



GULF OF SUEZ PETROLEUM COMPANY

RAS SHUKHEIR TERMINAL

SAFETY REQUIREMENTS

The Master, M/T _____

Date: _____

Dear Captain,

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

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

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

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

Should you feel that any immediate threat to the safety of your ship arises from any action by the Company, or from the equipment under Company control, you are fully entitled to demand an immediate cessation of operations.

In the event of continued or flagrant disregard of these Safety Regulations by any ship, we reserve the right to stop all operations and to order that ship off the berth for appropriate action to be taken by the Charterers and Owners concerned.

All costs will be for the account of the vessel. Please acknowledge receipt, understanding and acceptance of this letter by countersigning and returning the attached copy.

COMPANY REPRESENTATIVE: _____

Receipt and acceptance of this letter is hereby acknowledged:

Signed: _____ Master



GULF OF SUEZ PETROLEUM COMPANY

RAS SHUKHEIR TERMINAL

SHIP/ShORE SAFETY CHECKLIST

Ship's Name: _____

Date of Arrival: _____ Time of Arrival: _____

INSTRUCTIONS FOR COMPLETION:

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

A box in the column ship and terminal indicates that checks should be carried out by the party concerned.

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

A - Any procedures and agreements should be in writing in the remarks column of this Checklist or other mutually acceptable form. In either case the signature of both parties should be required.

P - In the case of a negative answer, the operation should not be carried out without the permission of the Port Authority.

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

PART "A"- BULK LIQUID GENERAL

General	Ship	Terminal	Code	Remarks
1. Is the ship securely moored?			R	
2. Are emergency towing wires correctly positioned?			R	
3. Is there safe access between ship and shore?			R	
4. Is the ship ready to move under it's own power?			PR	
5. Is there an effective deck watch in attendance on board and adequate supervision on the terminal and on the ship?			R	
6. Is the agreed ship/shore communication system operative?			AR	
7. Has the emergency signal to be used by the ship and shore been explained and understood?			A	
8. Have the procedures for cargo, bunker and ballast handling been agreed?			AR	
9. Have the hazards associated with toxic substances in the cargo being handled been identified and understood?				
10. Has the emergency shutdown procedure been agreed?			A	
11. Are fire hoses and fire-fighting equipment on board and shore positioned and ready for immediate use?			R	
12. Are cargo and bunker hoses/arms in good condition, properly rigged and appropriate for the service intended?				
13. Are scuppers effectively plugged and drip trays in position, both on board and ashore?			R	
14. Are unused cargo and bunker connections properly secured with blank flanges fully bolted?				
15. Are sea and overboard discharge valves, when not in use, closed and visibly secured?				
16. Are all cargo and bunker tank lids closed?				
17. Is the agreed tank venting system being used?			AR	
18. Has the operation of the P/V valves and/or high velocity vents been verified using the check lift facility, where fitted?				
19. Are hand torches of an approved type?				
20. Are portable UHF/VHF transceivers of an approved type?				
21. Are the ship's main radio transmitter aerials earthed and radars switched off?				
22. Are electric cables to portable electrical equipment disconnected from power?				
23. Are all external doors and ports in the accommodation closed?			R	
24. Are window-type air conditioning units disconnected?				
25. Are air-conditioning intakes, which permit the entry of cargo vapours closed?				

General	Ship	Terminal	Code	Remarks
26. Are the requirements for use of galley equipment and other cooking appliance being observed?			R	
27. Are smoking regulations being observed?			R	
28. Are naked lights regulations being observed?			R	
29. Is there provision for an emergency escape?				
30. Are sufficient personnel onboard and ashore to deal with an emergency?			R	
31. Are adequate insulating means in place in the ship/shore connection?				
32. Have measures been taken to ensure sufficient pump room ventilation?			R	
33. If the ship is capable of closed loading, have the requirements for closed operations been agreed?			R	
34. Are ship emergency fire control plans located externally?				
35. Is the Inert Gas System fully operational and in good working order?			P	
36. Are deck seals in good working order?			R	
37. Are liquid levels in P/V breakers correct?			R	
38. Have the fixed and the portable oxygen analyzers been calibrated and are they working properly?			R	
39. Are fixed IG pressure and oxygen content recorders working?			R	
40. Are all cargo tank atmospheres at positive pressure with oxygen content of 5% or less by volume?			R	
41. Are all the individual tank IG valves (if fitted) correctly set and locked?			PR	
42. Are all the persons in charge of cargo operations aware that in the case of failure of the Inert Gas Plant, discharge operations should cease and the terminal be advised?			R	
35. Is the Inert Gas System fully operational and in good working order?			P	

