



CONDENSED PORT BOOKLET

**January 2002
(Reviewed November 2011)**

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INTRODUCTION

The Louisiana Offshore Oil Port is a deep-water port designed for unloading crude oil cargoes from deep-draft tankers. The LOOP Marine Terminal is located in open waters of the Gulf of Mexico approximately 29 kilometers (18 nautical miles) offshore from the State of Louisiana.

The port is owned and operated by LOOP LLC under licenses granted by the governments of the United States of America and the State of Louisiana. The laws of the United States govern the port in the same manner as if the port were an area of exclusive federal jurisdiction located within a state. The United States Coast Guard Marine Safety Office, whose office is in Morgan City, Louisiana, has governmental authority over LOOP.

Tankers calling at the port are subject to the jurisdiction of the United States while in the boundary of the LOOP Safety Zone. The tanker owner or operator must designate an agent in the United States for receipt of service of process in the event of any claim or legal proceeding resulting from activities of the tanker or its personnel while located at LOOP. The tanker owner must demonstrate financial responsibility as required by Title 33, United States Code Annotated, Section 1517 and any amendments.

At the time of nomination of a tanker, LOOP shall require the person nominating the tanker, or his authorized agent nominating the tanker, to provide LOOP with the name and address of the tanker's designated agent in the United States.

The LOOP Port Superintendent has overall authority over the Marine Terminal and port. This encompasses all personnel at the port, including contract personnel, and all vessel and aircraft operations at the port. In event of an emergency, the Port Superintendent will direct all response activities at the port. This may include the shutdown of tanker cargo discharge, and removal of the tanker from the mooring buoy. Emergency conditions are those that, in the Port Superintendent's judgment, involve or could involve oil spill or other environmental incident, injury to personnel or damage to LOOP equipment.

The information contained herein should not be construed to affect the responsibility of a vessel's master, owner or operator in regard to the vessel, its crew or its cargo.

GENERAL INFORMATION

CORPORATE LOCATION:

LOOP LLC
137 Northpark Blvd.
Covington, LA 70433

MAILING ADDRESS:

LOOP LLC
137 Northpark Blvd.
Covington, LA 70433

REQUESTS FOR PORT INFORMATION:

LOOP LLC
Attn: Manager, Oil Movement
137 Northpark Blvd.
Covington, LA 70433

TELEPHONE NUMBER:

Corporate Office (504) 267-6100
Operations Center (985) 632-6970
Marine Terminal (985) 632-6980

RADIO CONTACT AND FREQUENCIES:

(For complete information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

TIME ZONE:

Local-Central Standard Time
(CST). Minus 6 hours Greenwich Mean Time (GMT) of Zone +6.

Note: From the first Sunday in March to the first Sunday in November, this is modified by use of Daylight Savings Time to minus 5 hours GMT or Zone +5.

OFFICIAL LANGUAGE:

English

US COAST GUARD:

Port State Control (985) 380 – 5377
Fax (985) 385 – 1687
Email MSU-PSC@USCG.MIL

REGULATIONS CROSS REFERENCE

Title 33 USCA 1517	Deepwater Ports – Liability
Title 33 CFR 150 Subpart D	Oil Transfer Operations
Title 33 CFR 150.345	Regulated Vessel Activities
Title 33 CFR 155	Oil Pollution Prevention Regulations for Vessels
Title 33 CFR 157	Rules for the Protection of the Marine Environment Relating to Tank Vessel Carrying Oil In Bulk
Title 33 CFR 157.25	Vessel Operations
Title 33 CFR 159.7	Marine Sanitation Devices – Requirements for Vessel Operators
Title 33 CFR 164	Navigation Safety Regulations
Title 33 CFR 164.35	Equipment: All Vessels
Title 46 CFR 32.53	Inert Gas System
Title 46 CFR 34.05	Fire Fighting Equipment
Title 46 CFR 35.01	Special Operating Requirements
Title 46 CFR 35.30	General Safety Rules
Title 46 CFR 35.35	Cargo Handling
Annex V of MARPOL 73/78	

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ACRONYMS LIST

AMM	Assistant Mooring Master
ANSI	American National Standards Institute
AST	Atlantic Standard Time (GMT + 4)
BHP	Brake Horsepower
BPH	Barrels Per Hour
CB	Citizens Band (radio)
CFR	Code of (US) Federal Register
CMH	Cubic Meters Per Hour
COW	Crude Oil Washing
CST	Central Standard Time (GMT + 6)
CW	Continuous Wave
DWT	Dead Weight Tons
ERV	Emergency Response Vessel
EST	Eastern Standard Time (GMT + 5)
ETA	Estimated Time of Arrival
FERC	Federal Energy Regulatory Commission
FM	Frequency Modulation
ft	Feet
GCLW	Gulf Coast Low Water (Datum)
GMT	Greenwich Mean Time
GPM	Gallons Per Minute
HF	High Frequency
hr	Hour(s)
Hz	Hertz (cycles per second)
ICS	International Chamber of Shipping
IGS	Inert Gas System
IMO	International Maritime Organization
In.	Inches
ISGOTT	International Safety Guide for Oil Tankers & Terminals

