of Support Vessels, Workboats and other Craft

During cargo transfer operations, no craft shall be allowed alongside the Export Tanker unless approval has been given by the Mooring Master and agreed by the Master of the Export Tanker. It is the duty of the Export Tanker's personnel to see that the surroundings are kept clear by unauthorized craft at all times.

Repair Work

An Export Tanker secured to the Terminal shall be maintained in a state of readiness to leave the berth immediately, under full engine power. Therefore, no repairs will be permitted. The testing of any electrical equipment, including radar and radio is prohibited unless the permission of the Mooring Master has been granted. Tank cleaning and gas freeing shall not be carried out while in the berth. Chipping and scraping on the deck or hull is not permitted.

NO WELDING IS PERMITTED IN ANY LOCATION ON BOARD WHILE THE EXPORT TANKER IS BERTHED AT THE TERMINAL.

Prevention of Sparks from Funnels/Stacks and Excessive Smoke



Excessive smoke from funnels/stacks and soot blowing is prohibited. Immediate steps shall be taken to eliminate any sparks from funnels/stacks. All Export Tankers shall be fitted with funnel/stack flame arresters. The use of incinerators when the Export Tanker is at the Terminal, maneuvering within Terminal limits or at anchor at the designated area is prohibited.

Transmitting Aerials

Prior to berthing, all radio transmitting equipment, including secondary and emergency transmitters shall have their aerials earthed. VHF radio equipment shall be switched to low power transmission. Satellite communications equipment may be used provided the approval of the Mooring Master is obtained.

Impressed Hull Cathodic Protection Systems

Export Tankers fitted with an impressed hull cathodic protection system should leave the system switched on while berthed at the Terminal.

Sea valves and Overboard Discharge Valves

Except when discharging ballast, in strict accordance with this Section of the handbook, the abovementioned valves shall remain closed and shall be sealed. The area around the Export Tanker in the vicinity of the overboard discharge points shall be kept under observation in order to detect any leakage. At night, the sea area referred to above shall be adequately illuminated.

Tank Openings

Only Export Tankers that can perform closed loading will be accepted at the Terminal. All openings into cargo and ballast tanks shall be secured prior to berthing. Except with the approval of the Mooring Master, no cargo, void space or ballast tank opening shall be opened during cargo loading and deballasting.

Manifold Connections

The Export Tanker's manifold on the port side shall have ready a 12-inch ANSI 150 presentation flange and comply with OCIMF recommendations.

Except for the manifold connection to be used for loading all other cargo and bunker connections shall be blanked off and full bolted shut.

Stern discharge lines, if fitted, shall be isolated forward of the bridge by being blanked off.

Emergency Stops during Loading

If for any reason the Export Tanker requires an immediate stop to the loading, the Terminal shall be called as follows "SONG DOC MARINE TERMINAL", this is "[Export Tanker Name]". When the Terminal responds, repeat the words "STOP LOADING" 3 times. The Terminal will activate the pump emergency shutdown procedure and advise the Export Tanker when the pumps are stopped.



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In the event of an oil spill, the same procedure as for an emergency stop shall be followed, except in place of the words "STOP LOADING", the words "OIL SPILL STOP LOADING" spoken 3 times is to be substituted. In this case the Terminal will activate the pump emergency shutdown procedure and initiate the Terminal oil spill contingency plan.

In either case if radio communication fails, continuous sounding of the Export Tanker's whistle will initiate an Emergency Stop.



SECTION 12

CARGO COMPLETION, DOCUMENTATION AND INSPECTION

Completion of Loading

The Export Tanker will advise the Mooring Master when to stop cargo loading unless the nominated quantity has been delivered by the Terminal, in which case the Terminal will stop the cargo transfer. On completion of loading, when the Export Tanker is informed by the Terminal that all flow has ceased and that the Terminal loading pumps are stopped, the Export Tanker's tank valves can be closed slowly, followed by the Export Tanker's manifold valve shut the loading hose end butterfly valve shall be closed LAST.

Hose Disconnection

The hose will then be disconnected from the manifold (sufficient drip trays must be available to contain any oil remaining in the spool pieces and reducer) and the blind flange will be replaced on the hose. The weight of the hose will be taken on the crane and pick up chain. The hang off chain will then be released from the hose bitts. Before lowering the hose into the water, the pick up buoy must be attached to the hose end assembly. The hose end assembly pick up chain shall be connected to the provided wire sling with a tripping hook. Once the hose is lowered into the water the tripping hook shall be pulled to release the hose.

Documentation and Inspection

Documents such as bills of lading, certificates of quality, certificates of quantity, time loading reports, certificates of origin, cargo manifests and master's receipt for documents/samples etc. are prepared at the Terminal. When the Export Tanker has completed loading, the documents will be completed and taken aboard the Export Tanker for the Export Tanker Master's signature. Signing of these documents by the Export Tanker Master will take place at the same time as the final departure clearance formalities are being carried out.

In the event of a dispute regarding cargo figures, the Export Tanker will be requested to recheck the measurement and calculations of the quantity, Mooring Master and the Marine Supervisor will witness such measurement and calculations. After both the Terminal's and the Export Tanker's figures have been verified, should a difference of more than zero point three (0.3%) percent still exist, receipt of a letter of protest will be acknowledged by the Mooring Master. In order to maintain "clean documents", Export Tanker Masters shall not include any notes or protests on the official cargo documents. Letters of protest, if any, should be given to the Mooring Master. The Mooring Master will acknowledge receipt of the note of protest only, and is not authorized to accept the validity of such protest.

From time to time Export Tanker Owners, charterers, consignees, or other interested parties may appoint a third party Surveyor to survey the loading operation on their behalf. Any delays caused by such survey(s), shall be considered "vessel delays" and shall be for the account of the Export Tanker.

The bill of lading date is the date appearing on the bill of lading when the loading has been completed and the loading hoses have been disconnected from the Export Tanker.



SECTION 13

DEPARTURE PROCEDURES

Immediately after the loading hose is disconnected and cargo tank survey is completed, unmooring of the Export Tanker will commence. The Support Vessel at the stern of the tanker 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 Export Tanker 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 FPSO. During the move astern, the mooring hawsers will be lowered into the water by easing back on the pick up ropes.

When the Export Tanker is safely cleared of the FPSO, the Terminal mooring and lifting operation equipment will be back loaded to the Support Vessel for return to Terminal.

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

Early Departure Procedures


For operational and safety reasons, PVEP may require the Export Tanker which has completed its loading operations to depart prior to completion and delivery of the following documents:

- bill of lading
- certificate of origin
- certificate of quantity
- certificate of quality
- cargo manifest
- tanker loading time report
- notification of departure
- receipt for documents and samples
- notice of protest (if applicable)

In the event that Early Departure procedures are required, the Export Tanker Master shall make a written request for EDP and present this to the Marine Supervisor on arrival of the Export Tanker.