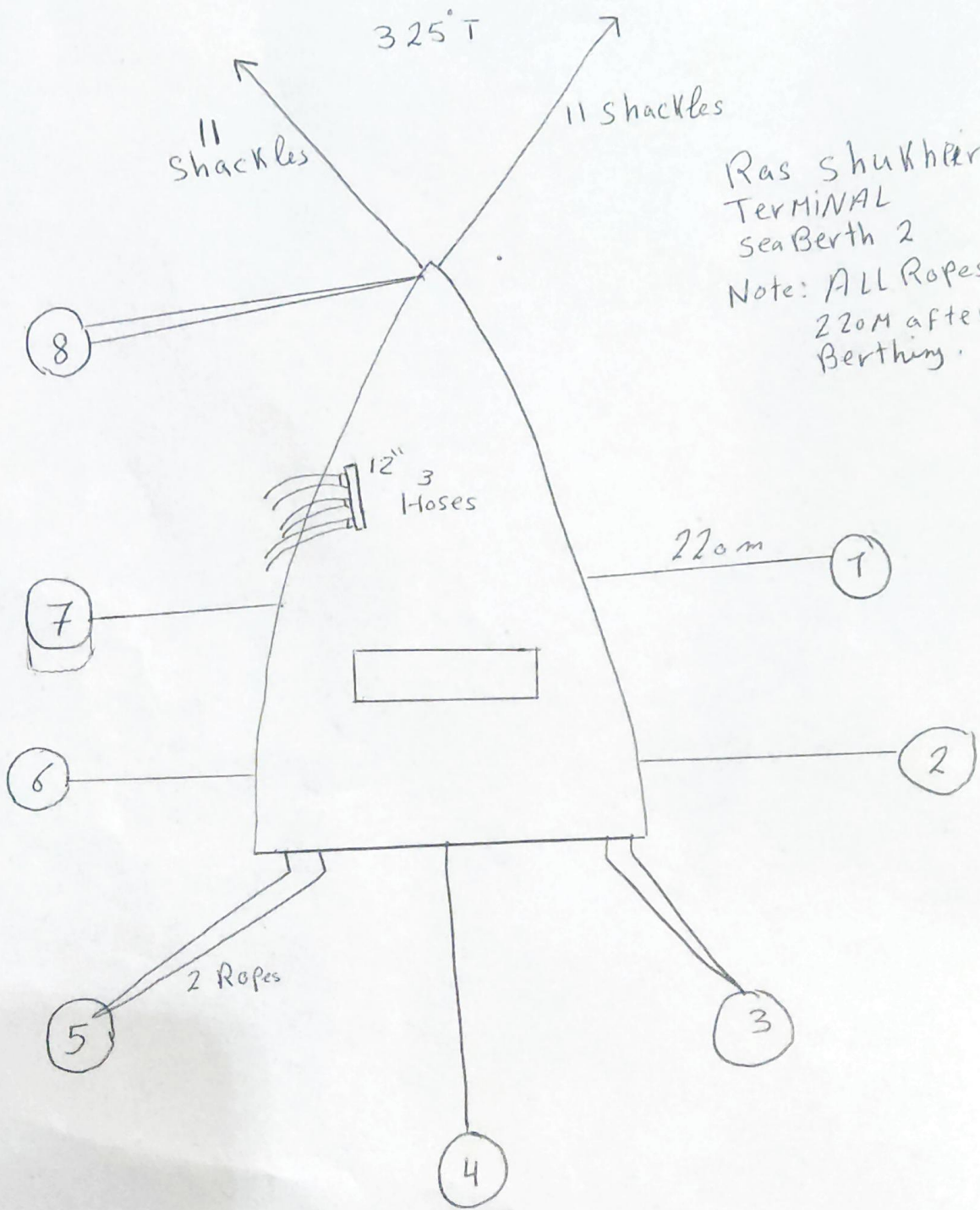
PLEASE NOTE THE FOLLOWING ARE PROHIBITED WHILST AT THIS TERMINAL:

- TANK CLEANING
- FISHING
- LOWERING OF LIFEBOATS (EXCEPT IN EMERGENCY)
- THE USE OF MOBILE PHONES, PAGERS, PERSONAL STEREOs AND OTHER NON-INTRINSICALLY SAFE ELECTRICAL EQUIPMENT OUTSIDE OF THE ACCOMMODATION AREA.

We the undersigned have checked, where appropriate jointly, the items on this checklist and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

For Ship	For Shore
Name:	Name:
Rank:	Position:
Signature:	Signature:
Date:	Date:
Time:	Time:

[illegible]



Ras Shukhar
Terminal
Sea Berth 2
Note: ALL Ropes
220m after
Berthing.