ACRONYM LIST (Continued)

KHz	Kilohertz (thousands of cycles per second)
kg	Kilogram
km	Kilometers
LLC	Limited Liability Company
LOOP	Louisiana Offshore Oil Port
m	Meters
M	Thousands (used with barrels of oil)
MBPH	Thousands of Barrels Per Hour
MHz	Megahertz (millions of cycles per second)
mi	Miles
MHW	Mean High Water
MM	Mooring Master
mm	Millimeters
MPH	Miles Per Hour
NM	Nautical Mile
NOAA	National Oceanographic and Atmospheric Administration
OCIMF	Oil Companies' International Marine Forum
OTS	Oil Transfer System
PLEM	PipeLine End Manifold (at the SPM)
RACON	Radar Beacon
SALM	Single Anchor Leg Mooring
SOLAS	Safety Of Life At Sea
SPM	Single-Point Mooring
UHF	Ultra High Frequency
ULCC	Ultra Large Crude Carrier
USCG	United States Coast Guard
VHF	Very High Frequency

LOOP PERSONNEL INVOLVED IN TANKER DISCHARGE

Port Superintendent – Resident at marine terminal who has overall authority over the marine terminal and port.

Vessel Traffic Controller – Resident at marine terminal. Responsible for traffic control at the port.

Mooring Master/Assistant Mooring Master – Assist the master in mooring and unmooring the vessel. Remains on board to coordinate the discharge.

Deck Watch – Stands a periodic watch of tanker's manifold and bow while vessel is moored.

Oil Movement Controller – Resident of Galliano Operations Center. Supervisor of cargo discharge. In constant radio contact with mooring master.

1 PORT COMPLEX DESCRIPTION

(This section has been deleted from the web-site version of the LOOP Port Booklet. If you need the information, please contact the LOOP Scheduling Department at - ,) !&+* !* %\$\$`cf [\ Htd.#k k k "oopllc.com`.](http://www.loopllc.com))

2 ENVIRONMENTAL CONDITIONS

2.1 Waves and Currents

At the port, significant wave height is less than 1.8 meters (6 feet) for 72 percent of the time and greater than 3 meters (10 feet) for 5.4 percent of the time. Currents take a generally westerly direction 75 percent of the time. Average current speed is 0.72 knots, but three percent of the time the current can reach a speed of two knots or more.

2.2 Weather

2.2.1 Weather at the Port

LOOP's Marine Terminal is located in a semi-tropical zone. Average summer temperature is 29°C (84°F), and average winter temperature is 14°C (57°F). Lowest temperature recorded is -12°C (10°F) and highest is 38°C (100°F). Thunderstorms in summer and cold fronts in winter develop quickly and can be quite severe with storm winds (up to Beaufort Force 10) developing for short periods. The terminal is in a hurricane zone, and although such storms are an infrequent occurrence at the port, the area is often affected adversely between the months of June and November by hurricanes passing east or west of the port. Poor visibility occurs most often in January when visibility of two nautical miles or less occurs two percent of the time.

2.2.2 Weather Operating Guidelines

Mooring operations, hose hook-up and the operation of LOOP support vessels are weather determinant, which includes, but is not limited to; consideration of state of sea and swell, wind direction and velocity, visibility and current strength and direction. In general, the LOOP Port Superintendent may use the following guidelines in determining whether to initiate, continue or terminate any activities in the port.

Whenever sustained winds are in the 25 – 30 knot range, a heightened attention is paid to SPM buoy and hawser movement. As winds increase from

that point the Port Superintendent may issue high wind alerts or rough weather advisories as necessary.

- a) Tanker mooring and hose hook-up can generally be conducted in significant seas of six to eight feet. Significant seas in excess of that height will cause the activity to be reviewed by the Port Superintendent in order to consider the benefit of a lee side.
- b) Operation of LOOP support vessels and cargo discharge can generally be conducted in significant seas up to 12 feet. In the event that seas increase beyond, or are predicted to increase beyond that height, especially as a result of a building storm, cargo operations may be discontinued and cargo hoses disconnected.
- c) Tankers may be required to place engines on short notice, or depart the SPM when the conditions below exist, or are predicted:
 - (1) If seas become greater than 15 feet
 - (2) If winds become greater than 44 knots
 - (3) If current becomes greater than 1.8 knots and is aligned with winds of 40 knots or greater
 - (4) If current becomes greater than 1.2 knots and is perpendicular to winds of 40 knots or greater
 - (5) Excessive buoy or hawser motion or strain.
- d) The complete shutdown of all systems and the evacuation of the port will be ordered when it is predicted that a hurricane will threaten the port. Normally evacuation orders will be issued 24 to 36 hours before tropical storm force winds are expected to arrive at the port.
- e) A hurricane alert is issued seventy-two (72) hours ahead of an approaching hurricane. Depending on length of discharge plan, incoming tankers may not be berthed after a hurricane alert, and berthed tankers will complete discharging as soon as possible and depart the port.