The Export Tanker Master shall issue a letter of authorization to its agent, with a copy to the Marine Supervisor, authorizing its agent to sign the bill of lading and other cargo documentation for and on behalf of the Export Tanker 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 PVEP and witnessed by an independent Surveyor. This shall be derived from the analysis of the representative sample taken from the metering unit. A sealed portion of

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this sample shall be placed on board the Export Tanker before departure.

The Marine Supervisor shall inform the Export Tanker Master of the gross and net cargo quantity loaded at sixty (60) degrees Fahrenheit. This will usually be in the form of a faxed, unsigned, non-negotiable bill of lading pro forma. The Export Tanker 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 Marine Supervisor and the agent acting on behalf of the Export Tanker Master, a complete set of cargo documents shall be faxed to the Export Tanker Master by its agent.

It should be noted that the Terminal custody meter's 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 Export Tanker to act as back-up should a technical fault occur in the metering unit.





SECTION 14

GENERAL

Lifting Support Vessels

Lifting support Vessels are anchor handling, towing, supply types. These boats will assist the Export Tanker in in-field personnel transfer, mooring, unmooring and hose handling. These boats are directed by the Mooring Master, to whom requests by the Export Tanker for action or assistance must be directed.

SERVICES AND FACILITIES PROVIDED BY PVEP INCLUDING THE SERVICES OF THE COMPANY MOORING MASTER, RIGGERS, BOATS OR BERTHING EQUIPMENT, ARE AT THE EXPORT TANKER'S RISK.

Removal of Wrecks

Should any Vessel or craft sink or become an obstruction in any part of the Terminal or approaches thereto, or the area of the submarine pipelines, PVEP 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 PVEP shall be entitled to reimbursement by them for any such expenses incurred by it.

Services & Supplies

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


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 Export Tanker's agent.

Crew members cannot leave the Export Tanker at the 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. Caution should be taken during crew changes in the Terminal area.

Swimming in the sea around the Terminal is prohibited.

High Flow Rate and Valve Closing

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

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Alcoholic Drinks

Export Tanker Masters are advised that offering alcohol to Terminal lifting operations personnel who may board their Vessels is strictly forbidden.

Accommodation

Marine Supervisor, the Mooring Master and or his assistants, if any, will require accommodation throughout the Export Tanker'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:

- one (1) pilot;
- one (1) independent Surveyor;
- one (1) shipping agent;
- one (1) Mooring Master;
- one (1) assistant to the Mooring Master; and
- other persons as may be required by the Marine Supervisor.

Personnel Transfer

- 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 3.
- alternative methods;
 - to avoid delays in waiting time at the Terminal for suitable weather for in-field personnel transfer, the Marine Supervisor in consultation with the Mooring Master may, at his option, for safety reasons request the Export Tanker to come to the nearest designated safe boarding area for embarkation/disembarkation of lifting personnel. Export Tanker time and cost are for account of the Export Tanker Owner.



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SECTION 15

TERMINAL SAFETY AND SECURITY REQUIREMENTS

General

Export Tankers visiting the Terminal must comply with the minimum safety requirements specified in ISGOTT. Operations at the Terminal and on board Export Tankers shall be conducted in accordance with ISGOTT, a copy of which shall be available on board the Export Tanker when calling at the Terminal.

Terminal operations are of a special nature in that Export Tankers must soft-moor in tandem to the Terminal. As a consequence, Terminal requirements may be more stringent than those specified in ISGOTT. These requirements will be enforced.

When the Mooring Master boards the Export Tanker, he will present to the Master a copy of the Terminal Handbook including all Appendices. After the Terminal Handbook is completely read and understood, and the safety check lists completed, the Export Tanker Master's Receipt of Song Doc Marine Terminal Regulations will be signed by both the Mooring Master and the Export Tanker Master prior to the commencement of berthing operations. Full details of these safety and fire regulations are given in the Appendices of this Terminal Handbook.


Safety, fire and security regulations will be strictly adhered to, and Mooring Master will make periodic checks to ensure that they are being enforced. If any infringements of these regulations are observed, they will be brought to the attention of the Export Tanker Master for corrective action. If such action is not taken immediately, the Mooring Master will take such measures as appear most appropriate to deal with the situation, and shall advise the Export Tanker Master accordingly.

Responsibility for the safe conduct of operations onboard the Export Tanker whilst berthed at the Terminal rests with the Export Tanker Master. Nevertheless, since the Terminal personnel or property and other shipping may also suffer serious damage in the event of an accident on board the Export Tanker, the Terminal Operator requires the Export Tanker Master's full co-operation and understanding regarding safety requirements as set out in the Pre-Berthing Safety Check List set out in APPENDIX 3 and the Pre-Loading Safety Check List set out in APPENDIX 4 of this Terminal Handbook.

The Terminal safety requirements are based on sound practices customary in the oil and tanker industry. The Export Tanker Master and crew of the Export Tanker are to adhere strictly to these safety requirements throughout the time spent at the Terminal. Terminal personnel are required to do likewise and will co-operate fully with the Export Tanker Master, in conducting safe, secure and efficient operations.

Before commencement of loading and thereafter from time to time the Mooring Master will join one of the Export Tanker officers in a routine inspection of decks and accommodation spaces of the Export Tanker. If any infringement of safety or security requirements is observed, it will be brought to the attention of the Export Tanker Master or his deputy. If corrective action is not taken within a reasonable time the Terminal Operator will take such action as it deems most appropriate for dealing with the situation, and the Export Tanker Master will be notified



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accordingly.

If the Export Tanker Master observes any infringements of the safety or security requirements by the Terminal staff, whether on the Terminal or the Export Tanker, he must bring this immediately to the notice of the Mooring Master who is designated as the contact person. If at any time the Export Tanker Master believes that there is an immediate threat to the safety of the Export Tanker arising from Terminal activities, the Export Tanker Master shall have the right to demand an immediate cessation of operations.

In the event of continued flagrant disregard of safety or security requirements by any Export Tanker, the Terminal Operator, the OIM and the FM reserves the right to stop all operations and to order the Export Tanker off the berth and out of the Field.

Fire Precautions

The Export Tanker's fire fighting appliances, including main and emergency fire pumps, shall be kept ready for immediate use and pressure shall be maintained at all times on the fire main while the Export Tanker is berthed at the Terminal.

Before operations commence, at least two fire hoses with jet/fog nozzles shall be laid out on the tank deck, one forward and one aft of the manifold in use, connected to the fire main and tested as required by the Mooring Master. The two monitors immediately adjacent to the manifold shall be set at the appropriately effective position and made ready for immediate use.

Two portable fire extinguishers, preferably of the dry chemical type, shall be available in the proximity of the manifold area.

