Terminal Information Booklet
For
Corpus Christi, Texas
North Beach
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Revised 27 January 2014
Preface

This booklet is prepared for the use of all barges, tankers and other Vessels calling at this Terminal. It will be provided to tow boat masters, Vessel’s masters and agents for their review. The rules and regulations, which are detailed within this booklet, are intended to supplement the various State and Federal regulations that apply. They are not expected to be complete in every aspect of a safe and pollution-free operation. Reference is made to the Oil Companies International Marine Forum’s (OCIMF) International Safety Guide for Oil Tankers and Terminals, International Safety Guide for Inland Navigation Tank-Barges and Terminals, and Guidelines and Best Practices for Liquid Hydrocarbon Barges and Associated Tugs (USA Barge Operations) for more complete information.

Nothing in this booklet is intended to relieve any Vessel’s Master of responsibility to safely moor their Vessel and to conduct a safe and environmentally correct transfer. Vessels are specifically directed to take whatever additional precautions necessary to ensure that any activities at this Terminal are completed safely. Terminal personnel have the authority to ensure that the rules within this booklet are complied with. Should Terminal personnel witness violations of these rules, they will first take steps to ensure that no injuries or damage to the environment or property will occur. They will then inform the Vessel of the violation and record any stoppages needed to correct the situation. If the Vessel is unable/unwilling to correct the situation, the Vessel may be requested to vacate the berth.
Terminal Description

NuStar Corpus Christi North Beach Terminal

This Terminal is located within the Inner Harbor area approximately 800 yards west of the Harbor Bridge on the north bank of the Port of Corpus Christi Industrial Canal, approximately 20.2 nautical miles from the ship channel entrance at the Port Aransas jetties.

The Terminal handles crude oils and petroleum products, including Distillates, Gasoline, Xylene, & Toluene.

The Terminal currently conducts marine transfer operations at two Public Docks owned by the Port of Corpus Christi Authority. They are designated as Oil Dock 1 and Oil Dock 2.

In 2013, NuStar commenced construction of a new berthing facility in the area a little further west of OD1 and OD2. Operational in March 2014, this berth is designated as NuStar Dock 16 and is operated as a private facility.

The physical address of the Terminal office is 2829 Texaco Road, Corpus Christi, Texas 78402

Approximate coordinates for the berths:
Oil Dock 1 location: lat. 27° 48’ 49”N, long. 97° 24’ 01”W
Oil Dock 2 location: lat. 27° 48’ 55”N, long. 97° 24’ 11”W
NuStar Dock 16 location: lat. 27° 48’ 53”N, long. 97° 24’ 27”W
General Requirements for Vessels

Unless otherwise provided in the Storage Agreement, the following is provided in order to facilitate smooth and efficient operations while your Vessel is moored at our Terminal. All Vessels shall comply at all times with applicable Terminal regulations.

1. DOCUMENTATION: All Vessels shall ensure the proper documentation and clearance requirements pursuant to the Storage Agreement have been met prior to tendering Notice of Readiness for cargo operations.

2. PSC: US Coast Guard Port State Control inspections are not permitted while the Vessel is alongside the berth. If the Vessel is required to carry out such an inspection, this shall be performed prior to berthing at the Terminal.

3. BERTH: The Terminal makes no representation or warranty regarding the safety of any channel, anchorage or other waterway used in approaching or departing from its berth(s). Terminal makes no warranty of safe berth. The Master of the Vessel is responsible for maintaining the Vessel safely afloat at all times while approaching, alongside, or departing the Terminal’s berth.

4. MOORING: All linehandling at the Terminal is performed by an outside contractor. It is the Vessel agent’s responsibility to ensure the mooring gang is properly notified and prepared for all mooring and unmooring operations.

5. GANGWAY: The Terminal does NOT provide a gangway. The Vessel is required to provide the gangway, either via shipboard unit or rental unit. Any gangway provided by the Vessel shall meet the following criteria:
   a. Clear walkway
   b. Continuous handrail on both sides
   c. Electrically insulated to eliminate continuity between ship and shore
   d. Adequate area lighting
   e. For gangways without self-leveling treads or steps, a maximum safe operating inclination shall be established by the Terminal that takes into consideration the various Vessel sizes that visit the Terminal and the variations in height of the Vessels’ main deck.
   f. 30 inch diameter SOLAS type lifebuoys shall be available nearby on both ship and shore and fitted with a self-igniting light and at least 30 meters of buoyant (floating) throwing line.
   g. Gangways provided by ocean-going Vessels shall meet applicable international standards such as:
      i. ISO 5488: 1979 [Shipbuilding – Accommodation Ladders] or,
      ii. ISO 7061: 1993 [Shipbuilding – Aluminum Shore Gangways] Jacobs Ladders and household extension ladders shall NEVER be used as a gangway.

6. PREPARATIONS FOR GAUGING: In order to prevent delays, Vessel crew shall make best efforts to have proper equipment prepared and ready for immediate service prior to commencement of the Independent Cargo Survey (gaugings).

7. CONNECTIONS: The Vessel’s crew shall make all cargo and vapor connections to the Vessel’s manifold. A new flange gasket is to be utilized for each connection made on every transfer. For Loading Arm/Hose connections, the Vessel PIC will be responsible for removing the blind flange prior to the transfer and securing the blind flange after completion of the transfer and disconnection from the Vessel’s manifold.
8. REDUCERS: Any manifold reducers that will be required for the transfer operation shall be pre-installed prior to berthing.
   a. NOTE: All Vessels warrant and covenant that all piping, valves, spools, reducers, and other fittings comprising that portion of the Vessel’s manifold system outboard of the last rigid support fixed to the Vessel’s deck and used for the transfer of cargo, ballast, bunkers, slops, or vapor will be made of steel. Vessels shall not be permitted to utilize more than one reducer or spool piece between the Vessel’s manifold valve and the Terminal’s hose or loading arm connection, and this cantilever length shall not exceed the standard for the size of manifold piping. All presentation flanges for connections shall conform to ANSI standards.

9. INERT GAS/VAPOR: If inerted, the oxygen content of all the Vessel’s cargo tanks must be less than 8% oxygen by volume and the cargo tanks must be at a pressure of less than 1psig. If the Vessel arrives at the berth with either parameter out of acceptable range, it will be ordered to vacate the berth and will forfeit its cargo window.

   The Vessel’s COI or COC must be properly endorsed for the Vapor Control System in use.

   A valid Annual Vapor Tightness Test Certificate must be provided by the Vessel prior to berthing.

10. COMMUNICATIONS: Communications between the Vessel and Terminal PICs are accomplished by two way radios. Checks of communication equipment are performed before product transfers and intermittently to ensure continued contact. Secondary communication is accomplished via portable air horns provided to both PICs.

11. STORES: Stores, spares, victuals, lubes, etc…are not permitted across the dock. Storing must be arranged via launch on the offshore side of Vessel.

12. BUNKERING: The Vessel will only be permitted to receive bunkers under the following conditions:

   a. Bunkers must be received only via tank barge on the offshore side of the Vessel, and;

   b. Vessel must provide a separate PIC for the bunkering operation. The Vessel PIC associated with the primary cargo transfer is not to be encumbered with any duties for the bunkering operation, and;

   c. The bunkering operation cannot hinder, interfere, or delay the cargo transfer operation in any way.

13. MAINTENANCE/REPAIRS: Maintenance or repairs to the Vessel while berthed at the Terminal are not permitted. At no time will maintenance or repairs be conducted that would interfere with other Terminal operations, Cargo transfer operations or affect safety. Generally, in these cases, the Vessel will be asked to immediately vacate the berth.

14. INCIDENT NOTIFICATIONS: Vessel is to notify the Terminal Operator immediately after becoming aware of any incident occurring while the Vessel is approaching, mooring, berthed, or unmooring at the Terminal, including but not limited to, any spill, collision, allision, personal injury, fire, grounding, security issue, government inquiry, or any other event outside normal Vessel operations. Incident notifications from the Vessel shall also be copied to the Company email at MarineIncident.USA@NuStarEnergy.com.

15. CATHODIC PROTECTION: The Vessel shall secure all impressed current cathodic protection systems prior to arriving at the berth.

16. SHORE LEAVE: Shore Leave and Crew Changes are permitted across the dock, provided the Vessel’s Master has submitted the proper documentation pre-arrival and crew members are either holders of valid TWIC identification cards, or are escorted by properly documented agents as may be required by the Facility Security Plan.
17. EMERGENCY SHUTDOWNS: Each berth has at least one (1) Emergency Shutdown (ESD) station. When activated, these ESD’s will shut down the shoreside:
   a. Vapor Combustor Unit, and
   b. Loading Pumps, and
   c. Dockside Motor-Operated Cargo Valves

18. BARGE OVERFILL ALARMS: Oil Dock 2 (Inland barge service only) is fitted with automatic overfill alarms systems.

19. FIREFIGHTING: Firefighting for this Terminal is provided by The Refinery Terminal Fire Company (RTFC), a cooperative that provides industrial firefighting coverage for local refineries and marine Terminals.
   a. Oil Dock 1 is fitted with two fire monitors. An International Shore Connection for firewater is NOT provided at this berth. A firewater manifold is situated on the approach trestle and is fitted with two standard 2½” NPT valves. The berth is also outfitted with wheeled chemical extinguishers.
   b. Oil Dock 2 is fitted with two fire monitors. An International Shore Connection for firewater is NOT provided at this berth. The berth is also outfitted with a wheeled chemical extinguisher.
   c. NuStar Dock 16 is fitted with two fire monitors. An International Shore Connection for firewater is provided adjacent to a fire hose station.

20. AMPD COVERAGE: This Terminal does not directly provide Average Most Probable Discharge (AMPD) coverage for Vessel pollution. Standard Spill Kit Drums (only) are provided on the loading platforms. A local spill cooperative OSRO is situated directly adjacent to this Terminal who provides pollution spill response.

21. H2S: Although not expected, some crude oils may contain H2S in concentrations that may pose a hazard to personnel. The Terminal will be diligent in alerting the Vessel to known elevated levels of H2S, however, this does not diminish the responsibility of the Vessel Master to ensure that all crew and/or visitors aboard the Vessel utilize proper Personal Protective Equipment.

22. TANDEM LOADING: The Terminal is US Coast Guard approved for Tandem Loading of inland barges at Oil Dock 2. In the interest of effective dock utilization, multiple barge tows are expected to be outfitted and certified for Tandem Loading at this Terminal.

23. ELECTRICAL ISOLATION: The Terminal utilizes insulating flanges in all its cargo transfer connections. The use of an electric bonding (earthing) cable has been discontinued.

24. BERTH OCCUPANCY: Berth time shall commence when the Vessel reaches alongside a berth and tenders her first mooring line. Berth time shall terminate upon disconnection and letting go of the last mooring line after the completion of the Product transfer, or in the event that the Master or crew of the Vessel will not allow or do not provide for prompt disconnecting of the Vessel, one hour after completion of loading or discharging.

25. PERFORMANCE: All Vessels arriving at the Terminal shall have the capability to discharge a full cargo at a rate sufficient to complete the discharge of the Vessel within twenty-four (24) hours. All Vessels shall, during discharge, maintain a continuous (average) pressure (measured at dock manifold) of not less than 100 psig except for a maximum of two (2) hours of stripping time at the end of such full cargo discharge. Terminal will make reasonable effort to load Product on Vessel at a rate allowed by permit, but in no event at a rate in excess of the safe physical or regulatory limitations of the Terminal. Vessels unable to receive product at their maximum allowed rate may be ordered to vacate the berth.
**Vessel Turnaround Practices**

**Introduction**

Vessel turnaround performance has been identified as the primary driver of efficient dock utilization. By breaking the Vessel turnaround process down into discrete procedures, potential improvements to both equipment and practices can be identified and acted on. Improving Vessel turnaround performance has the following potential benefits:

- Improved dock utilization
- Reduced Vessel waiting time at anchorage
- Reduced variability of Vessel turnaround performance,
- Greater predictability of dock congestion, facilitating more efficient scheduling

A typical process flow regarding Vessel turnaround has been identified, which can used to extract learnings from dock operations considered to be best practice.

**Preparation for Arrival: Vessel Agents**

Communication with proven, reliable agents prior to the Vessel’s arrival has shown to be an area for opportunity. Some agents are not as adept at preparing a Vessel for arrival, and there are occasional delays related to the Vessel not having the proper reducers/couplers ready prior to arrival or having their gangway on the wrong side of the Vessel. Where Vessel turnaround is concerned, literally every minute counts.

Where a Vessel has the ability to choose agents, the agents shall possess a certain working knowledge of the docks in order to help make the operation as efficient as possible.

**Preparation for Arrival: Tank Logistics**

Ideally, the time to gauge and prep shore tanks for discharge is prior to the Vessels arrival, when possible.

**Communication of NOR: Anchorage Point**

Where possible, it is ideal to locate the anchorage point as close as possible to the dock. If there is a high level of certainty that the berth will be free prior to its arrival, the Vessel shall heave anchor and proceed to the berth in a timely fashion while the other Vessel is in transit away from the dock in order to reduce a loss of dock time. In a case where the anchorage point is 3 hours from the dock, this can create an immediate loss of 6 hours of dock time.

**Arrival of Vessel at the Dock: Tie-up & Booming**

Although the berth occupancy “clock” does not start until a Vessel is all fast, the Vessel is on the dock utilization clock from the time it arrives at the dock until it leaves and another Vessel can come in. Best practice has been observed at 30 minutes to 1 hour for tie-up and booming. 6-man crews have shown to be most efficient, and for the most part the performance of booming operations is dependent on proper planning.
A practice utilized by some docks is the preference of Kevlar mooring lines to traditional ropes. 3-man mooring gangs can be used on the lighter Kevlar lines and complete the process in 30 minutes, where as a 6-man crew may take an hour with traditional ropes.

**Vessel All Fast: Gangway**

There is a great deal of variability in the time it takes to secure the gangway, depending on the gangway used. Where a Terminal gangway is used, the Terminal is typically able to secure the gangway in 15 to 30 minutes. Where the Vessel uses its gangway, performance slips to 1 to 1.5 hours. Prior planning on the Vessel’s part can go a long way for improving this time.

**Regulatory Delays:**

Delays caused by Customs, Immigration, or Coast Guard inspections are beyond the Terminal’s control, but there may still be the opportunity to reduce the impact these inspections have on the turnaround process. Regulatory inspections shall be performed either at anchor or other berth prior to arrival at the NuStar berth. If this is not practical, through communication with the respective regulatory agencies, some facilities have been able to come to the agreement to allow some work, such as gauging and connection of arms or hoses to continue while the regulators perform their inspections. Because regulatory delays can potentially eat up several hours, it is important to capitalize on any opportunities that may be present.

**Gauging, Sampling, and Metering**

Typical estimates for manual gauging and sampling range from 1.5 to 3 hours. The main reason for variance in gauging time can be attributed to the type of cargo being discharged, higher pour point and more viscous cargoes will require more time to measure (mainly for water detection). Other reasons for gauging and sampling delays may be due to the number of cargo tanks (more tanks amounts to more time), and closed system gauging equipment (condition, calibration of device and the deck fittings).

**Hoses/Arms On**

Typical practice for connecting loading/discharge arms is around 1.5 hours from all fast and is done concurrent with the gauging process.

**Transfer Adjustments**

Product blending and tank logistics can impact a Vessel’s discharge/load ability.

