

ANOA TERMINAL PORT INFORMATION AND REGULATIONS

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PART I

CONDITIONS OF USE OF ANOA TERMINAL

The "Conditions of Use of Anoa Terminal", will be presented to the Master of the tanker and must be signed by him on behalf of himself, the vessel and her Owners, prior to departure from the Pilot Station/Anchorage and commencement of berthing operations.

- A. All services, facilities and assistance provided by or on behalf of Premier Oil Natuna B.V (the "Company") in or in connection with the Port, whether or not any charge is made by the Company therefore, are provided subject to all applicable Laws, By-Laws and Harbor regulations, Safety Regulations, and any other requirement of law for the time being in force and to the following further conditions:
1. The services of the Mooring Master(s) are provided on the express understanding and condition that when any Mooring Master furnished by the Company goes on board a vessel for the purpose of assisting such vessel, he becomes for the purposes the servant of the Owner or Charterer of the vessel, and the Company, including its parent Companies, subsidiaries, and affiliates, shall in no way be liable for any damage or personal injury, including death, of any nature whatsoever, incurred by any person whomsoever, in any way connected with, contributed to, by, or resulting from, the advice or assistance given or for any action taken by such Mooring Master, whether negligent or otherwise, while on board or in the vicinity of such assisted vessel.
 2. Similarly, the services of mooring launches and mooring personnel, if any, and furnishing of mooring lines and hosing-up gear are under the supervision and control of the Mooring Master, and the company, including its parent companies, subsidiaries, and affiliates, shall in no way be liable for any damage or personal injury, including death, of any nature whatsoever, incurred by any person whomsoever, in any way connected with, contributed to, by, or resulting from the performance of these additional services, or furnishing of equipment, whether any of which was negligent or otherwise, during the period in which they are utilized by any vessel.
- B. In addition, neither the Company, its parent companies, subsidiaries, or affiliates, nor its or their servants, agents or contractors (in whatever capacity they may be acting), shall be in any way whatsoever responsible for (or liable for any contribution with respect to) any loss, personal injury, including death, damage or delay, from whatsoever cause, including the negligence of the Company or its servants, agents, or contractors, arising whether directly or indirectly in consequence of any assistance, advice or instructions whatsoever given or tendered in respect of any vessel, whether by way of tugs, pilotage or berthing services, the provision of navigational facilities, including buoys or other channel markings, or otherwise howsoever. In all circumstances the Master of any vessel shall remain solely responsible on behalf of his Owners for the safety and proper navigation of his vessel.
- C. While the Company exercises due care to ensure that the berths, premises, facilities, property, gear, craft, storage vessel, and equipment provided by the Company are safe and suitable for vessels permitted or invited to use them, no guarantee, express or implied, of such safety or suitability is given by the Company, nor does the Company guarantee that such berths, premises, facilities, property, gear, craft, storage vessel, and equipment are devoid of defects or fit for the service or use to which it is put, and every vessel shall be remain at the sole risk of the Owners and Masters thereof, and the Company, including its parent companies, subsidiaries, and affiliates, shall not be responsible (or liable for any contribution) with respect to any loss, personal injury, including death, damage, or delays, of any sort whatsoever, that may be sustained whether directly or indirectly by, or occur to, any vessel or her Owners or her crew or cargo or for any part thereof (whether such cargo is on board or in the course of loading or discharging) by

whomsoever and by whatsoever cause such loss, injury, damage, or delay is occasioned, and whether or not it is caused, occasioned, or contributed to, in whole or in part, to any act, neglect, omission or default on the part of the Company, or any servant, agent or contractor of the Company, or by any fault or defect in any berth, premises, facilities, property, gear, craft, storage vessel, or equipment of any sort of the Company or its servants, agents or contractors.

D. The Company will not be responsible for any loss, damage or delay directly or indirectly caused or contributed to, by or arising from strikes, lock-outs, or labor disputes or disturbances whether the Company or its servants, agents contractors are parties thereto or not.

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

F. The vessel and her Owners shall hold the Company, its parent companies, subsidiaries, and affiliates, and its and their servants, agents and contractors, harmless from and indemnified without limitation against the following whether or not caused, contributed to, or due, in whole or in part, to any act, neglect, omission or default on the part of the Company, its servants, agents or contractors:

1. All and any action, liabilities, claims, damages, costs, awards and expenses arising whether directly or indirectly out of any loss, damage, personal injury, including death, or delay, or whatsoever nature, occasioned to any third party or any vessel (her Owners and crew), including your vessel and her Owners and crew, including but not limited to, that caused or contributed to, whether directly or indirectly, by the vessel or any part thereof or by any substance or material leaking or escaping there from or by her Master or crew or by any other servant or agent of the Owners.
2. All or any damage, personal injury, including death, delay or loss, of whatsoever nature, occasioned to the Company, its parent companies, subsidiaries and affiliates, or its or their servants, agents and contractors, arising out of any cause whatsoever including but not limited to, that caused or contributed to, whether directly or indirectly, by the vessel or any part thereof or by any substance or material leaking or escaping there from or by her Master or crew or by any other servant or agent of the Owners.

G. Sinking, Grounding, Obstructions to Navigation:

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

H. Pollution:

The Vessel shall be entered under TOVALOP. For any oil pollution caused by the Vessel, her master or crew, the Vessel and her Owners shall protect, defend, indemnify and hold harmless the Company from and against any loss, damage, liability, suit, claim or expense arising from there from except to the extent such oil pollution is caused by the negligence of the Company, or

their subcontractors or their employees. The Mooring Master may suspend operations or may un-berth any Vessel if there is suspicion that the Vessel is causing oil pollution. Any time lost as a result of suspicion, delay or un-berthing arising from an oil spill incident attributable to the Vessel, shall not count as "used lay-time."

- I. These conditions shall be construed according to the Laws of Indonesia and the vessel and her Owners shall be subject to the jurisdiction of the Indonesian courts.

- J. Execution by Master:

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

PART II

TERMINAL INFORMATION AND REGULATIONS

While the information is intended generally to acquaint Owners, Operators and Masters of tankers, and Purchasers of crude oil with the general conditions, facilities and services normally at the Anoa Terminal, which is operated by Premier Oil Natuna B.V, such information is provided without any guarantee or warranty as to its accuracy or completeness.

Further, this information does not supersede or replace any information, laws, or regulations contained in any official publications with respect to the waters and areas to which it pertains. Reference should be made to the appropriate Hydrographic Office publications, admiralty publications and official charts for purposes of obtaining specific navigational information.

Operations at this terminal and conduct of tankers calling at this Terminal will be in accordance with the recommendations of the current issues of the "International Safety Guide for Oil Tankers and Terminals" (ISGOTT) and the ICS/OCIMF "Ship to Ship Transfer Guide (Petroleum)."

In all circumstances the Master of the tankers shall remain solely responsible for the safety and safe navigation of his vessel and for compliance with all applicable laws, rules and regulations of the Government of Indonesia and of this Terminal.

A. DESCRIPTION AND LOCATION OF TERMINAL:

1. Description:

The Anoa marine Terminal is a purpose built Floating Production Storage and Offloading vessel (FPSO) the "ANOA NATUNA", of 77,292 MDWT, permanently moored via a forward turret and swivel assembly and catenaries anchor leg mooring chains, to the sea bed. The turret and swivel assembly allows the FPSO to weather vane and connects via flexible riser hoses to the PLEM (pipeline end manifold). Produced crude oil and gas from the adjacent ANOA Production Platform flows to the FPSO through 8" and 6" subsea pipelines respectively.

A tanker is moored in tandem to the stern of the FPSO and cargo is transferred through a single 16" floating hose which terminates in a 12" ASA quick release manifold connection. Total crude oil storage capacity of the FPSO is 550,000 barrels. The export system is designed to handle parcel sizes up to 400,000 barrels.

2. Location:

The Oil Field and Marine Terminal are located in an area of the South China sea known as the Natuna Sea, about 140 miles north of the Anambas Islands. It is within Indonesian territorial waters but only 2 miles east of the Malaysian/Indonesian border. (Consult relevant Hydrographic office, Notices to Mariners and Admiralty chart and publications for exact locations and navigational information).

Oil Production Platform:

The ANOA oil production platform is located in 73 meters (250 feet) of water and receives production from as many as 15 wells. The platform is a four legged, piled structure rising to an elevation of 30m above sea level. First stage separation and crude oil stabilization is carried out in the process train on the platform, which accommodates 12 people.

FPSO:

The Anoa Natuna is also located in 73 meters (250 feet) of water Crude and produced gas is received from the platform via 8" & 6" subsea lines respectively. Final processing, stabilization and storage of the crude oil is performed on-board. The FPSO of 77,292 (M DWT), has a length overall of 182 meters, and a loaded draft of 14.3 meters.

Terminal Limits: (see Figure III)

A prohibited area is established, bounded by the following coordinates:

05 ⁰	12'	51"	N	105 ⁰	36'	23"	E	'A'
05 ⁰	13'	55"	N	105 ⁰	35'	16.5"	E	'B'
05 ⁰	14'	45.5"	N	105 ⁰	33'	31.8"	E	'C'
05 ⁰	15'	05.5"	N	105 ⁰	34'	15.5"	E	'D'
05 ⁰	14'	17.5"	N	105 ⁰	35'	39.3"	E	'E'
05 ⁰	13'	13.0"	N	105 ⁰	36'	45.5"	E	'F'

A Restricted area surrounds the Prohibited area, bounded by the following coordinates:

05 ⁰	11'	54.5"	N	105 ⁰	36'	23.0"	E	'G'
05 ⁰	13'	27.3"	N	105 ⁰	33'	10"	E	'H'
05 ⁰	16'	13.6"	N	105 ⁰	34'	37.3"	E	'I'
05 ⁰	13'	13.0"	N	105 ⁰	37'	43.0"	E	'J'

Anchoring is forbidden within the Restricted area above. Vessels cannot enter the Prohibited area without a Company Mooring Master on-board.

Mooring buoy for Anoa Field Standby vessels (support vessels) is located at the following coordinates (outside the Restricted Area):

Latitude : 05 deg 13.819 Minutes North
Longitude : 105 deg 35.044 Minutes East

Approx: DISTANCE FROM previous Mooring Buoy location to:

1. West Lube Location = 2203.88 Meters (1.19 N-Miles)
2. Anoa Platform = 1703.84 Meters (0.92 N-Miles)
3. Anoa FPSO = 2426.12 Meters (1.31 N-Miles)

Coordinate present of Mooring buoy:

Latitude : 05 deg 13.355 Minutes North
Longitude : 105 deg 35.044 Minutes East

The DISTANCE FROM present position of Mooring Buoy to:

1. Anoa West Lube = 2203.88 Meters (1.19 N-Miles)
2. Anoa Platform = 1648.28 Meters (0.89 N-Miles)
3. Anoa FPSO = 2389.08 Meters (1.29 N-Miles)

3. Anchorage:

For vessels required to anchor, the recommended anchorage area, a circle of radius $\frac{3}{4}$ mile, is centered at 05⁰ 12' 00" N, 105⁰ 38' 00" E, to the south east of the RESTRICTED AREA.

4. Aids to Navigation:

The FPSO displays the following light signal:

- a. At the bow and stern - white morse (U) light, period 15 seconds range 5 miles.
- b. At the bow only - red morse (U) light, period 10 seconds range 3 miles.
- c. In restricted visibility a fog signal (morse D) is synchronized to sound simultaneously with the light signal.

Note:

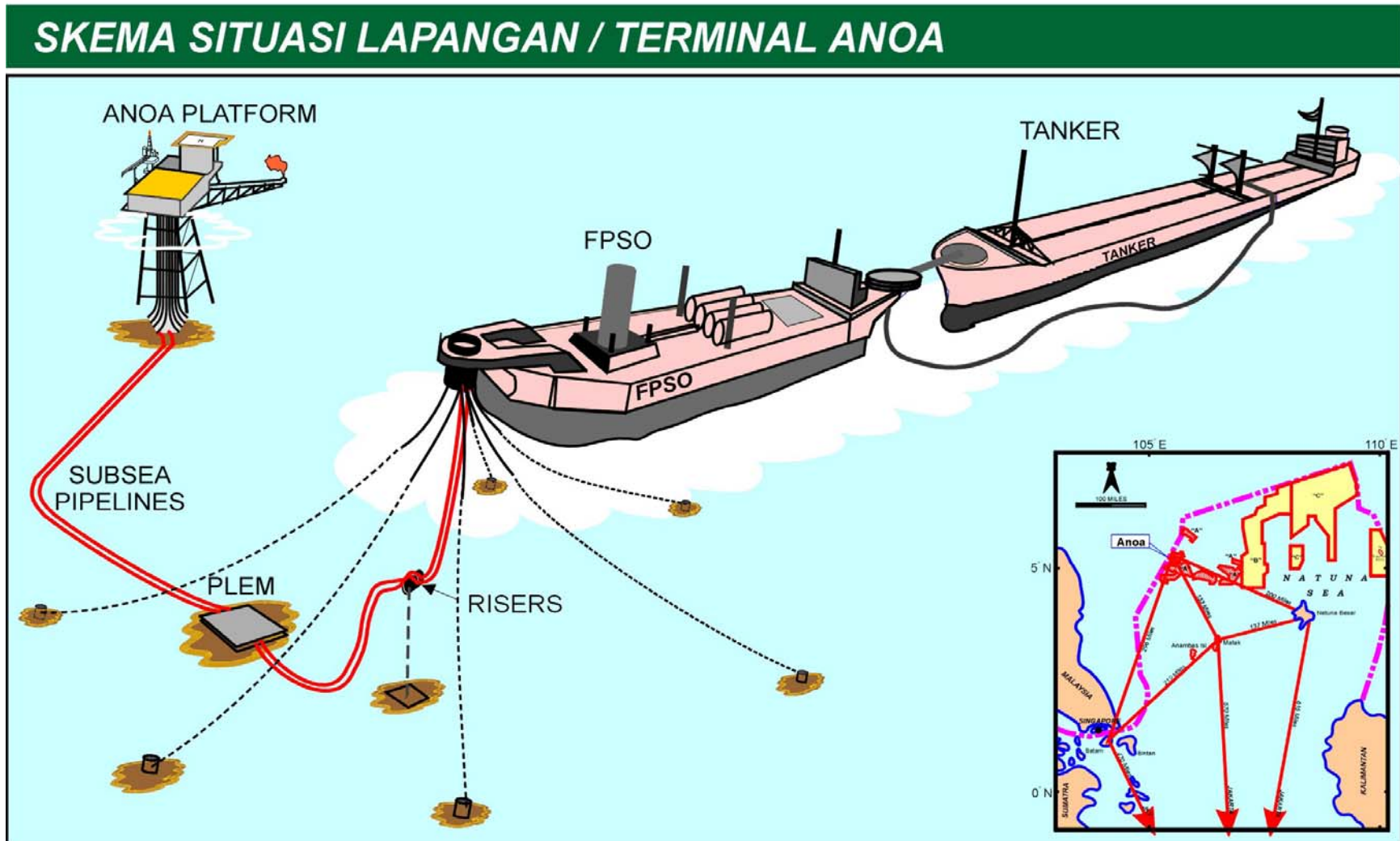
A 16" floating hose lies in the water within 850' (260m) of FPSO stern. During periods between offtakes the floating hose is normally tied back to the FPSO thereby halving its length to approximately 425' (130m)

The Platform displays the following light signals:

- a. White Morse (U) lights, one at each corner, synchronized to flash simultaneously, with a 5 miles range of visibility.
- b. In the event of restricted visibility the Platform sounds one prolonged blast followed by

two short blasts on the foghorn.

In addition to these prescribed signals both the FPSO and the Platform burn excess produced gas by flaring. The consequent orange/yellow flame is visible at a considerable distance.



ST2/NAT/PROD/TERMINAL ANOA
ARIF S. - OCT 97 / JAG.S.

Figure I

Location of Anoa Field

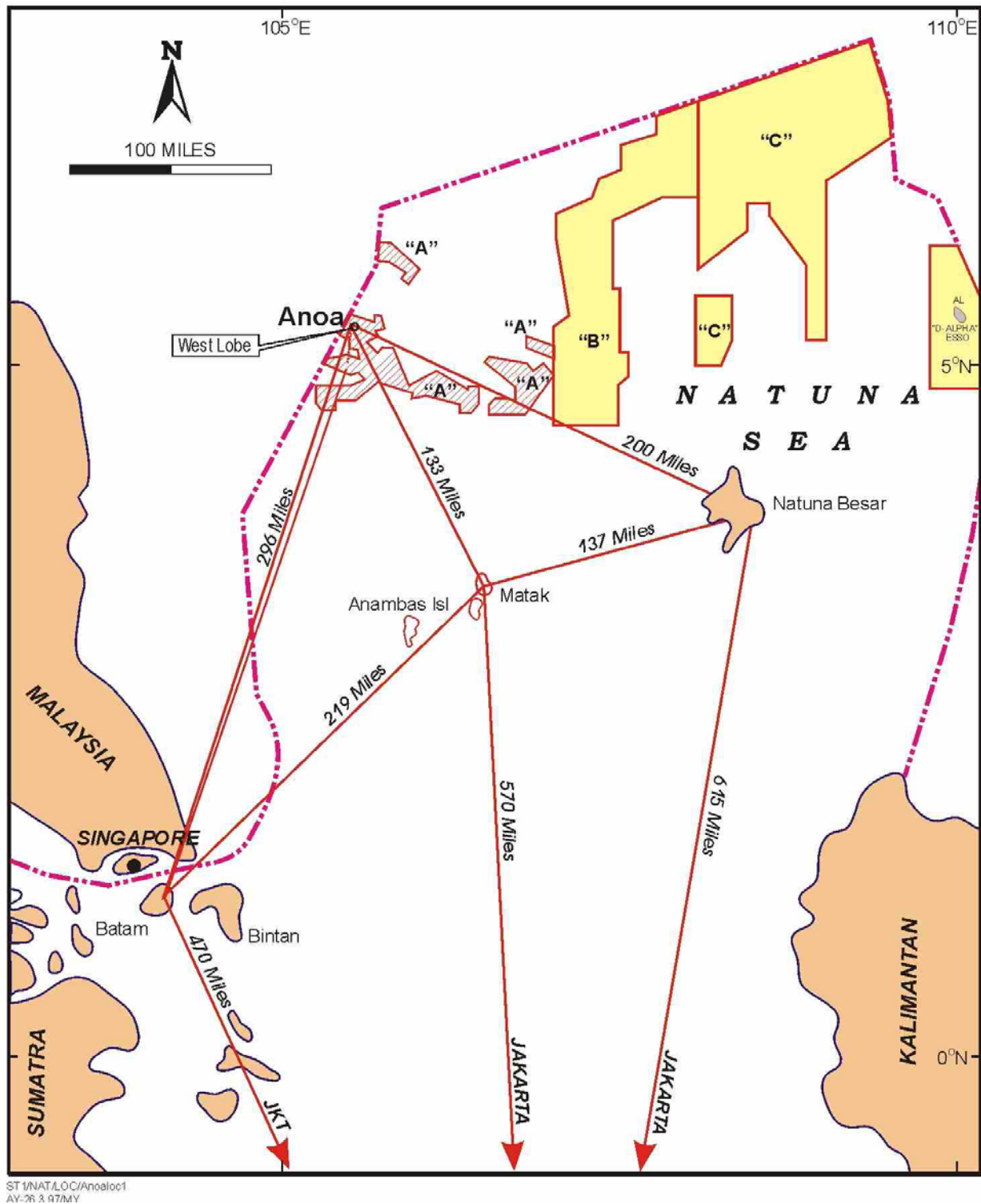


Figure II

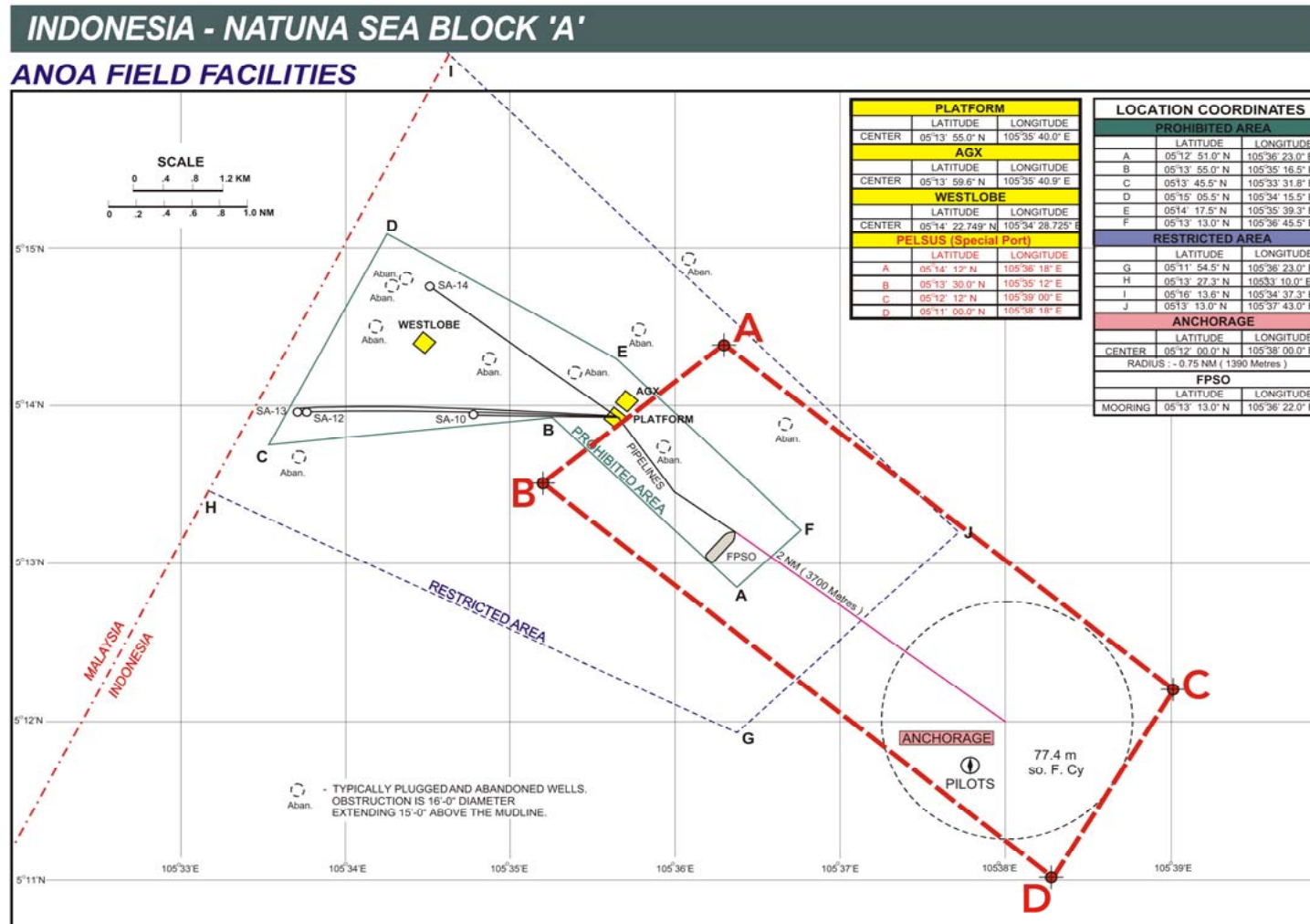


Figure III

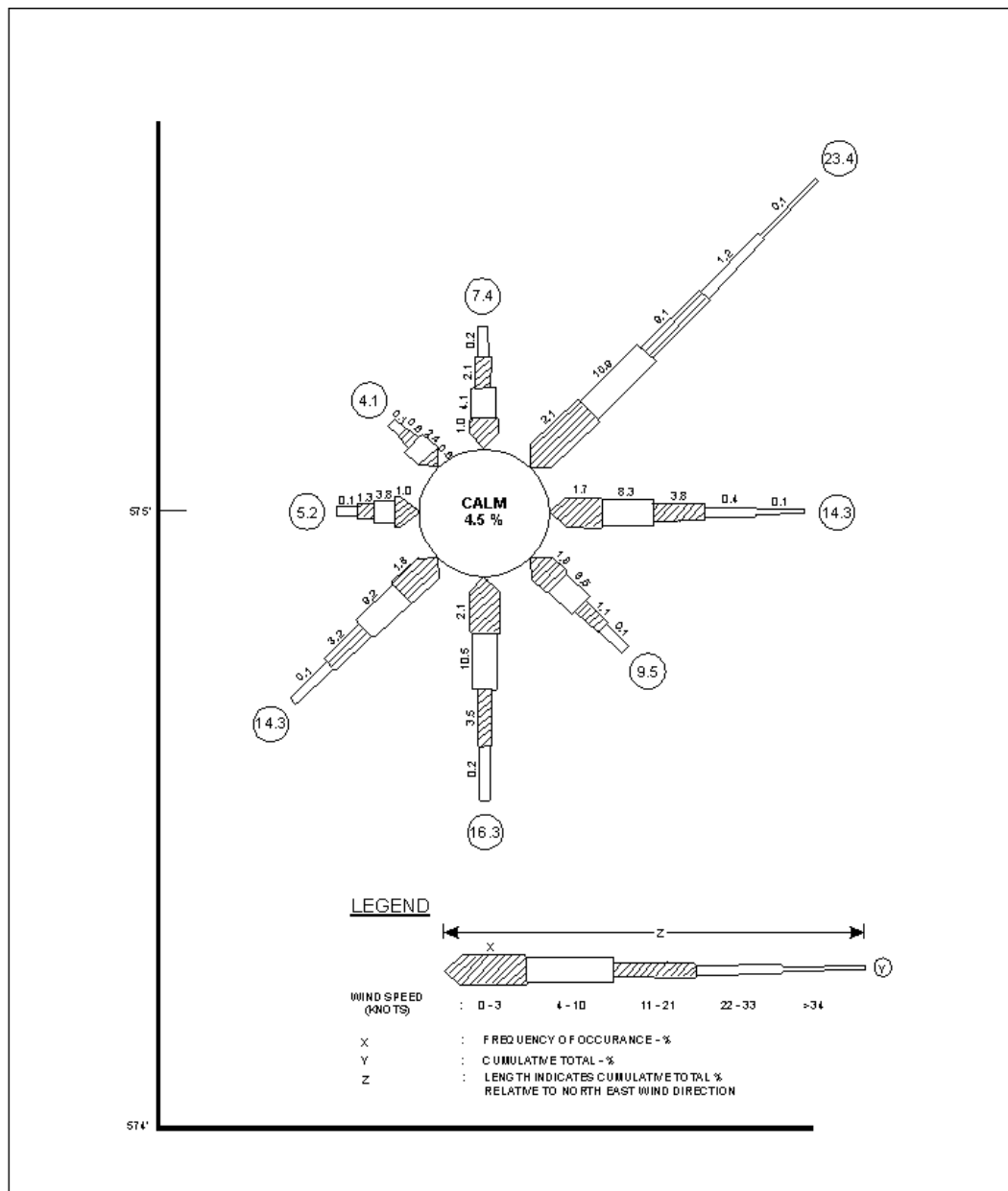


Figure IV

5. Environmental Conditions:

a. Weather Pattern:

(1) Winter- the Northeast Monsoon Season:

In the Anoa Natuna area the northeast monsoon becomes established during November although in some years it may not blow regularly until December. During this period the wind direction over the open sea is predominantly north easterly and the average force, when fully evolved, is about force 4 south of latitude 5 degrees north and force 5 to the north of this latitude. (See wind rose Figure IV).