Should a fire occur on the Export Tanker, the Export Tanker Master or responsible officer shall make an immediate signal by a **continuous blast on the Export Tanker's whistle**, sound the general alarm and place the Export Tanker's engines on standby. The Terminal shall be informed and all loading operations will cease immediately, manifolds shut and preparations made to disconnect hoses and vacate the berth if required. The Support Vessel shall then be on standby for fire fighting / rescue operations.


The Export Tanker shall be solely responsible for and shall be capable of fighting any fire onboard the Export Tanker without assistance from the Terminal.

Contingency Plans

The Export Tanker Master and the Mooring Master shall discuss and agree on the action to be taken if the following circumstances occur:

- fire on board the Export Tanker;
- fire on board the Terminal;
- oil spillage from the Export Tanker;
- oil spillage from the Terminal;
- sudden onset of adverse weather, including electrical storms;
- forecast adverse weather or electrical storms;
- *breakdown of the Static Tow or any other circumstances that may lead to the Export*



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Tanker riding up on or swinging toward the Terminal facilities;

- excessive loads on the tandem mooring hawser;
- failure or serious damage to the tandem mooring hawser;
- *excessive fishtailing or failure to stay inside the offtake safe sector*
- loss of power and/or ability to maneuver on the part of the Export Tanker.

The Export Tanker Master shall provide the Mooring Master with a copy of the Export Tanker's emergency response and contingency plans.

Emergency Escape

Prior to berthing, means of emergency escape shall be discussed and agreed by the Export Tanker Master and the Mooring Master. The means of emergency escape shall be advised to the Terminal and the Support Vessels prior to berthing.

Suspension of Loading and Unberthing in Emergencies

In any of the following conditions, the Export Tanker Master in consultation with the Mooring Master, OIM and FM shall ensure that loading and/or deballasting operations are stopped and, if the circumstances require, the hose disconnected and the Export Tanker unberthed:

- fire on board the Export Tanker;
- fire on board the Terminal;
- oil spillage from the Export Tanker;
- oil spillage from the Terminal;
- sudden onset of adverse weather, including electrical storms, squalls;
- forecast adverse weather or electrical storms;
- breakdown of the Support Vessel providing the service of Static Tow or insufficient pulling power of these boats to counteract adverse weather or any other circumstances that may lead to the Export Tanker riding up on *or swinging toward* the FPSO/WHP;
- excessive loads on the tandem mooring hawser;
- failure or serious damage to the tandem mooring hawser;
- excessive fishtailing or the Export Tanker could not be held inside the Safe Offtake Sector
- loss of power and or ability to maneuver on the part of the Export Tanker;
- any other conditions which in the opinion of the OIM/FM, the Mooring Master or the Terminal Representative present a risk to life, the environment or property.


Drug and alcohol policy

The Terminal operates a ZERO TOLERANCE drug and alcohol policy, which must be strictly adhered to. No alcoholic beverages shall be consumed by the Export Tanker Master, any officer or crew of the Export Tanker during its stay at the Terminal or offered by the Export Tanker Master, any officer or crew of the Export Tanker to any Terminal personnel. If at any time anyone involved in or connected with the mooring, loading or unmooring operation is found to be under the influence of drugs or alcohol, the operation will be stopped immediately. Penalties in Vietnam for illegal drug usage and trafficking are severe, up to and including the death penalty.

Security Requirements


Terminal operations will be conducted in accordance with security regulations from time to time in force at the Terminal and notified to be Export Tanker. If applicable, the Export Tanker may be



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required to provide copies of its International Ship Security Certificate, enter into a Declaration of Security defining the security responsibilities of the parties involved in the operations, and/or provide any other data or documents required by the Terminal as contemplated by the International Ship and Port Facility Security Code.



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SECTION 16

ENVIRONMENTAL PROTECTION

It is strictly against the laws to pollute the waters of Vietnam. The Export Tanker Master and the Export Tanker Owner may be subject to prosecution by the Vietnamese authorities if such pollution does occur.

No materials shall be thrown overboard.

Discharge of oily slops into the sea is strictly prohibited. The Terminal has no facilities for receiving any oil residues or oily ballast water. Export Tankers that release oil, or oily ballast water either at the Terminal location or at the anchorage area will be held responsible for all cleanup costs.

During cargo loading operations, all Export Tanker scuppers shall be effectively plugged. Fixed and portable manifold oil containment shall be in place and no leakage or spillage of oil or water that can possibly contain oil shall be allowed to escape over board.

Scupper plugs shall be removed to drain off accumulation of water periodically but must be replaced immediately after the water has been drained off. Manifold containment shall be drained before loading operations commence.

Any spillage or leakage must be reported immediately to the Marine Supervisor and the Mooring Master.


Should oil spillage occur during the loading or de-ballasting operations, then all such operations shall cease immediately and action shall be taken to control and contain the spillage. Cleaning up operations shall start immediately and loading operations will not be resumed until remedial action has been completed to the satisfaction of the Mooring Master.

Without prejudice to the Conditions of Use of the Terminal, the Export Tanker is solely responsible for any oil spill or other pollution from the Export Tanker and is required to take full financial responsibility and command of the oil spill clean-up and pollution abatement activities. Any first responder activities by PVEP, whether conducted independently or directed by the Export Tanker, do not relieve the Export Tanker of this responsibility.

The Terminal Operator maintains at the Field an inventory of oil spill response equipment, which may be made available as a "first response" capability to an Export Tanker pollution incident.


Export Tankers entering the Terminal area, by virtue of such entry, authorize the Terminal Operator to undertake an initial response, as described below, to any discharge or threat of a discharge of oil from the Export Tanker in the area. This authorization does not make the Terminal Operator or the Terminal an agent of the Export Tanker or otherwise subject the Terminal Operator or the Terminal to the direction or control of the Export Tanker or any other person. Rather, in carrying out any initial response the Terminal Operator will act independently in accordance with its own judgment and discretion. The Export Tanker's authorization is not exclusive and does not preclude the Export Tanker from carrying out or contracting for initial oil cleanup.

[Handwritten Signature]

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Pursuant to this authorization, and for the purpose of expediting the clean-up operation and minimizing environmental impact, the Terminal Operator may, but shall not be obliged to, provide the initial response to the discharge or threatened discharge of oil from any vessel within the Terminal area. Any such initial response shall be conducted in accordance with the Terminal Operator's license, PVEP's oil spill contingency plan, and in a manner acceptable to and on the instructions, if any, of the Vietnamese authorities. PVEP's initial response will be limited, both in time and in scope. It will terminate 48 hours after the response effort is initiated, unless other arrangements acceptable to PVEP are made. The response will be limited to that "best effort" which is practical and feasible in consideration of all existing conditions and within the limits of the personnel, materials, and equipment maintained at or near the Terminal under PVEP's oil spill contingency plan. Any Export Tanker Master, the Export Tanker and the Export Tanker Owner is obligated to repay promptly to PVEP any cost incurred in, or attributable to, the response effort in accordance with current fee schedules maintained by PVEP.