**ROB Inspection (for Vessel discharges)**

Best practice is for the independent inspector to check the first tank emptied as soon as it is stripped, letting the Vessel know if the current discharge/stripping plan is working or if they need to make adjustments to the process. Later, the inspector will revisit the Vessel two to three hours before the Vessel completes discharge and measure all of the stripped tanks for cargo remaining on board. This will allow the Vessel to re-strip if necessary, avoiding any delays at the end of the discharge. This practice typically reduces ROB inspection time to approximately 15 minutes after the completion of cargo transfer.
Load arm / Hose Disconnect

Best practice for typical disconnect procedure is 30 minutes to 1 hour, removing arms/hoses as the Vessel is finishing. Usually, the Vessel will discharge the last 5,000 barrels at a rate of approximately 3-5 mbph, which can be handled by one hose. Most Vessels will stop discharge for a period of time to consolidate cargo and strip tanks. During this time, all of the hoses can be removed, with the exception of the one that will be used to finish transfer. Where available, the Terminal can use nitrogen to clear the arms rather than pumping. This method reduces the time to disconnect hoses. Expedience in disconnections is one of the areas that deserve attention when considering Vessel turnaround time reduction.

Last Line

Typical practice has been observed at around 30 minutes to 1 hour for hoses off to last line.

Vessel Departs from Dock

Procedural Overview

For performance measurement, Vessel Turnaround is broken down into 5 discrete segments: All Fast to Hoses On, Hoses On to Start of Discharge/Load, Start to Stop of Discharge/Load, Stop to Hoses off, Hoses off to Released from Dock. Best practice typically looks like this:

Total “Non-pump” time: 4 hours

Controllable pumping delays minimized (approaching zero) with effective planning

First line to all fast: 30 minutes

Hose on to start: 1 hour

Pumping – variable depending on cargo size, cargo type, capital assets, etc. Ship is capable of discharging cargo in less than 24 hours.

Stop to hose off: 30 minutes

Stop to release: 1.5 hours
Port Information:

Normal Anchorage Position: Gulf of Mexico Fairway Anchorage, outside the Safety Fairway offshore from Aransas Pass

Pilot Boarding Position: [determined by pilots]

Distance from pilot boarding position to berth: Approximately 21 nautical miles

Minimum depth in approaches: See 2013 data below

Minimum depth at berth: See individual berth data

Tidal Range: Approx. 1.4 feet at Aransas Pass Channel. Periodic tide in Corpus Christi Bay has a mean range of less than 0.5 feet (1/2 foot)

[Note: Water depths indicated are from last known survey. It is the Vessel Master’s responsibility to verify actual water depths, safely moor the Vessel and to conduct a safe and environmentally correct transfer.]

Pilotage is mandatory for seagoing Vessels.

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<tr>
<th>CORPUS CHRISTI CHANNEL DEPTHS</th>
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<td>TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2013</td>
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Note: Consult the Corps of Engineers for changes subsequent to the above information.

UN Locator Code: US CRP          World Port Index Code: US 9300

Information from the Port of Corpus Christi Authority:

The practice of inserting a Harbor Tug between a Vessel and a dock or shoreline is hereby prohibited at all public docks. This causes considerable damage to the shoreline and extensive erosion under the docks due to the prop wash from the Harbor Tugs. This prohibition also applies to tow boats and barges using the same procedure at public docks or shoreline moorings.

The practice of testing Vessel engines by pushing against a public dock or by going ahead or astern while a Vessel is moored to a public dock is also prohibited.

The cost associated with the erosion of shoreline and damage to public docks can be extensive, therefore Port surveillance cameras may be used to periodically monitor this situation. Your help in this matter is greatly appreciated.
RULES AND REGULATIONS
GOVERNING
PILOTS AND PILOTAGE ON THE CORPUS CHRISTI SHIP CHANNEL
EFFECTIVE AUGUST 1, 2013

I GENERAL

The Rules and Regulations ("Rules") contained herein are adopted by the Board of Pilot Commission for the Port of Corpus Christi Authority to carry out the Port of Corpus Christi Pilots Licensing and Regulatory Act, Chapter 70, Texas Transportation Code.

For purposes of these Rules, the following definitions apply:

- "CCSC" means the Corpus Christi Ship Channel
- "Cut A" means the CCSC from Port Aransas to Ingleside.
- "Cut B" means the CCSC from Ingleside to the Harbor Bridge.
- "Inner Harbor" means the CCSC westward of the Harbor Bridge.
- "Tanker" means any Vessel carrying, or designed to carry, liquid cargoes in bulk.
- "Category One Tanker" means a Tanker with the following dimensions:
  - Greater than 748 feet (227.99 meters) Length Over All (LOA), and
  - Greater than 120 feet (36.58 meters) Beam (Width), and
  - Greater than 40.9 feet (12.47 meters) Draft.
- "Category Two Tanker" means a Tanker with the following dimensions:
  - Greater than 748 feet (227.99 meters) LOA, and either
  - Greater than 120 feet (36.58 meters) Beam, or
  - Greater than 40.9 feet (12.47 meters) Draft.

II LIMITATIONS AND RESTRICTIONS

Draft Restrictions

The Maximum Draft for any Vessel transiting the CCSC will be 45 feet (13.72 meters), and with a positive tide reading.

Combined Beam Restrictions

The following Combined Beam Restrictions will apply to all Vessels:
• **Within Cut A**, the permissible combined beam for passing Vessels is 265 feet (80.77 meters).
• **Within Cut B**, the permissible combined beam for passing Vessels is 215 feet (65.53 meters).
• **Within the Inner Harbor, at the location of the ADM and Citgo Docks**, the permissible combined beam for passing Vessels (including combined beam of Vessels berthed at ADM and Citgo Docks) is 357 feet (108.81 meters).

**Daylight Only Passage Restrictions**

The following vessels are subject to *Daylight Only Passage Restrictions*:

- All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
- All Vessels greater than 130,000 Deadweight Tonnage (DWT)
- All Vessels greater than 250 feet (76.20 meters) transiting "Dead Ship"
- All Vessels subject to USCG Letter of Deviation requiring Tug Escort
- All Vessels with greater than 26 feet (7.92 meters) trim, when passing under the Harbor Bridge
- All Category One Tankers

The following applies to all Vessels subject to *Daylight Only Passage Restrictions* as per these Rules:

- **Inbound Passages** are restricted to Pilot boarding no earlier than ½ hour before Sunrise, and no later than the times detailed below for the various locations.
- **Outbound Passages** are restricted to Pilot boarding no earlier than Sunrise, and no later than the times detailed below for the various locations.

  - From Viola Basin - 5 ½ hours before Sunset
  - From Tule Basin - 5 hours before Sunset
  - From Chemical Basin - 4 ½ hours before Sunset
  - From Avery Basin - 4 hours before Sunset
  - From Main Basin - 3 ½ hours before Sunset
  - From Ingleside - 2 ½ hours before Sunset

**One Way Traffic Restrictions**

The following Vessels will be restricted to One Way Traffic within Cut B:

- All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
- All Vessels greater than 130,000 Deadweight Tonnage (DWT)
- All Vessels greater than 250 feet (76.20 meters) transiting “Dead Ship”

The following Vessels will be restricted to One Way Traffic within both Cut A and Cut B:
- All Category One Tankers when transiting at night

**Two Pilot Requirements**

The following Vessels are required to retain the services of two Pilots for the transit:
- All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
- All Vessels greater than 130,000 Deadweight Tonnage (DWT)
- All Vessels greater than 250 feet (76.20 meters) transiting “Dead Ship”
- All Vessels subject to USCG Letter of Deviation requiring Tug Escort
- All Vessels with greater than 26 feet (7.92 meters) trim, when passing under Harbor Bridge
- All Vessels with a beam of greater than 120 feet (36.58 meters), when transiting the Inner Harbor, at the ADM and Citgo Docks, when both docks are occupied
- All Category One and Two Tankers when transiting at night

**Additional Requirements**

All Vessels greater than 1,600 Gross Tons shall have available a functional AIS Pilot Plug.

All Aransas – Corpus Christi Pilots shall be provided with a Portable Pilot Unit for use during the transit.

**III VARIANCES**

Any Vessel subject to *Daylight Only Passage Restrictions* may transit the CCSC at night, with Two Pilots onboard, subject to the approval of both the Harbor Master and the Aransas – Corpus Christi Pilots Association.

Any Vessel may be exempted from *One Way Traffic Procedures* for all (or part) of the transit of the CCSC, subject to the approval of both the Harbor Master and Aransas – Corpus Christi Pilot’s Association.
Any Vessel exceeding the parameters of these Rules may be subject to various restrictions, including additional pilots, Daylight Only Passage Restrictions, One Way Traffic Procedures, mandatory Tug assistance, or be denied entry.

These Rules are based on normal traffic patterns and typical weather/tidal conditions. Variances from these Rules may be imposed at times by Federal, State or local authorities because of weather, prevailing channel conditions, or other reasons.

**IV GENERAL CONDITIONS**

These Rules shall apply to all Vessels transiting the CCSC, regardless of whether the vessel is transiting under federal pilotage authority, or with a state-licensed, Aransas – Corpus Christi Pilot onboard.

In obeying and construing these Rules, due regard shall be had to all dangers of navigation and recognition is hereby given to the responsibility of the individual Pilot to exercise judgment as to any special circumstance which may render a departure from the Rules contained herein necessary in order to avoid immediate danger.

Nothing in these Rules obligates an individual pilot to move a vessel when, in that pilot’s opinion, it is unsafe to do so. These Rules made in the interest of safety. They are not intended to limit or supersede the on-scene discretion of an individual Pilot or ship’s Master as they navigate vessels on the CCSC. The Pilot and Master on the vessel are best situated to evaluate the specific situation confronting a Vessel and determine a proper course of action. Situations may arise in which actions that depart from or conflict with these Rules may be necessary to address special circumstances or avoid immediate danger. The Pilot, with approval of the ship’s Master, may determine a variance from the Rules is appropriate without prior written request or approval.

Every foreign Vessel and every American Vessel engaged in foreign trade, including Vessels being moved dead, when underway on the CCSC shall employ an Aransas-Corpus Christi Pilot holding a valid commission or appointment as a Branch or Deputy Pilot.
Berth Particulars, Restrictions, and Diagrams
Oil Dock 1: General Particulars & Restrictions

Berth Structure built 1980, outer breasting dolphins added circa 2001
Deadweight 150,000 tons (Displacement: 200,000 m/t)
Length Overall 1,000 feet
Beam 160 feet
Draft Alongside 45 ft SW
BCM 500 feet
Air draft (max) 138 feet
Molded Depth 85 feet
Waterline to manifold 62' MAXIMUM on 12 " marine loading arms.

Temperature of Cargo: Less than 145 deg. F. and 20 deg F. above pour point
Transit time from Sea Buoy: 3 Hours (Approx)

No deliveries of Stores/Supplies, Lubes at the dockside. Must be coordinated via launch. Bunkering via barge only.

Please make reference to Pilotage Rules & Regulations in separate section of this document.

Connections :150 psi max  Note: Vessel Personnel are to make and break connections
3 x 12" Crude arm with piggyback 8" vapor hose
1 x 12" Chemical arm (has 12 x 8 reducer)/ piggyback 8" vapor connection

Lines to docks
1 x 36" Crude line (6 - 7 mbbls)
1 x 24" Crude line
1 x 6" Xylene line (100 bbls)
1 x 8" Xylene line (Also used for Raffinate and Alkylate) (100 bbls)
1 x 8" Toluene line (100 bbls)
1 -- 8"x6" wash line (100 bbls)
1 x 6" Transmix line (100 bbls)

Loading Rates up to 12,000 BPH (small VCU limit)
up to 30,000 BPH (large VCU limit)

Cargo Drops Vessels drop their side and shore strips their side via stripping pump

Minimum Mooring Arrangement: **
3 Spring Lines Forward
3 Spring Lines Aft
3 Head Lines
3 Stern Lines
2 Breast Lines Forward
2 Breast Lines Aft

** All lines are to be constantly monitored by Vessel crew and maintained taut throughout the Vessel's stay at the dock. Failure to maintain lines in a suitable condition may result in the immediate shutdown of all cargo operations until the situation is corrected. Any resulting time lost will be for the Vessel's account.
Oil Dock 2: General Particulars & Restrictions

Dedicated to Barge traffic only

Berth Structure built: c.1987
Overall Length: 300 ft
Overall Width: 130 ft
Draft Alongside: 15 ft SW

Connections **
- 1 x 8" Cargo hose for chemicals or products
- 1 x 8" Cargo hose for 2 Oil
- 1 x 8" Vapor Combustion Unit Hose

Lines to docks
- 2 x 12" Crude lines
- 1 x 6" Xylene line (100 bbls)
- 1 x 8" Xylene line (Also used for Raffinate and Alkylate) (100 bbls)
- 1 x 8" Toluene line (100 bbls)
- 1 x 8" Wash line (100 bbls)
- 1 x 6" Transmix line (100 bbls)

Loading Rates: up to 6,000 BPH (air permit limit)

**Connections: Vessel Personnel are to make and break Vessel manifold connections

Max Temp: Must be less than 145 deg F

Free Water: Terminal has no facilities to dispose of excess free water from cargoes.

Turning Basins:

<table>
<thead>
<tr>
<th>Turning Basin</th>
<th>Length Overall</th>
<th>Beam</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corpus Christi</td>
<td>800 feet</td>
<td></td>
</tr>
<tr>
<td>Avery</td>
<td>1,000 feet</td>
<td>352 feet</td>
</tr>
</tbody>
</table>

Corpus Christi North Beach Terminal Information Booklet
NuStar Dock 16: General Particulars & Restrictions

Vessel or Barge traffic: Crude Oils Only

Deadweight (max) up to 80,000 tonnes
Displacement (max) up to 92,000 tonnes
Length Overall (max) 750 feet
Beam (max) 106 feet
Water Depth Alongside (2013) 47 ft Brackish Water
BCM (max) 390 feet Note: BCM based on Vessel’s Port Side alongside
Air draft (max) 138 feet
Manifold to Rail (max) (16" arm) = 15 feet, (10" arm) = 10 feet
Waterline to manifold (min/max) (16"arm) = 25'6" / 53'6" @ MLLW, (10"arm) = 4'/17' @ MLLW
(That is the maximum height, must hold draft at that max height.)

Temperature of Cargo: Less than 145 deg. F. and 20 deg F. above pour point
Transit time from Sea Buoy: 3 Hours (Approx)

Connections: 150 psi max Note: Vessel Personnel are to make and break manifold connections
2 x 16" Crude arm with piggyback 8" vapor connection
1 x 10" Crude arm with piggyback 6" vapor connection
Lines to docks:
1 x 30" Crude line
1 x 12" Return line (wash line)

Loading Rates: up to 30,000 BPH (VCU limit)

Cargo Drops: Vessels drop their side and shore strips their side via stripping pump

No deliveries of Stores/Supplies, Lubes at the dockside. Must be coordinated via launch.

Bunkering via barge only

Please make reference to Pilotage Rules & Regulations in separate section of this document.