2.2.3 Weather Advisory System

Coast Guard radio stations make two type of marine information broadcasts: radiotelephone (voice) for all seagoing users, and radiotelegraph (CW) for vessels carrying trained radio operators. Scheduled radiotelephone broadcasts include routine weather reports, small craft warnings, storm warnings, navigational information and other advisories on working frequencies, following a preliminary call on the voice international distress and calling frequencies. Urgent and safety broadcasts are made upon receipt of the information, urgent information is repeated 15 minutes later, and both are included in the next scheduled broadcasts unless cancelled before that time. Additional broadcasts may be made at the discretion of the originator. Urgent

broadcasts are preceded by the signal: “PAN” for radiotelephone “XXX” for radiotelegraph. Both the urgent signal and message are transmitted on 2182 KHz. and 156.80 MHz. (Channel 16). Safety broadcasts are preceded by the signal: “SECURITE” for radiotelephone and “TTT” for radiotelegraph. After a preliminary call on 2182 KHz. or 156.80 MHz., the station shifts to its assigned working frequency for the broadcast. (See Figure 2.2.3 for Stations)

Scheduled radiotelegraph broadcasts include routine weather reports, small craft warnings, storm warnings, navigational information, and other advisories on working frequencies following a preliminary call on the radiotelegraph international distress and calling frequency 500 KHz. Urgent and safety broadcasts are made as follows:

- a. Safety broadcasts are made upon receipt of the information; urgent broadcasts are also made upon receipt of the information except within ten (10) minutes of the next silent period.
- b. Safety and urgent messages are made during the last 15 seconds of the first silent period after receipt and are repeated at the end of the first silent period which occurs during the working hours of one-operator ships, unless the warning has been cancelled or superseded by a later warning message. Urgent broadcasts are preceded by the signal “XXX”. Both the urgent signal and the message are transmitted on 500 KHz. Safety broadcasts are preceded by the signal “TTT”. After the preliminary call on 500 KHz., the station shifts to its assigned working frequency to transmit the broadcast. The following Coast Guard radio stations in the Gulf of Mexico area and its approaches make urgent, safety, and scheduled marine information broadcasts preceded by a preliminary call on 500 KHz, at the times and on the working frequencies indicated in Figure 11.

LOOP also has weather and sea monitoring equipment installed at the Marine Terminal and receives NOAA weather advisories. Upon request, weather information will be transmitted to tankers in the vicinity.

In addition, NOAA gives continuous weather information, forecasts, and warnings on the following frequencies:

WX1	162.550 MHz.
WX2	162.400 MHz.

Figure 11
U.S. COAST GUARD RADIO STATIONS

The following Coast Guard radio stations make urgent, safety and scheduled marine information broadcasts preceded by a preliminary call on 2182 KHz. or 156.80 MHz., at the time and on the working frequencies indicated.

STATION	FREQUENCY	TIME(S)
NCF, Miami Beach, Florida	2670 KHz. 157.10 (Channel 22)	0400,0600,0800,1050,1300,1900,2250 0630,1200 and 1730 EST
NOK, Key West, Florida	157.10 (Channel 22)	0600, 1200 and 1700 EST
NMA-21, St. Petersburg, Florida	2670 KHz. 157.10 (Channel 22)	0920 and 2320 EST 0650,1250 and 1750 EST
NMG, New Orleans, Louisiana	2670 KHz. 157.10 (Channel 22)	0435,0635,1035,1150,1635,2350 CST 0450,1050 and 1650 EST
NMG-15, Grand Isle, Louisiana	157.10 (Channel 22)	0435,1035 and 1635 CST
NOY, Galveston, Texas	2670 KHz.	0450,0650,1050 and 1650 CST
NOY-3, Port Aransas, Texas	157.10 (Channel 22)	0440,0640,1040 and 1640 CST
NCH, Port Isabel, Texas	2670 KHz. 157.10 (Channel 22)	0440,0640,1040 and 1640 CST 0435,1035 and 1635 CST
NMR, San Juan, Puerto Rico	2670 KHz. 157.10 (Channel 22)	1100 and 2300 AST 0710,1310 and 1810 AST

The following Coast Guard radio stations in the Gulf of Mexico area make urgent, safety and scheduled marine information broadcasts preceded by a preliminary call on 500 KHz., at the times and on the working frequencies indicated:

NMA, Miami, Florida	440 KHz.	1100 and 2000 EST
NMG, New Orleans, Louisiana	428 KHz	1120 and 1830 CST
NMR, San Juan, Puerto Rico	466 KHz.	1220 and 2120 AST

3 COMMUNICATIONS

3.1 Identification of Personnel on Board

All vessels calling at LOOP are required to provide a list of all personnel on board. This list will be provided to the appropriate regulatory authorities to verify that no individuals with known links to terrorist organizations are present.