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SECTION 17

TIDES, CURRENTS, WIND, WEATHER AND SEAS

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

- British Admiralty: China Sea Pilot Vol.1 Published by the Hydrographer of the Navy.

Currents

The Terminal is north-east of the Peninsular Malaysian coast and south-west of Ca Mau, Vietnam and the currents are wind generated. Currents therefore will be in the direction of the prevailing monsoon. These currents will generally exceed one (1) knot, and on occasion exceed two (2) knots.

Tides

A tidal range of 1.8 metres can be expected between the lowest and highest astronomical line.

Winds

The northeast monsoon becomes established during November. During this period, the wind direction over the open sea is predominantly northeasterly and the average force when fully developed is about force five (5).

The winds tend to blow in successive pulsations, periods of comparatively fresh winds followed by periods when the wind is less strong. At times, the wind freshens to force six (6) or seven (7), while at other times it does not exceed force three (3). The frequency of force seven (7) winds is estimated to be about one (1) percent in most of the monsoon season, probably reaching two (2) or three (3) percent during December, the month of greatest frequency. From May to October the winds are predominantly southwesterly, mainly at force three (3) or four (4).


Waves

Except during tropical storms, or during other isolated, severe storms, seas are generally mild. Seas of two (2) meters or less can be expected ninety-five (95) percent of the time, larger seas are more prevalent during the northern winter months when swells as high as four (4) meters can be generated during easterly gales.

Predominant swell periods are between five (5) and eleven (11) seconds although longer period swells are possible. Most of the swells come from the west southwest with some shorter swells from the east and northwest during winter.

Relative Humidity



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Humidity ranges from ninety (90) to ninety-five (95) percent in all months at 0700 hours falling to seventy (70) to seventy-four (74) percent by 1300 hours.

Temperature

The average air temperature is high throughout the year. April is the warmest month with a mean daily air temperature of about eighty-eight (88) degrees Fahrenheit January is the coldest month with a mean daily temperature of eighty-six (86) degrees Fahrenheit.

Fog and Visibility

Visibility is good throughout the year. Fog is rare throughout the area. Heavy showers are the most frequent visibility obstruction.

Rainfall

Total rainfall is about one hundred (100) inches per year. Precipitation is mainly from October through January, i.e. at the onset and in the early part of the northeast monsoon. However, thunderstorms and heavy squalls occur frequently throughout the southwest monsoon.

Sea surface Temperature


Sea surface temperatures range between twenty-four (24) to thirty-two (32) degrees Celsius with maximum and minimum temperatures approximately two (2) degrees Celsius higher and lower.

Subsurface Temperature

Water temperature near the seabed is between twenty-five (25) and twenty-eight (28) degrees Celsius.

Because the Terminal is an open, unsheltered mooring, there may be times when mooring operations will be inadvisable. Under these circumstances, the Terminal will be closed until conditions improve.



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SECTION 18

TERMINAL FEE AND CHANGE

Terminal charge

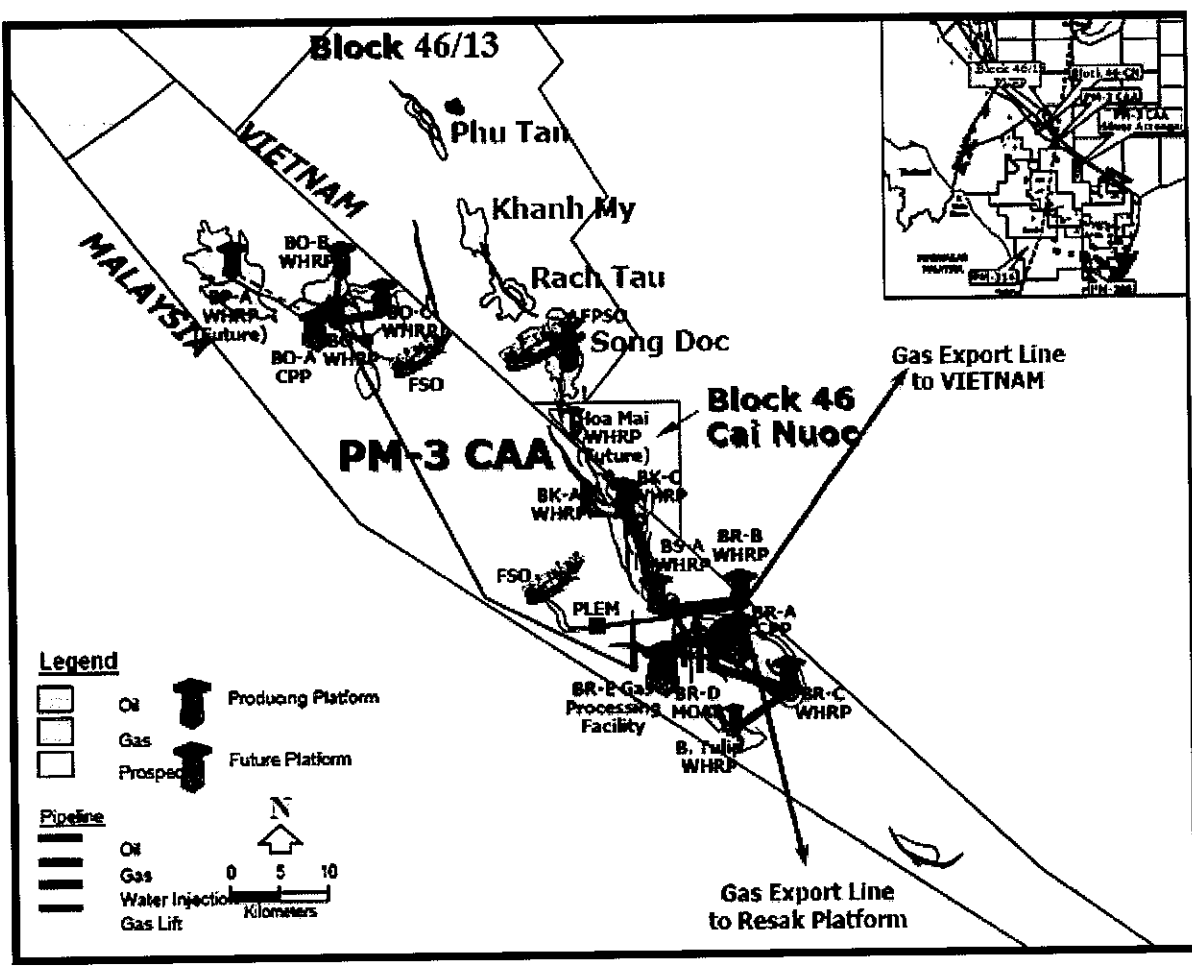
This is nominal charge, to be made for berthing/loading services supplied by PVEP.
Effective from 25th November 2013, the terminal charge is thirty thousand (30,000) US Dollars per lifting.(It is referred to decision No.: 98/2008/QĐ-BTC of Vietnam Ministry of Finance).
The terminal charge will be subject to periodical review and may be varied.