Note: All Vessels are to berth with Port Side alongside the dock.
Minimum Mooring Arrangement:
2 Spring Lines Forward
2 Spring Lines Aft
4 Head Lines
4 Stern Lines
2 Breast Lines Forward
2 Breast Lines Aft

** All lines are to be constantly monitored by Vessel crew and maintained taut throughout the Vessel's stay at the dock. Failure to maintain lines in a suitable condition may result in the immediate shutdown of all cargo operations until the situation is corrected. Any resulting time lost will be for the Vessel's account.
OIL DOCK 1 BERTH DIAGRAM
OIL DOCK 2 BERTH DIAGRAM
NuStar Dock 16 Berth Diagram
(Panamax)
NuStar Dock 16 Berth Diagram
(2 Barges)
Safety Letter to Vessel’s Master

Date: ..........................................................

The Master
MV......................................................

NuStar Corpus Christi North Beach Terminal

Captain,

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

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

Before the start of operations, and from time to time thereafter, for our mutual safety, a member of the Terminal staff, (and when appropriate) with a responsible ship’s officer, will make a routine inspection of your Vessel to ensure that the questions on the Ship/Shore Safety Check List can be answered in the affirmative. Where corrective action is needed we will not agree to operations commencing or, should they have been started, we will require them to be stopped. Any time required to correct such safety considerations will be for Vessel’s account.

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

THERE CAN BE NO COMPROMISE WITH SAFETY

Please provide contact information for Vessel’s QI:

Name: _______________________________ Telephone: ______________________________

Please acknowledge receipt of this letter and the Terminal Information Booklet and confirm compliance with the Regulations stated therein by countersigning and returning a photocopy of the signed and stamped letter to the Terminal Representative.

Signed ................................................................

Terminal Representative

Terminal Representative on Duty is: ..............................

Position or Title: ..........................................................

Telephone No: ..........................................................

Signed: ............................................................

Master MV......................................................

Date: ......................... Time: ..............................
**ISPS Pre Arrival Questionnaire**

All Vessels calling at NuStar Terminals are required to submit the following information in order to comply with the International ISPS Code Regulations.


2) Security level at which the Vessel is operating.

3) Security level at which the Vessel operated during the last 10 calls at port facilities.

4) Any special or additional security measures taken by the Vessel within the period of the last 10 calls at port facilities.

5) Vessel security procedures maintained during any ship-to-ship activity within the period of the last 10 calls at port facilities.

6) Any Declarations of Security that were entered into with port facilities or other Vessels.

7) Other practical security related information you can provide.

8) Crew list.

9) Passenger list.

10) What is the type and quantity of transit cargo (including any Dangerous Goods)?

11) Certification date of the ISM/SMC and Certifying Authority.

Please note this NuStar Terminal complies with the International ISPS Code Regulations and operates at Security level MARSEC 1 unless otherwise noted.

a) The Terminal is ISPS compliant and certified.
b) Terminal (original) approval date: 1\textsuperscript{st} July 2005
c) Port ID Number is: 9300
d) UN Locator code is: US CRP
e) Port facility name is: NuStar Corpus Christi North Beach Terminal
f) The current security level at the Terminal is level 1.(Unless specified otherwise)
g) Location of Port Facility is **Latitude 27\textdegree 48’ 49”N / Longitude 97\textdegree 24’ 01”W**
h) All Vessels are required to submit this ISPS Questionnaire prior berthing.
i) All crewmembers leaving or entering Terminal must identify themselves with a picture ID at the end of the jetty or at the Terminal Main Gate.
j) Failure to present picture ID could cause refusal of access to/from the Terminal.
k) Terminal PFSO contact information:
   - **Michael Vest – Area Manager**
   - **Office:** +1.361.696.7542, **Mobile ph:** +1.361.877.8646
Declaration of Security

1. A declaration of security shall be completed before an interface starts between a Vessel and a marine facility or another Vessel if:

   (a) they are operating at different MARSEC levels;

   (b) one of them does not have a security plan approved by a contracting government or by a security organization referred to in section 9.2 of Part A of the ISPS Code;

   (c) the interface involves a cruise ship, a Vessel carrying certain dangerous cargoes or the loading or transfer of certain dangerous cargoes; or

   (d) The security officer of either of them identifies security concerns about the interface.

2. A new declaration of security is required if there is a change in the MARSEC level.

3. The declaration of security shall provide a means for ensuring that all shared security concerns are fully addressed throughout the interface and shall contain the information set out in the form in Appendix 1 of Part B of the ISPS Code, with the terms “Ship”, “Port Facility” and “Security Measures” read as “Vessel”, “Marine Facility” and “Security Procedures”, respectively.

4. The declaration of security shall be in English and be signed by the Vessel security officer and the marine facility security officer or the Vessel security officers, as the case may be.

5. A Vessel security officer or a marine facility security officer may authorize in writing a person who has security responsibilities on the Vessel or marine facility and appropriate training to complete and sign the declaration of security on their behalf.
<table>
<thead>
<tr>
<th>No.</th>
<th>Activity</th>
<th>Vessel</th>
<th>Terminal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Communications established between the Vessel and Vessel/facility:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Means of raising alarm agreed between Vessel and facility</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) Vessel/facility report/communicate any noted security non-conformities and notify appropriate government agencies</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>c) Port specific security information passed to Vessel and notification procedures established (Specifically who contacts local authorities, National Response Center, and US Coast Guard).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Responsibility for checking identification and screening of:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Passengers, crew, hand carried items, and baggage</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) Vessel stores, cargo, and vehicles.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Responsibility for checking the berth/pier directly adjacent to the Vessel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Responsibility for monitoring and/or performing security of water surrounding the Vessel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Verification of increased MARSEC level and implementation of additional protective measures.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Responsibility for transporting/escorting personnel, visitors, or crew changes.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The signatories to this agreement certify that security arrangements during the specified interface activities are in place and maintained.

Date of issue: __________________________

(Signature of Master or Vessel Security Officer)  (Signature of Master, Facility Security Officer, or authorized designee)

Name and Title, Vessel Security Officer  Name and Title, Master or Facility Security Officer
Contact information:  Contact information:
## 2013 NOTIFICATIONS AND TELEPHONE NUMBERS

*TELEPHONE NUMBERS ARE SUBJECT TO CHANGE*

### FACILITY RESPONSE TEAM

<table>
<thead>
<tr>
<th>NAME/TITLE</th>
<th>PHONE NUMBER</th>
<th>RESPONSE TIME (hours)</th>
</tr>
</thead>
</table>
| Terminal Control Room Operator  
Qualified Individual       | 361-884-6393 (Office)  
361-877-5204 *(Mobile) |                        |
| Michael Vest               
Area Manager                 
Qualified Individual        | (361) 696-7542 (Office)  
(361) 877-8646 *(Mobile) | 0.50                  |

### EMERGENCY RESPONSE TRAINING TYPE

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>29 CFR 1910.120 HAZWOPER</td>
</tr>
<tr>
<td>2</td>
<td>OPA (Training Reference for Oil Spill Response) All Facility Personnel, SMT, QI Components</td>
</tr>
<tr>
<td>3</td>
<td>Qualified Individual/Incident Command Training</td>
</tr>
</tbody>
</table>

### EMERGENCY RESPONSE CONTRACTORS

<table>
<thead>
<tr>
<th>NAME/TITLE</th>
<th>PHONE NUMBER</th>
<th>RESPONSE TIME (hours)</th>
<th>RESPONSIBILITY DURING RESPONSE ACTION</th>
<th>RESPONSE TRAINING TYPE</th>
</tr>
</thead>
</table>
| Corpus Christi Area Oil Spill Control Assn | 361-882-2656  
361-816-7300 | 1 | x | x | x |
| TAS Environmental                    | (817) 535-7222  
1-888-654-0111 | 6.5 | x | x | x |

### Federal Agencies

<table>
<thead>
<tr>
<th>NAME/TITLE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
</table>
| National Response Center                         | (800) 424-8802*  
(202) 267-2675*  
(202) 267-1322 Fax |
| Texas Spill Reporting Hotline (SERC)             | (800) 832-8224*               |
| National Oceanic & Atmospheric Administration (NOAA), National Weather Service, Corpus Christi, TX | (361) 289-0959 |
| U.S. Coast Guard - Sector Corpus Christi         | (361) 939-6393 Primary  
(361) 939-6349* Emergency  
(361) 939-6377 fax |
| U.S. Environmental Protection Agency - Region VI (65F-RO) | (866) 372-7745*, (214) 665-6444* Emergencies  
(800) 887-6063 Toll Free Main line  
(214) 665-2200 Main line  
(214) 665-8385 Region 6 FOSC |
| U.S. Fish and Wildlife Service (USFWS), Southwest Region, Texas Ecological Field Offices | (512) 490-0057 Austin  
(361) 994-9005 Corpus Christi  
(817) 277-1100 Arlington  
(281) 286-8282 Clear Lake |

### State Agencies

<table>
<thead>
<tr>
<th>NAME/TITLE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
</table>
| State of Texas Fire Marshal                      | (877) 434-7345 Arson Hotline  
(800) 578-4677  
(512) 305-7900 |
| **Texas Commission on Environmental Quality (TCEQ), Austin, TX** | (800) 832-8224* Spill Reporting  
(888) 777-3186* Non-spill emergencies  
(512) 239-1000 Main line  
(512) 463-7727* Emergency |
| --- | --- |
| **Texas Commission on Environmental Quality (TCEQ), Region 14 Corpus Christi** | (361) 825-3100  
(831) 825-3101 fax |
| **Texas Department of Public Safety (DPS), Highway Patrol Office-Corpus Christi, TX** | (361) 698-5500 Main Line |
| **Texas General Land Office (GLO), Oil Spill Prevention and Response Region 3 - Corpus Christi** | (800) 832-8224* Spill Reporting  
(361) 825-3300  
(361) 825-3302 |
| **Texas Parks and Wildlife Department (TPWD), Corpus Christi, TX** | (800) 792-1112* Toll Free  
(361) 825-3246 Kilns and Spills  
(281) 842-8100* 24-hr Kilns and Spills  
(361) 289-5566 Law Enforcement Center |
| **Texas Railroad Commission (TRRC) Pipeline Safety, Region 4, Corpus Christi, TX** | (361) 242-3113 Main Line  
(512) 463-6788* 24-hr Accident Reporting |

**Local Agencies**

| **City of Corpus Christi** | (361) 826-2489* Call Center |
| **Coastal Plain LEPC (San Patricio, Refugio, Aransas)/ San Patricio Emergency Management** | (361) 364-9651  
(361) 364-9650 |

**Vacuum Truck Services**

| **Key Energy Services** | (361) 394-6661  
(361) 207-5333 Walter Brown Cell  
(956) 386-0626 Dispatch  
(956) 765-8339 Dispatch |
| **MO-VAC Environmental** | (956) 726-1152  
(800) 299-7745* |
| **Sage Enviro Tech, Ltd** | (361) 299-6165 Office  
(361) 944-2519* Rusty Bluemle Cell |

**Waste Management**

| **Univar/ChemCare** | (915) 778-4225 El Paso, TX  
(956) 423-2595 Harlingen, TX  
(210) 333-2310 San Antonio, TX |
| **US Ecology, Inc.Portland, TX** | (800) 242-3209  
(361) 387-3518 |
| **Veolia ES Industrial Services** | (361) 299-0006  
(361) 438-4857* Mobile |

**Weather**

| **National Weather Service (Recorded Forecasts)** | (361) 289-1861  
(210) 629-0130 (Alternate)  
(210) 737-1400 |

**Wildlife Rehabilitation**

| **International Bird Rescue Center** | (707) 207-0380 |
| **Tri-State Bird Rescue** | (302) 737-7241  
(302) 737-9543 (Main)  
(800) 710-0695 (Pager)  
(800) 710-0696 (Pager) |
**NuStar Energy LP – Marine Vetting Worksheet**

Please answer all questions using printed capital letters. If a question does not apply to your vessel, please mark it N/A. Please include any applicable international dialing codes for telephone and fax numbers. The person responsible for completing this questionnaire must provide his/her name, title, and contact information in the space provided. **Dimensional queries should be answered using both metric (meters) and US Standard (feet / inches) units.**

This questionnaire will be used for evaluating your vessel’s current nomination. In responding, the party completing this questionnaire declares that, to the best of his/her knowledge and belief, after reasonable inquiry, and on behalf of the vessel and its owners, that the statements made herein, and in any attachments hereto, are true and complete, recognizing that the terminal operator will rely on these statements when determining whether to accept the vessel’s nomination. The party completing this questionnaire also represents on behalf of the vessel that it will comply with NuStar’s Marine Terms and Conditions. An acceptance of your vessel’s current nomination does not guarantee acceptance of any future nominations.

**Note:** Completed questionnaires are to be sent to the **NOMINATED FACILITY** with **COPY** to vetting@nustarenergy.com.

<table>
<thead>
<tr>
<th>Date Questionnaire Completed</th>
<th>Day/Month/Year</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0 GENERAL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1 Please identify the berth name and location where vessel intends to perform nominated cargo operations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2 Initial Nomination Window (Date range) Window to be narrowed later</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3 Type of Transfer Operation requested (Load, Discharge, Across Dock)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.4 ETA of vessel to Nominated Terminal in 1.1 above</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.5 Name of vessel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.6 Previous names and date changed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.7 Vessel’s IMO Number &amp; Official Number</td>
<td>IMO No./Off.No. =</td>
<td></td>
</tr>
<tr>
<td>1.8 Vessel’s Call Sign</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.9 Vessel’s Flag?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.10 Type (Crude, Chem Tanker, OBO, Barge – specify)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.11 Hull type (full double hull, double bottom, double side, other – specify)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.12 Federal Employer’s Identification Number (FEIN) [Mandatory for all U.S.Flagged vessels]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.13 Name &amp; Identification No. of <strong>Importer of Record</strong> for cargo in accordance with Customs regulations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.14 SCAC code (if available) [required for US Customs Entry]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.15 Vessel’s Delivery Date? (Year vessel was built)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.16 Date re-built or double-hulled?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.17 <strong>Current registered owners</strong>, date assumed control, complete address and contact details. <strong>OFAC required.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.18 <strong>Current operators</strong>, date assumed control, complete address and contact details. <strong>OFAC required.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.19 <strong>Current technical manager</strong>, date assumed control, complete address and contact details. <strong>OFAC required.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.20 <strong>Current Charterer</strong>, complete address and contact details. <strong>OFAC required.</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
1.21 **Disponent Owner**, complete address and contact details. **OFAC required.**

1.22 **Vessel’s agent**: Full Style including name, complete address, phone, fax, cellular, email **OFAC required.**

1.23 Indicate the Party Responsible for any Dock Fees or other Charges...ie..Vessel, Client, (or) Agent

**Note**: Where applicable, if payment for Marine Services is not received in advance, Customer must guarantee funds prior to vessel berthing.