3.1.1 Agent Notification

The agents or operators of vessels calling at LOOP must provide a complete list of all personnel on board as soon as practical after the vessel discharge window has been assigned by the Scheduling Department. This list should be sent by facsimile to (504) 363-9267 by the ship's agent or operator. The passenger list/crew list shall be in the format required by U.S. Customs Service or U.S. Immigration and Naturalization Service regulations and include each person's full name, rank or position in the crew, nationality, passport number, date of birth, and place of embarkation.

3.1.2 Confirmation by Vessel Master

Upon arrival at LOOP, the vessel master must provide a confirmation list of all persons on board, their respective nationalities and identifying documents. The master's list must also include any persons who will be joining and/or departing the ship while at LOOP. This confirmation list must be signed and stamped by the Master of the vessel.

3.2 Notices of Arrival

The master of a tanker bound for LOOP should send his first arrival advice message as nearly as possible to seven days before his expected date of arrival, even if he is in port at the time. If his trip to LOOP is less than seven days, he should also send another arrival advice as soon as possible after leaving his loading port. His next arrival advice should be sent 72 hours before the estimated time of arrival (ETA). The arrival advice should be transmitted and updated again at 48 hours and again not later than 24 hours before the estimated time of arrival. An arrival advice message can and should be sent at any time when there is significant change in a previously estimated arrival time. These arrival advice messages should be sent to LOOP LLC. LOOP terminal call sign is LOOP RADAR The first message should contain, at a minimum, the following:

1. Tanker's name and call sign
2. Estimated time of arrival (ETA) at LOOP
3. Arrival draft fore & aft
4. Type(s) and amount(s) of cargo on board

5. Basic discharge times for bulk discharge, downtime, & completion.
6. Cargo manifold size and type, if 16 inch not available
7. Type of mooring equipment installed
8. Expected discharge rate
9. Expected number of ballast hours upon completion
10. Type of Emergency Towing Equipment
11. Any special requirements which need early actions
12. Name and phone number of qualified individual and alternate as required by 33CFR, part 155.1026 as listed on the vessel response plan filed with the USCG.

These messages can be sent by email (vtc@loopllc.com) or by radio to coast stations WNU Slidell, WLO Mobile, or WPA Port Arthur. It is suggested that ETA advice also be sent to tanker's agents with logistics requirements.

3.3 Pre-Arrival Instructions

A message will be sent to LOOP-bound tankers approximately 72 hours prior to their arrival requesting the above information and outlining arrival procedures.

3.4 Twenty-four (24) Hour Message

The 24-hour arrival message shall be addressed both to the Coast Guard Captain of the Port Morgan City (Telex 701801 (USCG NLN-UD) and to LOOP LLC. This message should contain the following:

1. Name, gross tonnage, and draft of the tanker.
2. Type and amounts of cargo on board.
3. Any condition on the tanker that may impair its navigation, such as fire damage, malfunctioning propulsion machinery or steering equipment, or limitations on navigational or radiotelephone capabilities because of equipment or material malfunctions. (Vessels will not normally be allowed to be underway in the Safety Zone with any steering or propulsion equipment deficiency or with inoperative emergency towing equipment as recommended by IMO.)
4. Any leaks, structural damage, or machinery malfunctions that may impair cargo transfer operations or cause a discharge of oil.
5. ETA at the Safety Zone. If the information reported changes at any time before entering the Safety Zone or while the tanker is in the Safety Zone, the Master of the tanker shall report the changes to the Coast Guard Captain of the Port and to LOOP LLC as soon as possible.

3.5 Radio Frequencies for Berthing

(If you need the information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

3.6 Radio Communications at the Port

(If you need the information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

3.7 LOOP Communications Facilities

(If you need the information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

3.8 Radio Communications Transit Vessels

(If you need the information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

4 TANKER ARRIVAL

4.1 Arriving from Seaward

The items listed in this section apply to all tankers arriving at LOOP and should be referenced with respect to specific operations as described in Section 4.2 through 4.6. Tankers will normally approach LOOP via the 63 NM Safety Fairway (see Figure 1). Communications with LOOP shall be established when the tanker is 20 NM from the entrance of the Safety Zone. The Vessel Traffic Controller will assign a working frequency and will pass instructions to the vessel. The arrival time for a tanker is recorded as the time and date the inbound tanker enters the Safety Zone to anchor or to moor, or the time and date the tanker anchors outside of the Safety Zone in the vicinity of the port. Tankers must enter and depart the port via the Safety Zone between Buoys 1 and 2.