APPENDIX 1 (A)

BLOCK 46/13 & PM-3 CAA :
SRKP DEVELOPMENT AREA FACILITIES FIELD LAYOUT

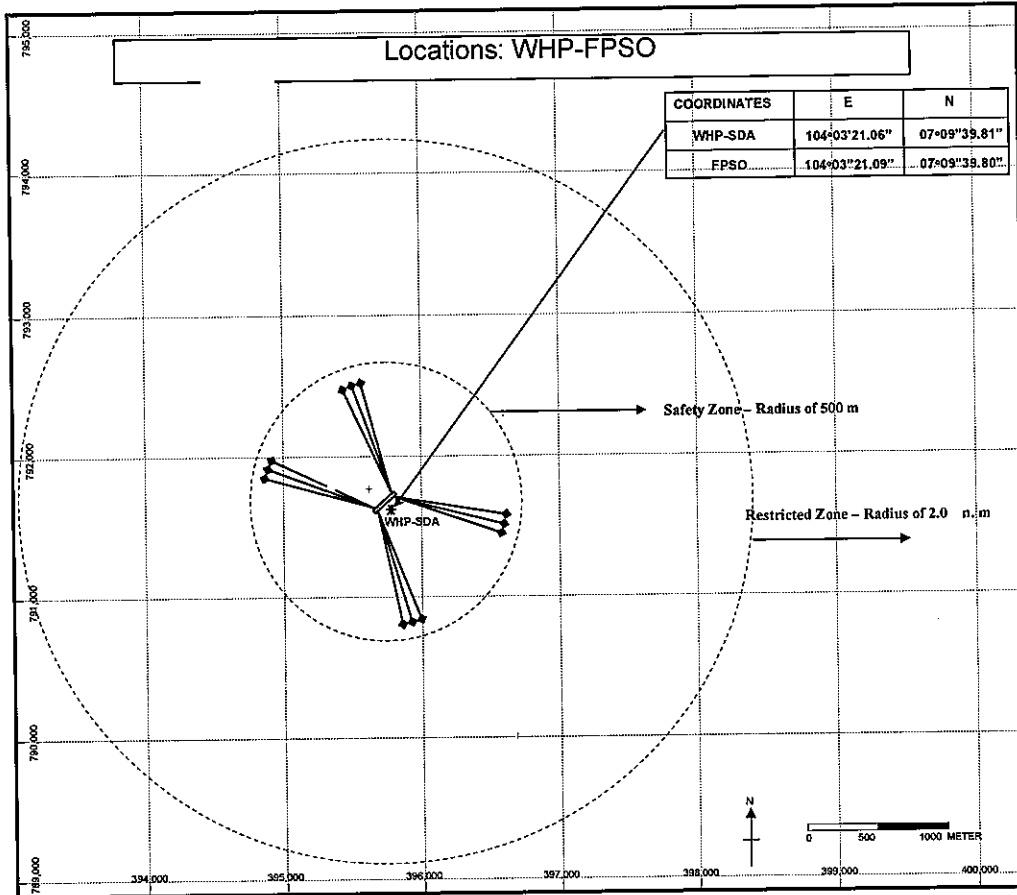


Note : Map is not in correct scale



APPENDIX 1 (B)

SONG DOC MARINE TERMINAL AND FIELD LAYOUT: WHP & FPSO





APPENDIX 2

SONG DOC CRUDE OIL SPECIFICATION

No	TEST ITEMS	METHODS	RESULTS	UNIT
1	Density at 15 deg. C Specific Gravity @ 60/60°F API Gravity	D1298-99	0.8293 0.8297 39.1	g/mL - API
2	Asphaltenes	IP143-90	0.094	% mass
3	Flash point	D 56-02a	-1	°C
4	Kinematic Viscosity @50°C	D 445-04	2.682	cSt
5	Kinematic Viscosity @70°C	D 445-04	2.014	cSt
6	Pour point – Upper	D 97-02	27	deg. C
7	Salt content	D 3230-99	40.8 14.30	mg/L lbs/1000bbls
8	Total Nitrogen	D 3228-01	0.0072	% mass
9	Sulphur – Total	D 4294-98	0.0177	% mass
10	Total Acid number	D 664-04	0.16	mg KOH/g
11	Wax content	UOP A 46-85	13.74	% mass
12	Water Content	D 4006	0.25	%Vol
13	Sediment Content	D 473-02	0.011	% mass
14	Molecular Weight	Cryometry	205.77	-
15	Gross Calorific Value	D 4809-00	11,025 46.15	Kcal/Kg MJ/kg
16	UOP K Factor	Calc.	11.85	-
17	Ash Content	D 482-03	0.0042	% mass
18	Conradson Carbon Residue	D198-01	0.35	% mass
19	Resin content	GOST 11858	2.374	% mass
20	Metal-Mercury *	EPAMethod7471A	< 40	Wt. ppb
21	Metal-Arsenic *	Ref. TCVN 4622-94	0.01	Wt. ppm
22	Metal- Iron	D 5708-05	0.968	Wt. ppm
23	Metal-Nickel	D 5708-05	0.548	Wt. ppm
24	Metal-Vanadium	D5708-05	0.02	Wt. ppm
25	C1 – C4	D 1945-96	0.0034	% mass
26	Reid Vapour Pressure	D 323-99	4.25	psi
27	Hydrogen Sulphur	D 5705-03	0	ppm v/v

Note: The above mentioned information is from Pre-production Crude Oil Sample Assay.

APPENDIX 3

SONG DOC MARINE TERMINAL PRE-BERTHING SAFETY CHECK LIST

Export Tanker'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 Export Tanker 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.
4. The presence of this symbol in the columns S (Export Tanker) and T (Terminal) indicates that the checks shall be carried out by the party concerned.
5. The presence of the letters A or P in the column 'Code' indicate the following:
 - A - the mentioned procedures and agreements shall be in writing and signed by both parties; and
 - P - in the case of a negative answer, the operation shall not be carried out without the permission of the Terminal.