2.0 **TUG / BARGE DATA**

2.1 If Barge, state type...i.e.. Conventional Tug & Barge, ITB, ATB, full notch, etc...

2.2 If ATB: What is LOA of combined unit?

2.3 Is the barge certified for Ocean Service (Manned or Un-Manned)?

2.4 Is the barge certified for Inland Service (Lakes, Bays, Rivers, Sounds)?

2.5 Is the Barge fitted with self-contained cargo heater?

2.6 If Barge: State the Name & ID No. of Tug Boat

2.7 Is both the Tug & Barge owned by the same company?

2.8 Tug Boat rated horsepower

2.9 Year that Tug was built?

2.10 Number of screws?

2.11 Tug inspected by US Coast Guard? Date?

2.12 Does tug operator confirm horsepower-to-tow ratio for each intended tow configuration?

2.13 Is Tug Operator a member of AWO RCP?

2.14 Is Barge Operator a member of AWO RCP?

2.15 Does Owner/Operator have documented operational procedures that are utilized fleet-wide?

2.16 Are the Tug and Barge personnel company employees?

3.0 **VESSEL PARTICULARS**

3.1 Gross Tonnage (GT-ITC / GRT)

3.2 Does the vessel have multiple loadlines?

3.3 Maximum Deadweight Tonnage

3.4 State vessel’s Summer Deadweight Tonnage (SDWT)?

3.5 What is the vessel’s total Displacement Tonnage at SDWT loadline?

3.6 Length overall (LOA)

3.7 Beam

3.8 Molded Depth

3.9 Maximum Draft

**Note**: NuStar does not warrant the water depth at any berth. Vessel shall at all times maintain proper UKC while at the facility.)
<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.10</td>
<td>Expected draft upon arrival at nominated terminal</td>
</tr>
<tr>
<td>3.11</td>
<td>Bow to Center of Manifold distance (BCM)</td>
</tr>
<tr>
<td>3.12</td>
<td>Parallel Body Length @ SDWT draft</td>
</tr>
<tr>
<td>3.13</td>
<td>Parallel Body Length @ Normal Ballast draft</td>
</tr>
<tr>
<td>3.14</td>
<td>Parallel Body Length @ Lightship draft</td>
</tr>
<tr>
<td>3.15</td>
<td>Distance from manifold to rail</td>
</tr>
<tr>
<td>3.16</td>
<td>Distance from manifold to water in ballast</td>
</tr>
<tr>
<td>3.17</td>
<td>Distance from manifold to water at SDWT loadline</td>
</tr>
<tr>
<td>3.18</td>
<td>Max height of mast above waterline in Ballast condition</td>
</tr>
<tr>
<td>3.19</td>
<td>Keel to Masthead (KTM)</td>
</tr>
<tr>
<td>3.20</td>
<td>TPC immersion @ Summer Draft</td>
</tr>
<tr>
<td>3.21</td>
<td>Maximum cargo capacity in m³ @ 98%</td>
</tr>
<tr>
<td>3.22</td>
<td>Maximum cargo capacity in bbls @ 98%</td>
</tr>
</tbody>
</table>

### 4.0 DOCUMENTATION

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1</td>
<td>Issue Date of Annual Vapor Tightness Certificate &lt;br&gt;&lt;br&gt;<strong>Attach vessel’s Annual Vapor Tightness Certificate showing evidence of testing as per 40CFR 63.565 (c)(1), or US EPA Method 21.</strong></td>
</tr>
<tr>
<td>4.2</td>
<td>What is the date of expiration of vessel’s USCG Certificate of Compliance, or Certificate of Inspection (COC or COI)? &lt;br&gt;&lt;br&gt;<strong>Attach copy of vessel’s COI or COC.</strong></td>
</tr>
<tr>
<td>4.3</td>
<td>Are all applicable certificates of financial responsibility valid? What is the expiration date?</td>
</tr>
<tr>
<td>4.4</td>
<td>What is the date of expiration of vessel’s International Ship Security Certificate? &lt;br&gt;&lt;br&gt;<strong>Attach copy of ISSC.</strong></td>
</tr>
<tr>
<td>4.5</td>
<td>Are all of the Vessel’s trading certificates up to date?</td>
</tr>
<tr>
<td>4.6</td>
<td>Does vessel meet all local, state, federal, and International regulations for intended voyage?</td>
</tr>
<tr>
<td>4.7</td>
<td>Does the Vessel’s Operator have written security procedures and conduct periodic checks to ensure security compliance?</td>
</tr>
<tr>
<td>4.8</td>
<td>Does the vessel operate under an approved Vessel Security Plan?</td>
</tr>
<tr>
<td>4.9</td>
<td>Confirm the security level at which the vessel is currently operating:</td>
</tr>
<tr>
<td>4.10</td>
<td>Has Vessel’s Operator been accepted by U.S. Customs as a certified member of Customs Trade Partnership Against Terrorism (C-TPAT), SCIA (Sea Carrier Initiative Agreement), Free and Secure Trade (FAST), the Business Anti-Smuggling Coalition (BASC) or other internationally-recognized security initiative?</td>
</tr>
<tr>
<td>4.11</td>
<td>Is the vessel a member of ITOPF (International Tanker Owners Oil Pollution Federation)?</td>
</tr>
<tr>
<td>4.12</td>
<td>Current amount of P&amp;I or pollution insurance coverage (US dollars)? &lt;br&gt;&lt;br&gt;<strong>Attach Certificate of P&amp;I Entry or Certificate of Insurance or Equivalent evidencing coverage in effect for the vessel.</strong> &lt;br&gt;&lt;br&gt;NuStar Energy requirement: &lt;br&gt;&lt;br&gt;Min. for Ships &amp; Ocean barges (US$ $1,000,000,000) &lt;br&gt;&lt;br&gt;Min. for Inland barge’s (US$ $200,000,000)</td>
</tr>
<tr>
<td>4.13</td>
<td>Does the vessel comply with the 2001 IMO resolution regarding elimination of organotin biocides in anti-fouling coatings (TBT-free)? &lt;br&gt;&lt;br&gt;<strong>Attach a copy of vessel’s valid International Anti-fouling System Certificate in accordance with the IMO Convention.</strong></td>
</tr>
<tr>
<td>4.14</td>
<td>For vessels aged 15 yrs or more, Condition Assessment Program (CAP) rating for <strong>Hull</strong></td>
</tr>
<tr>
<td>4.15</td>
<td>For vessels aged 15 yrs or more, Condition Assessment Program (CAP) rating for <strong>Machinery</strong></td>
</tr>
<tr>
<td>4.16</td>
<td>For vessels aged 15 yrs or more, Condition Assessment Program (CAP) rating for <strong>Cargo Systems</strong></td>
</tr>
<tr>
<td>4.17</td>
<td>When were the CAP ratings issued? <strong>Attach CAP Declaration pages when submitting this form.</strong></td>
</tr>
<tr>
<td>4.18</td>
<td>Is there an updated Questionnaire 88 (Q88) available? <strong>If available, attach Q88 when submitting this form.</strong></td>
</tr>
<tr>
<td>4.19</td>
<td>Is there an updated Vessel Particulars Questionnaire (VPQ) available?</td>
</tr>
<tr>
<td>4.20</td>
<td>Does vessel comply with and possess a valid VGP?</td>
</tr>
<tr>
<td>4.21</td>
<td>Certificate of Documentation, DOC &amp; SMC issued on behalf of what Government?</td>
</tr>
<tr>
<td>4.22</td>
<td>ISM Document of Compliance expiry date?</td>
</tr>
<tr>
<td>4.23</td>
<td>Maritime Labor Convention: Does the Vessel and its Manning Agent comply with MLC 2006? Has Vessel been issued an MLC 2006 Certificate?</td>
</tr>
<tr>
<td>4.24</td>
<td>If vessel’s current cargo or intended cargo is as identified in MARPOL 73/78 Annex I or any other petroleum product not specifically covered by the International Bulk Chemical Code, is the vessel in full compliance with the latest revision of Annex I of “MARPOL 73 / 78 and does the vessel have a valid IOPP certificate issued by the flag state?</td>
</tr>
<tr>
<td>4.25</td>
<td>If vessel’s current cargo or intended cargo is a Noxious Liquid Substance In Bulk as identified in the International Bulk Chemical Code, is the vessel in full compliance with the latest revision of Annex II of “MARPOL 73 / 78 and does the vessel have a valid IOPP certificate issued by the flag state?</td>
</tr>
<tr>
<td>5.0</td>
<td>OFFICERS AND CREW</td>
</tr>
<tr>
<td>5.1</td>
<td>Does the Company conduct background checks for all vessel personnel?</td>
</tr>
<tr>
<td>5.2</td>
<td>Are all officers who are responsible for oil transfer operations able to speak and understand effectively in the English language?</td>
</tr>
<tr>
<td>5.3</td>
<td>Does vessel operate with a drug and alcohol policy?</td>
</tr>
<tr>
<td>5.4</td>
<td>Nationality of Vessel’s Officers?</td>
</tr>
<tr>
<td>5.5</td>
<td>Nationality of Vessel’s Crew?</td>
</tr>
<tr>
<td>5.6</td>
<td>Vessel Master’s Name</td>
</tr>
<tr>
<td>5.7</td>
<td>Vessel’s SatCom phone number</td>
</tr>
<tr>
<td>5.8</td>
<td>Vessel’s email address</td>
</tr>
<tr>
<td>5.9</td>
<td>Are any crew changes expected at this facility?</td>
</tr>
<tr>
<td>6.0</td>
<td>PORT STATE / INSPECTIONS &amp; SURVEYS</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>6.1</td>
<td>Date and Port of last PSC Inspection?</td>
</tr>
<tr>
<td>6.2</td>
<td>If vessel is over 15 years old, what is the date of the last Mandatory Expanded Inspection by a PSC authority?</td>
</tr>
<tr>
<td>6.3</td>
<td>Does vessel have any outstanding Port State Control requirements? If yes, explain</td>
</tr>
<tr>
<td>6.4</td>
<td>Give details of any other incidents, spills, or casualties associated with vessel during the past 36 months (event, date, location, status, actions taken).</td>
</tr>
<tr>
<td>6.5</td>
<td>Will the vessel have a US Coast Guard COC / or COI renewal or annual tank vessel exam at this facility?</td>
</tr>
<tr>
<td>6.6</td>
<td>Date of last SIRE report? By whom?</td>
</tr>
<tr>
<td>6.7</td>
<td>Were there any negative findings on the latest SIRE report? If yes have they been rectified?</td>
</tr>
<tr>
<td>6.8</td>
<td>Will vessel require any inspection or survey which may impact cargo operations?</td>
</tr>
<tr>
<td>6.9</td>
<td>What is the name of the vessel’s Classification Society?</td>
</tr>
<tr>
<td>6.10</td>
<td>What is the date of last drydocking?</td>
</tr>
<tr>
<td>6.11</td>
<td>What is the due date of the next drydocking?</td>
</tr>
<tr>
<td>6.12</td>
<td>Are there any Conditions of Class? If yes please explain. <strong>Attach Class Status Report &lt; 1 month old</strong></td>
</tr>
<tr>
<td>6.13</td>
<td>Does vessel have a documented planned preventative maintenance program?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7.0</th>
<th>CARGO &amp; BALLAST</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1</td>
<td>Type and quantity of Cargo? No. of Parcels?</td>
</tr>
<tr>
<td>7.2</td>
<td>VEF last (10) cargoes</td>
</tr>
<tr>
<td>7.4</td>
<td>Does cargo have the potential to create H2S in atmosphere greater than 10 PPM?</td>
</tr>
<tr>
<td>7.5</td>
<td>List the last (3) cargoes (last = first)</td>
</tr>
<tr>
<td>7.6</td>
<td>Did previous cargo contain high H2S?</td>
</tr>
<tr>
<td>7.7</td>
<td><strong>H2S disclaimer:</strong> If cargo or product H2S level exceeds 10ppm (in vapor), cargo owner will be required to treat product prior to or during transfer in order to achieve an appropriate H2S level. Any delays and/or costs associated with elevated H2S levels will not be for Terminal’s account. Vessel acknowledges: (Yes/No)</td>
</tr>
<tr>
<td>7.8</td>
<td>Does the cargo contain any substance or impurity which may constitute an unusual handling hazard or risk to personnel or facility?</td>
</tr>
<tr>
<td>7.9</td>
<td>Cargo Inspector / Cargo Representative</td>
</tr>
<tr>
<td>7.10</td>
<td>API / Density</td>
</tr>
<tr>
<td>7.11</td>
<td>Viscosity: <strong>Max 1000cSt at observed temp at arrival</strong></td>
</tr>
<tr>
<td>7.12</td>
<td>Estimated Cargo Temperature upon arrival</td>
</tr>
<tr>
<td>7.13</td>
<td>RVP <strong>(max 14.0)</strong></td>
</tr>
<tr>
<td>7.14</td>
<td>Sulphur content</td>
</tr>
<tr>
<td>7.15</td>
<td>Ash</td>
</tr>
<tr>
<td>7.16</td>
<td>BSW</td>
</tr>
<tr>
<td>7.17</td>
<td>Flash Point</td>
</tr>
<tr>
<td>7.18</td>
<td>Pour Point <em>(In bound temp must be minimum 15 deg F above PP)</em></td>
</tr>
<tr>
<td>7.19</td>
<td>H2S content <em>(results to be expressed as tested in vapor phase, liquid phase, and ASTM methods)</em></td>
</tr>
<tr>
<td>7.20</td>
<td>Are there any Cargo Tank filling restrictions?</td>
</tr>
<tr>
<td>7.21</td>
<td>Are tank overfill alarms fitted for ALL cargo tanks?</td>
</tr>
<tr>
<td>7.22</td>
<td>Please provide the number and size of manifold connections for use during intended cargo operations.</td>
</tr>
<tr>
<td>7.23</td>
<td>Are all Manifold Valves, Spools, and Reducers constructed from steel? <em>Note: Vessel shall not be permitted to utilize more than one reducer or spool piece between the Vessel's manifold valve and the Terminal's hose or loading arm connection. All vessel presentation flanges for connections shall conform to ANSI standards.</em></td>
</tr>
<tr>
<td>7.24</td>
<td>Max loading rate m³/hr, per each manifold connection?</td>
</tr>
<tr>
<td>7.25</td>
<td>Max loading rate m³/hr, for homogenous cargo loaded simultaneously through all manifolds?</td>
</tr>
<tr>
<td>7.26</td>
<td>Max discharge rate m³/hr?</td>
</tr>
<tr>
<td>7.27</td>
<td>Type, Quantity, and Capacity of Main Cargo Pumps</td>
</tr>
<tr>
<td>7.28</td>
<td>How many cargo pumps can be run simultaneously at full capacity?</td>
</tr>
<tr>
<td>7.29</td>
<td>Does the vessel operate under closed conditions in accordance with ISGOTT?</td>
</tr>
<tr>
<td>7.30</td>
<td>Does vessel have an inert gas system installed and in good working order?</td>
</tr>
<tr>
<td>7.31</td>
<td>What is the inert gas system type (Flue gas, IG generator and / or nitrogen) and rated capacity?</td>
</tr>
<tr>
<td>7.32</td>
<td>Does vessel have a vapor emissions control system?</td>
</tr>
<tr>
<td>7.33</td>
<td>Number &amp; Size of vapor return manifold connections:</td>
</tr>
<tr>
<td>7.34</td>
<td>What type of venting system is fitted?</td>
</tr>
<tr>
<td>7.35</td>
<td>Is vessel fitted with a stern manifold? If so, what size connection?</td>
</tr>
<tr>
<td>7.36</td>
<td>Does vessel comply with OCIMF STS guidelines? Date of last STS operation?</td>
</tr>
<tr>
<td>7.37</td>
<td>Is vessel a Segregated Ballast Tanker (SBT)?</td>
</tr>
<tr>
<td>7.38</td>
<td>Does the vessel meet the requirements of MARPOL Annex I Reg 18.2 (previously Reg 13.2)?</td>
</tr>
<tr>
<td>7.39</td>
<td>Does the vessel have an approved Ballast Water Management Plan?</td>
</tr>
<tr>
<td>7.40</td>
<td>Does the vessel comply with all relevant IMO Ballast Water Management Convention guidelines for marine invasive species controls and any pertinent local regulations regarding marine invasive species in the target terminal’s area?</td>
</tr>
<tr>
<td>7.41</td>
<td>Does the vessel intend to discharge ballast water in target terminal’s area or any other location(s) in a waterway on its transit to the Terminal?</td>
</tr>
<tr>
<td>7.42</td>
<td>Does the vessel intend to discharge ballast water while moored at the Terminal?</td>
</tr>
<tr>
<td>7.43</td>
<td>Which of the following means has the vessel operator used or intends to use on the current voyage to manage the vessel’s ballast water: a mid-ocean exchange; a near-coastal exchange; or retain all ballast water on board?</td>
</tr>
<tr>
<td>8.0</td>
<td>ENVIRONMENTAL / EMERGENCY RESPONSE</td>
</tr>
<tr>
<td>8.1</td>
<td>Is AMPD equipment provided aboard the vessel? <em>Note: Terminal AMPD equipment will not be used for vessel spill unless previously agreed in writing.</em></td>
</tr>
<tr>
<td>8.2</td>
<td>What is the name of the vessel’s P&amp;I club or insurance carrier(s) for pollution?</td>
</tr>
<tr>
<td>8.3</td>
<td>P&amp;I emergency contact person and telephone number / email address.</td>
</tr>
<tr>
<td>8.4</td>
<td>Contact data for vessel’s contracted Salvage &amp; Firefighting Provider for the intended port.</td>
</tr>
<tr>
<td>8.5</td>
<td>Who is the owner’s Qualified Individual (QI) for OPA 90? What is the QI’s telephone number?</td>
</tr>
<tr>
<td>8.6</td>
<td>Who is the vessel’s local or regional designated Oil Spill Response Organization for this port call? What is the contractor’s 24-hour telephone number?</td>
</tr>
<tr>
<td>8.7</td>
<td>Is a continuous spill rail (fish plate) fitted around the full perimeter of the cargo block?</td>
</tr>
<tr>
<td>8.8</td>
<td>Does the Vessel have a valid VRP &amp; SOPEP?</td>
</tr>
<tr>
<td>8.9</td>
<td>Vessel warrants it complies with USA ECA regulations <em>(Yes/No)</em></td>
</tr>
<tr>
<td>8.10</td>
<td>In California: Vessel will comply with 13 CCR 22992 (Fuel Sulphur &amp; Other Operational Requirements) <em>(Yes/No)</em></td>
</tr>
<tr>
<td>9.0</td>
<td>MISCELLANEOUS</td>
</tr>
<tr>
<td>9.1</td>
<td>Does vessel comply with OCIMF Mooring Guidelines?</td>
</tr>
<tr>
<td>9.2</td>
<td>Are vessel’s anchors and ground tackle system in good working condition?</td>
</tr>
<tr>
<td>9.3</td>
<td>Are mooring winches, winch brakes, mooring wires, mooring ropes, fair leads and chocks in good working order?</td>
</tr>
<tr>
<td>9.4</td>
<td>Type of mooring lines to be used (ropes,wires,etc...)</td>
</tr>
<tr>
<td>9.5</td>
<td>Does the Vessel comply with OCIMF equipment recommendations for Single Point Moorings (SPM)?</td>
</tr>
<tr>
<td>9.6</td>
<td>How many chain stoppers are fitted?</td>
</tr>
<tr>
<td>9.7</td>
<td>SWL of chain stoppers?</td>
</tr>
<tr>
<td>9.8</td>
<td>Is bow chock enclosed and OCIMF type?</td>
</tr>
<tr>
<td>9.9</td>
<td>Date of last SPM/FSO operation?</td>
</tr>
<tr>
<td>9.10</td>
<td>Have the vessel’s senior officers had experience with SPM operations in last 12 months?</td>
</tr>
<tr>
<td>9.11</td>
<td>Derrick / Crane data: (Number, SWL, location)</td>
</tr>
<tr>
<td>9.12</td>
<td>Maximum reach of crane outboard of vessel side</td>
</tr>
<tr>
<td>9.13</td>
<td>Is a bowthruster fitted? If so, state HP:</td>
</tr>
<tr>
<td>9.14</td>
<td>If Vessel is an OBO, are the senior officers experienced in bulk liquid cargo operations?</td>
</tr>
<tr>
<td>9.15</td>
<td>State the Vessel’s Under-Keel-Clearance (UKC) Policy</td>
</tr>
</tbody>
</table>
9.16 Vessel Operators acknowledge that *NuStar is to be contacted immediately* if the vessel, while attending a NuStar facility or carrying NuStar cargo, is involved in a marine incident outside of normal operations including any spill, collision, allision, personal injury, fire, grounding, security issue, detention, or critical equipment failure.