4.1.1 Berthing Order

When a buoy becomes available, the tanker with the earliest Firm Arrival Window will be berthed provided that tanker has issued its Notice of Readiness to Discharge. LOOP may adjust a tanker's position in the queue a maximum of one position when such adjustment is necessary for optimum operations of the LOOP system.

4.1.2 Navigational Assistance

During the mooring operation, including transit of the approach and terminal sections, the Mooring Master and the Assistant Mooring Master perform the following functions:

- a) The Mooring Master advises the tanker's Master on operational and ship control matters and requirements that are peculiar to the port, such as navigational aids, depth of water and current characteristics of the maneuvering area during existing conditions, mooring equipment and procedures, emergency towing procedures, and the port's vessel control procedures. The Mooring Master will maintain communications with the Vessel Traffic Controller, mooring launches and the Assistant Mooring Master until the mooring operation has been completed.
- b) The Assistant Mooring Master is stationed on the forecastle of the tanker during mooring operations to assist the Mooring Master by reporting position approach data relative to the SPM and to advise the tanker's personnel in the handling of mooring equipment peculiar to the port.

4.1.3 Transiting the Approach, Terminal, and Anchorage Sections

The Master of the tanker, a licensed deck watch officer, and a competent helmsman must be on the bridge, and machinery spaces must be manned by a licensed engineer, at all times while the tanker is maneuvering in the approach and anchorage sections or transiting the terminal section of the Safety Zone and approaching a SPM to moor. A competent deck officer is to be on the bow along with one seaman as lookout who is capable on command of letting go the anchor, if necessary.

4.1.4 Maneuvering Capabilities

LOOP SPM buoys are located on a radius of 2,438 meters (8,000 feet) from Marine Terminal pumping platform complex with spacing between buoys of 1,981.2 meters (6,500 feet). Tanker must have the capability to perform the maneuvering required to approach and depart from a SPM within an area not greater than 1,524 meters (5,000 feet) radius from the buoy at speeds not exceeding 5.5 kilometers per hour (3 knots). LOOP may require evidence of a tanker's capability to approach and enter the Safety Zone. The Mooring Master may determine this by pre-berthing checks of a tanker's maneuvering characteristics. It is recommended that vessels endeavor to arrive on an even, or near even keel whenever possible.

4.1.5 Securing Anchor

PRIOR TO APPROACH AND WHILE AT THE SPM, ANCHORS ARE TO BE HOME, WITH BRAKE ON, LOCKING PAWLS SECURED, AND LASHINGS CLEARED. NO WORK ON WINDLASS OR ANCHORING GEAR THAT REQUIRES RELEASING THE BRAKE OR REMOVAL OF SECURING GEAR/PAWLS IS ALLOWED WHILE AT THE SPM.

4.2 Tankers Proceeding Directly to a Mooring

Tankers that proceed to a mooring immediately upon arrival at LOOP must use the following procedure:

- a. The Mooring Master, Assistant Mooring Master, Deck Watch, and Oil Inspectors will board the tanker, and the port furnished equipment will be picked up by the tanker prior to entering the Safety Zone. The boarding area is at the north end of the Safety Fairway where it turns and joins the approach section of the Safety Zone. The entrance to the Safety Zone is marked at the lateral boundaries by Buoys 1 & 2 (See Figure 2). (Note: Section 9.3 for times when Mooring Master boarding is done by helicopter.)
- b. Weather permitting, a pilot ladder shall be rigged port and starboard five meters above the water. An accommodation ladder in conjunction with a pilot ladder shall be rigged prior to arrival if the freeboard exceeds 10 meters and prior to completion of discharge if the sailing freeboard exceeds 10 meters.

The tanker will be advised of what side the mooring and connecting equipment will be handled so that the appropriate derrick can be topped and rigged in preparation for lifting the equipment aboard and for handling the hoses after mooring. The derrick block should be plumb midway between the rail and the manifold at the manifold centerline. Tankers are asked to provide a lee in order to allow for a safer boarding and an easier equipment handling operation. THE TANKER MUST HAVE OPERATIVE AND READY FOR IMMEDIATE USE, BOW AND STERN EMERGENCY TOWING EQUIPMENT, AS RECOMMENDED BY IMO AND DEFINED IN SECTION 5.11.3.