	Questions	S	T	Code	Remark
A1	Are radio communications well established?	<input type="checkbox"/>	<input type="checkbox"/>	P	
A2	Is Export Tanker's mooring arrangement in accordance with OCIMF Recommendations for Equipment Employed in the Mooring of Ships at Singled Point Mooring?	<input type="checkbox"/>	<input type="checkbox"/>	P	
A3	Is Export Tanker's manifold arrangement in accordance with OCIMF Recommendations for Oil Tanker Manifolds and associated Equipment?	<input type="checkbox"/>	<input type="checkbox"/>	P	
A4	Is Export Tanker's lifting equipment in accordance with OCIMF Recommendations for Oil Tanker Manifolds and Associated Equipment?	<input type="checkbox"/>	<input type="checkbox"/>	P	

ms

	Questions	S	T	Code	Remark
A5	Are rope messengers, stoppers and heaving lines ready for use?	<input type="checkbox"/>	<input type="checkbox"/>		
A6	Is a spoon prepared on the forward winch for lifting the hawser pick-up rope on board?	<input type="checkbox"/>	<input type="checkbox"/>		
A7	Are all cargo tanks atmospheres eight (8) percent or less oxygen content by volume and with positive pressure?	<input type="checkbox"/>	<input type="checkbox"/>	P	
A8	Has "Vessel/Pilot" information card been exchanged?	<input type="checkbox"/>	<input type="checkbox"/>	P	
A9	Are berthing and mooring procedures agreed?	<input type="checkbox"/>	<input type="checkbox"/>		
A10	Are the crew briefed on the mooring procedure?	<input type="checkbox"/>	<input type="checkbox"/>		
A11	Has the Support Vessel been briefed on the berthing and mooring procedure?	<input type="checkbox"/>	<input type="checkbox"/>		
A12	Are engines, steering gear and navigational equipment tested and found in good order?	<input type="checkbox"/>	<input type="checkbox"/>	P	
A13	Are both anchors secured?	<input type="checkbox"/>	<input type="checkbox"/>		
A14	Is a proficient helmsman at the wheel?	<input type="checkbox"/>	<input type="checkbox"/>		

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.

For Export Tanker

Name: _____

Rank: _____

Signature: _____

Date / Time: _____

For Export Tanker

Name: _____

Position: _____

Signature: _____

Date / Time: _____



APPENDIX 4
SONG DOC MARINE TERMINAL PRE-LOADING SAFETY CHECK LIST

Ship's Name:

Berth:

Date of Arrival:

Port:

Time of Arrival:

INSTRUCTIONS FOR COMPLETION:

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

A box in the columns **Ship** and **Terminal** indicates that checks should be carried out by the party concerned. Shaded boxes in the Ship -Shore Safety Checklist do not require initials.

The presence of the letters **A**, **P** or **R** in the **Code** column indicates the following:

A - ("Agreement") -This indicates an agreement or procedure that should be identified in the "Remarks" column of the Checklist or communicated in some other mutually acceptable form.

P - ("Permission") -In the case of a negative answer to the statements coded "P", operations should not be conducted without the written permission from the appropriate authority.

R - ("Re-check") -This indicates items to be re-checked at appropriate intervals, as agreed between both parties, at periods stated in the declaration.

The joint declaration should not be signed until both parties have checked and accepted their assigned responsibilities and accountabilities

NOTE:-Guidelines for Completing the Ship-Shore Safety Checklist can be found on section 26.3 of ISGOTT Fifth Edition, 2006.

Part A -Bulk Liquid General - Physical Checks

	Bulk Liquid -General	Ship	Terminal	Code	Remarks
1	Is there safe access to the Export Tanker?			R	
2	Is the Export Tanker securely moored?			R	
3	Is the agreed Export Tanker/ Terminal communication system operative?			A R	System: Backup System:
4	Emergency towing-off pennants are correctly rigged and positioned?			R	
5	The ship's fire hoses and fire-fighting equipment are positioned and ready for immediate use			R	
6	Terminal's fire-fighting equipment is positioned and ready for immediate use?			R	
7	The ship's cargo and bunker hoses, pipelines and manifolds are in good condition, properly rigged and appropriate for service intended				





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8	The Terminal's cargo and bunker hoses, pipelines and manifolds are in good condition, properly rigged and appropriate for service intended				
9	The cargo transfer system is sufficiently isolated and drained to allow safe removal of blank flanges prior to connection				
10	Scuppers and save-alls on board are effectively plugged and drip trays are in position and empty			R	
11	Temporarily removed scupper plugs will be constantly monitored			R	
12	Shore spill containment and sumps are correctly managed			R	
13	The ship's unused cargo and bunker connections are properly secured with blank flanges fully bolted				
14	The terminal's unused cargo and bunker connections are properly secured with blank flanges fully bolted				
15	All cargo, ballast and bunker tank lids are closed				
16	Sea and overboard discharge valves, when not in use, are closed and visibly secured				
17	All external doors, ports and windows in the accommodation, stores and machinery spaces are closed. Engine room vents may be open			R	
18	The ship's emergency fire control plans are located externally				Location:

If the ship is fitted, or required to be fitted, with an inert gas system (IGS), the following points should be physically checked:

No	Inert Gas System	Ship	Terminal	Code	Remarks
19	Fixed IGS pressure and oxygen content recorders are working.			R	
20	All cargo tank atmospheres are at positive pressure with oxygen content of 8% or less by volume			P R	

Part B -Bulk liquid General -Verbal Verification

No	Bulk Liquid -General	Ship	Terminal	Code	Remarks
21	The ship is ready to move under its own power			P R	
22	There is an effective deck watch in attendance on board and adequate supervision of operation on the ship and in the terminal.			R	
23	There are sufficient personnel on board and ashore to deal with an emergency.			R	



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24	The procedures for cargo, bunker and ballast handling have been agreed.			A R	
25	The emergency signal and shutdown procedure to be used by the ship and shore have been explained and understood.			A	
26	Material Safety Data Sheets (MSDS) for the cargo transfer have been exchanged where requested			P R	
27	The hazards associated with toxic substance in the cargo being handled have been identified and understood.				H2S Content: Benzene Content:
28	An International Shore Fire Connection has been provided.				
29	The agreed tank venting system will be used.			A R	Method:
30	The requirements for closed operations have been agreed.			R	
31	The operation of the P/V system has been verified.				
32	Where a vapour return line is connected, operating parameters have been agreed.			A R	
33	Independent high level alarms, if fitted, are operational and have been tested.			A R	
34	Adequate electrical insulating means are in place in the ship/shore connection.			A R	
35	Shore lines are fitted with a non-return valve, or procedures to avoid back filling have been discussed			P R	
36	Smoking rooms have been identified and smoking requirements are being observed.			A R	Nominated smoking rooms:
37	Naked light regulations are being observed.			A R	
38	Ship/shore telephones, mobile phones and pager requirements are being observed.			A R	
39	Hand torches (flashlights) are of an approved type				
40	Fixed VHF/UHF transceivers and AIS equipment on the correct power mode or switched off.				
41	Portable VHF/UHF transceivers are of an approved type.				
42	The ship's main radio transmitter aerials are earthed and radars are switched off.				
43	Electric cables to portable electrical equipment within the hazardous area are disconnected from power.				