<table>
<thead>
<tr>
<th>Acknowledged?</th>
</tr>
</thead>
</table>

**Person responsible for completing this questionnaire:**

<table>
<thead>
<tr>
<th>Printed Name:</th>
<th>Title:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Company:</th>
<th>Phone Number:</th>
<th>Email Address:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

By submitting this questionnaire, the Master of the vessel warrants that the vessel complies with the nominated berth restrictions at the facility identified in 1.1 of this questionnaire. NuStar does not warrant the water depth at any berth. Vessel shall at all times maintain proper Under Keel Clearance while at the facility.

NuStar may refuse to accept a nomination for any reason. The receipt of a nomination does not constitute acceptance of the nomination. NuStar may withdraw acceptance of a nomination for any reason. Incomplete nomination forms, changes in the information provided, and inaccuracies in the information provided may result in the refusal, withdrawal, or tentative acceptance of a nomination. If NuStar tentatively accepts a nomination, NuStar will endeavor to berth the nominated vessel during the time slot provided, but NuStar may give priority to other vessels.

Fire Notice for Vessels

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

TERMINAL FIRE ALARM:
If a fire occurs at this Terminal, the fire alarm signal will be given by the Terminal PIC via radio and secondary air horn.

IN CASE OF FIRE ON VESSEL:
1. Sound one or more blasts of the ship’s whistle, each blast of not less than ten seconds duration supplemented by a continuous sounding of the general alarm system.
2. Contact the Terminal:
   UHF communication by handheld radio.
   Telephone number: +1.361.884.6393
   Harbour Master Office: VHF communication channel: Channel 12

ACTION – VESSEL

- **Fire on your Vessel:**
  - Raise alarm
  - Fight fire and prevent fire spreading
  - Inform Terminal
  - Cease all cargo/ballast operations and close all valves (if safe)
  - Stand by, and when instructed, disconnect hoses or arms (if safe)
  - Bring engines to standby (if safe)

- **Fire on another Vessel or ashore:**
  - Stand by, and when instructed:
    - Cease all cargo/ballast operations and close all valves
    - Disconnect hoses or arms
    - Bring engines and crew to standby, prepare to unmoor

ACTION – TERMINAL

- **Fire on a Vessel**
  - Raise alarm
  - Contact Vessel
  - Cease all cargo/ballast operations and close all valves
  - Stand by to disconnect hoses or arms
  - Inform local authorities
  - Implement Terminal emergency plan

- **Fire Ashore**
  - Raise alarm
  - Cease all cargo/ballast operations and close all valves
  - Fight fire and prevent fire spreading
  - (If required) stand by to disconnect hoses or arms
  - Inform local authorities
  - Implement Terminal emergency plan
Pre Transfer Conference - Oil Cargoes

Communications
The Terminal representative will leave a radio on board for use in ship/shore communications. All operational communications will be conducted on this radio. This is a private channel. The officer on watch shall keep the radio with him at all times.

Emergency Communications
In the event that the radio does not respond, the Terminal will contact the Vessel via the jetty operator. Vessel may call the Terminal via telephone at +1.361.884.6393.

Cargo Disposition

<table>
<thead>
<tr>
<th></th>
<th>10</th>
<th>9</th>
<th>8</th>
<th>7</th>
<th>6</th>
<th>5</th>
<th>4</th>
<th>3</th>
<th>2</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Tanks not being handled at this berth to be indicated with an [X]

Vessel cargo manifolds
AFT  ○  ○  ○  ○  ○  ○  ○  ○  ○  ○  FORWARD

Discharging / Loading information

<table>
<thead>
<tr>
<th>Grade</th>
<th>Volume</th>
<th>ROB</th>
<th>Agreed Rates</th>
<th>Max Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Start Slow Bulk Ship Shore</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Barrels</td>
<td>Barrels</td>
<td>Bbls/hr Mins Bbls/hr</td>
<td>PSI PSI</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>PSI PSI</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>PSI PSI</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>PSI PSI</td>
</tr>
</tbody>
</table>

Grade Handling Details

<table>
<thead>
<tr>
<th>Grade</th>
<th>Ship Tank</th>
<th>Ship line</th>
<th>Shore tank</th>
<th>Distance</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
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<td>2</td>
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<td>4</td>
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</tr>
</tbody>
</table>
Emergency Shutdown
On Terminal representative's request via portable UHF radio, Vessel shall immediately stop all cargo pumps, close all cargo valves and inform Terminal representative when all valves are closed.

Planned operation
COW: - Tanks to COW: ______________________________________________________________
  - Cycle: _________________________________
  - Pressure: _____________________________
  - Machine type: __________________________
  - O2 content: ______________________(less than 8% at all times)
  - Scheduled start time: ________________

Miscellaneous:

Special Precautions during Cargo Operations
Please keep a vigilant look out for the approach of electrical storms. Cargo operations will be suspended during such storms.

Stay alert for potential sources of ignition and be ready to stop cargo immediately.

Venting

Agreed Cargo Tank Venting system to be used

1. Open to atmosphere via open ullage ports, protected by suitable flame screens -------------------------------
2. Fixed venting systems via: - mast riser ---------------------------------------------------------------
   - high velocity vent-------------------------------------------------------------------------------
   - other-------------------------------------------------------------------------------------------
   Will ullaging during cargo handling require the opening of ullage ports -------------------------- Yes / No
3. Inert Gas / Vapor Control system ----------------------------------------------------------------

Completion of Transfer
On completion of the final grade, discharge arms will be drained in Vessel’s tank ______. The Terminal will advise when Terminal valves are closed and the Vessel will be requested to open her manifold drains.

These two pages shall be completed and a photocopy provided to the Terminal Representative with the original remaining in this booklet.
DECLARATION OF INSPECTION
VESSEL/SHORE SAFETY CHECK LIST
(Incorporating the USCG-DOI Requirements)

Vessel’s Name: ______________________________ Date/Time of Arrival: __________________________

Terminal: NuStar Corpus Christi North Beach
Berth Number/Name: __________________________
Transfer Start Time: __________________________ Transfer Completed Time: __________________________

Responsibility and accountability for the safe conduct of operations whilst a Vessel is at a Terminal is shared between the Master/Barge Captain, or his/her representative and responsible Terminal Representatives. Before cargo or ballast operations commence the Master/Barge Captain, or his/her representative, and the Terminal Representative shall:

• Agree in writing on the handling procedures including the maximum loading or unloading rates;
• Agree in writing on the action to be taken in the event of an emergency during cargo/ballast handling operations.
• Complete and sign the Vessel/Shore Safety Check List.

The following guidelines have been produced to assist berth operators and Vessel Master/Barge Captain in their joint use of the Vessel/Shore Safety Check List.

The Master/Barge Captain and all under his/her command must adhere strictly to these requirements throughout the Vessel’s stay alongside. The Terminal Representative must ensure that shore personnel do likewise. Each party commits to co-operate fully in the mutual interest of safe and efficient operations.

The Vessel/Shore Safety Check List uses statements assigning responsibility and accountability. The acceptance of such is confirmed by initialling the appropriate box and finally signing the declaration. Once signed, the Check-List details the minimum basis for safe operations that has been agreed through a mutual exchange of critical information.

Some of the Check-List statements are directed to considerations for which the Vessel has sole responsibility and accountability, some where the Terminal has sole responsibility and accountability and others which assign joint responsibility and accountability. The dark grey boxes identify those that do not need to be initialled although the Vessel or Terminal may initial such sections if they so wish.

The assignment of responsibility and accountability does not mean that the other party is excluded from carrying out checks in order to confirm compliance. The assignment of responsibility and accountability ensures clear identification of the party responsible for initial and continued compliance throughout the Vessel’s stay at the Terminal.

The Vessel’s representative shall personally check all considerations lying within the responsibility of the Vessel. Similarly, all considerations, which are the Terminal’s responsibility, shall be personally checked by the Terminal Representative. In fulfilling their responsibilities Vessel and Terminal representatives shall assure themselves that the standards of safety on both sides of the operation are fully acceptable. This can be achieved by means such as:

• Confirning that a competent person has satisfactorily completed the checklist.
• Sighting appropriate records.
• By joint inspection where deemed appropriate.

Before the start of operations, and from time to time thereafter for mutual safety, a Terminal Representative and, where appropriate, a Responsible Officer may conduct an inspection of the Vessel to ensure that the Vessel is effectively managing their obligations as accepted in the Vessel/Shore Safety Check List. Similar checks are to be conducted ashore. Where basic safety requirements are found to be out of compliance, either party may require that cargo and ballast operations be stopped until corrective action is satisfactorily implemented.

There are two sections on the Vessel/Shore Safety Checklist. Part ‘A’ identifies the required physical checks and Part ‘B’ identifies elements that are verified verbally.

The safety of operations requires that all relevant statements are considered and responsibility and accountability for compliance accepted, either jointly or singularly. Where either party is not prepared to accept an assigned accountability a comment must be made in the “Remarks” column and due consideration given to whether operations shall proceed.
The presence of the letters ‘A’, ‘P’ or ‘R’ in the column ‘Code’ indicates the following:

A (Agreement) This identifies any procedures or agreements that should be identified in the remarks column of the Check-List or communicated in some other mutually acceptable form.

P (Permission) In the case of a negative answer to the questions coded “P”, no operations are to be conducted without the appropriate written authority.

R (Re-Check) Indicates items to be re-checked at appropriate intervals as agreed between both parties.

Where an item is agreed to be not applicable to the Vessel, to the Terminal or to the operation envisaged, a note to that effect shall be entered in the “Remarks” column.

Whilst the Ship/Shore Safety Check List is based upon cargo handling operations, it is recommended that the same practice be adopted when a Vessel presents itself at a berth for tank cleaning.

The joint declaration shall not be signed until all parties have checked and accepted their assigned responsibilities and accountabilities.