- c. Equipment brought aboard the tanker for use in the mooring arrangement shall be transported to the bow by ship's personnel and returned to the manifold in the way of the derrick at completion of port operations. Ship's personnel, supervised by a deck officer and advised by the Assistant Mooring Master, shall prepare and arrange the tanker's mooring equipment to the satisfaction of the Assistant Mooring Master and the tanker Master.
- d. After the Mooring Master is aboard, the tanker may proceed under this guidance into the Safety Zone to the assigned berth for mooring. The shipper and tanker owner shall be responsible and liable to LOOP for any damage or injury done by the tanker to any LOOP facility, equipment or personnel. Services of the Mooring Master, Assistant Mooring Master, Deck Watch, mooring launches and their crews, and such other LOOP personnel as may be required aboard the tanker are provided with the express understanding that the Master of the tanker has and accepts the ultimate responsibility for the tanker and crew. If it becomes necessary for the Master of the tanker to disregard a Mooring Master's advice in order to ensure the safety of his ship, it is requested that a written report from the Master be submitted promptly to LOOP.
- e. Refer to Items 4.1.3, 4.1.4 and 4.1.5 for Transiting, Maneuvering, and Anchor securing requirements.

4.3 Tankers Proceeding Directly to LOOP's Anchorage (In Safety Zone)

- a. Tankers proceeding directly to LOOP's anchorage may proceed into the Safety Zone without a Mooring Master on board providing the following conditions are met:
 - 1. The tanker is proceeding directly to the designated anchorage section.
 - 2. Entry is via the designated Safety Fairway through Buoys 1 & 2.
 - 3. Clearance is obtained from the Vessel Traffic Controller.
 - 4. No other tankers are underway without a Mooring Master on board in that portion of the Safety Zone that is south and east of Buoys 3 & 4.
 - 5. No more than 4 tankers are already anchored in the designated anchorage.
- b. Specific tanker speeds are to be consistent with the International Rules for Navigation, Rule 6 – Safe Speed.

- c. The shipper and tanker owner shall be responsible and liable to LOOP for any damage or injury done by the tanker to any LOOP facility, equipment, and personnel.

4.4 Anchoring at LOOP

LOOP has a designated 2.0 NM X 4.0 NM anchorage area inside the Safety Zone to provide for safety and continuity of operations. All vessels are encouraged to utilize this anchorage unless such vessels are proceeding directly to moor upon arrival. While the tanker is at anchor in the anchorage section of the safety zone, a competent deck officer shall be stationed at all times on the bridge to watch for any dragging of the anchor which can be detected by taking radar ranges or rounds of bearing as necessary on the pumping platform or on any other fixed objects and to monitor the LOOP working and emergency communication channels. VESSELS AT ANCHOR MUST MAINTAIN ENGINES AND PROPULSION MACHINERY IN READINESS TO CLEAR THE MARINE TERMINAL AREA UNDER FULL POWER ON SHORT NOTICE. NO REPAIRS ARE PERMITTED WHICH WOULD INTERFERE WITH THIS REQUIREMENT. THE ANCHORAGE IS IN THE OPEN SEA AND IS NOT IN A HARBOR. A 10-MINUTE OR LESS READY STANDBY REQUIREMENT FOR ENGINES AND ANCHORS WILL BE INVOKED IN THE EVENT OF ROUGH WEATHER. THE PORT SUPERINTENDENT WILL INVOKE THE ROUGH WEATHER ADVISORY.

4.5 Tankers Proceeding to Mooring from Anchor (In Safety Zone)

- a. The Vessel Traffic Controller advises the tanker of the arrival time of the Mooring Master, Assistant Mooring Master, Deck Watch, and Oil Inspectors, and of the equipment to be made ready (Note: See Section 9.3 for when Mooring Master boarding is done by helicopter.)
- b. Upon receiving clearance from Vessel Traffic Controller, the tanker will normally get underway without a Mooring Master on board for the purpose of making a lee only. The Mooring Master will then board the vessel and proceed to the bridge to pilot the vessel to berth.
- c. Equipment brought aboard the tanker for use in the mooring arrangement is transported to the bow by ship's personnel and returned to the manifold in way of the derrick at completion of port operations. Ship's personnel supervised by a deck officer and advised by the Assistant Mooring Master shall prepare and arrange the tanker's mooring equipment to the satisfaction of the Assistant Mooring Master and the tanker Master.
- d. For berthing operations, it is recommended that vessels endeavor to remain on an even, or near even keel whenever possible.