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44	Window type air conditioning units are disconnected				
45	Positive pressure is being maintained inside accommodation, and air conditioning intakes may permit the entry of cargo vapours, are closed.				
46	Measures have been taken to ensure sufficient mechanical ventilation in the pumproom.			R	
47	There is provision for an emergency escape				
48	The maximum wind and swell criteria for operations have been agreed.			A	Stop cargo at: Disconnect at: Unberth at:
49	Security protocols have been agreed between Ship Security Officer and the Port Facility Security Officer, if appropriate.			A	
50	Where appropriate, procedures have been agreed for receiving nitrogen supplied from shore, either for inerting or purging ship's tanks, or for line clearing into the ship.			A P	

If the ship is fitted, or required to be fitted, with an inert gas system (IGS), the following statements should be addressed:

No	Inert Gas System	Ship	Terminal	Code	Remarks
51	The IGS is fully operational and in good working order.			P	
52	Deck seals, or equivalent, are in good working order.			R	
53	Liquid levels in pressure/vacuum breakers are correct.			R	
54	The fixed and portable oxygen analysers have been calibrated and are working properly.			R	
55	All the individual tank IG valves (if fitted) are correctly set and locked.			R	
56	All personnel in charge of cargo operations are aware that, in the case of failure of the inert gas plant, discharge operations should cease and the terminal be advised.				

If the ship is fitted with a Crude Oil Washing (COW) System and intends to crude oil wash, the following statements should be addressed:

No	Crude Oil Washing	Ship	Terminal	Code	Remarks
57	The Pre-Arrival COW check-list, as contained in the approved COW manual, has been satisfactorily completed.				



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58	The COW check-lists for use before, during and after COW, as contained in the approval COW manual are available and being used.			R	
----	---	--	--	---	--

If the ship is planning to tank clean alongside, the following statements should be addressed:

N o.	Tank Cleaning	Ship	Terminal	Code	Remarks
59	Tank cleaning operations are planned during ship's stay alongside the shore installation.	Yes/No	Yes/No		
60	If "yes," the procedures and approvals for tank cleaning have been agreed.				
61	Permission has been granted for gas freeing operations.	Yes/No	Yes/No		

DECLARATION

We the undersigned 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.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items with the letter 'R' in the column 'Code' should be re-checked at intervals not exceeding hours.


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

For Ship	For Terminal
Name:	Name:
Rank:	Rank:
Signature:	Signature:
Date:	Date:
Time:	Time:

Record of repetitive checks:

Date:					
Time:					
Initials for Ship:					
Initials for Shore:					

Yes

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APPENDIX 5A

SONG DOC MARINE TERMINAL VESSEL QUESTIONNAIRE

(INTERTANKO'S STANDARD TANKER VOYAGE CHARTERING QUESTIONNAIRE 1988 –Version 3)
Complete Questionnaire and answer questions as appropriate and attach a legible copy of the forecastle deck mooring arrangement plan

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	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:		
1.17	IMO type, if applicable:		
1.18	Does the vessel have ice class? If yes, state what level:		
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?		
	Dimensions		
1.25	Length Over All (LOA):		
1.26	Length Between Perpendiculars (LBP):		
1.27	Extreme breadth (Beam):		
1.28	Moulded depth:		
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		
1.31	Distance bridge front to center of manifold:		
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:		Summer Dwt
	Aft to mid-point manifold:		





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	Parallel body length:				
1.33	FWA at summer draft / TPC immersion at summer draft:				
1.34	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Lightship:				
	Normal ballast:				
	At loaded summer deadweight:				
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:				
	Winter:				
	Tropical:				
	Lightship:				
	Normal Ballast Condition:				
1.40	Does vessel have multiple SDWT?				
1.41	If yes, what is the maximum assigned deadweight?				
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:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
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			
2.17	International Air Pollution Prevention Certificate (IAPP):			
Documentation				

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2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract.	

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:	
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	

4. HELICOPTERS		
4.1	Can the ship comply with the ICS Helicopter Guidelines:	
4.2	If Yes, state whether winching or landing area provided:	

5. FOR USA CALLS		
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	
5.2	Qualified individual (QI) - Full style:	
5.3	Oil Spill Response Organization (OSRO) -Full style:	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	

6. CARGO AND BALLAST HANDLING		
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	
6.2	If Yes, is bulkhead solid or perforated:	
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	
6.4	Total cubic capacity (98%, excluding slop tanks):	
6.5	Slop tank(s) capacity (98%):	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	
SBT Vessels		
6.8	What is total capacity of SBT?	
6.9	What percentage of SDWT can vessel maintain with SBT only:	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	
Cargo Handling		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	
6.12	Maximum loading rate for homogenous cargo per manifold connection:	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	
Pumping Systems		





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6.15	Pumps:	No.	Type	Capacity
	Cargo:			
	Stripping:			
	Eductors:			
	Ballast:			
6.16	How many cargo pumps can be run simultaneously at full capacity:			
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):			
6.18	Can tank innage / ullage be read from the CCR:			
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:			
6.20	What type of fixed closed tank gauging system is fitted:			
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:			
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:			
6.23	Number/size of VRS manifolds (per side):			
Venting				
6.24	State what type of venting system is fitted:			
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':			
6.26	What is the number of cargo connections per side:			
6.27	What is the size of cargo connections:			
6.28	What is the material of the manifold:			
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			
6.30	Distance ships rail to manifold:			
6.31	Distance manifold to ships side:			
6.32	Top of rail to center of manifold:			
6.33	Distance main deck to center of manifold:			
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:			
6.35	Number / size reducers:			
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:			
6.37	If stern manifold fitted, state size:			
Cargo Heating				
6.38	Type of cargo heating system?			
6.39	If fitted, are all tanks coiled?			
6.40	If fitted, what is the material of the heating coils:			
6.41	Maximum temperature cargo can be loaded/maintained:			
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:			
	Ballast tanks:			
	Slop tanks:			
6.43	If fitted, what type of anodes are used:			



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7.	INERT GAS AND CRUDE OIL WASHING
7.1	Is an Inert Gas System (IGS) fitted:
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:
7.3	Is a Crude Oil Washing (COW) installation fitted:

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.6	Mooring bitts				No.	SWL
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.7	Closed chocks and/or fairleads of enclosed type					
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:					
8.9	Type / SWL of Emergency Towing system aft:					
Anchors						
8.10	Number of shackles on port cable:					



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8.11	Number of shackles on starboard cable:	
Escort Tug		
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	
8.13	What is SWL of bollard on poop deck suitable for escort tug:	
Bow/Stern Thruster		
8.14	What is brake horse power of bow thruster (if fitted):	
8.15	What is brake horse power of stern thruster (if fitted):	
Single Point Mooring (SPM) Equipment		
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':	
8.17	Is vessel fitted with chain stopper(s):	
8.18	How many chain stopper(s) are fitted:	
8.19	State type of chain stopper(s) fitted:	
8.20	Safe Working Load (SWL) of chain stopper(s):	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	
8.22	Distance between the bow fairlead and chain stopper/bracket:	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	
Lifting Equipment		
8.24	Derrick / Crane description (Number, SWL and location):	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	
Ship To Ship Transfer (STS)		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	

9.	MISCELLANEOUS
Engine Room	
9.1	What type of fuel is used for main propulsion?
9.2	What type of fuel is used in the generating plant?
9.3	Capacity of bunker tanks - IFO and MDO/MGO:
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?
Insurance	
9.5	P & I Club - Full Style:
9.6	P & I Club coverage - pollution liability coverage:
Port State Control	
9.7	Date and place of last Port State Control inspection:
9.8	Any outstanding deficiencies as reported by any Port State Control:
9.9	If yes, provide details:
Recent Operational History	
9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):
Vetting	
9.12	Date/Place of last SIRE Inspection:
9.13	Date/Place of last CDI Inspection:
9.14	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

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the voyage on a case by case basis.