The winds tend to blow in successive pulsations, periods of comparatively fresh wind followed by periods when the wind is less strong. At times the wind freshens to force 6 or 7, while at others times it does not exceed force 3.

The frequency of force 7 winds is estimated to be about one percent in most of this season, probably reaching 2 or 3 percent during December, the month of greatest frequency.

(2) Summer- the Southwest Monsoon Season:

From about May to October, winds are predominantly south-westerly mainly force 3 or 4. Over the open sea, the south westerly winds can reach force 6 but nearer the coast they are weaker and more irregular. During October the winds become variable before the onset of the north-east monsoon.

Although during the summer monsoon wind speeds of force 7 are rare, squalls, (known locally as Ribut), in which gale force winds may be experienced temporarily are fairly common. The most dangerous type is the arch squall which is preceded by clouds rising from the horizon in the form of an arch. Heavy rain is usual when the arch is passing overhead.

b. Currents:

The surface currents of the Natuna Sea in the Anoa area are wind generated. Currents therefore will be in the direction of the prevailing monsoon. These currents will generally exceed one knot and on occasions exceed two knots.

c. Typhoons:

The Natuna Sea area is not normally affected by "typhoons".

d. Tidal Stream:

Tidal streams can be expected to reach 1 1/2 knots during spring tides.

e. Relative Humidity:

This is high over the area for most of the year averaging about 90-95 percent in all months at 0700 hours and falling to about 70-74 percent by 1300 hours.

f. Temperature:

The average air temperature is high throughout the year. April is the warmest month, with a mean daily air temperature of about 88⁰ F. January is the coolest month with a mean daily temperature of 86⁰ F.

The average sea temperature typically lags 1⁰ to 2⁰ behind the air temperature with warmest mean temperatures in June/July of 85°F and coolest mean temperatures in January of 65°F.

g. Fog and Visibility:

Fog is rare throughout the area however during rain squalls visibility can be extremely limited.

h. Rainfall:

Average annual rainfall in the Anoa area is about 100 inches. Rainfall is most abundant from about October to January, i.e. at the onset and in the early part of the N.E. monsoon, however thunderstorms and heavy rain squalls occur frequently throughout the S.W. monsoon.

TABLE A: WIND SPEED VERSUS DIRECTION
ANNUAL SUMMARY
FREQUENCY OF OCCURRENCE
ANOA FIELD, OFFSHORE INDONESIA

MONTHS: JANUARY TO DECEMBER

NO OF OBS = 9392 10-MIN, 25m WIND SPEED (knots)

WAVE DIRECTION (DEG)	0.0 to 3.0	4.0 to 10.0	11.0 to 21.0	22.0 to 33.0	34.0 to 47.0	48.0 to 64.0	LINE TOTAL (%)	MEAN VALUE (KNOT)
NORTH	1.0	4.1	2.1	0.2	-	-	7.4	7.5
N-EAST	2.1	10.9	9.1	1.2	0.1	0.0	23.4	8.0
EAST	1.7	8.3	3.8	0.4	0.0	0.1	14.3	7.7
S-EAST	1.8	6.5	1.1	0.1	-	-	9.5	6.8
SOUTH	2.1	10.5	3.5	0.2	-	-	16.3	7.6
S-WEST	1.8	9.2	3.2	0.1	0.0	-	14.3	7.7
WEST	1.0	3.8	1.3	0.1	0.0	-	6.2	7.2
N-WEST	0.8	2.4	0.8	0.1	-	-	4.1	7.3
% CALM	4.5						4.5	0.0
COLUMN TOTAL %	16.8	55.7	24.9	2.4	2.4	0.1	100.1	8.4
CUMUL. TOTAL %	100.0	83.1	27.4	2.5	0.2	0.1	-	-

NOTE: 0.0 is an occurrence of less than 0.05 %

TABLE B: WIND SPEED VERSUS DIRECTION
ANNUAL SUMMARY
FREQUENCY OF OCCURRENCE
ANOA FIELD, OFFSHORE INDONESIA

MONTHS: NOVEMBER TO MARCH

NO OF OBS = 3324 10-MIN, 25m WIND SPEED (knots)

WAVE DIRECTION (BEG)	0.0 to 3.0	4.0 to 10.0	11.0 to 21.0	22.0 to 33.0	34.0 to 47.0	48.0 to 64.0	LINE TOTAL (%)	MEAN VALUE (KNOT)
NORTH	1.2	7.0	4.5	0.5	-	-	13.2	9.6
N-EAST	3.0	20.8	20.4	2.8	0.2	0.1	47.3	11.2
EAST	1.9	11.9	7.9	0.9	0.0	0.1	22.7	10.7
S-EAST	1.1	3.4	0.6	-	-	-	5.1	6.7
SOUTH	0.5	1.6	0.3	0.0	-	-	2.4	5.3
S-WEST	0.5	1.0	0.4	0.0	0.0	-	1.9	7.5
WEST	0.4	0.9	0.3	0.1	0.0	-	1.8	5.2
N-WEST	06	1.7	0.6	0.0	-	-	2.9	7.0
% CALM	2.8						2.8	0.0
COLUMN TOTAL %	12.0	48.3	35.0	4.3	0.2	0.2	100.0	10.0
CUMUL. TOTAL %	100.0	88.0	39.7	4.7	0.4	0.2	-	-

NOTE: 0.0 is an occurrence less than 0.05 %.

TABLE C: WIND SPEED VERSUS DIRECTION
ANNUAL SUMMARY
FREQUENCY OF OCCURRENCE
ANOA FIELD, OFFSHORE INDONESIA

MONTHS: APRIL TO MAY

NO OF OBS: 1816 10-MIN, 25m WIND SPEED (knots)

WAVE DIRECTION (DEG)	0.0 to 3.0	4.0 to 10.0	11.0 to 21.0	22.0 to 33.0	34.0 to 47.0	48.0 to 64.0	LINE TOTAL (%)	MEAN VALUE (KNOT)
NORTH	1.32	2.6	0.2	-	-	-	4.1	5.0
N-EAST	3.1	8.7	1.7	0.2	-	-	13.7	6.2
EAST	3.1	13.8	2.3	0.1	-	-	19.3	6.6
S-EAST	4.1	11.0	1.0	0.0	-	-	16.1	5.7
SOUTH	4.2	10.9	2.1	0.0	-	-	17.2	6.1
S-WEST	2.8	8.1	1.6	-	-	-	12.5	6.1
WEST	1.6	2.9	0.6	-	-	-	5.1	6.2
N-WEST	0.8	2.2	0.4	-	-	-	3.4	6.4
% CALM	8.6						8.6	0.0
COLUMN TOTAL %	29.6	60.2	9.9	0.3	0.0	0.0	100.0	5.8
CUMUL. TOTAL %	100.0	70.4	10.2	0.3	0.0	0.0	-	-

NOTE: 0.0 is an occurrence less than 0.05 %.

TABLE D: WIND SPEED VERSUS DIRECTION
ANNUAL SUMMARY
FREQUENCY OF OCCURRENCE
ANOA FIELD, OFFSHORE INDONESIA

MONTHS: JUNE TO AUGUST

NO OF OBS = 2657 10-MIN, 25m WIND SPEED (knots)

WAVE DIRECTION (DEG)	0.0 to 3.0	4.0 to 10.0	11.0 to 21.0	22.0 to 33.0	34.0 to 47.0	48.0 to 64.0	LINE TOTAL (%)	MEAN VALUE (KNOT)
NORTH	0.5	0.7	0.2	-	-	-	1.4	6.1
N-EAST	0.6	0.8	0.0	-	-	-	1.5	4.8
EAST	0.7	2.0	0.0	0.1	-	-	2.7	5.1
S-EAST	1.7	8.8	1.9	0.4	-	-	12.5	7.3
SOUTH	3.3	22.7	9.5	0.3	-	-	35.9	8.8
S-WEST	2.6	19.5	7.8	0.1	-	-	30.2	8.6
WEST	0.9	6.0	2.3	0.1	-	-	9.4	9.0
N-WEST	0.7	1.6	0.7	-	-	-	3.1	7.4
% CALM	8.6						3.3	0.0
COLUMN TOTAL %	14.3	62.2	22.4	0.1	0.1	0.0	100.0	7.0
CUMUL. TOTAL %	100.0	85.7	23.5	1.1	0.1	0.0	-	-

NOTE: 0.0 is an occurrence less than 0.05 %.

TABLE E: WIND SPEED VERSUS DIRECTION
ANNUAL SUMMARY
FREQUENCY OF OCCURRENCE
ANOA FIELD, OFFSHORE INDONESIA

MONTHS · SEPTEMBER TO OCTOBER

NO OF OBS = 1595

25m WIND SPEED (knots)

WAVE DIRECTION (BEG)	0.0 to 3.0	4.0 to 10.0	11.0 to 21.0	22.0 to 33.0	34.0 to 47.0	48.0 to 64.0	LINE TOTAL (%)	MEAN VALUE (KNOT)
NORTH	1.1	3.3	0.9	0.1	-	-	5.4	7.3
N-EAST	1.2	3.3	1.6	-	-	-	6.1	6.4
EAST	1.6	3.0	0.6	-	-	-	5.2	5.4
S-EAST	1.7	6.8	1.3	0.2	-	-	10.0	7.4
SOUTH	2.3	14.0	3.9	0.2	-	-	20.4	8.1
S-WEST	2.3	15.6	5.3	0.1	-	-	23.7	8.2
WEST	1.9	8.5	3.2	0.2	-	-	13.8	8.2
N-WEST	1.2	5.7	1.6	0.2	-	-	8.7	8.5
% CALM	6.7						6.7	0.0
COLUMN TOTAL %	20.4	60.2	18.4	1.0	0.0	0.0	100.0	7.4
CUMUL. TOTAL %	100.0	79.7	19.5	1.0	0.0	0.0	-	-

NOTE: 0.0 is an occurrence less than 0.05 %.

6. Design Tanker Operational Conditions:

The Anoa Natuna Marine Terminal is an open un-sheltered mooring. On occasions there may be circumstances or a combination of circumstances which may preclude mooring and/or loading / de-ballasting operations. In these circumstances good judgment should be exercised by the Master, under the Mooring Master's advice, as to precise actions to take. (See section 7 Port Conditions).

With respect to tanker operations, the FPSO and mooring system is designed for the following operational conditions limits:

a. Mooring Operational Limit:

The FPSO and mooring system is designed to enable the tanker to moor to the FPSO under the following conditions ·

Wave: Significant height of 1.5 meters

Wind: Up to 25 knots

b. Offloading Operational Limit:

The FPSO and mooring system is designed to enable the FPSO to continue offloading to a moored tanker under the following conditions ·

Wave: Significant height of 3.0 meters

Wind: Up to 35 knots

TABLE F: TIDAL CHARACTERISTICS
ANOA FIELD, OFFSHORE INDONESIA

Tide Level (ft)
(relative to Mean Sea Level)

Mean Yearly High	3.5	
Mean Monthly High	3.0	
Mean Sea Level	0.0	
Mean Monthly Low		- 2.7
Mean Yearly Low		- 3.4

7. Port Conditions:

The following table indicates outline conditions covering status of the terminal. These regulations apply to vessels in the size range of Summer Displacement 57.000T to 170.000T with max distance bow to manifold 150M and LOA 300M. The terminal may handle vessels outside this size range but the operational envelope will be limited.

PORT CONDITION	OPERATIONAL LIMITATIONS				
	Wind Speed Height Knots	Significant Wave Meters	De-ballasting	Loading	Berth
Open	< 20	< 1.5 m	Continue	Continue	Remain/Berthing Ops.
Restricted	20 – 35	1.5 – 3.0 m	Continue	Continue	Remain/Berthing Ops.*
Closed	> 35	> 3.0 m and / or	Re-ballast	Un-berth	No Berthing (at Mooring Master/FPSO Superintendent discretion)

* Berthing operations for selected vessels only

a. Calm:

Extreme still conditions with no surface air movement, which may allow the accumulation of hydrocarbon vapors at deck level.

Port will close temporarily. Export tanker may berth (or remain in the berth if already berthed). Cargo and ballast operations will cease.

b. Lightning:

In some squall conditions severe lightening is experienced. Port will close temporarily – export tanker may remain in the berth (or undertake berthing operations). All cargo and ballast operations will cease.

c. Darkness:

Port will normally be closed from 16.30 hrs LMT until 06.00 hrs LMT – during the hours of darkness. Export tankers already in the berth by 16.30 hrs LMT continue operations and may also un-berth at night.

8. Communications:

Following receipt of a nomination for a "named export vessel" to load at Anoa Terminal, Premier Oil will contact the vessel's Agent. Owner or Charterer giving details of:

- Nomination
- Loading API & Temperature (approx.)
- Berthing prospects

On receipt of this message and in any case not less than 72 hours prior to estimated arrival time at Anoa Terminal, Premier Oil will transmit the following questionnaire to the export tanker via the vessel's Agent, Owner or Charterer:

1. Vessel name and summer dwt
2. Port of registry/Flag
3. Vessel classification society/classed as
4. Call Sign
5. ETA in local mean time (GMT + 7 hours)
6. Last port : Next port
7. Cargo requirements : maximum loading rate via 1 x 12 inch manifold
8. Quantity ballast on board. Type of ballast (SBT, etc.)
9. Vessel able to load and de-ballast simultaneously maintaining 30 percent of SDWT throughout. (N.B. Terminal has no dirty ballast facilities)
10. Estimated arrival & departure drafts fore & aft
11. Bow to center manifold distance
12. Distance between tanker hose rail & manifold presentation flange, port side
13. Size of bow fairlead/s. Bow chain stopper or Smit Bracket
14. Bow chain stopper or smit Bracket fitted – detail and s.w.l
15. Crane available port side with minimum 10 tons S.W.L
16. Vessel has clean bill of health: if sickness on-board give details
17. IGS operational and all cargo tanks inerted to less than 8 percent oxygen by volume. (Mooring Master will make random check of tanks prior to berthing. Failure to comply with this requirement will result in berthing delays).
18. Closed loading procedure can be followed
19. Vessel owners/Operator have a recognized "Drug and Alcohol control on-board ship", policy in accordance with OCIMF "Guidelines for the control of drugs and alcohol on-board statement (January 1990)". A copy of the Owners/Operator policy statement is on-board the vessel and the Master and crew understand and are guided by such policy.
20. Date last dry dock and date of last special survey
21. Nationality of officers and crew
22. Independent cargo surveyor – if appointed
23. Please note, no bunkers, stores or potable water are available at the terminal
24. Vessel has accomplished with the ISPS Code, Solas'74 Amendment.

25. Indonesian Government regulations require that Pertamina Directorate of Shipping & Telecommunication be appointed General Agent for all tankers proceeding to load in Indonesia

These questions should be answered as completely as possible and a reply transmitted immediately.

Terminal will not be responsible for berthing delays due to lack of information/notification. Delays due to non-compliance with terminal regulations will be for vessels account.

Premier Oil Communication address

Notification as above should be sent via:

Fax number: (62-21) 5151900

Telephone: (62-21) 5151800

Mailing address

Premier Oil Natuna Sea BV

Attn. Anoa Asset Superintendent

Jakarta Stock Exchange Building Tower 1, 10th Floor.

Jl. Jend. Sudirman Kav. 52-53

Jakarta 12190

Tankers shall notify Premier Oil of ETA 48 hours, 24 hours and again 12 hours prior to the vessel's arrival at the Terminal and at any other time when ETA changes more than one hour. The 24 hour message and the 12 hour message should, in addition, be transmitted directly to the Anoa Natuna (FPSO).

FPSO Communication Facilities:

a. VHF/FM Radio Communications:

The Terminal maintains a continuous watch on VHF channel 16 (156.8 Mhz) and Masters of inbound tankers are recommended to use this when they are within range. The Terminal is able to select any public VHF channel for use as a working channel after initial contact on channel 16. Attention to VHF communication may be the means of avoiding delay in berthing and vessel turn around time.

Masters are reminded that if 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. Any delay due to a failure to maintain a constant listening watch on channel 16 will be the tankers account.

b. HF/SSB Voice Communications:

The Anoa Natuna also maintains a continuous watch on the following HF/SSB frequencies:

Watch KHz :	13525	Working KHz :	5910
	2182		4492

c. Satellite Voice Communications:

Vessel Owner or Charterers may contact Premier Oil Jakarta Office by telecommunications satellite using international dialing code 62-21-7182001 Fax. 62-21-7182010.

d. Pertamina Control Radio Stations:

In the event that incoming tankers are unable to contact Anoa Marine Terminal on the foregoing VHF/FM frequencies or HF/SSB, Masters should request Jakarta Radio to relay the necessary information to Premier Oil Indonesia by telephone.

Details of Jakarta Radio are:

Name	: Jakarta Radio
Call Sign	: PKX - 2
Operated by	: PERTAMINA
Nature	: CR
Tax	: 50 Centimes
Geographical position	: 06 degree 30' 00" S 106 degree 50' 00" E

Calling Frequency (kHz)	Working Frequency (kHz)	Power	Class (GMT)	Working Hours
500	452	1 Kw	AI	H24
8363.2 – 3864.8	8626.0	1 Kw	AI	02.00 – 04.00
8372.8 – 8373.6				05.00 – 06.00 07.00 – 08.00 10.00 – 12.00 14.00 – 16.00 17.00 – 20.00
12544.8 – 12547.2	12980.0	1 Kw	AI	00.00 – 02.00
12599.2 – 12560.4				04.00 – 05.00 08.00 – 10.00 12.00 – 14.00 16.00 – 17.00 20.00 – 22.00
4131.2 – 4425.6	4425.6	1 Kw	A3A/A3J	05.00 – 06.00 08.00 – 09.00 16.00 – 18.00 22.00 – 24.00
6206.2	6512.6	1 Kw	A3A/A3J	00.00 – 01.00 03.00 – 04.00 06.00 – 07.00 12.00 – 14.00 18.00 – 20.00
8235.3	8759.2	1 Kw	A3A/A3J	01.00 – 03.00 04.00 – 05.00 07.00 – 08.00 11.00 – 12.00 15.00 – 16.00

When the tanker is at the anchorage, communication between the FPSO and tanker will be established on a mutually agreed VHF channel.

When moored to the FPSO, communication between the two vessels will be maintained by VHF equipment, supplemented as necessary by UHF walkie-talkies.

9. Procedure for Appointing Agent:

- a. Indonesian Government Regulations require that BP.MIGAS Shipping and Maritime Department be appointed PT.Pertamina Tongkang as General Agent for all tankers proceeding to load in Indonesia.

Address

Pertamina Directorate of Shipping and Telecommunication
Attention: Agency Department
Telephone: (0778) 711741- 711742, Batu Ampar (0778) 459253
Fax : (0778) 711263 – 458991
e-mail : ptkbatam@indosat.nt.id
Bank : MANDIRI. BNI.

Cable address : PTM JKT IA
Telex No. : 44450 and 45348
Phone : (62-21) 343 806, 303 3356,
(62-21) 303 3307, 303 3305

For tankers arriving in Indonesian waters, Owners or Charterers are requested to appoint PT.Pertamina Tongkang Agency Department as General Agent to attend the tankers at Anoa Marine Terminal by Letter of Appointment. This Letter of Appointment must be sent at least two weeks prior to tankers first arrival. The above applies also to tankers which may have changed their name and tankers for whom a Letter of Appointment has expired.

Owners or Charterers can attach a list of vessels under their management/control which are scheduled for operating in Indonesian waters. In such cases the single Letter of Appointment will be valid for all vessels named in the Letter. Letters of Appointment have a validity of one year after which they must be renewed. It is vital that the General Agent receives the following information two weeks before a tankers first arrival to enable the necessary permits to be obtained from the Government.

Directorate General of Sea Communication:

- (1) Name and full address of Owners
 - (2) Name of tanker and call sign
 - (3) Dead weight Tonnage, Gross Register Tonnage, and length Overall
 - (4) Flag and Port of Registry
 - (5) Certificate of Registration Number
 - (6) Name of Master
 - (7) Number of Crew
 - (8) ETA at Anoa Marine Terminal
Lat. 05 degree 13'N. Long. 105 degree 36' E
 - (9) Last Port of Call
 - (10) Intended Indonesian Ports of Call
 - (11) Destination after loading
 - (12) Quantity and type of Crude Oil to be loaded
- b. PT. Pertamina Tongkang will acknowledge receipt of telex or cable appointment and will request an advance deposit, depending on the size of the tanker, to cover the Agency and Govt. Charges. In addition, for a tanker registered in a country that has no Tax Treaty Agreement with Indonesia, Owner shall make advance payment of freight tax (approx. 2.4% x US\$5.00 x Cargo loaded L. tons) for the exported crude see section d (2).