4.6 Tankers Proceeding to Mooring from Anchor (Outside Safety Zone)

- a. The Vessel Traffic Controller advises the tanker of the arrival time of the Mooring Master, Assistant Mooring Master, Deck Watch, and Oil Inspectors, and of equipment to be made ready. Included are instructions for preparation of an accommodation ladder and/or pilot ladder, equipment hoist and operative emergency towing equipment. (Note: Section 9.3 for times when Mooring Master boarding is done by helicopter). Tanker may raise anchor and get underway prior to Mooring Master arrival, but should not normally enter the Safety Zone until the Mooring Master is on board.
- b. Equipment brought aboard the tanker for use in the mooring arrangement, shall be transported to the bow by ship's personnel and returned to the manifold in way of the derrick at completion of port operations. Ship's personnel, supervised by a deck officer and advised by the Assistant Mooring Master shall prepare and arrange the tanker's mooring equipment to the satisfaction of the Assistant Mooring Master and the tanker Master.
- c. Refer to Items 4.1.3 and 4.1.5 for Transiting, Maneuvering, and Anchor securing requirements.

5 VESSEL REQUIREMENTS

5.1 General Condition of Vessels

Each tanker calling at LOOP shall be seaworthy, have a fit crew, and not be leaking oil and not be in a condition which presents a risk or threat of a prohibited oil discharge.

CAUTION: PRIOR TO ARRIVAL, THE MASTER SHALL ENSURE THAT THE VESSEL DOES NOT HAVE STERN SEAL LEAKAGE. STERN SEAL PRESSURE SHALL BE MONITORED THROUGHOUT THE CARGO DISCHARGE TO ENSURE THAT CHANGES IN DRAFT OR TRIM DO NOT CAUSE A STERN SEAL LEAK.

5.2 Navigation Equipment

Any vessel calling at LOOP must meet the United States Coast Guard navigational equipment requirements for a vessel entering United States water, (i.e. 33 CFR 164.35). Coast Guard personnel will board selected arriving vessels to insure compliance with federal regulations.

5.3 Pre-Arrival, Connection, and Transfer

Preparations, procedures, tests, and inspections to be followed during the pre-arrival time, connection, and transfer must meet the requirements of 33 CFR 150(D) and the recommendations of the OCIMF Safety Guide.

The mooring master will have a LOOP check-list, which includes a Declaration of Inspection, that shows all the items to be tested or inspected in order to comply with the federal regulations and with current OCIMF recommendations. The inspection is to be made and the check-list is to be signed by both the tanker Master and by the Mooring Master before the start of oil transfer operations.

5.4 Oil Transfer Equipment

All tankers must meet the requirements of 33 CFR 155 and 46 CFR Subchapter D (Tank Vessels) with regard to oil transfer and safety equipment. Cargo hoses must be connected by the tanker's personnel under the guidance of the Mooring Master or the Assistant Mooring Master.

The Mooring Master will provide a remotely operated Emergency Shutdown Signaling Device to be kept in the Cargo Control Room. Activation of this alarm requires an immediate, rapid stopping of the pumping operation. The Mooring Master will explain the use of the Emergency Shutdown Signaling Device.

5.5 Physical Parameters of Vessel

Tankers to be accepted by LOOP must:

- a. Have oil transfer equipment that conforms to the technical recommendations of the Oil Companies' International Marine Forum (OCIMF).
- b. Be equipped with shipboard mooring fittings installed and located for safe and effective mooring to a SPM and in compliance with current OCIMF recommendations and LOOP requirements as defined in Section 6.1.
- c. Be equipped with a derrick or crane, located near the cargo manifold for hose handling, capable of lifting and sustaining a safe working load of 10 tons to a height of 13.7 meters (45 feet) above deck level. (ULCCs should have a 15-ton crane because of the extra hose weight due to their greater freeboard.)
- d. Be equipped with emergency towing equipment that is in place and in compliance with IMO Assembly Resolution A535(13) and LOOP requirements.
- e. Not exceed maximum mooring load limitations of SPMs. (See Section 1.2.2)
- f. Have serviceable pumping equipment.
- g. Be capable of delivering a cargo size or quantity that is in accordance with LOOP's Terms and Conditions of Service.

5.6 Draft

Maximum draft limitations at the SPMs are the same as those shown in section 1.2.2.

5.7 Hull Condition

Hulls of tankers calling at LOOP shall be free of obstructions, (e.g., barnacles) which could cause damage to marine hoses, pollution, or injury to personnel.