APPENDIX 5B

OFFICERS' QUALIFICATIONS AND EXPERIENCE MATRIX

MT:				DATE:				
Qualifications of Officers	MSTR	C/O	2/O	3/O	C/E	2/E	3/E	E/O
Nationality								
Certificate Of Competency								
Issuing Country								
Administration Acceptance								
Tanker Certification								
STCW V Para 1 or 2								
Radio Qualification								
Years with Operator in Calendar Years								
Years in Rank On Board								
Watch Experience in Yrs9(TAM)								
Yrs on this Type Tanker Onboard								
Yrs on All Tankers On Board								
Months on this vessel this Voyage								
English Proficiency								

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APPENDIX 6

**SONG DOC MARINE TERMINAL FIRE REGULATIONS AND SMOKING
RESTRICTIONS**

Export Tanker: _____

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 oil 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 bits 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 OIL INTO THE WATER

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



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APPENDIX 7

**SONG DOC MARINE TERMINAL CONTINGENCY PLAN IN THE EVENT OF FIRE
DURING LIFTING OPERATIONS**

(TO BE POSTED IN PROMINENT LOCATIONS ON EXPORT TANKER)

IN THE EVENT OF FIRE ON EXPORT TANKER:

Tanker Fire Alarm:

Continuous sounding of the ship's whistle and sounding of the general alarm bells.

IN THE EVENT OF FIRE ON FPSO:

FPSO Fire & Emergency Alarm

Continuous sounding of FPSO whistle and sounding of the Fire and Emergency siren.

Action Aboard Tanker

- Sound alarm
- Inform FPSO
- Stop cargo operations
- Close loading valves on instructions from FPSO
- Fight fire
- Engines ready

Standby to:

- Release tug to fire fighting duties
- Disconnect hoses on instruction from FPSO
- Cast off mooring line
- Take aboard fire-fighting party
- Receive instructions from Mooring Master


Action Aboard FPSO

- Sound alarm
- Inform tanker
- Issue instruction to tanker
- Stop cargo operations
- Close delivery valves
- Fight fire
- Inform all field stations of situation.

Standby to:

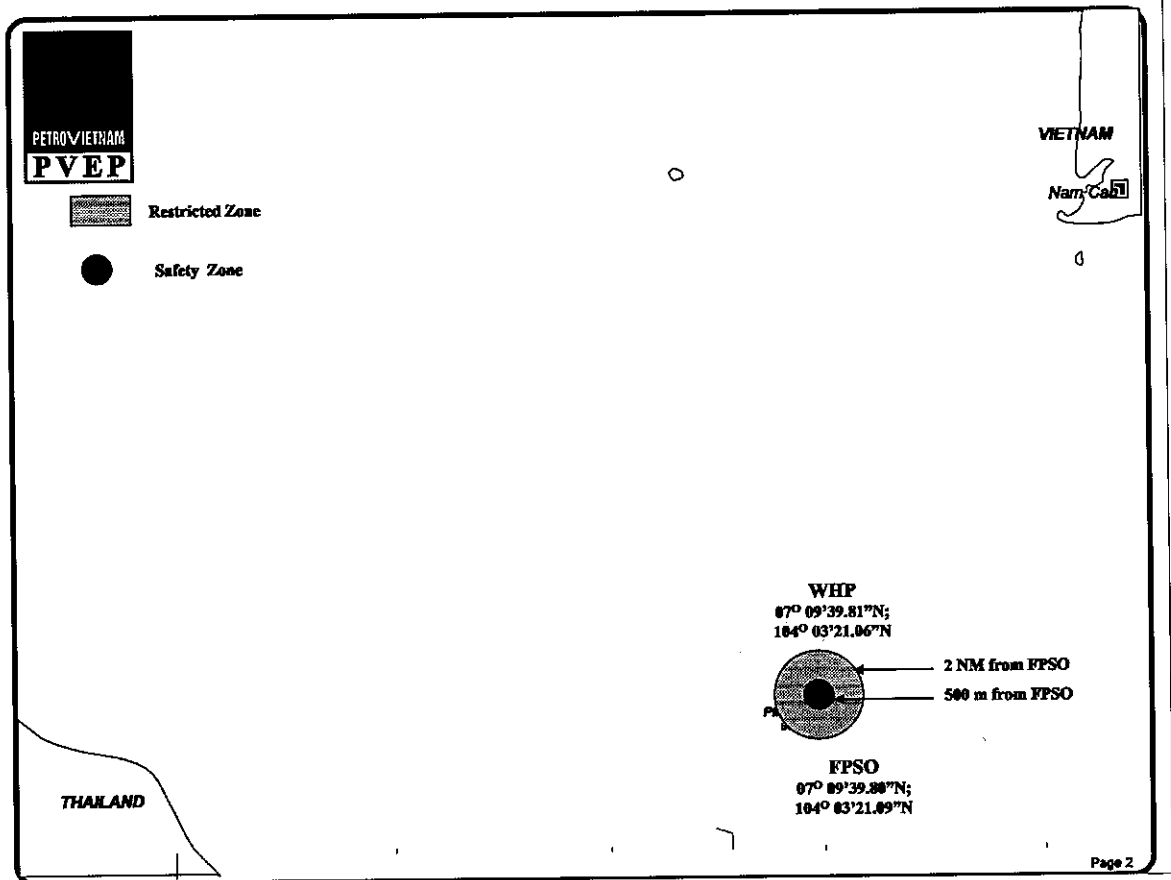
- Disconnect tanker mooring
- Take aboard fire fighting party
- Inform standby boat
- require helicopter assistance
- Contact outside assistance
- When possible contact PVEP office/operation management for combined approval & efforts.



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APPENDIX 8

SONG DOC FIELD (BLOCK 46/02) MARINE EXCLUSION ZONE



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SONG DOC FIELD (BLOCK 46/02) PILOT/ANCHORAGE AREA