List of countries with Tax Treaty status:

- Japan	- Canada	- Netherlands
- New Zealand	- France	- United Kingdom
- West Germany	- Switzerland	- East Germany
- Sweden	- Austria	- Belgium
- India	-	-

Note: Thailand 50% tax due
Philippines 1 $\frac{1}{2}$ % tax due

c. Agency Charges:

Agency Charges will consist of : Agency Fee, Handling Fee and Agency Cost.

- (1) Agency Fee:
PT. Pertamina Tongkang as Agency Tariff (Minimum basic fee for a tanker staying in port not more than 3 days) .

(a) Foreign Flag Tankers:

<u>Types</u>	<u>DWT</u>	<u>One Port</u>	<u>For Second Port etc.</u>
A	Under 2,000	US\$ 600	Charge will be 40 % of basic tariff
B	2,001 - 5,000	US\$ 750	
C	5,001 - 10,000	US\$ 950	
D	10,001 - 20,000	US\$ 1,100	
E	20,001 - 50,000	US\$ 1,350	

(b) Additional:

- (i) Vessels over 50,000 DWT. Will be charged an additional 5% of basic tariff, for every 10,000 DWT. on part thereof, over 50,000 DWT.
- (ii) Chemical (Parcel) Tankers, LPG/LNG Carriers will be charged an additional 50% of basic tariff.

(c) Daily Fee

If vessels stay in port more than 3 days and up to 15 days an additional fee will be charged of US\$80.00/day.

(d) Monthly Fee:

If vessels remain in port more than 15 days, a Monthly Tariff will be imposed of overall Fee Tariff with respect to the types of vessel.

(e) Emergency Call:

Vessels calling for bunkers, water, stores, crew matters, etc., 75% of the Call Fee and Daily Fee will be charged.

(f) Indonesian Tankers (Operated by Indonesian Companies) :

<u>Types</u>	<u>DWT</u>	<u>Agency Fee Tariff</u>
A	Under 2,000	Rp. 500.000,-
B	2,001 – 5,000	Rp. 600.000,-
C	5,001 – 7,000	Rp. 750.000,-
D	7,501 – 10,000	Rp. 850.000,-
E	10,001 – 15,000	Rp. 1.000.000,-
F	15,001 – 20,000	Rp. 1.250.000,-

Note: Vessels over 20,000 DWT. will be charged at foreign vessel's agency fee tariff.

(2) Handling Fees:

(a)	Sickness, per head within 2 weeks	US\$	80.00
	If more than 2 weeks, will be charged for each week	US\$	25.00
(b)	Sign on/off, repatriation, transfer crew per head	US\$	80.00
(c)	DISFASKIM (Immigration Formalities) per Disfaskim	US\$	35.00
(d)	Deserter per head	US\$	250.00
(e)	Deceased Seaman per Coffin	US\$	1000.00
(f)	Advance Fund to Master per Port	US\$	50.00
(g)	Renew Arrangement for DEC	US\$	100.00
(h)	Non crew handling	US\$	100.00
(i)	Watchman if required	US\$	100.00
(j)	Materials Handling for Supply to/from Ships per parcel	US\$	500.00

(All costs for clearance/releasing goods such as customs clearance and or other charges will be charged at actual expenses)

(3) Agency Cost

The under mentioned items will be charged per ship's call

(a)	Telex / telegram	US\$	175.00
(b)	Port clearance (Immigration, Custom and Quarantine)	US\$	200.00
(c)	Document clearance/Official mail, etc	US\$	220.00
(d)	Transportation for Government officials	US\$	200.00
(e)	Helicopter/boat, transportation for Government officials and crew will be charged according to the actual cost		

(4) Cancellation Fee:

Cancelling call 3 days before ETA will be charged as actual cost, if any.

d. Government Charges:

Government charges will consist of : Port Charges and Outgoing Freight Tax.

1. Port Charges

Port charges are in accordance with the Decree of Minister of Communication No. KM 92/Ph/85 dated 1 April, 1985, which normally consist of: Pilotage Fee, Towage Fee, Harbors Dues, Tonnage dues, etc.

2. Outgoing Freight Tax

For a tanker registered in a country that has no Tax Treaty Agreement with Indonesia, Owners are required to pay the "Outgoing Freight Tax" for the exported cargo.

e. Advance Payment:

Advance payment for Agency and Government Charges should be made to:

"PT.Pertamina Tongkang as Agency"

Account No. 109-0091024695

BANK MANDIRI – BATAM

Fax : (0778) 711263 – 458991

To facilitate handling preparation, Owners/Charterers are required to telex "Fax "PT.Pertamina Tongkang " advising Telegraphic Transfer (T.T) Number, the name of the vessel for which the T.T. is made and Indonesian Ports of call. In those instances where advance payment exceeds the actual Port Charges and disbursements, the balance will be credited to the Owners/Charterers accounts or remitted by the agent. Neither PT.Pertamina Tongkang nor Premier Oil Indonesia will be responsible for demurrage, expenses, or other charges resulting from failure to pre-arrange obligations in this manner.

10. Customs and Health Requirements:

a. Clearance:

Indonesian Immigration, Customs and Harbormaster officials will board the each tanker after arrival to perform inbound clearance procedures. Each tanker must have requested and been granted Flag Dispensation prior to its arrival, at the same time, application is made provisional pratique through the Directorate of Quarantine and if granted, cable advice is sent to the Harbor Authorities. Port Health Clearance is issued prior to tankers arrival and is also valid for departure clearance. If provisional Pratique is not granted, a Port Health Officer will be provided.

All of the foregoing is arranged through and by the Agent. Each crew member should be

in possession of an International Vaccination Card. The Agent prepares the Ship's Documents Check List Form to check the validity of each document.

These documents are:

- Certificate of Registry
- Ship's Safety Construction Certificate
- Load Line Certificate
- Life Saving Equipment Certificate
- Safety Radio / Telegraph Certificate.
- Cargo Gear Certificate
- Deratization Certificate or
Deratization Exemption Certificate.

The list is then delivered to the Harbour Master with the following documents attached :

1. Port clearance from last port : original
2. Crew List : 8 copies
3. Passport all crew : original
4. Personnel effect : 3 copies
5. Store list / bonded store : 3 copies
6. Drug list / ammunition list : 3 copies
7. Cargo manifest : 3 copies
8. Ship particular : 3 copies
9. Light Dues receipt (if arriving from another Indonesian port)

The Harbormaster issues a Port Clearance at departure provided clearance is also granted by the other Governmental Authorities.

The Immigration Officer requires 2 copies of the Crew List and will check the tankers article and the passports of the crew. When these documents are found to be in order, an Arrival Clearance will be marked on the Crew List.

If arriving from another Indonesian Port, the Agent will sign a Guarantee if the tankers cannot prove that Light Dues have been paid.

b. Bonded Stores:

Cigarettes, cigars, tobacco, matches, spirits, wine, beer, perfume, arms, ammunition and possibly other items have to be locked up under Custom Seals from time of leaving territorial waters. Each person is allowed to bring in 200 cigarettes or the equivalent weight of tobacco or cigars. Special Allowances are made for the Master under special circumstances.

After the tanker is all secured, the Customs Officer will seal the stores. If arriving from a foreign port, the Agent will prepare the General Cargo Declaration Form stating the cargo on-board the tanker and attaching appropriate Shipping Documents. If the tanker is arriving from an Indonesian Port, Form 5-B issued at the last Indonesian Port, will be retained by the customs and the arrival clearance at Anoa is granted. The Harbour Master will submit a Harbour report form for the Master to complete.

11. Minimum Standards of Acceptance for Tankers at Anoa Marine Terminal:

a. Size:

Tankers in the size range of Summer Displacement 57.000T to 170.000T with max distance bow to manifold 150M and LOA 300M can be accommodated in the berth and there is no draft limitation. Tankers outside this size range may be accommodated, however the envelope of operational conditions will be restricted.

b. Tankers Operations:

Operations will be conducted in accordance with ISGOTT (latest edition) guidelines.

Tankers loading at the Anoa Marine Terminal must be in compliance with the latest SOLAS and MARPOL conventions and protocols.

Tankers found to be deficient or sub-standard in any safety or pollution control requirement will not be berthed or if already berthed will not be loaded.

c. De-Ballasting:

Tankers must arrive at the Terminal with clean ballast and be able to de-ballast concurrently, maintaining 30 percent of the vessel's SDWT throughout the operation. Tankers unable to comply with this requirement will be permitted to load part cargo, then to de-ballast while loading operations are suspended and to complete loading on completion of de-ballasting. Tankers will be allowed 6 hours to complete the de-ballasting operation.

Prolonged de-ballasting will necessitate either removal from the berth or the commencement of loading. The Terminal will not be responsible for any free water or dead freight.

d. Inert Gas System:

All tankers must be equipped with an Inert Gas System conforming to the SOLAS Regulations. This must be in service throughout the tankers operations at Anoa Natuna Terminal, with tanks inerted and maintained under positive pressure. Tankers crew must ensure that the correct atmosphere is maintained with oxygen content at no time to exceed 8% by volume in any cargo or slop tank.

The Terminal will make random checks to establish the condition of the tanks on arrival and throughout the operation. In the event of failure of the system, or when tank atmospheres depart from industry accepted limits, the tanker will be removed from the berth.

e. Mooring Equipment:

Tankers must be equipped with correct mooring equipment relevant to its size as recommended in the "OCIMF Standards of Equipment Employed in the Mooring of Ships at a Single Point Mooring". The minimum dimension of the centre bow fairlead/s is/are 600 mm wide and 450 mm deep in order to accommodate the chafe chain/s.

See Appendix 3 – Equipment employed at Anoa Terminal for Mooring vessels.

ANOA TERMINAL STANDARD FOR MOORING EQUIPMENT IS:
BOW CHAIN STOPPER/S AS OUTLINED IN THE OCIMF PUBLICATION "RECOMMENDATIONS FOR EQUIPMENT EMPLOYED IN THE MOORING OF SHIPS AT SINGLE POINT MOORINGS". 2ND EDITION 1988.

VESSELS NOT FITTED WITH BOW CHAIN STOPPER/S WILL BE CONSIDERED "UNSAFE" FOR 'NORMAL MOORING OPERATIONS'.

Vessels which, in the Mooring Master's opinion, do not have a suitable method of attaching the mooring, will be refused permission to berth. Should bitts have to be utilized, or should the bow stopper/Smith bracket be located at such distance from the fairlead that they are unusable, rope snotters of 14 inch circumference and 15 meters. long will be utilized. This is not considered a normal mooring operation and tankers requiring this mooring technique **will not be** considered suitable for subsequent operations at Anoa terminal.

f. Hose Connecting Equipment:

Tankers are to be equipped with loading manifold in accordance with the "OCIMF Standards for Ships Manifolds". Flange to be prepared to accept a single 12" 150 lb. ASA connection. **Crane** and rigging to be certified not less than 10 tons SWL. Hose connection will normally be accomplished on the Port Side.

g. Loading Rates:

Terminal can provide an average loading rate of 20,000 BPH through one 16" hose. Tankers which cannot accept this loading rate will be rejected.

h. Air - Conditioning:

Due to the climate conditions of the area, tankers not fitted with a working air conditioning system pose a threat to the safety of loading operations. Only in exceptional circumstances, when a tanker has demonstrated its ability to comply with all conditions of the ISGOTT Safety Check List, will a tanker without air-conditioning be accepted for loading.

i. Crew:

Tankers crew must be qualified to the requirement of the International Convention on Standards of Training, Certification and Watch keeping for Seafarers 1978. If any infringement of safety regulations or the inability of tankers crew to operate safely and efficiently is noticed then the tanker will be removed from the berth.

j. Oil Pollution Liability:

The tanker Owner or Bareboat Charterer is to be a party to TOVALOP and have insurance covering the liabilities under the international convention of Civil Liabilities for Oil Pollution Damage 1978 (C.L.C). The cargo to be loaded will be covered by CRISTAL, and/or the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage 1971 (IOPC)

k. Close Loading:

Tankers are expected to conduct operations using a closed loading method. A tanker which is unable to comply with this requirement will not be loaded.

l. Drug and Alcohol Control Policy:

Tanker Owners/Operators must have a recognized drug and alcohol control policy. Such policy should be in accordance with OCIMF "Guidelines for the Control of Drugs and Alcohol On-board Ship (January 1990)". A written copy of the Owners/Operators policy statement must be on-board. The tanker Master and crew must understand and be guided by such policy.

m. Drug and Alcohol Control Policy:

Tankers are to be in possession of a valid certificate of Deratization and other disinfestations measures as appropriate. Should the tanker be infested with rats, vermin or other insects which could be a threat to the health or well being of Terminal personnel then the tanker will not be accepted.

n. Indonesian Flag:

Indonesian Flag of the Republic of Indonesia shall be prominently displayed by the tanker at all times whilst at the Anoa Natuna Marine Terminal.

Time taken to correct any unsatisfactory condition and/or to bring a tanker into an acceptable state to commence or continue loading or berthing operations shall not count as used lay-time. Any unsatisfactory condition not corrected or unable to be corrected will result in the tanker being denied berthing and loading facilities. Costs and delays so incurred will be for the Charterer/Owners account.

o. Indonesian Government Regulations:

Masters are informed that the following Indonesian Government Regulations are strictly enforced.

In accordance with practice in Indonesian Ports Quarantine, Immigration, Pilot and and Call Sign flags must be displayed by all vessels approaching Anoa Natuna Marine Terminal. These signals shall be displayed continuously until clearance is granted. The signals are as follows:

- (1) The Quarantine flag "Q"
- (2) The "N" flag should be flown until the Immigration Officer boards the vessel
- (3) The "G" flag (request for Pilot) should be flown until the Mooring Master boards. As soon as the Mooring Master boards, the "G" flag should be replaced by the "H" flag which signifies that the Pilot is aboard.
- (4) During loading the International Code Flag "B" shall be displayed from the top-most signal halyard during daylight hours.

During hours of darkness a red light shall be displayed, visible at a distance of at least two miles and show an unbroken light all around the horizon.

12. Approach to the Anchorage/Mooring Master Boarding Area:

When within VHF communication range, Masters of tankers should confirm berthing prospects with the Terminal.

Should it be necessary to anchor, then tankers should proceed to the recommended tanker anchorage area which is within a circle $\frac{3}{4}$ mile in diameter and within its center located in position 5 degrees 12'N 105 degree 38'E.(See chartlet attached Figure III).

13. Arrival at Pilot Station/Anchorage:

Means of access to the tanker by the Premier Oil Mooring Master shall be provided in accordance with the requirements of SOLAS. Early advice will be given by Premier Oil to confirm on which side of the tanker the access should be provided.

At night the access area shall be adequately illuminated to provide for the approach and boarding of the Mooring Master, government officials and for Premier Oil representatives.

Tanker Anchoring:

If a tanker is not scheduled to berth on arrival (e.g. another tanker is in the berth, or the port is closed due to adverse weather conditions, etc.), Master will be advised by radio and requested to anchor in the area shown in the chartlet at the beginning of this section.

14. Arrival Procedure:

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

a. Hours Operation:

The Anoa Marine Terminal will operate 24 hours a day, seven days a week. Tankers will normally be berthed during daylight hours, weather and other circumstances permitting. In special circumstances and at the sole discretion of the FPSO Person in Charge (PIC), night berthing may be allowed if all conditions are favorable. Un-mooring will be carried out at any hour. The company will make every effort to moor off-taking tankers upon arrival in daylight, weather permitting.

b. Notice of Readiness:

Arrival time will be considered as the time when Mooring Master boards the tankers, or the time the tankers arrives in the deep water anchorage, if not berthing immediately. (The anchorage area is shown on the appended chart).

The Mooring Master will act on behalf of the Company to sign acknowledgement of tanker's Notice of Readiness. Notice of Readiness shall be in English.

Notice of Readiness will be accepted between the hours of 0600 and 1630 L.M.T. provided the Mooring Master is satisfied that the tankers is apparently in all respects, ready to moor and load. Notice of Readiness will not be accepted during a period when the port is closed on account of adverse weather, or when a tankers arrives prior to, or after the firm three (3) days date range in which it is accepted to load.

The foregoing paragraph notwithstanding, in no event shall a Notice of Readiness, whether previously accepted or not, be valid or binding on the Terminal unless and until such time as the tanker, her tanks and equipment, are in fact, in every respect whatsoever, in the proper condition and operational status to receive the cargo.

c. Bad Weather Interruption of Loading/Berthing:

Tankers required to leave the Terminal area on account of bad weather should keep in contact with the Terminal via VHF and/or Radio telephone in order that they may be available when the weather is fit for resumption of operations. Premier Oil reserves the right to berth and load tankers out of turn following the return of good weather.

Premier Oil reserves the right to decline to moor a specific tanker if its condition or facilities are unsafe for mooring or loading even though the Terminal may be open to other tankers.

Should a tanker be rejected for any reason the Terminal will supply the tanker and Owners / Chatterers with written reasons for non-acceptance.

The decision of the FPSO Person in Charge (PIC) to permit a tanker to berth shall be final. On receipt of such permission, berthing will be at the discretion of the Tanker Master in agreement with the Company Mooring Master.

15. Mooring Operations:

- a. The Mooring Master will board incoming tankers at the anchorage area or other agreed location. The Mooring Master will advise the tankers Master, on approach to the FPSO, mooring and un-mooring, connecting and disconnecting hoses, and all other operations within the Terminal area, including all maneuvering of the tanker. The tankers Master must be on the bridge at all times while the tanker is being maneuvered.
- b. The services of a Mooring Master are provided upon the express understanding and conditions that when any Mooring Master furnished by the Company goes aboard a tanker for the purpose of assisting such tanker, he becomes for such purposes the servant of the Owners of the tanker, and the Company shall not be liable for any damage or injury which may result from the advice or assistance given or made by such Mooring Master while aboard or in the vicinity of such tanker.
- c. Support vessels assist in mooring tankers. These are under the direct control and supervision of the Mooring Master. Any service and/or facilities provided by the Company including, but not limited to, the services of Mooring Master, support vessels and their crews, or mooring and loading equipment **are at the tankers risk**. The furnishing of a Mooring Master, support vessels or other services and facilities, shall not be construed to be, or give rise to, a personal contract.
- d. Tankers due for mooring must have a companion ladder or hoist securely rigged on the side requested by the Mooring Master. Tankers with a freeboard of more than thirty feet shall have an accommodation ladder rigged so that the lower platform is not more than ten feet above the water level, with a short pilot ladder rigged for access to the platform. Upon the approach of the Mooring Master in the support vessel, the tanker must provide

a good lee on the appropriate side. The tanker shall also have the crane port **crane** rigged and crew on deck standing by.

- e. The Mooring Master contained, who will advise the tanker crew during mooring and hose connection, will normally board tankers from the support vessel which also serves as a stand-by safety boat throughout the loading operation. Immediately the Mooring Master has boarded, the support vessel will proceed to the port-side **crane** area of the tanker where mooring and hose connection equipment will be lifted aboard.
- f. The following equipment, provided by the Tanker, shall be ready for use when the Mooring Master boards:

On the forecastle head:

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

On the poop deck:

- a. 2 messenger lines, minimum 3" circumference
- b. 1 buoyant mooring rope, 10 inch circumference

- g. Approach to the FPSO involves maneuvering at close quarters to the FPSO. It is therefore imperative that all measures are taken to ensure that there is no loss of power or steering during these maneuvers. Mooring Master will test tanker engines ahead and astern and full port to starboard rudder movement before commencing his approach run.
- h. A mooring boat will be situated near the stern of the FPSO at the end of the pick-up rope. The pick-up rope is secured to a 54 mm/ 75 mm combination chafe chain, which in turn is secured to the main mooring, a 19 inch circ. Nylon grommet connected to a 76 mm chafing chain at the FPSO stern. (Diagram shown in Appendix 3.).
- i. During the approach of the tanker towards the stern of the FPSO, the tankers crew, under the advice of the Mooring Master will prepare the forecastle for the mooring operation. This will include passing one or two messenger ropes through the center bow fairlead, or other fairleads designated by the Mooring Master and lowering the end to sea level. The mooring attachment will also be prepared. The static towline from the support vessel will be connected to the stern of the tanker when the distance about 1 (one) NM of the FPSO.
- j. Upon the close approach of the tanker's bow, the mooring boat maneuvers alongside and attaches the mooring pick-up rope to the tankers messenger line. The tanker will then heave up the messenger and pick-up rope, carefully picking up the slack as the tanker approaches the stern of the FPSO.
- k. The pick-up rope should be continually hove in as the tanker nears the FPSO stern. The distance between the vessels will be continuously relayed to the Mooring Master on the bridge from the forecastle and by the support vessel and mooring boat. When the pick-up rope has been brought inboard through the fairlead, it may be necessary to adjust the direction of pull and assist the chafing chain through the fairlead. Action required by the tankers crew in this respect will be advised by the Mooring Master.
- l. When the chain is inboard, depending upon the method of attachment available, the connection will be made, as shown in Appendix 3.
- m. On completion of the mooring operation when the tanker have secured with the mooring hawser astern of the FPSO the support vessel will continuous pull the tanker with the static tow line to prevent the tanker coming into contact with the FPSO. The Mooring Master will then advised "Finishing with Engines", the Mooring Master will then advise "Finished with Engines". **ENGINES MUST BE MAINTAINED IN A CONSTANT STATE OF READINESS AND AT NO TIME DURING THE TANKER'S STAY AT THE TERMINAL MAY THE ENGINES BE IMMOBILIZED.**
- n. Finally, emergency towing wires should be rigged, one on the starboard bow and one on the starboard quarter. These lines must be maintained with the eye 1 meter from the waterline and "no slack on deck".

16. Hose Connection:

- a. Upon completion of the mooring operation, the loading hose will be connected to the tanker port manifold which must be prepared to accept one 12 inch 150 ASA flange prior to berthing. Hose connection will be made by the tankers crew and under the supervision of a responsible deck officer. The Mooring Master will advise on the correct procedures to be adopted.
- b. Depending on the freeboard of the tanker, the weight of the hose string to be lifted could approach 10 tonnes. All tankers calling at Anoa Natuna Marine Terminal must have their crane or port **crane** rigged to lift at least 10 tons.
- c. The mooring boat will tow the tanker end of the hose to a position below the manifold area and connect the tankers cargo runner to the 'Hose Pick Up Chain'. The hose end will then be lowered to the deck for the blind flange to be removed. The hose flange will normally be connected to the manifold by a quick release Camlock coupling.
- d. When the hose is connected, the length between the manifold and rail will be supported by a nylon sling to ensure there is no undue strain on part of the manifold or hose string.

(See Appendix 4 Hose Connection Diagrams)

17. Ballast Operations:

- a. There are no ballast or slop reception facilities at Anoa Natuna Marine Terminal. Therefore all tankers must arrive with clean ballast suitable for discharging directly to sea in accordance with the standards set by International Conventions. Tankers arriving with ballast unsuitable for discharge to sea will be rejected for loading. Any tanker rejected because of contaminated ballast or sea pollution will automatically invalidate her Notice of Readiness and will lose any priority of loading. Tankers discharging contaminated ballast overboard will be subject to the anti-pollution laws of Indonesia.

- PENALTIES FOR POLLUTION ARE HARSH -

- b. Tankers arriving at Anoa Natuna Marine Terminal should maintain 30 percent of Summer DWT, to ensure safe handling and maneuverability in the prevailing weather and sea conditions and to accordance with the good practice of seamanship. PROPELLERS SHOULD BE IMMersed.
- c. Whenever possible, loading procedures should be so arranged as to allow for concurrent de-ballasting and loading operations, provided that at least 2 valve separations can be maintained. Permanent ballast should not be discharged before the tankers have loaded at least the equivalent amount of cargo.
- d. The Mooring Master may accompany the Independent Cargo 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.