### PART ‘A’ – Physical Checks.

<table>
<thead>
<tr>
<th>Bulk Liquid General</th>
<th>CFR Ref</th>
<th>Vessel</th>
<th>Terminal</th>
<th>Code</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. There is safe access between the Vessel and shore.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>2. The Vessel is securely moored.</td>
<td>33CFR156.120 (a)</td>
<td>R</td>
<td></td>
<td></td>
<td>See Terminal Information Booklet for Mooring Diagrams</td>
</tr>
<tr>
<td>3. Vessel warning signs/signals are displayed.</td>
<td>46CFR 35.35-20(a)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Work areas and transfer connections are adequately lit.</td>
<td>33CFR154.570 33CFR155.790</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. The agreed Vessel/shore communication system is operative.</td>
<td>33CFR156.120 (q)</td>
<td>AR</td>
<td></td>
<td></td>
<td>System: VHF/UHF Radio Backup system: Air Horn</td>
</tr>
<tr>
<td>6. Language fluency is adequate.</td>
<td>33CFR156.120 (v)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. If deployed, emergency towing pennants are correctly rigged.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>8. The Vessel’s fire hoses and firefighting equipment is positioned and ready for immediate use.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>9. The Terminal’s fire-fighting equipment is positioned and ready for immediate use.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>10. The Vessel’s cargo and bunker hoses, pipelines and manifolds are in good condition, properly rigged and appropriate for the service intended.</td>
<td>33CFR156.120 (b) (c) (g) (i) (j) (k)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11. The Terminal’s cargo and bunker hoses/arms are in good condition, properly rigged and appropriate for the service intended.</td>
<td>33CFR156.120 (b) (c) (g) (i) (j) (k)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. The cargo transfer system is sufficiently isolated and drained to allow removal of blank flanges prior to connection.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Scuppers and save alls are effectively plugged and drip trays are in position and empty.</td>
<td>33CFR155.310 33CFR155.320</td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>14. Temporarily removed scupper plugs will be constantly monitored.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
</tbody>
</table>
15. Shore spill containment and sumps are correctly managed. 33CFR154.530

16. Discharge containment equipment is readily accessible. 33CFR154.545

17. Facility monitoring devices are operating properly. 33CFR154.525

18. The ship’s unused cargo and bunker connections are properly secured with blank flanges fully bolted. 33CFR156.120 (e) (f)

19. Ship’s transfer system is aligned to allow flow. 33CFR156.120 (d)

20. All connections are leak free. 33CFR156.120 (p)

21. The Terminal’s unused cargo and bunker connections are properly secured with blank flanges fully bolted. 33CFR156.120 (e) (f)

22. Shore transfer system is aligned to allow flow. 33CFR156.120 (d)

23. All cargo, ballast and bunker tank lids are closed.

24. Sea and overboard discharge valves, when not in use, are closed and visibly secured. 33CFR156.120 (h)

25. All external doors, ports and windows in the accommodation, stores and spaces are closed. Engine room vents may be open. R

26. The Vessel emergency fire control plans are located externally. Location:

27. Vessel response plan has been reviewed. 46CFR35. 35-30(13)

**USCG - Benzene Regulation**

This addendum is to be read and acknowledged by all parties handling benzene, or hydrocarbon mixtures containing in excess of 0.5% benzene by volume.

USCG Regulation 46 CFR 197 concerning benzene requires that the licensed officer, certified tankerman or person in charge of a Vessel should insure that no person on the Vessel is exposed to an airborne concentration of benzene in excess of:

1) One part per million (1 ppm) as an eight hour time weighted average.

2) Five parts per million (5 ppm) as a time weighted average over a fifteen minute period.

USCG requires that the words: BENZENE, REGULATED AREA, CANCER CAUSING AGENT, FLAMMABLE – NO SMOKING, AUTHORIZED PERSONNEL ONLY, RESPIRATOR REQUIRED, be on the warning signs specified in 46CFR, Part 197.535(c). The warning sign required for benzene barges must be permanently affixed to the barge.

In case of Accident:

**Spill or Leak:** Shut of ignition sources. Keep people away. Keep upwind. Shut off leak if without risk. Wear SCBA. Use water spray to "knock down" vapour. Flush area with water spray. Run-off to water creates fire hazard (floats on water): notify fire, health and pollution agencies.

**Fire:** On small fire use dry chemical or carbon dioxide. On large fire use water spray or foam. Cool exposed tanks with water.

**Exposure:** Remove to fresh air. If not breathing apply artificial respiration, oxygen. If breathing is difficult, administer oxygen. Call a physician.

<table>
<thead>
<tr>
<th>USCG - Benzene Regulation</th>
<th>CFR Ref</th>
<th>Vessel</th>
<th>Terminal</th>
<th>Code</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>28. Are Benzene Regulations are being followed?</td>
<td>46CFR Part197</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
If the Vessel is fitted, or required to be fitted, with an Inert Gas System (IGS) the following points shall be physically checked.

<table>
<thead>
<tr>
<th>Inert Gas System</th>
<th>CFR Ref</th>
<th>Vessel</th>
<th>Terminal</th>
<th>Code</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>29. Fixed IGS pressure and oxygen content recorders are working.</td>
<td>46CFR 32.53-5</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
</tr>
<tr>
<td>30. All cargo tank atmospheres are at positive pressure with oxygen content of 8% or less by volume.</td>
<td>46CFR 32.53-5</td>
<td></td>
<td></td>
<td>PR</td>
<td></td>
</tr>
</tbody>
</table>

**PART ‘B’ – Verbal Verification**

<table>
<thead>
<tr>
<th>Bulk Liquid General</th>
<th>CFR Ref</th>
<th>Vessel</th>
<th>Terminal</th>
<th>Code</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>31. The Vessel is ready to move under its own power or by tugboat.</td>
<td></td>
<td></td>
<td></td>
<td>PR</td>
<td></td>
</tr>
<tr>
<td>32. There is adequate supervision and an effective deck watch in attendance on the ship for operations and emergencies.</td>
<td>33CFR 156.120 (s) (t) (u)</td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>33. There is adequate supervision and effective manning at the Terminal for operations and emergencies.</td>
<td>33CFR 156.120 (s) (t) (u)</td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>34. What procedures for cargo, bunker and ballast handling have been agreed?</td>
<td>33CFR 156.120 (w)</td>
<td></td>
<td></td>
<td>AR</td>
<td>Procedure to be used:</td>
</tr>
<tr>
<td>35. What emergency signal and shutdown procedures are to be used by the Vessel and have they been explained and understood?</td>
<td>33CFR 154.550 33CFR 155.780</td>
<td></td>
<td></td>
<td>A</td>
<td>Emergency Signal:</td>
</tr>
<tr>
<td>36. Material safety data sheets (MSDS) for the cargo transfer have been exchanged.</td>
<td>33CFR 156.120 (w)(1)</td>
<td></td>
<td></td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>37. The hazards associated with toxic substances in the cargo being handled have been identified and understood.</td>
<td>33CFR 156.120 (w)(1)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>38. An International Ship Shore Fire connection has been provided.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>39. The agreed tank venting system will be used.</td>
<td></td>
<td></td>
<td></td>
<td>AR</td>
<td>Method:</td>
</tr>
<tr>
<td>40. The requirements for closed operations have been agreed.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>41. The operation of the P/V system has been verified.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>42. Where vapor line is connected, operating parameters have been agreed.</td>
<td></td>
<td></td>
<td></td>
<td>AR</td>
<td>Maximum Rate:</td>
</tr>
<tr>
<td>43. The DOI for Vapor Control Operations has been completed. [See separate checklist]</td>
<td>33CFR 156.120 (aa) 46CFR 35.30-30(c)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bulk Liquid General</td>
<td>CFR Ref</td>
<td>Ship</td>
<td>Terminal Code</td>
<td>Remarks</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
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</tr>
<tr>
<td>44. Independent high level alarms, if fitted, are operational and have been tested.</td>
<td></td>
<td></td>
<td></td>
<td>AR</td>
<td></td>
</tr>
<tr>
<td>45. Cargo tank overfill devices are operational.</td>
<td>33CFR155.480</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>46. What adequate electrical insulating means are in place in the ship/shore connection?</td>
<td>46CFR 35.35-4 46CFR 35.35-5</td>
<td></td>
<td></td>
<td>AR</td>
<td></td>
</tr>
<tr>
<td>47. Shore lines are fitted with a non return valve or procedures to avoid 'back filling' have been discussed.</td>
<td></td>
<td></td>
<td></td>
<td>PR</td>
<td></td>
</tr>
<tr>
<td>48. Smoking rooms have been identified and smoking requirements are observed.</td>
<td>33CFR156.120 (cc)</td>
<td></td>
<td></td>
<td>AR</td>
<td></td>
</tr>
<tr>
<td>49. Naked light regulations are being observed.</td>
<td>33CFR156.120 (dd)</td>
<td></td>
<td></td>
<td>AR</td>
<td></td>
</tr>
<tr>
<td>50. Boiler or galley fires are maintained safely.</td>
<td>46CFR35. 35-20(h)(i)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>51. No unauthorized repair work or hot work being carried out.</td>
<td>46CFR35. 30(b)(2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52. What Vessel/shore telephones, mobile phones and pager requirements are being observed?</td>
<td></td>
<td></td>
<td></td>
<td>AR</td>
<td></td>
</tr>
<tr>
<td>53. Flashlights are of an approved type.</td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>54. Fixed VHF/UHF transceivers and AIS equipment are on the correct power mode or switched off.</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>55. Portable VHF/UHF transceivers are of an approved type.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>56. The Vessel's main radio transmitter aerials are earthed and radars are switched off.</td>
<td></td>
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</tr>
<tr>
<td>57. Electric cables to portable electrical equipment within the hazardous area are disconnected from power.</td>
<td></td>
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</tr>
<tr>
<td>58. Window type air conditioning units are disconnected.</td>
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</tr>
<tr>
<td>59. Positive pressure is being maintained inside the accommodation and A/C intakes are closed.</td>
<td></td>
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</tr>
<tr>
<td>60. Measures have been taken to ensure sufficient mechanical ventilation in the pump room.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>61. There is provision for an emergency escape.</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>62. The maximum wind and swell criteria for operations has been agreed.</td>
<td></td>
<td></td>
<td></td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>63. Security protocols have been agreed between the Ship Security Officer and the Port Facility Security Officer, if appropriate.</td>
<td></td>
<td></td>
<td></td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>64. Terminal and Vessel(s) report ready to begin transfer.</td>
<td>33CFR156.120 (x)</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Corpus Christi North Beach Terminal Information Booklet
If the ship is fitted, or required to be fitted, with an Inert Gas System (IGS) the following statements shall be addressed.

<table>
<thead>
<tr>
<th>Inert Gas System</th>
<th>CFR Ref</th>
<th>Vessel</th>
<th>Terminal</th>
<th>Code</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>65. The IGS is fully operational and in good working order.</td>
<td>46CFR 32.53-5</td>
<td></td>
<td></td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>66. Deck seals, or equivalent, are in good working order.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>67. Liquid levels in pressure/vacuum breakers are correct.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>68. The fixed and portable oxygen analysers have been calibrated and are working properly.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>69. All the individual tank IGS valves (if fitted) are correctly set and locked.</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>70. All personnel in charge of cargo operations are aware that, in the case of failure of the Inert Gas Plant, discharge operations shall cease, and the Terminal be advised.</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**Declaration**

We, the undersigned, have checked the above items in Part A and B in accordance with the instructions, and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items with Code ‘R’ in the Check-List shall be re-checked at intervals not exceeding _____ hours.

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

<table>
<thead>
<tr>
<th>For Vessel</th>
<th>For Shore</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: __________________________________</td>
<td>Name: ___________________________________</td>
</tr>
<tr>
<td>Rank/Position: __________________________</td>
<td>Position/Title: _________________________</td>
</tr>
<tr>
<td>Signature: ______________________________</td>
<td>Signature: ______________________________</td>
</tr>
<tr>
<td>Date: _________________________</td>
<td>Date: _________________________</td>
</tr>
<tr>
<td>Time: _________________________</td>
<td>Time: _________________________</td>
</tr>
</tbody>
</table>

I certify that I have read the above declaration and detailed requirements and all conditions remain satisfactory.

**SUBSEQUENT VESSEL PERSON-IN-CHARGE**

<table>
<thead>
<tr>
<th>Signature/Position</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
</table>

**SUBSEQUENT FACILITY PERSON-IN-CHARGE**

<table>
<thead>
<tr>
<th>Signature/Position</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
</table>
Revalidation of Ship/Shore Safety Checklist and Declaration of Inspection is to be carried out at intervals not exceeding ___ hours.

We have concluded a routine inspection and can confirm all the Checklist (s) questions continue to be answered in the affirmative

Record of repetitive checks for Declaration of Inspection & Ship Shore Safety Checklist

<table>
<thead>
<tr>
<th>Date:</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Time:</td>
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<td>Initials for Shore:</td>
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This page shall be completed and a photocopy provided to the Terminal Representative with the original remaining in this booklet. Terminal Representative will bring his photocopy aboard for the periodic reviews and revalidation.
**Vapor Control Operations Checklist (Addendum to DOI)**

This addendum shall be utilized and completed during the pre-transfer conference whenever vapor collection operations associated with the loading of oil or chemicals are performed at a marine facility.

Requirements for Vapor Control Operations are set forth in 33 CFR 156.120, 46 CFR 39.30, & 46 CFR 35.35-30 and apply to both the facility and the Vessel unless otherwise indicated.

<table>
<thead>
<tr>
<th>Vessel Name:</th>
<th>Facility</th>
<th>Vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Vessel’s COI or COC is properly endorsed for Vapor Control System in use.</td>
<td></td>
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<tr>
<td>2 Initial Loading Rate of _________ barrels per hour and Maximum Transfer Rate of ________ barrels per hour are established.</td>
<td></td>
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<tr>
<td>3 Maximum and minimum operating pressures at the facility vapor connection are determined and agreed. Vessel to notify facility PIC of any deck pressure issues.</td>
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<tr>
<td>4 Cargo tank filling limits are agreed.</td>
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<tr>
<td>5 If inerted, the oxygen content of the Vessel’s cargo tanks are less than 8% oxygen by volume and cargo tanks are at a pressure of less than 1psig.</td>
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<tr>
<td>6 Oxygen and hydrocarbon analyzers of the facility and Vessel have been bump tested or calibrated within the past 24 hours prior to commencement of transfer.</td>
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<tr>
<td>7 Each component of the transfer system (Pumps, Piping, Valves, Tanks, Hoses) is properly lined up for cargo transfer with all unused components securely shut or blinded, including Vapor System.</td>
<td></td>
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<tr>
<td>8 All cargo hatches and ullage openings are secured.</td>
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<tr>
<td>9 All facility and Vessel alarms and shutdown systems have been tested within the past 24 hours.</td>
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</tr>
<tr>
<td>10 Terminal &amp; Vessel overfill alarm systems have been tested in the past 24 hours.</td>
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<tr>
<td>11 Terminal’s overfill alarm system is functional &amp; connected to receiving Vessel or Barge</td>
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<tr>
<td>12 Terminal’s shutdowns and analyzers have been tested in the past 24 hours</td>
<td></td>
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<tr>
<td>13 Flange connections are properly aligned and tightened to the applicable cargo and vapor connections with required fasteners and gaskets.</td>
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<tr>
<td>14 Hoses and loading arms used in the transfer of cargo and vapor have been examined are in good order.</td>
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<tr>
<td>15 Hoses are of sufficient length and properly supported to prevent any strains and allow for movement of the Vessel.</td>
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<tr>
<td>16 Vapor hose is electrically insulated between the Vessel and facility vapor connection.</td>
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<tr>
<td>17 Vapor hose is properly marked (bands) and stenciled with “VAPOR”.</td>
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<tr>
<td>18 Vessel’s vapor connection piping is properly marked.</td>
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<tr>
<td>19 Vessel’s vapor system presentation flange is fitted with the proper permanent locating stud fitted at the top of the flange.</td>
<td></td>
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</tr>
<tr>
<td>20 Facility vapor collection hose or arm is properly connected to the Vessel vapor connection flange.</td>
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<table>
<thead>
<tr>
<th>Facility PIC</th>
<th>Vessel PIC</th>
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<tbody>
<tr>
<td>Signature</td>
<td>Signature</td>
</tr>
<tr>
<td>Title</td>
<td>Title</td>
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<tr>
<td>Time &amp; Date</td>
<td>Time &amp; Date</td>
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</tbody>
</table>
I certify I have read the declarations above and all conditions remain satisfactory.