18. Loading Operations:

- a. On satisfactory completion of the Pre-loading transfer conference and safety checklist:

As agreed by the Premier Oil Mooring Master and the tanker office in charge, the tanker will be declared ready to load, and all the necessary valves will be opened, then commence loading at a slow rate. The rate will not be increased until the tanker has confirmed that the hose connection is tight, that cargo transfer is taking place through the FPSO aft manifold. Thereafter, the loading rate will be increased, on request by the tanker, to a maximum of 25,000 BPH.
- b. Throughout the loading, a responsible deck officer must be in charge of operations, either on deck, or in the cargo control-room and in continuous contact with the FPSO and Mooring Master via walkie-talkie radio. In addition, an efficient deck watch in constant contact with the cargo control-room must be maintained at all times.

(Additionally, one Premier crew will be stationed on the forecastle at all times to observe

and report on the mooring condition i.e., the state of the mooring and the distance and attitude of the tanker to the FPSO. The mooring hawser is fitted with a load monitor and mooring weight is continuously monitored.

- c. At any time during loading operations, the rate can be reduced on request. Except in an emergency, 10 minutes notice should be given to the Terminal when rate reduction is required. As in normal tanker practice, valves must not be closed against the oil flow without permission from the Terminal.

If, for any reason, radio communication between the tanker and the Terminal are lost, the Terminal will stop the loading until communication is re-established.

- c. The volume of oil loaded is accurately available at all times from the Terminal, and periodic comparisons should be made between tanker and Terminal.
- d. The question of tanker or Terminal responsibility to stop cargo or loading the required quantity will be discussed and agreed before loading commences, during the Pre Transfer Conference.

REQUEST FOR THE TERMINAL TO STOP THE FLOW OF CARGO AT A PRE-DETERMINED TONNAGE MUST BE IN-WRITING. THE REQUEST MUST INCLUDE THE STATEMENT BY THE TANKER'S MASTER THAT THE COMPANY WILL NOT BE HELD RESPONSIBLE FOR ANY ERROR, AND THAT IN THE CASE OF THE TANKER BEING OVERLOADED, THE EXCESS CARGO CANNOT BE PUMPED BACK TO THE FPSO.

19. Hose Disconnection:

On completion of loading, and when the tanker is informed by FPSO Control that all flow has ceased, the hose and hose end will be closed first, followed by the tankers manifold valve. Once the spool piece has been drained, the hose can be disconnected from the manifold (sufficient drip tray volume must be available to contain any oil remaining in the spool piece and reducer) and the blind flange will be replaced on the hose. The weight of the hose will be taken on the crane or crane and pick up chain, to allow the snubbing chain to be released from the hose bitts. The hose will then be lowered to the water, but the hose pick up line end must be tied up at the port manifold bollard, Utility boat pick up the pick up line and tow the hose to tied up at the stern of FPSO. Unberthing will normally be done after all tanker documents have been received by the Master. In preparation for unberthing the tankers engine may be requested by the Mooring Master to be put in the standby condition.

20. Cargo Documentation and Inspection:

- a. Documents such as Bills of Lading, Quality Certificate, Quantity Certificate, Notice Of Readiness, Time/Loading Report, Certificate of Origin, Cargo manifest and Master's Receipt for Documents/Samples etc. are prepared at Anoa Marine Terminal. When the tanker has been loaded, the documents will be completed and sent aboard the tanker for the Master's signature, usually thru a transportation line between both vessels. Signing of these documents by the Master will take place at the same time final departure clearance formalities are being carried out.
- b. Immediately upon completion of loading, the official Bill of Lading quantity will relayed to the Mooring Master by radio. In the event of a dispute, the tanker will requested to recheck the measurement and calculations of the quantity. The Mooring Master will witness such measurement and calculations. After both tanker and Terminal figures have been verified, should an appreciable difference still exist, receipt of a Letter of Protest will be acknowledged by the Mooring Master.
- c. Letters of Protest, if any, should be handed to the Mooring Master for further delivery to Premier Oil. Please note that the Mooring Master will acknowledge receipt of the Letters of Protest only, and is not authorized to signify acceptance of such letters.
- d. From time to time Owners, Charterers, Consignees, or other interested parties may appoint third party oil inspectors to survey the loading operation on their behalf. Any delays caused by such survey/s, shall be considered "tanker delays".

21. Departure Procedures:

- a. Immediately after all documents have been received by the Master, un-mooring of the tanker will commence. The support vessel at the stern of the tanker will prepare to release the towing line. On advice from the Mooring Master, the stern towing line can be released, then the tankers crew will move to the forecastle. The loading hose pick up line end at port side manifold will be released followed by the forward mooring hawser from the stopper. In some cases it may be necessary to briefly ring the engines ahead to relieve the weight on the mooring line. As soon as the mooring hawser is released, the 3" rope from the FPSO used as a transportation line will be connected to the end of the mooring hawser pick up line, which can then be pulled away and secured on the aft of the FPSO.
- b. When the tanker is safely clear of the FPSO, the Anoa Natuna Terminal mooring equipment will be taken from the forecastle to the port crane to be transferred together with the hose connection equipment and to the support vessel.
- c. The tanker will make a good lee for the support vessel to transfer the mooring equipment and for the Mooring Masters disembarkation.

22. General

a. Mooring Launches:

The Terminal maintains vessels to assist in mooring and un-mooring tankers. These tankers are directed by the Mooring Master, to whom requests by the tankers for action or assistance must be directed. SERVICES AND FACILITIES PROVIDED BY THE COMPANY INCLUDING THE SERVICES OF THE MOORING MASTER, RIGGERS, VESSELS OR BERTHING EQUIPMENT, ARE AT THE TANKER'S RISK.

b. Removal of Wrecks:

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

c. Services & Supplies:

- (1) Should it be necessary to supply divers, vessels, materials, equipment or labour, to carry out repair work to enable the Tankers to continue loading, any costs involved will be charged to the Tanker's account at rates to be established at that time. These services will only be provided in emergencies.
- (2) There are no bunkers, no fresh water, no small boat hire, no shore leave nor 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 Tanker's agents.
- (3) Crew members cannot leave the tankers at Anoa 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. A valid passport is required. No crew changes will be permitted during the period a tanker is in the Terminal Area.

23. Terminal Safety Regulations:

a. Safety Regulations:

Nothing in these regulations will relieve tanker Master of their responsibilities in observing the normal safety, fire prevention and security precautions. The Premier Oil Mooring Master is authorized to advise and request tanker Masters to take additional measures to ensure safe operations should circumstances so require. The Mooring Master is also

authorized to suspend oil transfer operations in the event of an infringement of safety regulations or if any other hazardous situation is encountered.

The following safety regulations have been developed in an effort to reduce the possibility of an incident involving fire, explosion or other hazard.

b. Safety Requirements (Appendix 1):

Tankers Masters will be given the Anoa Safety Requirement Letter by the Mooring Master prior to commencement of berthing operations, and signed acknowledgement by the tanker Master will be required.

c. Safety Check List (Appendix 2):

On completion of berthing and prior to the commencement or de-ballasting or cargo loading, the FPSO/Tanker Safety Check List will be completed following a joint inspection by the Mooring Master and a responsible tanker's officer. The Anoa Safety Check List is based on the recommendations of the "International Safety Guide for Oil Tankers and Terminal" (ISGOTT). Due to the special nature of the FPSO, Terminal regulations may be more stringent than ISGOTT requirements. If this is the case, the Terminal regulation will be applicable.

d. Inert Gas Systems:

All crude tankers should arrive with cargo tanks inerted to 8% oxygen content or less by volume and pressurized as required by the SOLAS Convention. Normally cargo tanks under pressure will not be inspected by the Terminal representative provided a declaration is signed by the tanker Master prior to commencement of loading confirming that all compartments of the tanker have been prepared in all respects as required for the cargo to be loaded.

(1) Tank Inspection, Gauging, Sampling, Water Dips and Temperatures:

Should it be necessary for tanks to be inspected, then it should only be done on a tank-by-tank basis. The system shall be maintained at about 200mm water gauge except for the individual tank to be opened, which is to be isolated from the system and the gauging/ullage port opened with care. On completion of inspection the tank shall be secured. The next tank is not to be isolated and opened until the preceding tank is secured and open to the IG system.

All gauging, sampling, water dips and temperatures will be taken either through special fittings provided, or if it is necessary to open up tanks for this purpose, then this will be done one tank at a time as described above.

(2) Failure of IGS:

If at any time the IGS is not maintained in the prescribed conditions, the Mooring Master shall order a suspension of loading operations. The cost of any delays will be for the tanker's account.

"UNDER NO CIRCUMSTANCES WILL TANKERS WITH INOPERATIVE OR MALFUNCTIONING IGS BE ALLOWED TO OPERATE AT THIS TERMINAL".

e. FPSO Tanker Communication:

Primary means of communication between the two vessels will be by VHF radio which will be tested and found satisfactory before transfer operations commence. The tanker's responsible officer, Mooring Master and the "Anoa Natuna" shall confirm with each other that the communication system and signals for controlling the operations are understood by all personnel involved prior to the commencement of de-ballasting or cargo loading.

f. Emergency Procedures:

As required by the FPSO/Tanker Safety Check List, the Master of the tanker and the Premier Oil Mooring Master should discuss and agree upon the action to be taken in the event of an emergency or fire on board either the tanker or the FPSO. This should include means of communication and emergency procedures. The Master of the tanker shall

provide the Premier Oil Mooring Master with a copy of the tanker's Emergency Organization and Contingency Plan.

g. Operating Procedures:

Procedures for cargo and ballast operations shall be agreed in writing between the Premier Oil Mooring Master and the tanker's Master and Chief Officer.

h. Fire Precautions:

The tankers fire fighting appliances, including main and emergency fire pumps, shall be kept ready for immediate use, and pressure shall be maintained on the fire main at all times whilst the tanker is in the berth.

Before operations commence, deck fire hoses with jet/spray nozzle shall be laid out on the tanker deck, connected to the fire main and tested as required by the Mooring Master. The two fire monitors immediately adjacent to the manifold should be elevated 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 fire occur on either vessel, the Master or responsible officer shall make an immediate signal consisting of a series of short blasts on the vessels whistle and by sounding the fire alarm, and will also place the engine on standby. All transfer operations will cease immediately. The tanker shall be solely responsible for and must be capable of fighting any fire on board without assistance from the Terminal.

i. Conditions to be observed on board the tanker during transfer/deballasting operations:

- (1) A responsible, English speaking tankers officer is required to be on deck or in the control room at all times and to be in constant walkie-talkie contact with the FPSO and the Mooring Master. A continuous deck watch is to be maintained with one man permanently stationed amidships to observe the manifold/export hose connection.
- (2) Towing off wires shall be made fast to bitts as far forward and aft as possible on the starboard side. The wires shall be in good condition, at least 1 1/8" (28mm) diameter, and secured with at least five turns or have the eye on the bitts, The outboard eye shall be maintained at a height of between 1 metre and 2 metres above the water at all times using a small diameter heaving line for this purpose.
- (3) All doors, portholes and openings leading from or overlooking the main deck, to accommodation, machinery spaces (excluding pumproom) and forecastle shall be kept closed. Cargo control room doors opening on to or above the main deck may be opened momentarily for access.
- (4) All ventilators through which gas can enter accommodation or machinery spaces shall be suitably trimmed. Air conditioning units shall be stopped or operated in a re-circulation mode. Window type air conditioning units shall be electrically disconnected.
- (5) The venting of the tanker's tanks shall take place only through the tanker's fixed venting system.
- (6) Sighting and ullage ports shall be kept closed at all times.
- (7) If for any reason there is poor dispersion which results in an accumulation of gas on or about the decks of either vessel, loading shall be stopped or the loading rate into a particular tank or tank reduced at the discretion of either the Premier Oil Mooring Master or the responsible tanker's officer.
- (8) The tanker shall by day fly Flag "B" of the International Code, and by night an all-round red light.

j. Smoking:

Smoking is strictly prohibited while at the berth except in designated areas which have been jointly approved by the tanker Master and by the Premier Oil Mooring Master.

Smoking notices specifying the designated smoking areas shall be exhibited in conspicuous places on board the tanker. (Appendix 1). Where smoking is approved on tankers, approval may be withdrawn by the Premier Oil Mooring Master if circumstances so warrant.

k. Matches and Lighters:

The carrying and use of matches and lighters is prohibited on board the tanker while in the berth except under controlled circumstances in the designated smoking areas.

l. Electrical Equipment:

Portable R/T sets, lamps and flash-lights, or other electrical devices shall not be used unless approved as intrinsically safe. The use of portable electric lamps and equipment on extension cords or wandering leads is prohibited in any cargo 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 and any other battery powered equipment not approved as intrinsically safe must not be used on the tank deck area of either vessel nor in any other place where hazardous vapors may be encountered.

m. Movement of Tugs, Workboats and Other Vessels:

During transfer operations no vessel shall be allowed alongside either vessel unless approval has been given by the Premier Oil Mooring Master and agreed by the FPSO PIC and the Master of the tanker.

n. Repair Work:

The tanker shall be maintained in a state of readiness for vacating the berth under full engine power at short notice. Therefore, no repairs will be permitted. The testing of any electrical equipment, including radar, radio and domestic electrical equipment, is prohibited unless the permission of the Premier Oil Mooring Master has been granted. Tank cleaning and gas freeing shall not be carried out. Chipping and scraping on the deck or hull will not be permitted.

o. Prevention of Sparking and Excessive Smoke:

Soot blowing and excessive smoke are prohibited and immediate steps shall be taken to eliminate any sparking from tunnels or stacks. All tankers shall be fitted with stack flame arresters.

p. Avoidance of Oil Pollution:

During transfer operations all scuppers shall be effectively plugged and fixed manifold oil containment shall be in place, and no leakage or spillage of oil, or water which can possibly contain oil, shall be allowed to escape overboard. Scupper plugs may be removed to drain off accumulations of water periodically and replaced immediately after the water has been run off. Manifold containment should be drained before transfer operations commence. Any leakage or spillage must be reported immediately to the Premier Oil Mooring Master.

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

No garbage of any sort whatsoever shall be thrown overboard, nor shall any other material, either solid or fluid, be thrown overboard from the tanker.

q. Galley Stoves and Other Cooking Equipment:

The use of galley stoves and other cooking equipment shall be permitted, provided the tanker Master and Premier Oil Mooring Master agree to their use.

r. Transmitting Aerials:

When a tanker is in the berth, the main transmitting equipment, including secondary / emergency transmitters, shall only be used with the approval of the Mooring Master. At all times antennas for such equipment should be grounded. Satellite communications equipment may be used with the prior approval of the Premier Oil Mooring Master.

s. Tank Lids:

All cargo, bunker and ballast tank lids and tank washing openings shall be securely closed before berthing operations commence until completion of un-berthing operations.

t. Unused Connections:

All unused cargo and bunker connections shall be properly blanked, fitted with a gasket and bolted with a bolt in every hole at the manifold. Stern cargo pipelines (if fitted) shall be isolated forward of the aft accommodation by blanking or by a blanked spool piece.

Any part of the COW or slop transfer system which extends into machinery spaces shall be securely blanked and isolated on the tank deck.

u. Sea and Overboard Discharge Valve:

On completion of clean ballast discharge and before loading commences, sea and overboard discharge valves connected to the cargo or ballast system shall be closed and sealed with numbered seals.

When sealing is not practicable, as with hydraulic valves, some suitable means of marking should be used to indicate that the valves are to remain closed. Seal numbers should be recorded on the FPSO/Tanker Ship Safety Check List. Except in an emergency, these seals shall be removed only with the approval of the Premier Oil Mooring Master. A careful watch shall also be maintained to ensure that oil is not leaking through sea and overboard discharge valves.

v. Breakdown of Communications:

In the event of a total breakdown of radio communications on either the FPSO or tanker during de-ballasting or cargo transfer operations, then these operations shall be immediately suspended and not resumed until satisfactory communications are reestablished.

w. Emergency Escape:

Means for emergency escape shall be provided on the starboard side of the tanker. For security reasons such means is to be stowed at deck level in such a manner as to be ready for expeditious use in an emergency. Such means shall be of adequate length to reach the water at all times.

x. Radar – Satellite Communication Terminals – Closed Circuit Television:

The use of this equipment for any purpose is prohibited during the period that the tanker is in the berth, except with the approval of the Mooring Master.

y. Cargo Tank Venting:

Cargo tank venting is permitted during loading operations, and this should be done via faxed IGS/tank vent piping to elevated, screened risers.

z. Conditions Requiring Immediate Action:

De-ballasting and cargo transfer operations shall not be started, or if started, shall be discontinued by either the responsible officer of the tanker or the Premier Oil Mooring Master when any of the following conditions is noted :

- (1) On the approach of and during electrical storms, heavy rainstorm or period of high winds, all tank openings and cargo valves shall be closed and tanker is to be inerted with the IGS plant on line

- (2) If a fire occurs on the FPSO, the tanker or any vessel in its close proximity.
- (3) If there are insufficient competent personnel aboard the tanker to safely handle the operation in progress, and to handle any emergency situation
- (4) If a spill occurs either aboard the tanker or the FPSO, or floating hose string fails, or serious leaks are encountered at flanges and connections
- (5) If any other emergency situation arises which, in the opinion of the tanker's responsible officer or the Premier Oil Mooring Master, constitutes a potential hazard to either of the two vessels or facilities

APPENDIX 1

**Safety Requirements Letter
Smoking Regulations
Fire Instructions**

SAFETY REQUIREMENTS

The Master

SS/MV: _____ Date: _____

Dear Sir,

Responsibility for the safe conduct of operations on board your vessel while at our Terminal rests with you as Master. Nevertheless, since our personnel, property, FPSO, and other shipping may also suffer serious damage in the event of an accident aboard your vessel, we wish, before operations start, to seek your full cooperation and understanding on the safety requirements set out in the FPSO/Tanker Safety Check List.

These safety requirements are based on safe practices widely accepted by the oil and tanker industries. We therefore expect you and all under your command to adhere strictly to them throughout your stay in this port. We, for our part, have instructed our personnel to do likewise and cooperate fully with you in the mutual interest of a safe and efficient operation.

In order to assure ourselves of your compliance with these safety requirements, we shall, before the start of operations and thereafter from time to time, instruct a member of our staff to inspect your vessel. After reporting to you or your deputy, he will invite one of your officers to join him in a routine inspection of your vessel to ensure that the FPSO/Tanker Safety Check List can be completed in the affirmative.

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

If you observe any infringement of these regulations by Premier Oil staff, whether on the "FPSO" or on board your vessel, please bring this immediately to the attention of our Mooring Master who is nominated as your contact during your stay in port. Should you feel that any immediate threat to the safety of your vessel arises from any action on our part, or from the equipment under our control, you are fully entitled to demand an immediate cessation of operations.

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

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

PREMIER OIL NATUNA SEA B.V.

By _____

SS/MV _____

RECEIPT AND ACCEPTANCE OF THIS LETTER
IS HEREBY ACKNOWLEDGED

Signed: _____ Master: _____ Date: _____ Time: _____ Hrs

ANOA MARINE TERMINAL SMOKING REGULATION

SS/MV _____

Smoking is allowed ONLY in the following locations

1.

2.

3.

4.

5.

THIS REGULATION WILL BE STRICTLY ENFORCED FROM THE TIME THAT THE PREMIER OIL MOORING MASTER BOARDS UNTIL HIS DEPARTURE ON COMPLETION OF ALL OPERATIONS. PLEASE BE GUIDED ACCORDINGLY.

MASTER

PREMIER OIL NATUNA SEA B.V.

ANOA OIL TERMINAL
TO BE POSTED IN PROMINENT LOCATIONS
ON TANKER AND FPSO

**CONTINGENCY PLAN IN THE EVENT OF FIRE
DURING EXPORT OPERATIONS**

IN THE EVENT OF FIRE ON TANKER:

Tanker Fire Alarm

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

IN THE EVENT OF FIRE ON FPSO:

FPSO Fire & Emergency Alarm

Continuous sounding of FPSO's whistle and intermittent 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

Action aboard FPSO

- Sound Alarm
- Inform Tanker
- Issue Instruction to tanker
- Stop cargo operation
- Close delivery valves
- Fight Fire
- Inform all field stations of situation

Standby to :

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

Standby to :

- Disconnect tanker mooring
- Take aboard fire fighting
- Contact outside assistance

APPENDIX 2

FPSO/TANKER SAFETY CHECKLIST

PREMIER OIL NATUNA SEA B. V.
FPSO/TANKER SAFETY CHECK LIST

Tanker's Name _____

Date of Arrival _____ Time of Arrival _____

INSTRUCTIONS FOR COMPLETION

The Safety of operations requires that all questions should be answered affirmatively.

If an affirmative answer is not possible, the reason should be given and agreement reached upon appropriate precautions to be taken between the tanker and Terminal. Where any question is not considered to be applicable, a note to that effect should be inserted in the "Remarks" column.

_____ the presence of this symbol in the columns "Tanker" and "FPSO"
indicates that the checks shall be carried out by the party concerned.

The presence of the letters A and T in the column "CODE" indicates the following:

- A. the mentioned procedures and agreement shall be in writing and signed by both parties
- T. in the case of a negative answer, the operation shall not be carried out without the permission of the terminal.

	CHECK LIST ITEMS	TANKER	FPSO	CODE	REMARKS
1.	Is the tanker securely moored and a watch mounted on the forecastle?	_____	_____		_____
2.	Are emergency towing wires correctly positioned?	_____	_____		_____
3.	Is there available safe access?	_____	_____		_____
4.	Is the tanker ready to move under its own power ?	_____	_____	T	_____
5.	Is there an effective deck watch in attendance on board and adequate supervision on both vessels?	_____	_____		_____

	CHECK LIST ITEMS	TANKER	FPSO	CODE	REMARKS
6.	Is the agreed vessel/vessel communication system operative ?	_____	_____	A	_____
7.	Have the procedures for cargo and ballast handling been agreed?	_____	_____	A	_____
8.	Has the emergency shut down (ESD) procedure been agreed?	_____	_____	A	_____
9.	Are fire hoses and fire fighting equipment positioned and ready for immediate use ?	_____	_____		_____
10.	Is cargo hose in good conditioned and properly rigged?	_____	_____		_____
11.	Are scuppers effectively plugged and drip trays in position ?	_____	_____		_____
12.	Are unused cargo and bunker connections, including the stern discharge line, if fitted, blanked ?	_____	_____		_____
13.	Are sea and overboard discharge valves, when not in use, closed and lashed ?	_____	_____		_____
14.	Are all cargo and bunker tanks lids closed ?	_____	_____		_____
15.	Is the agreed tank venting system being used ?	_____	_____	A	_____
16.	Are hand torches of an approved type ?	_____	_____		_____
17.	Are portable VHF/UHF transceivers of an approved type ?	_____	_____		_____

	CHECK LIST ITEMS	TANKER	FPSO	CODE	REMARKS
18.	Are the tanker's main radio transmitter aerials grounded and radars switched off ?	_____	_____		_____
19.	Are electric cables to portable electrical equipment disconnected from power ?	_____	_____		_____
20.	Are all external doors & ports in the midships accommodation closed ?	_____	_____		_____
21.	Are all external doors & ports in the after accommodation closed ?	_____	_____		_____
22.	Are air conditioning intakes which may permit the entry of cargo vapors closed ?	_____	_____		_____
23.	Are window-type air conditioning units disconnected ?	_____	_____		_____
24.	Are smoking requirements being observed ?	_____	_____	A	_____
25.	Are the requirements for the use of galley and other cooking appliances being observed ?	_____	_____	A	_____
26.	Are naked light requirements being observed ?	_____	_____		_____
27.	Is there provision made for an emergency escape route ?	_____	_____		_____
28.	Are sufficient personnel on board each vessel to deal with an emergency ?	_____	_____		_____
29.	Are adequate insulating means in place in the floating hose string ?	_____	_____		_____

	CHECK LIST ITEMS	TANKER	FPSO	CODE	REMARKS
30.	Have measures been taken to ensure sufficient pump room ventilation	_____	_____		_____
31.	Is inert gas system in working order and all cargo tanks inerted to 8 % oxygen or less ?	_____	_____	T	_____
32.	Are cargo system gauges and alarms correctly set and in good order ?	_____	_____		_____
33.	Are portable gas and oxygen detectors available for immediate use ?	_____	_____		_____

DECLARATION

We have checked, where appropriate jointly, the items on this check list, and have satisfied ourselves that the entries we have made are correct to the best of our knowledge, and arrangements have been made to carry out repetitive checks as necessary.

FOR TANKER

Name _____

Rank _____

Signature _____

FOR FPSO

Name _____

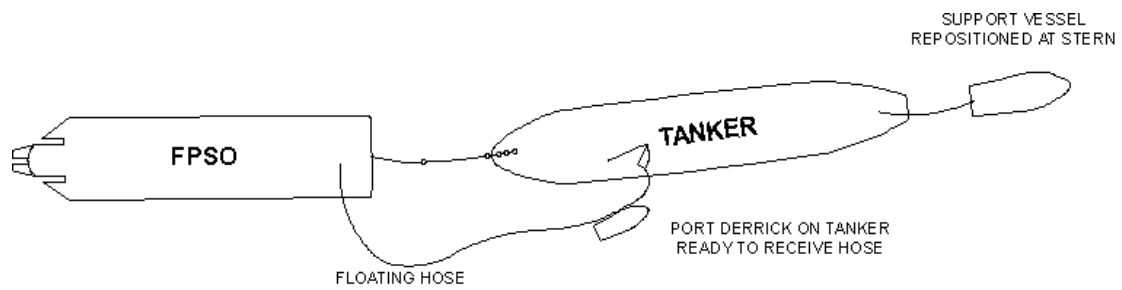
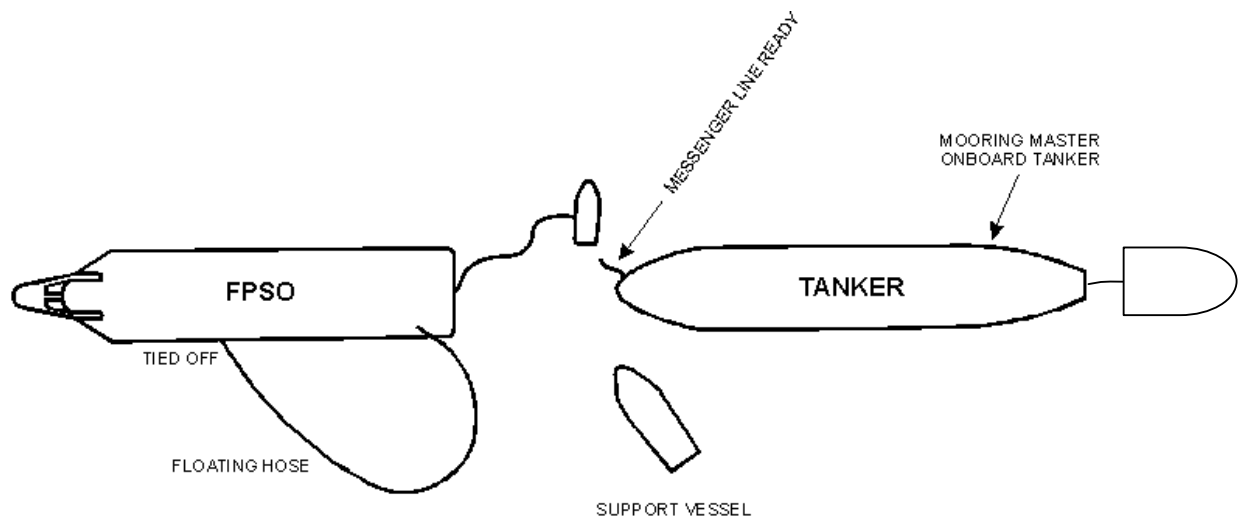
Rank _____

Signature _____

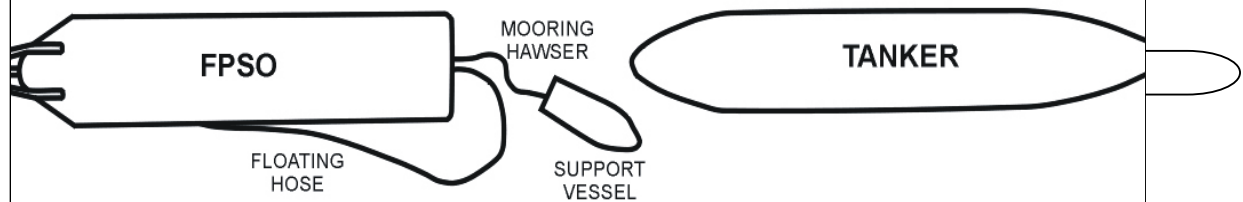
Time _____
Date _____

APPENDIX 3

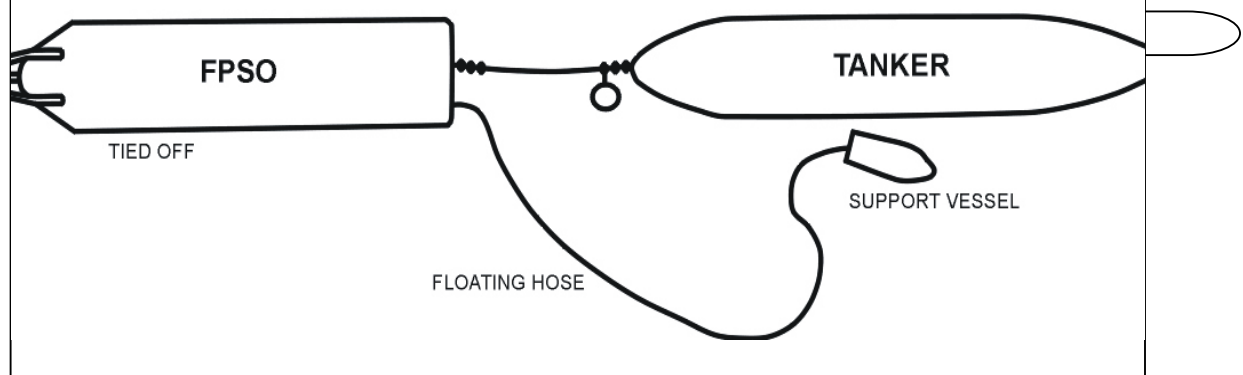
MOORING PROCEDURE & EQUIPMENT

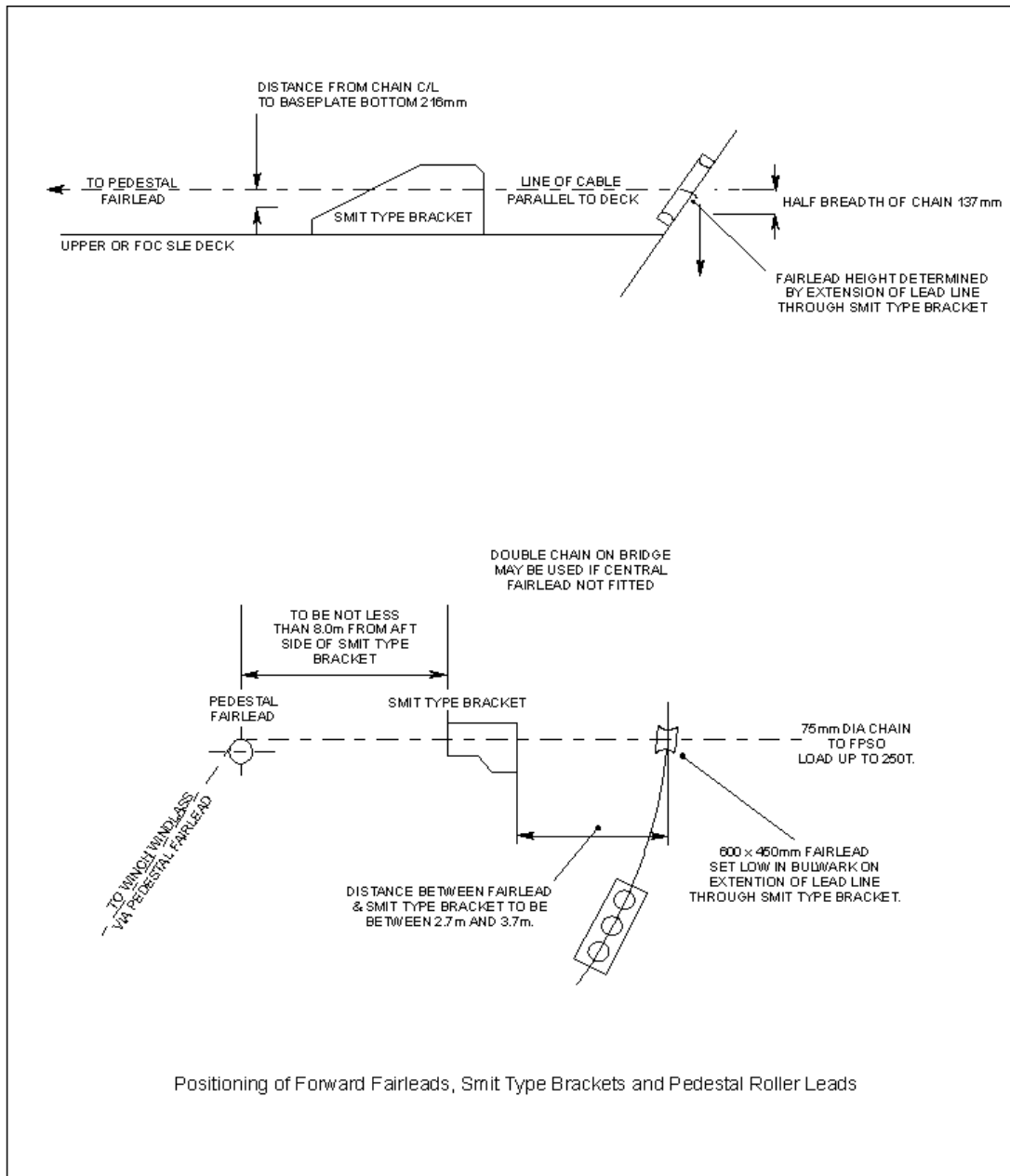


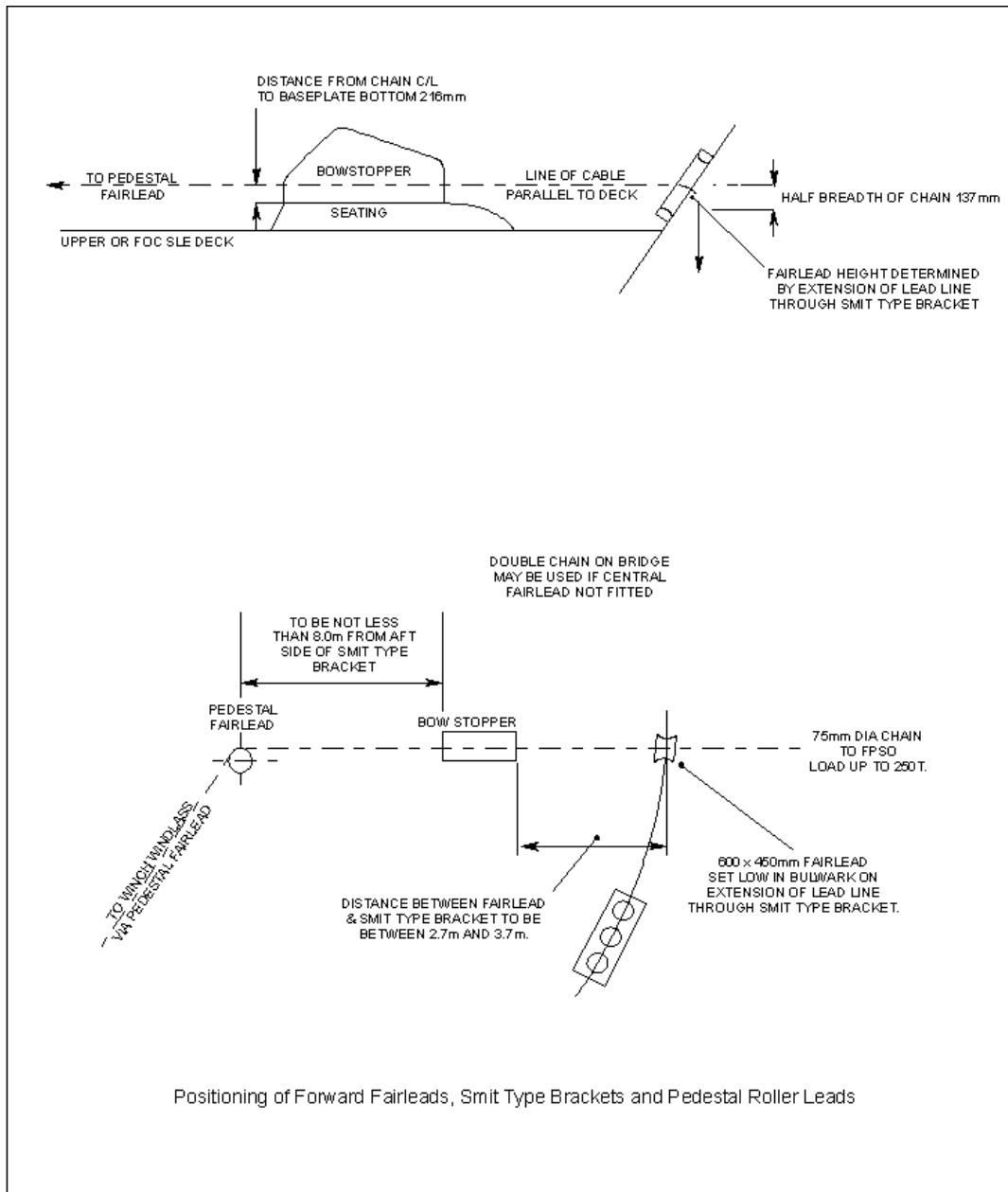
BERTHING TO FPSO ANOA NATUNA (EMERGENCY PROCEDURE - I)

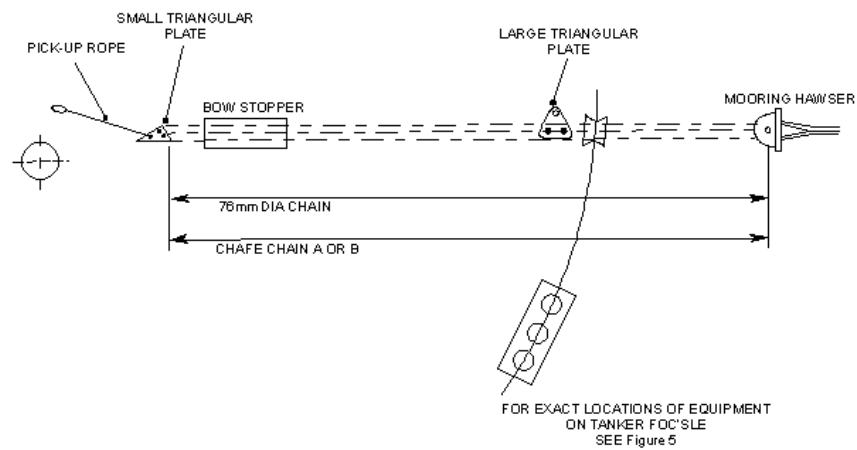


BERTHING TO FPSO ANOA NATUNA (EMERGENCY PROCEDURE - II)