<table>
<thead>
<tr>
<th>Subsequent PIC</th>
<th>Title</th>
<th>Time &amp; Date</th>
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<tr>
<td>Vessel</td>
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<tr>
<td>Facility</td>
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<td>Vessel</td>
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<tr>
<td>Vessel</td>
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<tr>
<td>Facility</td>
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</tbody>
</table>

Date and Time Operations Completed: _____________________________
Marine Radio Issue Receipt

Date: ____________________  Vessel Name: ____________________

Radio is supplied for communication with NuStar Corpus Christi terminal during cargo movement and is to be returned to the terminal and signed off for receipt by the terminal operator and the vessel.

1 - Marine Radio  Valued at: $2,500.00

<table>
<thead>
<tr>
<th>Make:</th>
<th>Model:</th>
<th>Signed Out</th>
<th>Signed In</th>
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</thead>
<tbody>
<tr>
<td>Radio Serial No:</td>
<td>__________________</td>
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<tr>
<td>Battery Serial No:</td>
<td>__________________</td>
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<tr>
<td>Battery Serial No:</td>
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<tr>
<td>Battery Serial No:</td>
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</table>

**Received on Vessel**

Vessel Signature: ____________________  Terminal Signature: ____________________

Date: ____________________  Time: ____________________

Failure to return Marine Radio will result in a charge of $2,500.00 USD to your vessel

**Returned to Terminal**

Vessel Signature: ____________________  Terminal Signature: ____________________

Date: ____________________  Time: ____________________
ITEMS PROHIBITED ON SITE

No sources of ignition including:

- Matches or Lighters
- No Mobile Telephones or battery operated equipment

If these items are essential to your work you will need to obtain permission from the Terminal Management to take them on site.

They must only be used in designated areas!

- No Alcohol, No Drugs, No Pets

Driving on Site

- Vehicles are only permitted on site with express approval of the Terminal Management which will normally be extended to properly constructed tank vehicles
- Passengers may only be on site with permission and if signed into access system.
- Where seatbelts are fitted they must be worn at all times.
- Maximum speed limit is 9 mph

EMERGENCY PROCEDURES

Injuries, Incidents and Near Misses

If you sustain an injury or feel ill during your visit to site you must report immediately to a member of NuStar Staff.

All incidents and near misses must be reported immediately to a member of NuStar Staff

Refer to Terminal Information Booklet for Emergency Procedures

This Terminal is a VPP Star Site

---

NuStar Corpus Christi North Beach
2829 Texaco Road, Corpus Christi, Texas, USA
Phone: +1 (361) 884 6393

---

Visitor Name:_________________
Visitor's Company:_____________
Has had a site Induction

Safety Is No Accident

If In Doubt ASK!

I agree to abide by the site rules and current legislation during my visit to this Terminal - This Terminal is a VPP Star Site

Signed:_____________________
Pass No:_____________________
Issue Date:__________________
VALID FOR ONE YEAR FROM ISSUE DATE
PERSONAL PROTECTIVE EQUIPMENT (PPE)

MINIMUM STANDARD

Hard Hat
Safety Footwear
Eye Protection (Goggles if needed)
Flame Retardant, Anti Static Clothing
Hearing Protection (where needed)
APPROVED SMOKING AREAS

Whilst this Vessel remains at this facility, smoking shall only be permitted in the following locations on board:

1)

2)

3)

The doors to each of these locations must be kept closed

Port : NuStar Corpus Christi  Date :_____________________

Signed:

Master / Chief Officer  Terminal Representative

Notice No. 1

Remove from Booklet and post.

APPROVED SMOKING AREAS

Whilst this Vessel remains at this facility, smoking shall only be permitted in the following locations on board:

1)

2)

3)

The doors to each of these locations must be kept closed

Port : NuStar Corpus Christi  Date :_____________________

Signed:

Master / Chief Officer  Terminal Representative

Notice No. 2

Remove from Booklet and post.
APPROVED SMOKING AREAS

Whilst this Vessel remains at this facility, smoking shall only be permitted in the following locations:

1)
2)
3)

The doors to each of these locations must be kept closed

Port : NuStar Corpus Christi

Signed: _________________________  __________________________

Master / Chief Officer      Terminal Representative

Date :_________________________

Notice No. 3

Remove from Booklet and post.
Terminal Safety Regulations

These Terminal Safety Regulations (“Regulations”) are prescribed for the protection of personnel, property, and the environment at our marine installation during Ship/Shore Operations. The Regulations are supplementary to any United States Regulations, the General Requirements For Vessels provided above, and industry best practices. In the event of any conflict between these Regulations, OCIMF guidance, and US Code of Federal Regulations, the more stringent standard will apply.

1. Definitions

In these Regulations the following words and expressions have the following meanings:

Approved Equipment: Approved Equipment is equipment of a design that has been tested and approved by an appropriate authority, such as a government agency or Classification Society. The authority shall have certified the equipment as safe for use in a specified hazardous atmosphere.

Authorised Persons: Authorised persons are those with entry permits issued by the Terminal, allowing access to the Terminal and jetty areas, Terminal authorised personnel, personnel authorized by Vessel’s agent through an approved list and Vessel’s crew members whose names appear on the Vessel’s crew list.

Gas free: A tank, compartment or container is gas free when sufficient fresh air has been introduced into it to lower the level of any flammable, toxic or inert gas to the level required for a specific purpose; such as hot work or tank entry.

Hot Work: ‘Hot Work’ is work involving sources of ignition or temperatures sufficiently high to cause the ignition of a flammable gas mixture. This includes any work requiring the use of welding, burning or soldering equipment, blow torches, some power driven tools, portable electrical equipment which is not intrinsically safe or contained within an approved explosion proof housing, and internal combustion engines.

Inert Gas: Inert gas is a gas or a mixture of gases, such as flue gas, containing insufficient oxygen to support the combustion of hydrocarbons, and having an oxygen content of less than 8% by volume.

Terminal PIC (TPIC): The TPIC is a person appointed by the Terminal having overall charge of dock operations.

Vessel PIC: The Vessel PIC is a person appointed by the Master having overall charge of transfer operations aboard the Vessel.

Main Deck: The main deck of a Vessel is the steel plating forming the top of the cargo tanks, cofferdams and pump rooms.

Master: The Vessel’s master or his duly authorised deputy or any person who for the time being is in charge of the Vessel.

Naked Lights: Naked lights are open flames or fires, lighted cigarettes, cigars, pipes or similar smoking materials, any other unconfined sources of ignition, electrical and other equipment liable to cause sparking while in use, and unprotected light bulbs.

Operations: Operations are the loading, discharging and transfer of petroleum, the ballasting or de-ballasting of sea water and the loading or transferring of bunker fuels.

Petroleum: Petroleum is crude oil and its derivatives, whether solid, liquid or gaseous.

Regulations: Regulations are the regulations contained within this document and any amendment.
**Responsible Vessel’s Officer:** The responsible Vessel’s officer is the master or any officer to whom the master may delegate responsibility for any operation or duty.

**Terminal:** A Terminal is a place where Vessels are berthed or moored for the purpose of loading or discharging petroleum cargo and includes any premises owned by this Terminal, such as tank farms.

**Vessel:** A Vessel is a ship or barge designed for the carriage of bulk liquid hydrocarbons.

2. **General**

2.1. These Terminal Safety Regulations are based on safe working practices widely accepted by the petroleum and tanker and barge industries.

2.2. The responsibility for safe cargo handling operations is shared between the Vessel and the Terminal, and rests jointly with the master and the Terminal. The manner in which the responsibility is shared must be agreed between them so as to ensure that all aspects of the operations are covered.

2.3. More detailed guidance on safe working practices is given in current editions of the *International Safety Guide for Oil Tankers and Terminals (ISGOTT)*.

2.4. NuStar personnel do not operate third party equipment under any circumstances, including valves, cranes or hoists, pumps, etc…

2.5. In an emergency, none of these Regulations shall prevent the Master or the Responsible Vessels Officer from taking measures that, in his opinion, are most effective to remove the cause of emergency and to protect human lives and property.

3. **Conditions of Vessel Acceptance**

3.1. The Terminal receives Vessels alongside on the understanding that operations will be conducted safely and expeditiously and that the berth will be vacated as soon as practicable after operations have been completed. Delay, caused by Vessels may be subject to additional costs (see section 31). Prior to berthing, the Vessel shall prepare its cargo manifold system to accommodate connection to the Terminal cargo transfer system.

3.2. The Terminal reserves the right to suspend operations and require the removal of any Vessel from the berth for:

3.2.1. Infringement, disregard or breach of these Regulations.

3.2.2. Defects in the Vessel, and in her equipment, manning or operations, which in the reasonable opinion of Terminal personnel present a hazard to premises, personnel, environment, or operations.

3.2.3. Operational performance (appropriate to the type of Vessel and operation) that fails to utilise satisfactorily the available Terminal facilities and thereby, in the reasonable opinion of the TPIC constitutes an unacceptable constraint on operations.

3.3. Terminal shall not be liable for any costs incurred by a Vessel, its Owners, Charterers or Agents:

3.3.1. As a result of a refusal from that Vessel to load or discharge all or part of a nominated shipment.

3.3.2. Delay to or suspension of discharging, or a requirement to vacate the berth arising from these Regulations.

3.4. Terminal reserves the right to monitor operations of any Vessel to ensure compliance with all applicable laws, and to notify the appropriate Authority in the event of contravention.
3.5. If the Terminal determines the Vessel poses a risk based upon past performance or other criteria discovered during the vetting process, Terminal may, at its option, require the Vessel to place an independent representative, acceptable to the Terminal company, on board the Vessel to observe loading or discharging operations while the Vessel is moored at the berth. The representative may monitor operations and advise the Vessel’s Master regarding avoidance of pollution, unsafe acts, or violation of Terminal regulations. The representative will not direct the undertaking of any particular action or interfere in any way with the Vessel Master’s authority. All charges for the representative shall be for the Vessel’s account.

3.6. All Vessels nominated must be capable of operating within the physical limitations of berth dimensions and hard-arm operating envelopes (if applicable) as set by the Terminal from time to time.

3.7. All Vessels must retain on board sufficient personnel with good working knowledge of the English language to enable operations to be carried out efficiently and safely and to maintain quick, reliable ship/shore communications to cover operations and emergencies.

3.8. Terminal shall not be liable for any demurrage, loss claims or demands resulting from, or relative to, any act or omission by Authorities or their representatives.

4. Access to Jetty Areas and Vessels

4.1. The Terminal operates under the International Ship and Port Facility Security Code (ISPS) and Marine Transportation Security Act of 2002 (MTSA) [as amended]. Only authorised persons are allowed access to premises or jetty areas. Terminal requires that ship visitors or crew, who appear to be under the influence of alcohol or drugs will not be allowed access to or from ship.

4.2. Visitors to Vessels, unless on Terminal business, are the responsibility of the Master who shall ensure that they comply with these Regulations.

4.3. Terminal personnel and Governmental officials shall have the right to board any Vessel at any time to ensure that these Regulations are being observed and have the right to stop operations and order Vessels from the berth in the event of contravention of the Regulations.

4.4. No road vehicle may enter the Terminal facility unless permission has been granted by the Terminal Manager in respect of such vehicle. No vehicle may be parked so as to restrict free access to roadways, to the jetty, or to any safety and fire fighting equipment.

4.5. Such permission will not be given for transport of goods to the Vessel. Delivery of goods to the Vessel shall only be made via launch.

4.6. Within the Terminal, security staff will be arranged by Terminal or Port Authority to control Vessel visitors. Security staff will normally be positioned at the main gate or near the jetty.

4.7. All visitors must be escorted to and from the Vessel. Visitors to Vessels are not permitted to board a Vessel unless their entry to the premises is recorded at the main gate. Access from small boats is strictly prohibited.

4.8. Vessels are expected to maintain a strict gangway watch with adequate controls to ensure visitor safety and control. Vessels unable to perform this function are subject to Terminal requesting outside personnel to perform this function at Vessel’s expense.

5. Receipt and Display of Regulations

5.1. Operations shall not begin until:-
5.1.1. The Master has signed the Safety Letter in this booklet as his acknowledgement of receipt and agreement to comply with these Regulations.

5.1.2. The Safety checks as under regulation 9 have been satisfactorily completed.

5.1.3. A Notice, supplied by the Vessel, in English language bearing the words as indicated here is prominently displayed on or near the gangway access point to the Vessel.

6. **Mooring**

6.1. Only authorized Government Officials, Terminal staff and Terminal contractors are allowed access on to the jetty during the mooring and unmooring of a Vessel.

6.2. A Terminal representative will be on the jetty for the arrival of the Vessel to:

   6.2.1. communicate with the Vessel
   6.2.2. assist in correct positioning of the Vessel

6.3. Masters of Vessels are responsible for ensuring that:

   6.3.1. Their Vessels are adequately secured alongside the jetty or within the buoy mooring with, at least, the minimum number of mooring lines as advised by the Harbor Officer. Vessels will use good quality ropes or wires and sufficient in number which to the satisfaction of Terminal. Wire ropes shall have rope pennants fitted complying with OCIMF standards.

   6.3.2. Mooring lines used in any particular direction of service (head/stern lines, breast lines, springs) shall be of similar breaking strength, elasticity and material. Under no circumstances will a mixture of wire and synthetic ropes in the same direction of service or to the same dolphin be acceptable except moorings additional to the requirements of 6.3.1.

   6.3.3. Mooring wires or ropes are secured only to the proper Vessel and shore fixtures provided for this purpose. The practice of turning up mooring lines on drum ends is not acceptable.

   6.3.4. Self-tensioning winches are not to be used in automatic mode and the ropes or wires used on such winches are secured with hardened up winch brakes, with winches disengaged.

   6.3.5. A strict watch is kept on their Vessel's moorings and they are to be tended as required to prevent slack or over-taut lines and undue movement of the Vessel. Movement of the Vessel is to be avoided and attention shall be given to the effects of tides and other Vessels passing the jetty. At no time is the Vessel to be allowed to drift off the breasting dolphins. Excessive movement by the Vessel while moored at the jetty may mandate immediate suspension of all transfer operations. If transfer is suspended, it shall not resume until the Vessel is again securely moored. Moorings must meet the satisfaction of the NuStar representative in attendance.

   6.3.6. Sufficient persons are on duty to attend to moorings whilst Vessel is alongside.

7. **Emergency Towing Wires (not applicable in Corpus Christi)**

   7.1. Emergency towing wires of adequate strength and condition must be positioned on both the offshore bow and quarter of the Vessel with the towing eyes maintained one metre above the water level.
7.2. Emergency towing wires must be properly made fast on all Vessels with adequate slack flaked out on deck for effective towing. The slack length is to be secured from running free by rope yarns or by other easily broken means.

8. Personnel Access to and from Vessels

8.1. For ocean-going Vessels:

8.1.1. Masters shall rig an adequate gangway providing safe access to and from the Vessel for use by Vessel and shore personnel.

8.1.2. The gangway shall be provided with proper gangway net.

8.1.3. If the Vessel is not able to provide safe access the Terminal reserves the right to engage locally provided service at Vessel’s expense.

8.1.4. Any time required to provide safe access to the Vessel in excess of reasonable and customary time shall be for Vessel’s account.

8.2. A life buoy with at least 30 metres of lifeline attached shall be positioned on the Vessel near the accommodation ladder / gangway.