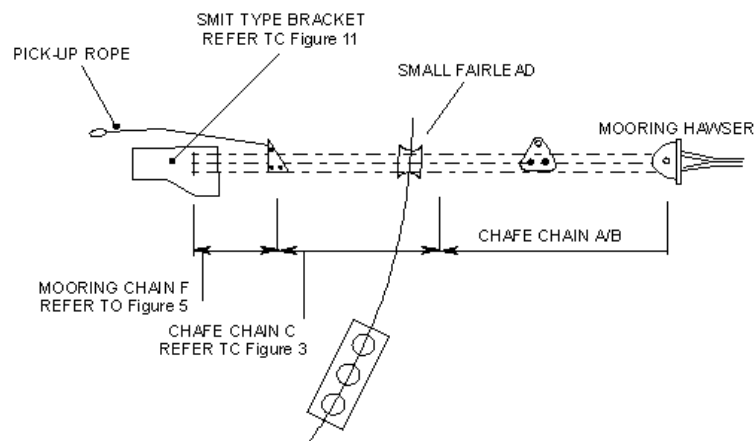






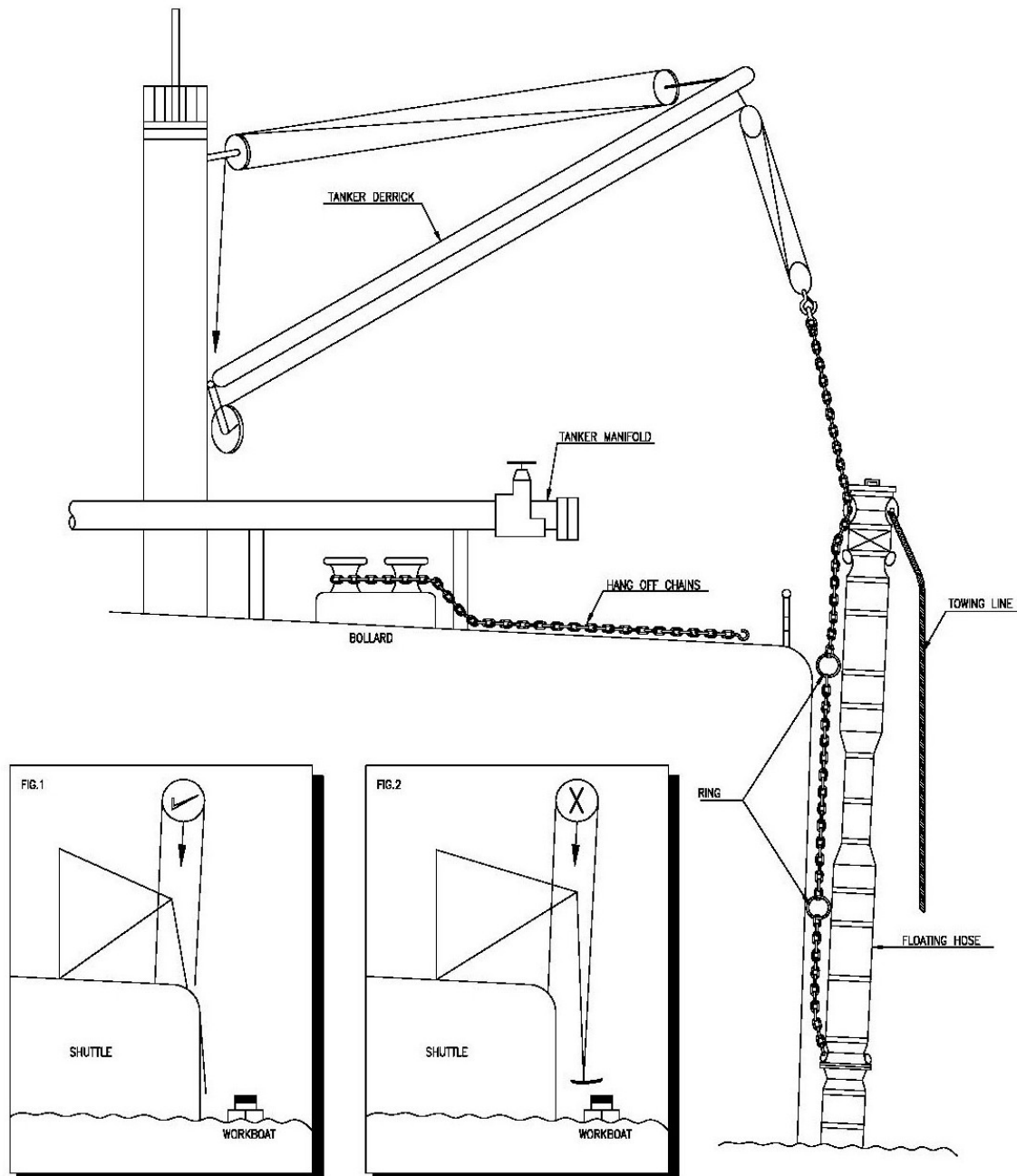


Hawser Fitted with Chafe Chain A or B

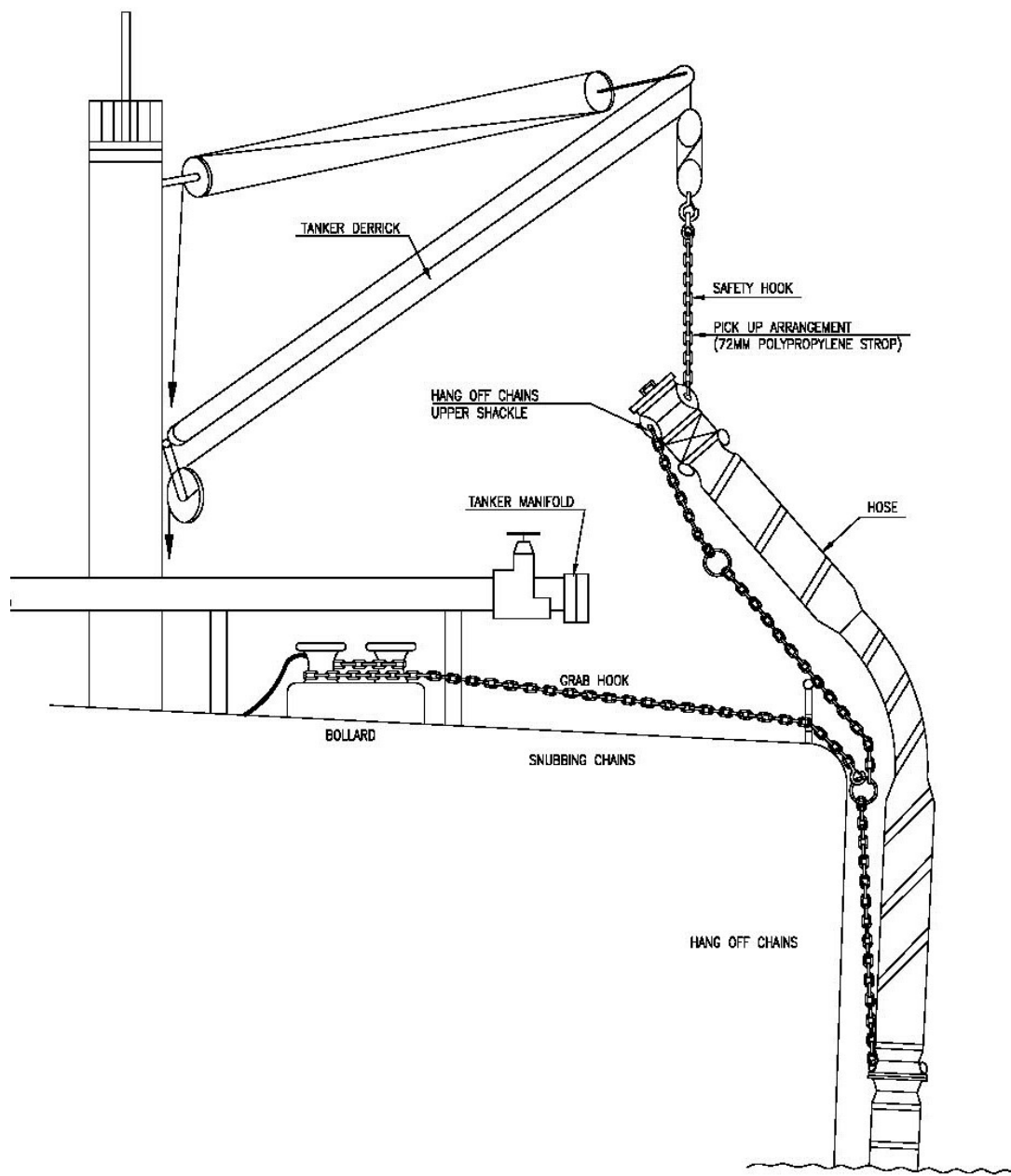


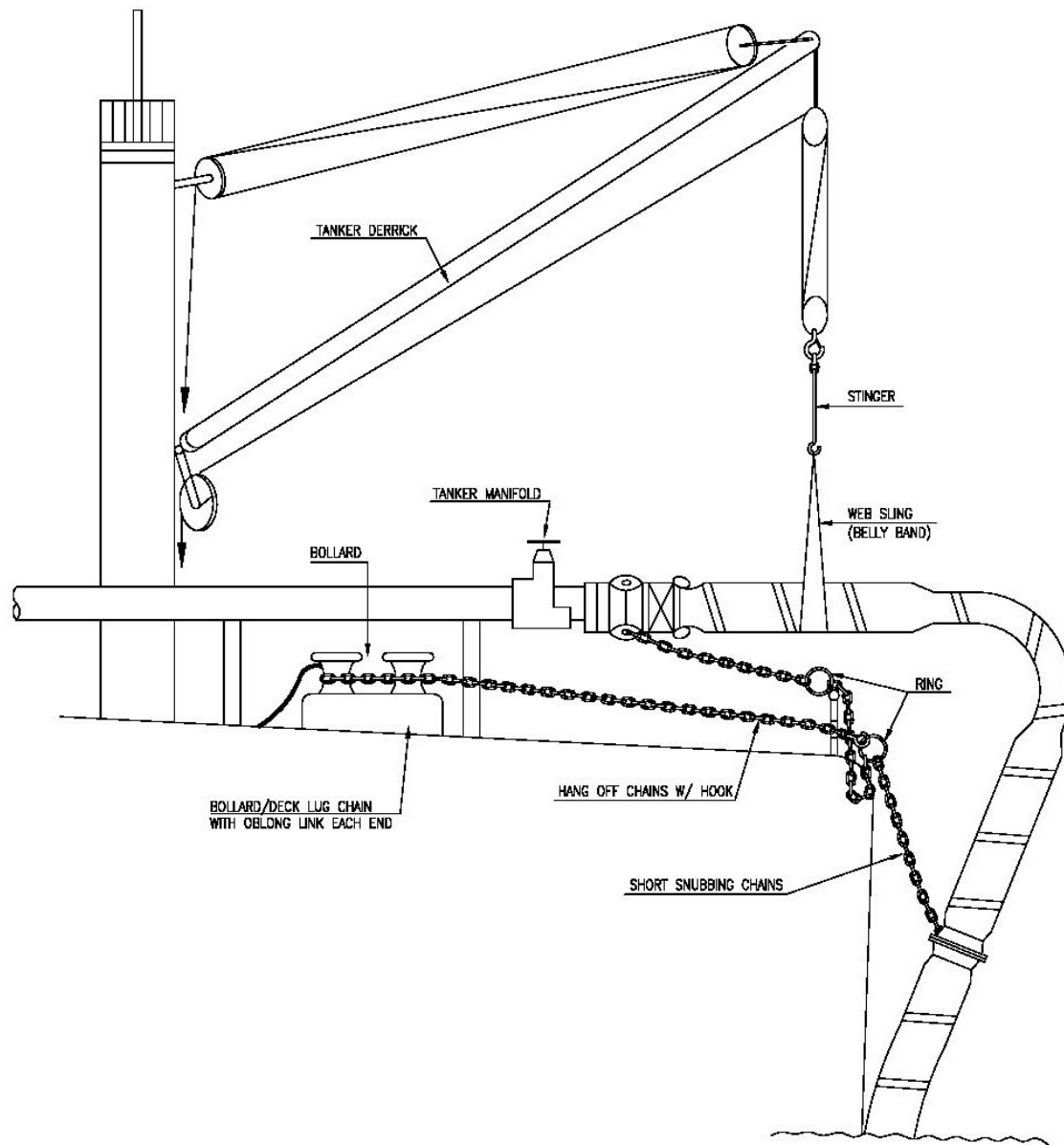
Hawser Fitted with Combination Chafe Chain A or B Plus C

APPENDIX 4 HOSE CONECTION



DERRICK/CRAVE HEAD TO BE AS FIG. 1 PLUMBED "INBOARD" OF SHIP'S SIDE TO PREVENT "PENDULUM EFFECT" AS SHOWN IN FIG.2





APPENDIX 5

TERMINAL DOCUMENTATION

**PREMIER OIL NATUNA SEA B. V.
ANOA TERMINAL NATUNA SEA**

To Master of

S/S – M/V _____ Date: _____

A copy of the “Anoa Terminal Information & Regulations and Conditions of Use” booklet is enclosed for your guidance.

You are requested to study our booklet and acquaint your crew with the regulations in force at our Terminal.

Premier Oil Natuna Sea Ltd. Mooring Master will be on-board 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.

PREMIER OIL NATUNA SEA B. V.

By _____
Title _____

Acknowledgement:

I acknowledge receipt of “ Anoa Information, regulations and Conditions of Use” booklet.

(Signature)
Master

RECEIPT AND ACCEPTANCE

SS/MV _____

Owner _____ Charterers _____

I hereby acknowledge receipt of the foregoing Conditions of Use of Anoa Terminal, and agree to be bound by the terms and conditions set forth therein on behalf of myself, my vessel, her owners, and her Charterers.

(Time and Date) _____

(Signature) _____
(Master)

**PREMIER OIL NATUNA SEA B.V.
ANOA MARINE TERMINAL INDONESIA**

Date

Master M.S/S.S. _____

Dear Sir,

It is the tanker Master's responsibility that no oil is pumped or spills overboard from his vessel in the vicinity of the Company's Terminal area. In the event of any threatened or actual spillage or loss of oil from your vessel as the result of any act, omission or negligence of the vessel, such as but not limited to, pumping of oily water over side from ballast or bilge, or oil spill during loading, the vessel shall be responsible for all costs and expenses of clean up, and for any damages to property or injury to persons resulting from such spillage or oil loss. Premier Oil reserves the right to take all reasonable measures to clean up any resulting pollution or contamination of land or sea, but only as a contractor acting on behalf of your vessel or her Owner, and will charge the vessel for all costs and expenses incurred thereby.

Please sign this notice, acknowledge receipt of same.

PREMIER OIL NATUNA SEA B.V.

By _____

ACKNOWLEDGED:

Master

M.S. /S.S _____
Date _____ Hour _____

ANOA TERMINAL LOADING INSTRUCTIONS

To Master M.V/ S.S _____ Date: _____
Loading Number: _____

Your vessel arrived at the Anoa Terminal, at _____ hours _____ 20 ____.

Your vessel has been nominated to load a cargo of _____ barrels/ metric tons of Anoa crude oil with an estimated API of _____ and a temperature of _____ F.

This cargo is consigned to _____ and destined for _____

It is understood that your vessel has on board _____ tons of clean ballast which can be discharged overboard without pollution of adjacent waters in _____ hours.

Cargo will be loaded through a single 16" hose with 12" ASA manifold connection. An approximate loading rate of 20,000 barrels per hour will be maintained.

The Company's marine / loading representative (Mooring Master) will remain on board your vessel throughout the loading, and any information or instructions which you might require in addition to the foregoing should be requested of him.

Please sign this form in the space indicated below, retaining one copy for your file.

Representative
Premier Oil Natuna Sea B. V.

Master

APPENDIX 6
MINIMUM STANDARDS OF ACCEPTANCE
FOR TANKERS
AT
“ANOA” MARINE TERMINAL

1. Minimum Standards of Acceptance for Tankers at Anoa Marine Terminal:

a. Size:

Tankers in the size range Summer Displacement 57.000T to 170.000T with max distance bow to manifold 150M and LOA 300M can be accommodated in the berth and there is no draft limitation. Tankers outside this size range may be accommodated, however the envelope of operational conditions will be restricted.

b. Tankers Operations:

Operations will be conducted in accordance with ISGOTT (latest edition) guidelines. Tankers loading at the Anoa Marine Terminal must be in compliance with the latest SOLAS and MARPOL conventions and protocols.

Tankers found to be deficient or sub-standard in any safety or pollution control requirement will not be berthed or if already berthed will not be loaded.

c. De-Ballasting:

Tankers must arrive at the Terminal with clean ballast and be able to de-ballast concurrently, maintaining 30 percent of the vessel's SDWT throughout the operation. Tankers unable to comply with this requirement, will be permitted to load part cargo, then to de-ballast while loading operations are suspended and to complete loading on completion of de-ballasting. Tankers will be allowed 6 hours to complete the deballasting operation.

Prolonged de-ballasting will necessitate either removal from the berth or the commencement of loading. The Terminal will not be responsible for any free water or dead freight.

d. Inert Gas System:

All tankers must be equipped with an Inert Gas System conforming to the SOLAS Regulations. This must be in service throughout the tankers operations at Anoa Natuna Terminal, with tanks inerted and maintained under positive pressure. Tankers crew must ensure that the correct atmosphere is maintained with oxygen content at no time to exceed 8% by volume in any cargo or slop tank.

The Terminal will make random checks to establish the condition of the tanks on arrival and throughout the operation. In the event of failure of the system, or when tank atmospheres depart from industry accepted limits, the tanker will be removed from the berth.

e. Mooring Equipment:

Tankers must be equipped with correct mooring equipment relevant to its size as recommended in the "OCIMF Standards of Equipment Employed in the Mooring of Ships at a Single Point Mooring". The minimum dimensions of the centre bow fairlead/s is/are 600 mm wide and 450 mm deep in order to accommodate the chafe chain/s.

See Appendix 3 – Equipment employed at Anoa Terminal for Mooring vessels.

ANOA TERMINAL STANDARD FOR MOORING EQUIPMENT IS:

BOW CHAIN STOPPER/S AS OUTLINED IN THE OCIMF PUBLICATION "RECOMMENDATIONS FOR EQUIPMENT EMPLOYED IN THE MOORING OF SHIPS AT SINGLE POINT MOORINGS". 2ND EDITION 1988.

VESSELS NOT FITTED WITH BOW CHAIN STOPPER/S WILL BE CONSIDERED "UNSAFE" FOR 'NORMAL MOORING OPERATIONS'.

Vessels which, in the Mooring Master's opinion, do not have a suitable method of attaching the mooring, will be refused permission to berth. Should bitts have to be utilized, or should the bow stopper/Smith bracket be located at such distance from the fairlead that they are unusable, rope snotters of 14 inch circumference and 15 meters. long will be utilized. This is not considered a

*normal mooring operation and tankers requiring this mooring technique **will not be** considered suitable for subsequent operations at Anoa terminal.*

f. Hose Connecting Equipment:

Tankers are to be equipped with loading manifold in accordance with the "OCIMF Standards for Ships Manifolds". Flange to be prepared to accept a single 12" 150 lb. ASA connection. Crane and rigging to be certified not less than 10 tons SWL. Hose connection will normally be accomplished on the Port Side.

g. Loading Rates:

Terminal can provide an average loading rate of 20,000 BPH through one 16" hose. Tankers which cannot accept this loading rate will be rejected.

h. Air - Conditioning:

Due to the climate conditions of the area, tankers not fitted with a working air conditioning system pose a threat to the safety of loading operations. Only in exceptional circumstances, when a tanker has demonstrated its ability to comply with all conditions of the ISGOTT Safety Check List, will a tanker without air-conditioning be accepted for loading.

i. Crew:

Tankers crew must be qualified to the requirement of the International Convention on Standards of Training, Certification and Watch keeping for Seafarers 1978. If any infringement of safety regulations or the inability of tankers crew to operate safely and efficiently is noticed then the tanker will be removed from the berth.

j. Oil Pollution Liability:

The tanker Owner or Bareboat Charterer is to be a party to TOVALOP and have insurance covering the liabilities under the international convention of Civil Liabilities for Oil Pollution Damage 1978 (C.L.C). The cargo to be loaded will be covered by CRISTAL, and/or the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage 1971 (IOPC)

k. Close Loading:

Tankers are expected to conduct operations using a closed loading method. A tanker which is unable to comply with this requirement will not be loaded.

l. Drug and Alcohol Control Policy:

Tanker Owners/Operators must have a recognized drug and alcohol control policy. Such policy should be in accordance with OCIMF "Guidelines for the Control of Drugs and Alcohol On-board Ship (January 1990)". A written copy of the Owners/Operators policy statement must be on-board. The tanker Master and crew must understand and be guided by such policy.

m. Drug and Alcohol Control Policy:

Tankers are to be in possession of a valid certificate of Deratization and other deinfestation measures as appropriate. Should the tanker be infested with rats, vermin or other insects which could be a threat to the health or well being of Terminal personnel then the tanker will not be accepted.

n. Indonesian Flag:

Indonesian Flag of the Republic of Indonesia shall be prominently displayed by the tanker at all times whilst at the Anoa Natuna Marine Terminal.

Time taken to correct any unsatisfactory condition and/or to bring a tanker into an acceptable state to commence or continue loading or berthing operations shall not count as used lay-time.

Any unsatisfactory condition not corrected or unable to be corrected will result in the tanker being denied berthing and loading facilities. Costs and delays so incurred will be for the Charterer/Owners account.

o. Indonesian Government Regulations:

Masters are informed that the following Indonesian Government Regulations are strictly enforced.

In accordance with practice in Indonesian Ports Quarantine, Immigration, Pilot and and Call Sign flags must be displayed by all vessels approaching Anoa Natuna Marine Terminal. These signals shall be displayed continuously until clearance is granted. The signals are as follows:

- (1) The Quarantine flag "Q"
- (2) The "N" flag should be flown until the Immigration Officer boards the vessel
- (3) The "G" flag (request for Pilot) should be flown until the Mooring Master boards. As soon as the Mooring Master boards, the "G" flag should be replaced by the "H" flag which signifies that the Pilot is aboard.
- (4) During loading the International Code Flag "B" shall be displayed from the top-most signal halyard during daylight hours.

During hours of darkness a red light shall be displayed, visible at a distance of at least two miles and show an unbroken light all around the horizon.

2. Approach to the Anchorage/Mooring Master Boarding Area:

When within VHF communication range, Masters of tankers should confirm berthing prospects with the Terminal.

Should it be necessary to anchor, then tankers should proceed to the recommended tanker anchorage area which is within a circle $\frac{3}{4}$ mile in diameter and within its center located in position 5 degrees 12'N 105 degree 38'E.(See chartlet attached Figure III).

3. Arrival at Pilot Station/Anchorage:

Means of access to the tanker by the Premier Oil Mooring Master shall be provided in accordance with the requirements of SOLAS. Early advice will be given by Premier Oil to confirm on which side of the tanker the access should be provided.

At night the access area shall be adequately illuminated to provide for the approach and boarding of the Mooring Master, government officials and for Premier Oil representatives.

Tanker Anchoring:

If a tanker is not scheduled to berth on arrival (e.g. another tanker is in the berth, or the port is closed due to adverse weather conditions, etc.), Master will be advised by radio and requested to anchor in the area shown in the chartlet at the beginning of this section.

4. Arrival Procedure:

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

a. Hours Operation:

The Anoa Marine Terminal will operate 24 hours a day, seven days a week. Tankers will normally be berthed during daylight hours, weather and other circumstances permitting. In special circumstances and at the sole discretion of the FPSO Person in Charge (PIC), night berthing may be allowed if all conditions are favourable. Un-mooring will be carried out at any hour. The

company will make every effort to moor off-taking tankers upon arrival in daylight, weather permitting.

b. Notice of Readiness:

Arrival time will be considered as the time when Mooring Master boards the tankers, or the time the tankers arrives in the deep water anchorage, if not berthing immediately. (The anchorage area is shown on the appended chart).

The Mooring Master will act on behalf of the Company to sign acknowledgement of tanker's Notice of Readiness. Notice of Readiness shall be in English.

Notice of Readiness will be accepted between the hours of 0600 and 1630 L.M.T. provided the Mooring Master is satisfied that the tankers is apparently in all respects, ready to moor and load. Notice of Readiness will not be accepted during a period when the port is closed on account of adverse weather, or when a tankers arrives prior to, or after the firm three (3) days date range in which it is accepted to load.

The foregoing paragraph notwithstanding, in no event shall a Notice of Readiness, whether previously accepted or not, be valid or binding on the Terminal unless and until such time as the tanker, her tanks and equipment, are in fact, in every respect whatsoever, in the proper condition and operational status to receive the cargo.

c. Bad Weather Interruption of Loading/Berthing:

Tankers required to leave the Terminal area on account of bad weather should keep in contact with the Terminal via VHF and/or Radio telephone in order that they may be available when the weather is fit for resumption of operations. Premier Oil reserves the right to berth and load tankers out of turn following the return of good weather.

Premier Oil reserves the right to decline to moor a specific tanker if its condition or facilities are unsafe for mooring or loading even though the Terminal may be open to other tankers.

Should a tanker be rejected for any reason the Terminal will supply the tanker and Owners / Chatterers with written reasons for non-acceptance.

The decision of the FPSO Person in Charge (PIC) to permit a tanker to berth shall be final. On receipt of such permission, berthing will be at the discretion of the Tanker Master in agreement with the Company Mooring Master.

5. **Mooring Operations:**

- a. The Mooring Master will board incoming tankers at the anchorage area or other agreed location. The Mooring Master will advise the tankers Master, on approach to the FPSO, mooring and un-mooring, connecting and disconnecting hoses, and all other operations within the Terminal area, including all maneuvering of the tanker. The tankers Master must be on the bridge at all times while the tanker is being maneuvered.
- b. The services of a Mooring Master are provided upon the express understanding and conditions that when any Mooring Master furnished by the Company goes aboard a tanker for the purpose of assisting such tanker, he becomes for such purposes the servant of the Owners of the tanker, and the Company shall not be liable for any damage or injury which may result from the advice or assistance given or made by such Mooring Master while aboard or in the vicinity of such tanker.
- c. Support vessels assist in mooring tankers. These are under the direct control and supervision of the Mooring Master. Any service and/or facilities provided by the Company including, but not limited to, the services of Mooring Master, support vessels and their crews, or mooring and loading equipment **are at the tankers risk**. The furnishing of a Mooring Master, support vessels or other services and facilities, shall not be construed to be, or give rise to, a personal contract.
- d. Tankers due for mooring must have a companion ladder or hoist securely rigged on the side requested by the Mooring Master. Tankers with a freeboard of more than thirty feet shall have an accommodation ladder rigged so that the lower platform is not more than ten feet above the water level, with a short pilot ladder rigged for access to the platform. Upon the approach of the Mooring

Master in the support vessel, the tanker must provide a good lee on the appropriate side. The tanker shall also have the port **crane** rigged and crew on deck standing by.

- e. The Mooring Master, who will advise the tanker crew during mooring and hose connection, will normally board tankers from the support vessel which also serves as a stand-by safety boat throughout the loading operation. Immediately the Mooring Master has boarded, the support vessel will proceed to the port-side **crane** area of the tanker where mooring and hose connection equipment will be lifted aboard. Sufficient crew must be available on deck to transfer the mooring equipment from the **crane** area to the forecastle. The following equipment, provided by the Tanker, shall be ready for use when the Mooring Master boards :

On the forecastle head:

- (4) 1 buoyant mooring rope, 10 inch circumference
- (5) 2 messenger lines, minimum 3" circumference x 300 feet
- (6) A selection of shackles, wire strops and tools – (sledge hammer, crowbar, etc.)

On the poop deck:

- c. 2 messenger lines, minimum 3" circumference
 - d. 1 buoyant mooring rope, 10 inch circumference
- f. When the approach to the terminal commences, support vessel will be in attendance to assist if necessary.
- g. Approach to the FPSO involves maneuvering at close quarters to the FPSO. It is therefore imperative that all measures are taken to ensure that there is no loss of power or steering during these maneuvers. Mooring Master will test tanker engines ahead and astern and full port to starboard rudder movement before commencing his approach run.
- h. A mooring boat will be situated near the stern of the FPSO at the end of the pick-up rope. The pick-up rope is secured to a 54 mm/ 75 mm combination chafe chain, which in turn is secured to the main mooring, a 19 inch circ. Nylon grommet connected to a 76 mm chafing chain at the FPSO stern. (Diagram shown in Appendix 3.).
- i. During the approach of the tanker towards the stern of the FPSO, the tankers crew, under the advice of the Mooring Master will prepare the forecastle for the mooring operation. This will include passing one or two messenger ropes through the center bow fairlead, or other fairleads designated by the Mooring Master and lowering the end to sea level. The mooring attachment will also be prepared. The static towline from the support vessel will be connected to the stern of the tanker when the distance about 1 (one) NM of the FPSO
- j. Upon the close approach of the tanker's bow, the mooring boat maneuvers alongside and attaches the mooring pick-up rope to the tankers messenger line. The tanker will then heave up the messenger and pick-up rope, carefully picking up the slack as the tanker approaches the stern of the FPSO.
- k. The pick-up rope should be continually hove in as the tanker nears the FPSO stern. The distance between the vessels will be continuously relayed to the Mooring Master on the bridge from the forecastle and by the support vessel and mooring boat. When the pick-up rope has been brought inboard through the fairlead, it may be necessary to adjust the direction of pull and assist the chafing chain through the fairlead. Action required by the tankers crew in this respect will be advised by the Mooring Master.
- l. When the chain is inboard, depending upon the method of attachment available, the connection will be made, as shown in Appendix 3.
- m. On completion of the mooring operation when the tanker have secured with the mooring hawser astern of the FPSO the support vessel will continuous pull the tanker with the static tow line to prevent the tanker coming into contact with the FPSO, the Mooring Master will then advise "Finished with Engines". **ENGINES MUST BE MAINTAINED IN A CONSTANT STATE OF READINESS AND AT NO TIME DURING THE TANKER'S STAY AT THE TERMINAL MAY THE ENGINES BE IMMOBILIZED.**
- n. Finally, emergency towing wires should be rigged, one on the starboard bow and one on the

starboard quarter. These lines must be maintained with the eye 1 meter from the waterline and "no slack on deck".

6. Hose Connection:

- a. Upon completion of the mooring operation, the loading hose will be connected to the tanker port manifold which must be prepared to accept one 12 inch 150 ASA flange prior to berthing. Hose connection will be made by the tankers crew and under the supervision of a responsible deck officer. The Mooring Master will advise on the correct procedures to be adopted.
- b. Depending on the freeboard of the tanker, the weight of the hose string to be lifted could approach 10 tonnes. All tankers calling at Anoa Natuna Marine Terminal must have their port **crane** rigged to lift at least 10 tons.
- c. The mooring boat will tow the tanker end of the hose to a position below the manifold area and connect the tankers cargo runner to the 'Hose Pick Up Chain'. The hose will then be lifted to a position above the main deck so that the 'Hang Off Chain' can be made fast to the hose bitts using a snubbing chain, such that the hose flange will closely align with the required manifold flange. The hose end will then be lowered to the deck for the blind flange to be removed. The hose flange will normally be connected to the manifold by a quick release Camlock coupling.
- d. When the hose is connected, the length between the manifold and rail will be supported by a nylon sling to ensure there is no undue strain on part of the manifold or hose string.

(See Appendix 4 Hose Connection Diagrams)

7. Ballast Operations:

- a. There are no ballast or slop reception facilities at Anoa Natuna Marine Terminal. Therefore all tankers must arrive with clean ballast suitable for discharging directly to sea in accordance with the standards set by International Conventions. Tankers arriving with ballast unsuitable for discharge to sea will be rejected for loading. Any tanker rejected because of contaminated ballast or sea pollution will automatically invalidate her Notice of Readiness and will lose any priority of loading. Tankers discharging contaminated ballast overboard will be subject to the anti-pollution laws of Indonesia.

- PENALTIES FOR POLLUTION ARE HARSH -

- b. Tankers arriving at Anoa Natuna Marine Terminal should maintain 30 percent of Summer DWT, to ensure safe handling and maneuverability in the prevailing weather and sea conditions and to accordance with the good practice of seamanship. PROPELLERS SHOULD BE IMMERSED.
- c. Whenever possible, loading procedures should be so arranged as to allow for concurrent de-ballasting and loading operations, provided that at least 2 valve separation can be maintained. Permanent ballast should not be discharged before the tankers have loaded at least the equivalent amount of cargo.
- d. The Mooring Master may accompany the Independent Cargo 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.

8. Loading Operations:

- a. On satisfactory completion of the Pre-loading transfer conference and safety check list, as agreed by the Premier Oil Mooring Master and the tanker officer in charge, the tanker will be declared ready to load, and all the necessary valves will be opened. The hose and butterfly valves will commence loading at a slow rate. The rate will not be increased until the tanker has confirmed that the hose connection is tight, that cargo transfer is taking place through the sea valves. Thereafter, the loading rate will be increased, on request by the tanker, to a maximum of 25,000 BPH.
- b. Throughout the loading, a responsible deck officer must be in charge of operations, either on deck, or in the cargo control-room and in continuous contact with the FPSO and Mooring Master via walkie-talkie radio. In addition, an efficient deck watch in constant contact with the cargo

control-room must be maintained at all times.

(Additionally, one Premier crew will be stationed on the forecastle at all times to observe and report on the mooring condition i.e., the state of the mooring and the distance and attitude of the tanker to the FPSO. The mooring hawser is fitted with a load monitor and mooring weight is continuously monitored on the FPSO).

- c. At any time during loading operations, the rate can be reduced on request. Except in an emergency, 10 minutes notice should be given to the Terminal when rate reduction is required. As in normal tanker practice, valves must not be closed against the oil flow without permission from the Terminal.

If, for any reason, radio communication between the tanker and the Terminal are lost, the Terminal will stop the loading until communication is re-established.

- d. The volume of oil loaded is accurately available at all times from the Terminal, and periodic comparisons should be made between tanker and Terminal.
- e. The question of tanker or Terminal responsibility to stop cargo or loading the required quantity will be discussed and agreed before loading commences, during the Pre Transfer Conference.

REQUEST FOR THE TERMINAL TO STOP THE FLOW OF CARGO AT A PRE-DETERMINED TONNAGE MUST BE IN-WRITING. THE REQUEST MUST INCLUDE THE STATEMENT BY THE TANKER'S MASTER THAT THE COMPANY WILL NOT BE HELD RESPONSIBLE FOR ANY ERROR, AND THAT IN THE CASE OF THE TANKER BEING OVERLOADED, THE EXCESS CARGO CANNOT BE PUMPED BACK TO THE FPSO.

9. Hose Disconnection:

On completion of loading, and when the tanker is informed by FPSO Control that all flow has ceased, the hose and hose end valve will be closed first, followed by the tankers manifold valve. Once the spool piece has been drained, the hose can be disconnected from the manifold (sufficient drip tray volume must be available to contain any oil remaining in the spool piece 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, to allow the snubbing chain to be released from the hose bitts. The hose will then be lowered to the water., but the hose pick up line end must be tied up at the port manifold bollard, Utility boat pick up the pick up line and tow the hose to tied up at the stern of FPSO. Unberthing will normally be done after all tanker documents have been received by the Master. In preparation for unberthing the tankers engine may be requested by the Mooring Master to be put in the standby condition.

10. Cargo Documentation and Inspection:

- a. Documents such as Bills of Lading, Quality Certificate, Quantity Certificate, Notice Of Readiness, Time/Loading Report, Certificate of Origin, Cargo manifest and Master's Receipt for Documents/Samples etc. are prepared at Anoa Marine Terminal. When the tanker has been loaded, the documents will completed and sent aboard the tanker for the Master's signature, usually thru a transportation line between both vessels. Signing of these documents by the Master will take place at the same time final departure clearance formalities are being carried out.
- b. Immediately upon completion of loading, the official Bill of Lading quantity will relayed to the Mooring Master by radio. In the event of a dispute, the tanker will requested to recheck the measurement and calculations of the quantity. The Mooring Master will witness such measurement and calculations. After both tanker and Terminal figures have been verified, should an appreciable difference still exist, receipt of a Letter of Protest will be acknowledged by the Mooring Master.
- c. Letters of Protest, if any, should be handed to the Mooring Master for further delivery to Premier Oil. Please note that the Mooring Master will acknowledge receipt of the Letters of Protest only, and is not authorized to signify acceptance of such letters.
- d. From time to time Owners, Charterers, Consignees, or other interested parties may appoint third party oil inspectors to survey the loading operation on their behalf. Any delays caused by such survey/s, shall be considered "tanker delays".

11 . Departure Procedures:

- a. Immediately after all documents have been received **and sign** by the Master, un-mooring of the tanker will commence. The support vessel at the stern of the tanker will prepare to release the towing line. On advice from the Mooring Master, the stern towing line can be released, then the tankers crew will move to the forecastle. The loading hose pick up line end at port side manifold will be released followed by the forward mooring hawser from the stopper. In some cases it may be necessary to briefly ring the engines ahead to relieve the weight on the mooring line. As soon as the mooring hawser is released, the 3" rope from the FPSO used as a transportation line will be connected to the end of the mooring hawser pick up line, which can then be pulled away and secured on the aft of the FPSO.
- b. When the tanker is safely clear of the FPSO, the Anoa Natuna Terminal mooring equipment will be taken from the forecastle to the port **crane** to be transferred together with the hose connection equipment and to the support vessel.
- c. The tanker will make a good lee for the support vessel to transfer the mooring equipment and for the Mooring Masters disembarkation.

12 . General

- a. Mooring Launches:
The Terminal maintains vessels to assist in mooring and un-mooring tankers. These tankers are directed by the Mooring Master, to whom requests by the tankers for action or assistance must be directed. SERVICES AND FACILITIES PROVIDED BY THE COMPANY INCLUDING THE SERVICES OF THE MOORING MASTER, RIGGERS, VESSELS OR BERTHING EQUIPMENT, ARE AT THE TANKER'S RISK.
- b. Removal of Wrecks:
Should any Vessel sink or become an obstruction in any part of the port or approaches thereto, or the area of the submarine pipelines, the Company shall be empowered and shall have the right to take any steps it may deem necessary to remove the obstruction without notice to the Owners. All expenses of such removal shall be borne by the Vessel and/or by those owning it at the time of the accident, and the Company shall be entitled to reimbursement by them for any such expenses incurred.
- c. Services & Supplies:
 - (1) Should it be necessary to supply divers, vessels, materials, equipment or labour, to carry out repair work to enable the Tankers to continue loading, any costs involved will be charged to the Tanker's account at rates to be established at that time. These services will only be provided in emergencies.
 - (2) There are no bunkers, no fresh water, no small boat hire, no shore leave nor 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 Tanker's agents.
 - (3) Crew members cannot leave the tankers at Anoa 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. A valid passport is required. No crew changes will be permitted during the period a tanker is in the Terminal Area.

13 . Terminal Safety Regulations:

- a. Safety Regulations:
Nothing in these regulations will relieve tanker Master of their responsibilities in

observing the normal safety, fire prevention and security precautions. The Premier Oil Mooring Master is authorized to advise and request tanker Masters to take additional measures to ensure safe operations should circumstances so require. The Mooring Master is also authorized to suspend oil transfer operations in the event of an infringement of safety regulations or if any other hazardous situation is encountered.

The following safety regulations have been developed in an effort to reduce the possibility of an incident involving fire, explosion or other hazard.

b. Safety Requirements (Appendix 1):

Tankers Masters will be given the Anoa Safety Requirement Letter by the Mooring Master prior to commencement of berthing operations, and signed acknowledgement by the tanker Master will be required.

c. Safety Check List (Appendix 2):

On completion of berthing and prior to the commencement or de-ballasting or cargo loading, the FPSO/Tanker Safety Check List will be completed following a joint inspection by the Mooring Master and a responsible tanker's officer. The Anoa Safety Check List is based on the recommendations of the "International Safety Guide for Oil Tankers and Terminal" (ISGOTT). Due to the special nature of the FPSO, Terminal regulations may be more stringent than ISGOTT requirements. If this is the case, the Terminal regulation will be applicable.

d. Inert Gas Systems:

All crude tankers should arrive with cargo tanks inerted to 8% oxygen content or less by volume and pressurized as required by the SOLAS Convention. Normally cargo tanks under pressure will not be inspected by the Terminal representative provided a declaration is signed by the tanker Master prior to commencement of loading confirming that all compartments of the tanker have been prepared in all respects as required for the cargo to be loaded.

(1) Tank Inspection, Gauging, Sampling, Water Dips and Temperatures:

Should it be necessary for tanks to be inspected, then it should only be done on a tank-by-tank basis. The system shall be maintained at about 200mm water gauge except for the individual tank to be opened, which is to be isolated from the system and the gauging/ullage port opened with care. On completion of inspection the tank shall be secured. The next tank is not to be isolated and opened until the preceding tank is secured and open to the IG system.

All gauging, sampling, water dips and temperatures will be taken either through special fittings provided, or if it is necessary to open up tanks for this purpose, then this will be done one tank at a time as described above.

(2) Failure of IGS:

If at any time the IGS is not maintained in the prescribed conditions, the Mooring Master shall order a suspension of loading operations. The cost of any delays will be for the tanker's account.

"UNDER NO CIRCUMSTANCES WILL TANKERS WITH INOPERATIVE OR MALFUNCTIONING IGS BE ALLOWED TO OPERATE AT THIS TERMINAL".

e. FPSO Tanker Communication:

Primary means of communication between the two vessels will be by VHF radio which will be tested and found satisfactory before transfer operations commence. The tanker's responsible officer, Mooring Master and the "Anoa Natuna" shall confirm with each other that the communication system and signals for controlling the operations are understood by all personnel involved prior to the commencement of de-ballasting or cargo loading.

f. Emergency Procedures:

As required by the FPSO/Tanker Safety Check List, the Master of the tanker and the

Premier Oil Mooring Master should discuss and agree upon the action to be taken in the event of an emergency or fire on board either the tanker or the FPSO. This should include means of communication and emergency procedures. The Master of the tanker shall provide the Premier Oil Mooring Master with a copy of the tanker's Emergency Organization and Contingency Plan.

g. Operating Procedures:

Procedures for cargo and ballast operations shall be agreed in writing between the Premier Oil Mooring Master and the tanker's Master and Chief Officer.

h. Fire Precautions:

The tankers fire fighting appliances, including main and emergency fire pumps, shall be kept ready for immediate use, and pressure shall be maintained on the fire main at all times whilst the tanker is in the berth.

Before operations commence, deck fire hoses with jet/spray nozzle shall be laid out on the tanker deck, connected to the fire main and tested as required by the Mooring Master. The two fire monitors immediately adjacent to the manifold should be elevated 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 fire occur on either vessel, the Master or responsible officer shall make an immediate signal consisting of a series of short blasts on the vessels whistle and by sounding the fire alarm, and will also place the engine on standby. All transfer operations will cease immediately. The tanker shall be solely responsible for and must be capable of fighting any fire on board without assistance from the Terminal.

i. Conditions to be observed on board the tanker during transfer/deballasting operations:

- (1) A responsible, English speaking tankers officer is required to be on deck or in the control room at all times and to be in constant walkie-talkie contact with the FPSO and the Mooring Master. A continuous deck watch is to be maintained with one man permanently stationed amidships to observe the manifold/export hose connection.
- (2) Towing off wires shall be made fast to bitts as far forward and aft as possible on the starboard side. The wires shall be in good condition, at least 1 1/8" (28mm) diameter, and secured with at least five turns or have the eye on the bitts. The outboard eye shall be maintained at a height of between 1 metre and 2 metres above the water at all times using a small diameter heaving line for this purpose.
- (3) All doors, portholes and openings leading from or overlooking the main deck, to accommodation, machinery spaces (excluding pumproom) and forecastle shall be kept closed. Cargo control room doors opening on to or above the main deck may be opened momentarily for access.
- (4) All ventilators through which gas can enter accommodation or machinery spaces shall be suitably trimmed. Air conditioning units shall be stopped or operated in a re-circulation mode. Window type air conditioning units shall be electrically disconnected.
- (9) The venting of the tanker's tanks shall take place only through the tanker's fixed venting system.
- (10) Sighting and ullage ports shall be kept closed at all times.
- (11) If for any reason there is poor dispersion which results in an accumulation of gas on or about the decks of either vessel, loading shall be stopped or the loading rate into a particular tank or tank reduced at the discretion of either the Premier Oil Mooring Master or the responsible tanker's officer.
- (12) The tanker shall by day fly Flag "B" of the International Code, and by night an all-round red light.

j. Smoking:

Smoking is strictly prohibited while at the berth except in designated areas which have been jointly approved by the tanker Master and by the Premier Oil Mooring Master.

Smoking notices specifying the designated smoking areas shall be exhibited in conspicuous places on board the tanker. (Appendix 1). Where smoking is approved on tankers, approval may be withdrawn by the Premier Oil Mooring Master if circumstances so warrant.

k. Matches and Lighters:

The carrying and use of matches and lighters is prohibited on board the tanker while in the berth except under controlled circumstances in the designated smoking areas.

l. Electrical Equipment:

Portable R/T sets, lamps and flash-lights, or other electrical devices shall not be used unless approved as intrinsically safe. The use of portable electric lamps and equipment on extension cords or wandering leads is prohibited in any cargo 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 and any other battery powered equipment not approved as intrinsically safe must not be used on the tank deck area of either vessel nor in any other place where hazardous vapors may be encountered.

m. Movement of Tugs, Workboats and Other Vessels:

During transfer operations no vessel shall be allowed alongside either vessel unless approval has been given by the Premier Oil Mooring Master and agreed by the FPSO PIC and the Master of the tanker.

n. Repair Work:

The tanker shall be maintained in a state of readiness for vacating the berth under full engine power at short notice. Therefore, no repairs will be permitted. The testing of any electrical equipment, including radar, radio and domestic electrical equipment, is prohibited unless the permission of the Premier Oil Mooring Master has been granted. Tank cleaning and gas freeing shall not be carried out. Chipping and scraping on the deck or hull will not be permitted.

o. Prevention of Sparking and Excessive Smoke:

Soot blowing and excessive smoke are prohibited and immediate steps shall be taken to eliminate any sparking from tunnels or stacks. All tankers shall be fitted with stack flame arresters.

p. Avoidance of Oil Pollution:

During transfer operations all scuppers shall be effectively plugged and fixed manifold oil containment shall be in place, and no leakage or spillage of oil, or water which can possibly contain oil, shall be allowed to escape overboard. Scupper plugs may be removed to drain off accumulations of water periodically and replaced immediately after the water has been run off. Manifold containment should be drained before transfer operations commence. Any leakage or spillage must be reported immediately to the Premier Oil Mooring Master.

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

No garbage of any sort whatsoever shall be thrown overboard, nor shall any other material, either solid or fluid, be thrown overboard from the tanker.

q. Galley Stoves and Other Cooking Equipment:

The use of galley stoves and other cooking equipment shall be permitted, provided the tanker Master and Premier Oil Mooring Master agree to their use.

r. Transmitting Aerials:

When a tanker is in the berth, the main transmitting equipment, including secondary / emergency transmitters, shall only be used with the approval of the Mooring Master. At all times antennas for such equipment should be grounded. Satellite communications equipment may be used with the prior approval of the Premier Oil Mooring Master.

s. Tank Lids:

All cargo, bunker and ballast tank lids and tank washing openings shall be securely closed before berthing operations commence until completion of un-berthing operations.

t. Unused Connections:

All unused cargo and bunker connections shall be properly blanked, fitted with a gasket and bolted with a bolt in every hole at the manifold. Stern cargo pipelines (if fitted) shall be isolated forward of the aft accommodation by blanking or by a blanked spool piece.

Any part of the COW or slop transfer system which extends into machinery spaces shall be securely blanked and isolated on the tank deck.

u. Sea and Overboard Discharge Valve:

On completion of clean ballast discharge and before loading commences, sea and overboard discharge valves connected to the cargo or ballast system shall be closed and sealed with numbered seals.

When sealing is not practicable, as with hydraulic valves, some suitable means of marking should be used to indicate that the valves are to remain closed. Seal numbers should be recorded on the FPSO/Tanker Ship Safety Check List. Except in an emergency, these seals shall be removed only with the approval of the Premier Oil Mooring Master. A careful watch shall also be maintained to ensure that oil is not leaking through sea and overboard discharge valves.

v. Breakdown of Communications:

In the event of a total breakdown of radio communications on either the FPSO or tanker during de-ballasting or cargo transfer operations, then these operations shall be immediately suspended and not resumed until satisfactory communications are reestablished.

w. Emergency Escape:

Means for emergency escape shall be provided on the starboard side of the tanker. For security reasons such means is to be stowed at deck level in such a manner as to be ready for expeditious use in an emergency. Such means shall be of adequate length to reach the water at all times.

x. Radar – Satellite Communication Terminals – Closed Circuit Television:

The use of this equipment for any purpose is prohibited during the period that the tanker is in the berth, except with the approval of the Mooring Master.

y. Cargo Tank Venting:

Cargo tank venting is permitted during loading operations, and this should be done via faxed IGS/tank vent piping to elevated, screened risers.

z. Conditions Requiring Immediate Action:

De-ballasting and cargo transfer operations shall not be started, or if started, shall be discontinued by either the responsible officer of the tanker or the Premier Oil Mooring Master when any of the following conditions is noted :

- (1) On the approach of and during electrical storms, heavy rainstorm or period of high winds, all tank openings and cargo valves shall be closed and tanker is to be inerted with the IGS plant on line
- (2) If a fire occurs on the FPSO, the tanker or any vessel in its close proximity.
- (3) If there are insufficient competent personnel aboard the tanker to safely handle the operation in progress, and to handle any emergency situation
- (4) If a spill occurs either aboard the tanker or the FPSO, or floating hose string fails, or serious leaks are encountered at flanges and connections
- (5) If any other emergency situation arises which, in the opinion of the tanker's responsible officer or the Premier Oil Mooring Master, constitutes a potential hazard to either of the two vessels or facilities

APPENDIX 7
MARINE OPERATIONS
ANOA MARINE TERMINAL
OFFTAKE VESSEL VETTING PROCEDURE

PURPOSE

To describe the overall process for vetting of Offtake vessel as performed by PONSBV.

SCOPE

Applies to all Offtake vessel proposed for lifting of crude oil at Anoa Marine Terminal.

DEFINITIONS

- a. **Buyer**
Means the Party who has contract with the Seller for the cargo, and is responsible for the fixing of an Offtake vessel.
- b. **CIF**
Cost Insurance Freight. (ie the seller is responsible for arranging the transport of the oil, the opposite of FOB)
- c. **Facility**
FPSO Anoa Natuna
- d. **FOB**
Free on Board (ie the customer is responsible for arranging transport of the oil at his costs)
- e. **Laycan**
Period during which the vessel owner must ensure the Offtake vessel has arrived at the Facility and is in all respects ready to load.
- f. **PONSBV**
Premier Oil Natuna Sea B.V.
- g. **OVQ**
Offtake Vessel Questionnaire
- h. **HOFO**
Head Of Field Operation

TASK

To show clearly the steps that are to be followed to ensure a logical process is undertaken for the review, acceptance, or rejection of all proposed vessels submitted as potential Export Tanker for lifting at the Facility.

PROCEDURE

1. General

2. PONSBV has responsibility to ensure that Offtake vessels are in a fit condition to load oil in a safe and responsible manner with consideration for the environment and the imminent voyage. This is performed in two stages:

- when an Offtake vessel has been nominated to transport the oil
- when the Offtake vessel arrives at the Facility to begin the offtake.

3. Supply of Completed Questionnaire

The Seller shall be responsible to inform the Buyer that PONSBV have in force a vetting programme that all proposed Offtake vessel will be subjected to, before final fixing to lift crude oil at the Facility.

The Seller will be required to fax to the Buyer immediately the Contract of Sale has been fixed a copy of the Offtake Vessel Questionnaire. The details of the Offtake vessel will be entered on the Questionnaire faxed to PONSBV Jakarta, Indonesia. Attn. Marine Coordinor.

4. Review of the Questionnaire

If the documents are incomplete or illegible when received by the Production Operation Dept Marine coordinator Jakarta,. will seek further clarification from the Buyer.

4.1. Vetting by PONSBV

The Production Operation Dept. **Marine Superintendent** shall vet the vessel against the acceptance criteria in Work Instruction using the information supplied in the Offtake Vessel Questionnaire [OMS] MAN-400 (Appendix 8) 1 It shall also utilize any other information that is available, which could include, but not limited to;

- Industry sourced information (eg Lloyd's casualty data)
- OCIMF – Sire II Database
- Terminal Performance reports
- Port State Control
- Media Reports.
- Vessel Inspection Reports.
- ..
- Vetting Reports from any of the major oil companies.
- ISPS code - SOLAS 74 amendment

PONSBV are responsible, if deemed necessary, for contracting professionally qualified surveyors to determine the vessel's compliance to internationally recognized standards using the OCIMF – Sire III 2000 VIQ.

Within 24hrs of receiving the completed Vetting Questionnaire, PONSBV shall inform the Buyer of acceptance/ rejection of the vessel.

4.2. Acceptance by PONSBV

Where PONSBV consider the vessel acceptable for an offtake at the Facility the Buyer, Seller and the Anoa HOFO and Anoa FSO Superintendent shall be notified.

4.3. Rejection By PONSBV

Where the PONSBV considers that the answers in the questionnaire do not comply with the Acceptance Criteria [OMS] MAN-400 (Appendix 9) then the vessel will be rejected and the reasons why the vessel was rejected will be given. This shall be notified to the Buyer and Seller immediately by PONS. V.

Rejection may also be based on performance at the Facility on a previous visit.

4.4. 3rd Party Inspection Report

Where PONSBV has contracted a 3rd Party to research the past performance of a proposed Offtake vessel , or carry out a survey on the said tanker, that 3rd Party will report to PONSBV at Jakarta by fax. its' findings.

On the basis of the report submitted to PONSBV the decision will be taken for either accepting or rejecting the proposed tanker for lifting at the Facility. The Buyer will immediately be informed of such decision by the above communication channels.

5. Final Acceptance

All vessels are accepted subject to the final inspection by the PONSBV representative or the Mooring Master on arrival at the Terminal.

The PONSBV representative or Mooring Master shall inspect the physical layout and equipment on the Offtake vessel Manifold, Forecastle Head, and Stern area for securing the static tow rig if used.

The Mooring Master shall also vet the Offtake vessel whilst completing the Offtake Vessel Safety Checklist.

After consultation with PONSBV, the FPSO Anoa Mooring Master shall be the final arbiter in the acceptance or rejection of an Offtake vessel once the Offtake vessel has arrived at the Facility.

6. Rejection of at the Facility

Where the Mooring Master rejects an Export Tanker at the Facility, PONSBV Jakarta Marine coordinator will be notified immediately and the reasons for the rejection. The PONSBV Jakarta Marine coordinator will then notify all interested parties immediately

APPENDIX 8
MARINE OPERATIONS
ANOA MARINE TERMINAL
OFFTAKE VESSEL QUESTIONNAIRE

The questions should be answered as completely as possible and a reply transmitted immediately.
Terminal will not be responsible for berthing delays due to lack of information / notification.

TO : **Premier Oil Natuna Sea B.V.**
ATTN : Anoa Asset Superintendent
FAX NO. : 62-21-5151900
FROM :
DATE :

The following vessel details are required prior to acceptance to lift from the ANOA FPSO Marine Terminal.

- ATTENTION** 1) For **YES** or **NO** answers, tick the box that applies.
2) Section 2.0 **MUST BE COMPLETED.**

SECTION 1.0 GENERAL VESSEL DETAILS

- 1) Name of the Vessel:.....
- 2) Previous Names, if any:.....
- 3) Port of Registry/Flag:.....
- 4) Name of Owner:.....
- 5) Owner's Registered Address:
.....
.....
- 6) Nationality of Officers and Crew:.....
- 7) Vessel classification society/ classed as:.....
- 8) Year of build / where :
- 9) Date of last dry dock and date of special survey ?
- 10) Type of Vessel: Crude Oil Tanker / Product Oil Tanker / Oil Bulk Ore / Bulk-Oil Carrier / etc
.....