9. Pre-Operations Meeting and Vessel Inspection

9.1. Before any operations commence, the TPIC and the Responsible Vessels Officer will:

9.1.1. Carry out a safety inspection.

9.1.2. Complete the Ship/Shore Safety Check List(s) and Declaration of Inspection.

9.1.3. Discuss any deficiencies found by 9.1.1 and 9.1.2 above and agree any additional precautions required. The Terminal reserves the right to refuse to load or discharge a Vessel if the required standards are not met. Any delays experienced while Vessel rectifies such deficiencies shall be for Vessel’s account.

9.1.4. Complete a discharge plan that includes (where applicable):
   a. Signalling / Communication practices.
   b. Cargo manifolds to be used.
   c. A plan showing Vessel compartments and products.
   d. Quantities and grades of cargo to be discharged / loaded.
   e. Agreed flow rates required and minimum & maximum permitted pressure at Vessel's rail during:
      i. Starting transfer while checking for leaks and to control the effects of static electricity.
      ii. Bulk discharge / load
      iii. Topping off shore / Vessel tanks.
   f. Simultaneous pumping of ballast and cargo.
   g. Ballasting procedure.
   h. Line draining procedure.
   i. A statement on hull stress and Vessel stability throughout cargo operations.
   j. Location of emergency stop buttons.
   k. Data sheets for product being handled.
   l. Emergency procedures.

9.2. Terminal reserves the right to:

9.2.1. Sample and test the quality of cargo before commencing discharge or after loading

9.2.2. Instruct a third-party independent cargo surveyor for the sampling and measurement of cargo and for checking cargo tanks

9.2.3. Place approved equipment on board as required for cargo sampling or testing.
9.3. Tanker Master shall agree that by following the cargo plan the stress on the Vessel's hull will not exceed the maximum level permitted by the Classification Society and that she will have adequate stability throughout her port stay to leave the berth at any time.

9.4. Vessel is responsible for the connecting or disconnecting of loading arms or hoses to the Vessel's presentation flanges.

9.5. Vessels manifold arrangement shall comply with the requirements of the OCIMF publication, "Recommendations for oil tanker Manifolds and associated Equipment". Presentation flanges are to be made of steel and conform to B.S. 1560 or ANSI B16.5 standard. Where Vessel's manifold flanges are constructed to a different standard, Vessel is required to provide adequate spool pieces to permit correct connection of shore arms or hoses.

9.6. Prior to cargo transfer operations, Vessels are to make ready firefighting equipment as described in Regulation 19.

10. Conditions to be Observed During Operations

10.1. Operations shall be conducted in accordance with US Federal, State, and local laws and the requirements of the current edition of the OCIMF publication 'International Safety Guide for Oil Tankers and Terminals'.

10.2. Sufficient crew must remain on board the Vessel, under the supervision of the Responsible Vessel's Officer, to control routine operations and emergencies. Vessels are to have on board at least one Senior Deck Officer (Master or Chief Officer) and one Senior Engineer (Chief Engineer or Second Engineer) at all times.

10.3. An English-speaking Responsible Vessel's Officer must be on the Vessel's main deck at all times for the purpose of supervising Cargo/Ballast Handling operations. In this context, on a Vessel's main deck shall be interpreted as including a Vessel's cargo control room. The Terminal will supply each Vessel with a portable UHF radio for communication with the TPIC. The Responsible Vessel's Officer must maintain a continuous listening watch on the agreed communication channel throughout cargo operations. On tankers, a responsible member of the tanker's crew, capable of understanding instructions and relaying them to his Responsible Vessel's Officer, shall be stationed at Vessel's manifold at all times, to:

10.3.1. observe manifolds in case of leakage
10.3.2. observe gangway, record visitor information
10.3.3. communicate with Terminal PIC
10.3.4. keep a watch on moorings

10.4. All external doors, portholes and openings leading into the Vessel's accommodation or machinery spaces (other than the pump room) shall be kept closed during operations. Vessel's accommodation boundary doors shall be fitted with self-closing devices but at no time, shall they be locked.

10.5. Mechanical ventilation and air conditioning units shall be stopped if gas is being drawn into accommodation. Window type air conditioning units shall be electrically disconnected.

10.6. Cargo tank hatch-lids shall be kept closed and secured at all times, except when permission is granted by the TPIC. Such permission will be granted only in respect of tank inspection.

10.7. Tankers fitted with an Inert Gas System are required to use the system and maintain oxygen levels in tanks at less than eight percent.
10.8. Tankers are required to monitor product/ballast levels at intervals not exceeding 30 minutes during cargo and or ballast operations and to compare quantities transferred at hourly intervals.

10.9. Sighting-ports set into cargo-tank lids must be kept closed. Properly constructed and well-secured flame screens shall be fitted to ullage ports.

10.10. By day, all Vessels must fly Flag 'B' of the International Code of Signals and by night, an all-round red light.

10.11. For oil tankers with conventional pump rooms, prior to commencement and at regular intervals throughout the operation cycle, watch shall be kept to ensure that no oil or oily water is escaping through sea valves. Overboard valves through which oil could escape shall be confirmed closed and lashed during the Vessel's stay alongside. When lashing is not practical, as with hydraulic valves, some suitable means of marking shall be used to indicate clearly that the valves are to remain closed and where possible, activating levers removed. At no time shall ballast be introduced into cargo tanks without notifying Terminal.

10.12. Vessel's cargo pump room mechanical ventilation systems shall be kept in operation and the atmosphere within the pump room maintained, at all times, in a condition such as to allow safe entry.

10.13. The Responsible Vessel's Officer shall give verbal notice to the TPIC at least 30 minutes before the completion of any cargo transfer operation.

10.14. A Vessel alongside must be maintained in a state of readiness for vacating the berth within, at most, thirty minutes.

10.15. At suitable intervals (and not more than 4 hours having regard to the estimated duration of cargo transfer), a Terminal representative and Responsible Vessel's Officer will carry out operational checks and confirm that:

10.15.1. the Ship/Shore Safety Check List remains valid.
10.15.2. operational procedures are continuing in a satisfactory manner.
10.15.3. Terminal Safety Regulations are not being contravened.

11. Prevention of Sparking

11.1. The opening and closing of tank hatches and the connecting and disconnecting of hoses shall be carried out with care so as to avoid the generation of sparks.

11.2. Immediate steps must be taken to eliminate sparking from funnels and during such events all operations must stop.

12. Blanking of Unused Connections

12.1. Unused cargo and bunker connections must be closed and blanked. These blank flanges shall be fully bolted and other types of fittings, if used, properly secured. Manifold blanks shall be capable of withstanding the maximum design pressure of the system.

13. Weather Precautions

13.1. Operations shall be suspended during periods of high winds exceeding 35 knots.

13.2. In still air conditions, operations may be suspended at the discretion of either the Responsible Vessel's Officer or the TPIC.

13.3. In the event of a thunderstorm (electrical storms) being present or anticipated in the proximity of the Vessel, all transfer operations shall be suspended.
13.4. At such times as operations are suspended due to weather, all tank openings and cargo valves shall be closed.

14. **Smoking**

14.1. On shore, smoking is strictly prohibited except in locations for which smoking permits are specifically issued by the Terminal.

14.2. On board tankers, smoking is strictly prohibited except under controlled conditions and then only in a maximum of three jointly approved enclosed smoke-rooms. Each smoke-room be so indicated by the provision of "Approved Smoke-Room" notices, as supplied by Terminal, which shall be conspicuously exhibited on the door to each smoke-room whilst the tanker is alongside.

14.3. A tanker's smoke-rooms, which shall be nominated by the Master and approved by the TPIC, shall be situated abaft cargo tanks and shall have no doors or ports opening directly onto open decks. Where operations necessitate the frequent opening of doors to a room such as the cargo control room, such a room shall not be designated as a smoke room.

14.4. The TPIC may, when circumstances warrant, prohibit smoking altogether.

15. **Matches and Lighters**

15.1. Except in approved smoke-rooms, the carrying and use of matches and lighters is prohibited. Matches must be of the safety type and confined to approved smoke-rooms.

15.2. Under no circumstances are matches or lighters to be carried within the Terminal by Vessel's crew or visitors.

16. **Use of Naked Lights**

16.1. The use of naked lights is prohibited except:

16.2. Under an individual Hot Work Permit issued by the Terminal management for the particular occasion and purpose (see also Regulation 25).

16.3. In the places where smoking is permitted.

17. **Galley Stoves and Other Cooking Equipment**

17.1. On tankers, the use of galley stoves and other cooking equipment of electrical or steam type shall be permitted provided that the Master and TPIC agree that no hazard exists and that galley doors and other galley openings onto the open decks be kept closed at all times. Use of Galley stoves operated by LPG is strictly prohibited.

18. **Handling of Stores or General Cargo**

18.1. The receiving of Vessel's stores, spares, or general cargo is not permitted over the dock.

19. **Emergency Precautions**

19.1. In order to meet emergencies Vessels must:

19.1.1. Retain sufficient suitable crew members on board at all times to man emergency services and to move the Vessel, if so directed by Terminal or Port Authority personnel.

19.1.2. Have adequate emergency equipment and firefighting appliances (at a minimum, to comply with law), including main and emergency fire pumps, ready for immediate use. The appliances will include at least:

   a. Two fire hoses, fitted with jet/spray nozzles, uncoiled, connected to the tanker's fire main and laid out on the main deck near the manifold.
b. Two portable fire extinguishers of the dry chemical type, placed near the Vessel's manifold.

c. One International Ship/Shore Connection available and clearly sign-posted at an agreed position on the tanker's fire main for ready connection to the shore main.

d. The Vessel's offshore lifeboat shall be rigged ready for lowering for use as an emergency escape.

e. A Pilot Ladder or Accommodation Ladder shall be rigged on the outboard side of the Vessel ready for immediate lowering as a means of escape in the event of an emergency.

19.2. A "Fire Notice" is supplied by Terminal advising Vessel's crew actions to take in the event of a fire

20. State of Readiness and Engine Immobilisation

20.1. Vessels must be able to move under their own power within thirty minutes of notification by the Terminal or Port Authority.

20.2. Maintenance, repairs, or other work that may immobilise a Vessel shall not be undertaken while at the berth.

20.3. Should immobilisation occur, Terminal reserves the right to order the Vessel to vacate the berth via tug assist.

21. Emergency Services

21.1. On a Vessel's arrival alongside, the Responsible Vessel's Officer and the TPIC shall discuss action to be taken in the event of an emergency or fire. This shall include emergency procedures and means of communication.

22. Movements of Tugs and Other Craft

22.1. During transfer operations, no Vessel, tug, or small craft shall be allowed alongside the Vessel unless:

   a. Prior approval has been received from the Terminal Manager; and,

   b. All cargo tank openings are closed; and,

   c. The tug or small craft has received permission from the Master.

23. Tankers Radio and Radar Equipment

23.1. Except for a tanker's VHF equipment and satellite communications equipment, a tanker's main radio transmission equipment, including emergency transmitters, shall not be used while the tanker is berthed and the transmitting aerials for such equipment shall be disconnected and earthed.

23.2. A tanker's radar installation shall not be used during Cargo/Ballast handling Operations except that, on Vessels fitted with inert gas, a 3cm radar may be used with Terminal permission to monitor approaching electrical storms.

24. Portable Radios, Hand Lamps and Electrical Equipment

24.1. Portable radios, pagers, and flashlights shall not be permitted unless they are of an approved type for use in flammable atmospheres.

24.2. The use of portable electric lamps and equipment on temporary electric cables is prohibited on all open decks of any Vessel.
24.3. Portable domestic radios, cell phones, photographic flash equipment, electronic calculators, tape recorders or any other battery powered equipment of non-approved type shall not be used either on the open decks or anywhere outside of the accommodation.

25. Maintenance & Repair Work

25.1. Maintenance or repair work involving either "hot" or "cold" work or the use of naked lights is prohibited on board the Vessel unless permission has been requested and given in writing by the Terminal Manager and the conditions and precautions required are rigidly observed.

25.2. Such work includes, but is not restricted to, boiler and boiler tube cleaning, chipping and scraping, hull painting, testing or servicing of electrical equipment (including radar and radio installations).

25.3. No hot work is permitted on the jetty and surrounding area within 100 feet of the Vessel's manifold whilst cargo loading operations are taking place.

26. Landing of Material

26.1. No materials may be landed from Vessels on to the Jetty without the consent of the Terminal Manager.

27. Pollution

27.1. Neither petroleum nor mixture containing petroleum shall be discharged over-side or allowed to escape from a Vessel.

27.2. Neither garbage nor other materials, either liquid, or solid shall be discharged over the side from a Vessel. No garbage, waste oil, or sludge handling facilities exist at this Terminal, however under MARPOL regulations the Terminal will allow a means for the Vessel to remove waste and/or Hazardous Materials via a third party contractor.

27.3. Any overflow, leakage, or spillage of oil or oily mixture must be reported immediately to the TPIC and to the Port Authority. Operations shall be suspended until the overflow, leakage, or spillage has been cleaned up to their satisfaction. The TPIC may employ resources to assist in the containment and cleaning of pollution caused by a Vessel without the authority of the Master, but in taking such action he shall be considered to be acting on behalf of the Master and with his approval.

27.4. During cargo and bunker transfer operations, deck scuppers and holes must be suitably plugged to prevent oil spilled on deck from escaping to the water around the Vessel. Accumulations of water on deck shall be drained periodically and scupper plugs replaced immediately after the water has been drained off. Oily water shall be transferred to a slop tank or other suitable receptacle.

27.5. Drip trays must be placed under manifold connections. Excessive amounts of oil and / or water shall not be allowed to accumulate in the drip tray and means shall be provided to transfer the contents to either, a slop tank or to another suitable receptacle.

27.6. Vessels shall have a pollution contingency plan and shall have oil pollution clean-up equipment available at the cargo manifold area for dealing with small spills on deck.

27.7. The application of dispersants onto the water is not allowed.

27.8. Soot blowing and excessive funnel smoking is prohibited.

27.9. On arrival alongside, the chief engineer will personally ensure that the engine-room Bilge Overboard valve is locked in the closed position.
28. **Tank Washing and Gas Freeing**

28.1. Tank washing and gas freeing operations are not permitted during a Vessel's stay alongside without prior permission.

29. **Health Hazards**

29.1. Masters are responsible for ensuring that the hazards of the petroleum products to be discharged/received are made known to their crews by means of notices posted in the Vessel's cargo office or gangway area and that all applicable precautions are taken in product handling.

30. **Entry Into Vessel's Tanks**

30.1. While a Vessel is alongside, no person shall enter a Vessel's cargo or ballast tanks.

30.2. While a Vessel is alongside, no person shall enter a Vessel's void spaces or other enclosed space unless a written entry permit has been issued and the tank has been proven gas free.

31. **Charges**

31.1. When a Vessel, which has been ordered to leave the berth in accordance with the Conditions contained in Regulation 3 hereof, fails to vacate the berth within 1 hour (weather conditions permitting), a fee for berth occupancy of US$2,000 per hour or part thereof will be levied in addition to any costs set forth in the Terminal Storage Agreement, as well as all direct costs incurred for the retention of tugs, line-boat etc.

31.2. Charges will also be levied against a Vessel in respect of costs incurred for manpower, equipment or supplies that may be used in the containing or removal of oil or other pollutants spilled by that Vessel.

32. **Evacuation**

32.1. Evacuation signage will be provided on the jetties.