- 10.1 What was the content of the last three cargoes?
.....
.....
.....
- 10.2 Is all equipment used on deck intrinsically safe in preventing ignition source?
YES ☐ NO ☐
- 10.3 Is there a Permit – To – Work System in place ? YES ☐ NO ☐
- 10.4 Are there NO SMOKING regulations in place? YES ☐ NO ☐
- 11) Call Sign :
- 12) INMARSAT Phone No.: Fax No. Telex No.
- 13) Length overall (m):
- 14) Breadth (m):
- 15) Distance, bow to center manifold (m):
- 16) Distance, between tanker hose rail & manifold (m) presentation flange, port side :
- 17) Diameter of manifold (mm):
- 18) Diameters of available manifold reducers (mm):
- 19) Does manifold / associated equipment comply with the latest edition of OCIMF "Standards for Oil Tanker Manifolds and Associated Equipment"? YES ☐ NO ☐
If NO, what does not comply?
- 20) Does the vessel have a crane/s for manifold operations. YES ☐ NO ☐
- 20a) If a **crane**, is it capable topping and slewing under load simultaneously. YES ☐ NO ☐
- 21) Safe Working Load (SWL) of manifold crane:
- 22) Does the (Summer Displacement) range 57.000T to 170.000T? YES ☐ NO ☐
- 23) Summer / Tropical Deadweight tonnes:
- 24) Cargo capacity at 98% full:.....
- 25) Cargo requirements : maximum loading rate (bbls/hr) via 1 X 12 inch manifold :
(20,000 – 25,000 BBLs/hour)
- 26) Arrival draughts (m): Forward Aft.....
- 27) Has the vessel Segregated Ballast Tanks (SBT)? YES ☐ NO ☐

- If NO, has the vessel Clean Ballast Tanks (CBT)? YES ☐ NO ☐
- 28) Does the vessel monitor ballast discharge from CBT using an Oil-In-Water Monitor that complies with the latest IMO (MARPOL) regulations? YES ☐ NO ☐
- 29) Can the vessel load and deballast simultaneously with at least two-valve separation? YES ☐ NO ☐
- 30) Does the vessel has clean bill of health ? if sickness on board give details. YES ☐ NO ☐
- 31) IGS operational and all cargo tanks inerted to less than 8 percent oxygen by volume. (Mooring Master will make random check of tanks prior to berthing. Failure to comply with this requirement will result in berthing delays). YES ☐ NO ☐
- 32) Closed loading procedure can be followed.
- 33) Has the vessel a panama fairlead on the forecastle head for acceptance of the mooring hawser? YES ☐ NO ☐
- 34) Does the panama fairlead dimensions (mm): 600 X 450 YES ☐ NO ☐
- 35) Has the vessel a Bow Chain Stopper that complies with the latest edition of OCIMF "Recommendations for Equipment employed in the Mooring of ships at a Single Point Mooring". YES ☐ NO ☐
- 36) Can Chain Stopper accept 76mm diameter Chafing Chain? YES ☐ NO ☐
- 37) S.W.L of the Bow Chain Stopper:
- 38) Distance, Panama fairlead to Bow Chain Stopper (m):
- 39) What is the lifting capability of the Forecastle Mooring Windlass/Winch?:.....
- 40) Does the lead of the mooring pick-up rope allow it to be hauled from the Panama fairlead via the Chain Stopper onto a mooring drum? YES ☐ NO ☐
(Not a warping drum end)
- 41) Do the Senior Personnel speak English ? YES ☐ NO ☐
- 42) Does the vessel have in place a Drug and Alcohol Policy complying with the requirements of the latest edition of the OCIMF Guidelines for the Control of Drugs and Alcohol on board ship? (January 1990) YES ☐ NO ☐
- 43) ETA in local mean time (GMT + 7 hours):
- 44) Vessel's last port of call before ANOA MARINE TERMINAL?.....
- 45) Vessel Next port of call ?
- 46) Protection and Indemnity (P&I) Club insuring the vessel?.....
- 47) Pollution and Liability Insurance Limit?.....
- 48) Has the vessel been accepted by any other companies operating a Vetting Procedure ? YES ☐ NO ☐
- 49) If YES, date and name of the companies :

- 50) Has the vessel an "ANOA" TERMINAL REGULATIONS AND PORT INFORMATION HANDBOOK onboard?

YES ☐ NO ☐

If YES, what revision number?

- 51) * Does the vessel operate a Safety Management System as defined by the ISM Code incorporated in SOLAS 1997 ?

YES ☐ NO ☐

- * Does the vessel has accomplice with the ISPS code – SOLAS 74 amendment?

YES ☐ NO ☐

If Yes, what is the current security level ?

Please submit the International Ship Security certificate copy

- 52) Independent cargo surveyor appointed :
- 53) General Agent appointed :
- 54) Please note , no bunkers, stores or portable water are available at the terminal.
- 55) Indonesian Government regulation require that PT.Pertamina Tongkang be appointed as Handling Agent by BP Migas department of Shipping & Maritim for all tankers proceeding to load in Indonesia.

Delays due to non-compliance with terminal regulations will be for tankers account.

Premier Oil Communication address

Notification as above should be sent via:

Fax number : (62-21) 5151900

Telephone : (62-21) 5151800

Mailing address

Premier Oil Natuna Sea B.V.

Attn. Anoa Asset Superintendent

Jakarta Stock Exchange Building Tower 1, 10th Floor.

Jl. Jend. Sudirman Kav. 52-53

Jakarta 12190

Indonesia

Complete Section 2.0

SECTION 2.0

ACKNOWLEDGEMENT OF THE STATED INFORMATION

All information stated in this questionnaire is accurate at the date of completion shown below

Signed Date:

Name: Position:

**APPENDIX 9
MARINE OPERATIONS
ANOA MARINE TERMINAL
ACCEPTANCE CRITERIA
FOR
OFFTAKE VESSELS**

This document and information contained in it, or any information made available to you, is strictly confidential and remains the sole property of Premier Oil Natuna Sea B.V. (PONSBV) and may not be exploited, used, copied, duplicated, reproduced, or released to any third party in any form or medium whatsoever without the prior written permission of PONSBV."

To state PONSBV's acceptance criteria for offtake Vessels visiting the Anoa Marine Terminal.

1. Acceptance Criteria for the Vessel Questionnaire

The following clauses are numbered to correspond to the questions contained in the Offtake Vessel Questionnaire [OMS] MAN 400 Appendix 8. Not all the questions in the questionnaire have defined acceptance criteria as some questions are for information purposes only.

SECTION 1.0

7. Classification Societies that are members of the International Association of Classification Societies are acceptable.
8. If a vessel is less than fifteen years old then it shall have undergone a physical examination within the last two years by a professionally qualified surveyor acceptable to PONSBV. If the vessel is less than two years old and has not been surveyed then refer to PONSBV Jakarta, Indonesia.

Vessel fifteen years old or older shall have undergone physical examination within the last twelve months

10. If the vessel of the OBO type construction, in keeping with the Policy of some of the oil majors (BP Amoco, Shell, and Woodside), the vessel will automatically be rejected.
- 10.2. Yes, Mandatory.
- 10.3. Yes, Mandatory.
- 10.4. Yes, Mandatory.
15. Maximum distance shall be 150 m.
16. The distance shall be between 4.0m and 5.0m.
- 17/18. The Vessel's manifold / reducer combination shall be capable of offering a 16"/12" ANSI 150# flange reducer for connection.
19. If 'NO', the PONSBV Jakarta Office is to determine whether Manifold / associated equipment is acceptable for offtake operations.
20. Crane/s are preferred. Consideration should be given to only accepting cranes in the future.
- 20a. **Crane** must be able to carry out the two functions simultaneously.
21. The safe working load of the Vessel's manifold crane shall be at least 10 tonnes.

- 22 The vessel Sumer Displacement shall ; minimum 57.000 T and maximum 170.000T.
- 25 Terminal loading rate (barrels/hour) via 1 X 12 inch manifold is 20,000 Bbls / hour to 25,000 bbls/hour
- 26 Trim shall be no greater than 0.015 x length of Vessel.
- 27 Segregated ballast tanks are acceptable. If the Vessel has clean ballast tanks (CBT), the vessel will only be accepted for a lifting at the Terminal on the understanding that no ballast whatsoever will be discharged at the Terminal.
- 28 Yes, Mandatory.
- 29 Yes, Mandatory.
- 33 . Yes, Mandatory.
- 34 . The vessel's Panama lead shall be at least 600 x 450 mm.
- 35 . Yes, Mandatory.
- 36 . Yes, Mandatory.
- 37 . At least 200 Tonnes.
- 38 The distance from the vessel's Panama lead to its chain stopper shall be no greater than 4.0 m.
- 39 The lifting capability of the vessel's mooring winch shall be no less than 15 tonnes.
- 40 Yes, Mandatory.
- 41 Yes, Mandatory.
- 42 Yes, Mandatory.
- 47 The Pollution Liability Insurance limit shall be no less. US \$700 Million.
- 48 Vetting undertaken by any of the Oil Company Majors, or any other recognized vetting program is acceptable providing it conforms to Question 8.
- 50 Vessel first time visit Anoa Marine Terminal should be given The "Anoa " Terminal Regulation and Port Information handbook.
- 51 Yes Mandatory.

2. Other Acceptance Criteria

- a. If the vessel has caused major safety or environmental incidents, then the PONSbv in consultation with the Third Party Vetting Company shall decide whether the vessel is acceptable or not. Such incidents include, fire on board, main engine failure, spill of crude oil, non-conforming effluent disposal, serious injury/loss of life, or reported violations of marine law.
- b. Failure to comply with the latest SOLAS and MARPOL conventions and protocols would be unacceptable.

APPENDIX 10

CARGO DOCUMENT ANOA TERMINAL

Shipped in apparent good order and condition by _____

whereof _____ Is the Master, at ANOA MARINE TERMINAL
NATUNA SEA - INDONESIA, a quantity said to be ANOA CRUDE OIL.

_____	_____	Barrels
_____	_____	Kilolitres
_____	_____	Long Tons
		Metric Tons

to be delivered at the Port of _____ or so near there to as the
vessel can safely get, always afloat, unto _____

Contractor or Agreement under which vessel is employed, are deemed to incorporated herein and shall govern the rights of the Parties concerned in this shipment.

Page 94 of 111

IN WITNESS WHEREOF, the Master has signed _____ Bills of Lading of this tenor
and date, one of which being accomplished, the others will be void.

Dated _____ this _____ day of _____

Master

TANKER ULLAGE

SHIPMENT NO. : _____ CARGO ORDER NO. : _____
 VESSEL : _____ FLAG : _____
 LOADING DATE : _____ VOY. NO. : _____
 CONSIGNOR/S : _____

CONSIGNEE : _____

DESTINATION : _____

ULLAGES											REMARKS			
TANK NO.	PORT				CENTER			STARBOARD						
	Ft	M	IN	CM	Ft	M	IN	CM	CM	Ft		M	IN	CM
1														
2														
3														
4														
5														
6														
7														
8														
Slop AP														
Slop FP														

Terminal Loading Temperature deg. F
 Terminal Api Gravity @ 60 deg. F

(TABLE - 6)

	GROSS VOLUME AT 60 deg.F		
	BBLS	LONG TONS	METRIC TONS
SHIP FIGURES			
FPSO FIGURES (B/L)			
SHIP/SHORE DIFF. OVER UNDE R			

DRAFT	FORE		AFT		MEAN	
	M	CM	M	CM	M	CM
BEFORE LOADING						
AFTER LOADING						

TANKER TIME AND LOADING REPORT

SHIPMENT NO.:		CARGO ORDER NO.		VOY. NO.	
VESSEL:		SUMMER DWT.		CARGO :	
DATE RANGE:		CARGO NOM.		DEST. :	
ACT CODE	ACTIVITY	TIME & DATE (GMT+7)		TOTAL TIME	PTC
		AT or FROM	TO		
A	INITIAL ETA REC'D. FROM AGENT / VESSEL				
B	ARRIVED AT ANCHORAGE				
C	GOVT. OFFICIALS BOARDED				
D	FREE PRATIQUE GRANTED				
E	MOORING MASTER BOARDED				
F	N.O.R. TENDERED				
G	N.O.R. ACKNOWLEDGED / ACCEPTED				
H	ANCHOR AWEIGH TO BERTHED				
I	TIME BETW. ARR'D. TO BERTHED				
J	DELAYS BETW. ACTIVITY "I" (Indicate Time / Date / PTC)				
K	TIME BERTHED TO COMMENCE LOADING				
L	TIME OF HOSE CONNECTION				
M	TIME DEBALLASTING DELAYS BETW. ACT. "K", "L", "M", (Indicate Time / Date / PTC)				
N	TIME OF TANKS INSPECTION TO TANKS PASSED				
O	TIME COMMENCE TO COMPL. LOADING. DELAYS BETW. ACT. "N", "O". (Indicate Time / Date / PTC)				
P	TIME COMPL. LOADING TO HOSE DISC. DELAYS BETW. ACT. "P". (Indicate Time / Date / PTC)				
Q	TIME HOSE DISCON. TO UNBERTHED DELAYS BETW. ACT. "Q". (Indicate Time / Date / PTC)				
PORT TURNAROUND CODE (PTC) TERMINAL / FPSO : 1. PORTCLOSE (WEATHER) 2. AWAITING DAYLIGHT 3. AWAITING GOVT. OFF. 4. AWAITING TUG 5. AWAITING MOORING MASTER 6. AWAITING BERTH 7. AWAITING CARGO 8. AWAITING CARGO NOM. 9. AWAITING DOC. INSTRUCTION 10. RIGGING HOSE 11. FPSO LINING UP 12. GAUGING FPSO TANKS 13. BREAKDOWN FPSO FACILITIES 14. AWAITING CARGO DOCUMENTS 15. MISCELLANEOUS: TERMINAL REQUEST SHIP : 16. REPAIRS 17. AWAITING ORDERS 18. TANK CLEANING / MOPPIN 19. LINING UP 20. TRIMMING 21. PREPARING SHIP'S FIGURES 22. CHECK SHIP / FPSO FIGURES 23. PREPARING TO SAIL 24. UNBERTHING 25. CARGO TANK INSPECTION 26. ULLAGING SHIPS TANKS : 27. MISCELLANEOUS : 28. SAFETY INSPECTION AND PRELOADING CONFERENCE					

R S	DOCUMENTATION RECEIVED					
	MOORING MASTER DISEMBARK					

GENERAL REMARKS:

Terminal Reprs.

Master

CARGO MANIFEST

SHIPMENT NO. : _____ CARGO NO. : _____ ORDER _____
VESSEL : _____ FLAG : _____
EXPORT DATE : _____ VOY. NO. : _____
CONSIGNOR/S : _____

CONSIGNEE : _____

DESTINATION : _____

QUANTITY : (@ 60 DEG. F)

	US BARRELS	KILOLITRES	LONG TONS	METRIC TONS
GROSS (GSV) :	_____	_____	_____	_____
NET (NSV) :	_____	_____	_____	_____

Master

DATE : _____

CERTIFICATE ORIGIN

It is hereby certified that the undermentioned cargo is of Indonesian origin, produced from the ANOA FIELD in the NATUNA SEA, INDONESIA.

SHIPMENT NO. :		CARGO ORDER NO. :	
VESSE L : M / T		FLAG :	
EXPORT DATE :		VOY. NO. :	
CARGO :		DESTINATION :	
API GRAV. @ 60 DEG. F : (Table 6)			

<u>QUANTITY @ 60 DEG. F</u>		
	GROSS (GSV)	NET (NSV)
BARRELS	_____	_____
KILOLITRRES	_____	_____
LONG TONS	_____	_____
METRIC TONS	_____	_____

TERMINAL REPS.

DATE:

CERTIFICATE OF QUALITY

SHIPMENT NO. : _____ CARGO ORDER
NO. : _____
VESSEL : M/T _____ FLAG : _____
EXPORT DATE : _____ VOY. NO. : _____
CONSIGNOR/S : _____

CONSIGNEE : _____

DESTINATION : _____

TEST PERFORMED	METHOD	TEST RESULT
API GRAVITY	ASTM D. 1298	
B S & W, % Vol.	ASTM D. 96	
POUR POINT, deg. F.	ASTM D. 97	
R V P, psig	ASTM D. 323	
SALT CONTENT, ptb	ASTM D. 3230	

DATE : _____

0

TERMINAL REPS.

BP MIGAS REP.

CERTIFICATE OF QUANTITY

SHIPMENT NO. : _____ CARGO ORDER NO. : _____
VESSEL : M / T _____ FLAG : _____
EXPORT DATE : _____ VOY. NO. : _____
CONSIGNOR/S : _____

CONSIGNEE : _____

DESTINATION : _____

METER	METER READINGS ((Gross Pulses x Meter Factor) ÷ K. Factor) x CTL x CPL			BBLs DELIVERED @ 60 DEG. F	
NO.	STOP	START	DIFFERENCE	GROSS (GSV)	NET (NSV)
1					
2					
3					
				TOTAL DELIVERED NET (NSV)	
B S & W VOL. %				BARRELS	
B S & W FACTOR			TABLE 11	LONG TONS	
OBSV. TEMP. DEG. F			TABLE 13	METRIC TONS	
API GRAV. OBSV.			TABLES 3 & 52	KILOLITRES	
API GRAV. @ 60 DEG. F					

REMARKS: _____

DATE : _____

TERMINAL REPS.

CUSTOMS REPS.

BP. MIGAS REPS.

NOTICE OF READINESS

To : **ANOA MARINE TERMINAL**

Dear Sir,

I hereby tender you the M / T _____
at the date and time indicated below as being ready in all respect for the purpose of loading :

Quantity : _____ BBLS

Master

Date : _____

Time : _____

ACKNOWLEDGEMENT

I acknowledge receipt
this Notice of
Readiness.

Date : _____

Time : _____

Terminal Reps.

CARGO TANK SUITABLE FOR LOADING

SHIPMENT NO. : _____ CARGO ORDER NO. : _____
VESSEL : M / T _____ FLAG : _____
EXPORT DATE : _____ VOY. NO. : _____
CONSIGNOR/S : _____

CONSIGNEE : _____

DESTINATION : _____

CARGO TANKS HAVE BEEN INSPECTED AND FOUND SUITABLE FOR LOADING CRUDE OIL

Signatures : _____
Terminal Reps. Master

Date / Time Inspected : _____

REMARKS: SEE ON BOARD QUANTITY REPORT

**MASTER RECEIPT OF SHIPPING
DOCUMENTS AND CRUDE OIL SAMPLE**

The undersigned has received from PREMIER OIL NATUNA SEA B.V., the following specified documents and crude oil samples :

SHIPMENT NO.: _____ CARGO ORDER NO.: _____
VESSEL: M / T _____ FLAG: _____
EXPORT DATE: _____ VOY. NO.: _____
CONSIGNOR/S: _____

CONSIGNEE: _____

DESTINATION: _____
PRODUCT: _____

DOCUMENT	For Master		For Receiver		REMARKS
	Original	Copy	Original	Copy	
Bill of Lading	-	1	-	1	
Tanker Ullage Report	-	1	-	1	
Tanker Time & Loading Report	-	1	-	1	
Cargo Manifest	-	1	-	1	
Certificate of Origin	-	1	-	1	
Certificate of Quality	-	1	-	1	
Certificate of Quantity	-	1	-	1	
Masters Receipt for Documents & Samples	-	1	-	1	
Notice of Readiness	-	1	-	1	
Cargo Tank Suitability for Loading	-	1	-	1	
On-Board Quantity Report	-	1	-	1	
Vessel Experience Factor Report	-	1	-	1	

ANOA - CRUDE OIL SAMPLES :

Master

ON BOARD QUANTITY

Vessel		Port Anoa Marine Terminal		Product/cargo Anoa Crude Oil			Date/time		
* Tank Number	Innage/Ullage		Nature of Material (Note 3)	Total Observed Volume (bbl/m3)	Free Water Innage/Ullage		Volume (bbl/m3)	Gross Observed Volume (bbl/m3)	Temperature (deg.F)
	Uncorrected	Corrected (Note 2,5)			Uncorrected	Corrected			

Total observed volume (bbl/m3)	☐ OBQ (arrival)	☐ ROB (destination)	Sea valve seal numbers Port
Less free water (bbl/m3)	Forward draft (ft/m)		Starboard
Total observed volume (bbl/m3)	Aft draft (ft/m)		Overboard
Liquid (bbl/m3) (Note 4)	List (degrees)		S/C :
(L)			
Nonliquid (bbl/3) (Note 4)	(S)		
Solidified cargo (bbl/m3)			
Sediment/sludge (bbl/m3)			
	Stripped Dropped yes no yes no	☒ Innages ☐ Ullage taken at designated gage points Located ☐ forward ☐ center ☐ aft Sample taken ☐ yes ☐ no	Tank no.
Top lines			Vessel representative : _____
Bottom lines			Terminal representative : _____
Hoses/arm			Measurement representative : _____

[illegible]

1. If sufficient quantity exists for API gravity and temperature determinations for on-board quantity, record all data on separate Vessel Ullage/Sounding and Capacity Report.
2. If compartment is wedge corrected, place a "W" in the "corrected" column and record total observed volume. If compartment is trim corrected, record uncorrected and corrected measurements
3. Indicate nature of material (as liquid cargo, solidified cargo, sediments/sludge).
4. Liquid indicated is to be free flowing in the opinion of the measurement representative. Non liquid indicated is to be non free-flowing liquid in the opinion of the measurement representative.
5. Attach wedge calculation, if applicable.

VESSEL EXPERIENCE FACTOR REPORT**Loading**

Vessel	Shipment No:	
Product / Cargo	Date :	Voy. No.:

CALCULATIONS

	Product / Cargo	Load Port/ Discharge Port	Date	Total Calculated Volume Shore Figures	Total Calculated Volume Vessel Figures
Last cargo					
2nd last cargo					
3 rd last cargo					
4th last cargo					
5th last cargo					
6th last cargo					
7th last cargo					
8th last cargo					
9th last cargo					
10th last cargo					
			TOTALS		

Total of vessel figures divided by Total of shore figures = Factor Vessel experience factor (V.E.F.)

Note : (*) - not qualifying

SIGNATURES :

Vessel Representative

Measurement Representative

1. Vessel load factor = (total calculated sailing volume - on board quantity) / total calculated volume received from shore at loading.
2. Vessel discharge factor = (total calculated arrival volume-quantity remaining on board) / total calculated volume received on shore at discharge.
3. Shore figures are total calculated volume measured by shore personnel.
4. Vessel figures are total calculated volume or sailing volume less on-board quantity / arrival volume less quantity remaining on board as measured by vessel personnel.

5. Use a minimum of five voyages. Ten is preferable.
6. Exclude loadings where load port volumes were determined from vessel ullages.
7. If any modifications to cargo tanks have been made, exclude all voyages before the modifications were made.
8. Exclude the first voyage after shipyard. Exclude lighterings.
9. If vessel experience factor calculations are not complete, state reason.

BREAKDOWN OF TOTAL CARGO LOADED

SHIPMENT NO. : 0 CARGO ORDER NO. : 0
VESSEL NAME : 0 FLAG : 0
EXPORT DATE : OCTOBER 25 - 26, 2003 VOY. NO. : 0
CONSIGNOR/S : 0

CONSIGNEE : 0
0

DESTINATION : 0

QUANTITY @ 60 DEG. F

	U.S. BARRELS GROSS (GSV)	KILOLITRES GROSS (GSV)	LONG TONS GROSS (GSV)	METRIC TONS GROSS (GSV)	%
PARCEL 1	0	0.00	0.00	0.00	0.00%
PARCEL 2	0	0.00	0.00	0.00	0.00%
PARCEL 3	0	0.00	0.00	0.00	0.00%
PARCEL 4	0	0.00	0.00	0.00	0.00%
TOTAL	0				

	U.S. BARRELS NET (NSV)	KILOLITRES NET (NSV)	LONG TONS NET (NSV)	METRIC TONS NET (NSV)	%
PARCEL 1	0	0.00	0.00	0.00	0.00%
PARCEL 2	0	0.00	0.00	0.00	0.00%
PARCEL 3	0	0.00	0.00	0.00	0.00%
PARCEL 4	0	0.00	0.00	0.00	0.00%
TOTAL	0				

DATE: January 0, 1900

0 0 0

TERMINAL REPS. CUSTOMS REPS. BP MIGAS REPS.