5.8 Pilot and Personnel Boarding

5.8.1 Boarding Considerations

Actual sea conditions for small craft are not always appreciated when viewed from the bridge of a large vessel. Boarding of personnel is a potentially hazardous operation requiring complete cooperation. Although specific rules for this transfer cannot be made, the following points should be used as a guide:

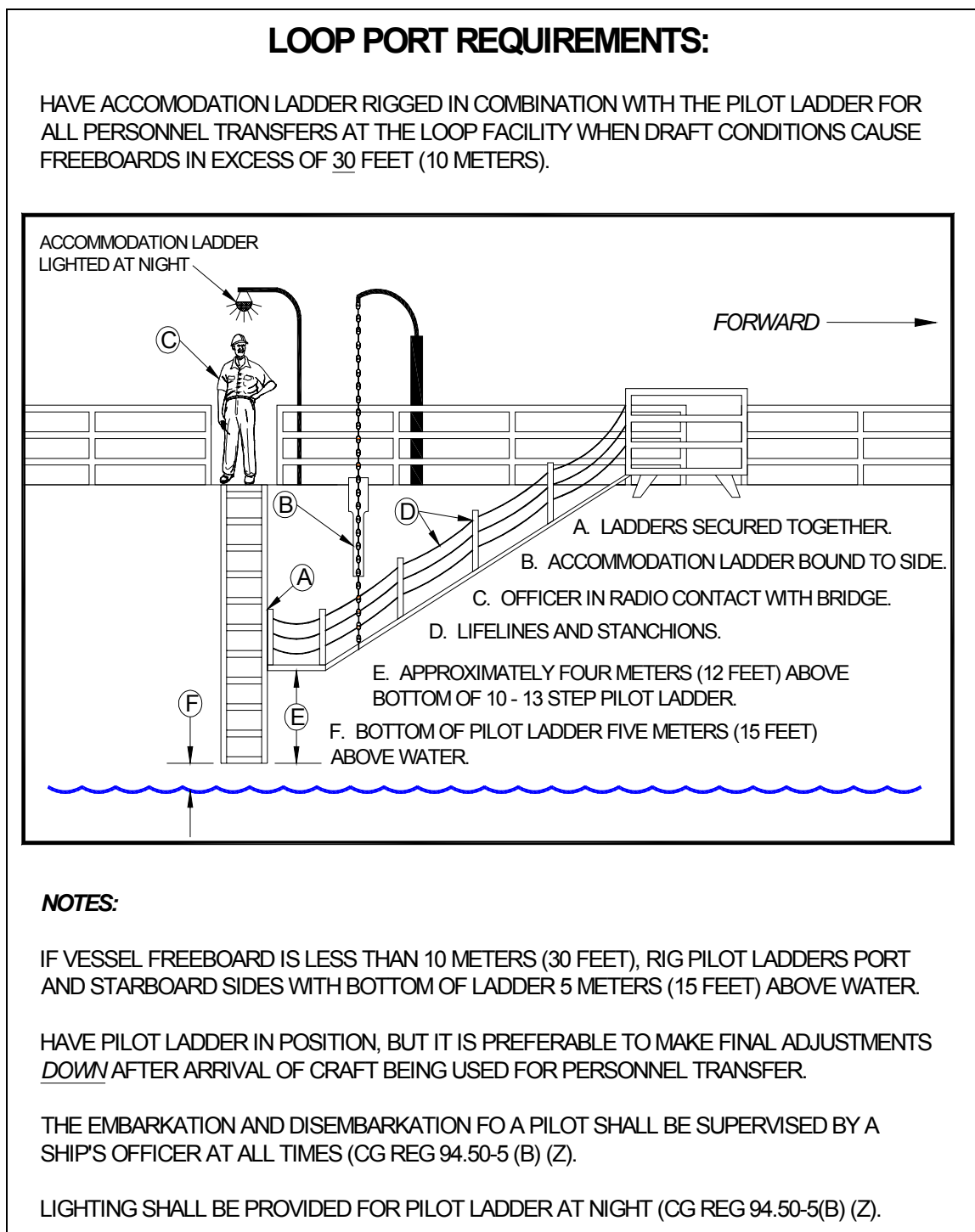
- a. Agree when and how the transfer of personnel will take place.
- b. Allow sufficient time and sea room.
- c. Tanker should always advise delivering vessel of any change in heading.
- d. Maintain communications between vessels and deck watch at all times.

5.8.2 Pilot and Accommodation Ladders

Size, draft, and maneuvering requirements of vessels calling at LOOP may not always allow the ship to create a lee side for boarding by alteration of heading alone. Therefore, LOOP REQUIRES THAT ALL TANKERS USING THE PORT BE EQUIPPED WITH ACCOMMODATION LADDERS ON THE PORT AND STARBOARD SIDES, LEADING AFT (See Figure 11). The requirements are as follows:

- a. All pilot and accommodations ladders must be clean, in good condition, and comply with all existing IMO SOLAS requirements.
- b. The rigging of pilot and accommodations ladders and the embarkation and disembarkation of personnel shall be supervised by a responsible deck officer of the ship.
- c. Every pilot ladder shall be secured in position clear of any possible discharges from the ship, and so that each step rests firmly against the ship's side.
- d. If the freeboard exceeds 10 meters at any time, an accommodation ladder shall be rigged in conjunction with the pilot ladder.
- e. ALL VESSELS SHALL HAVE AN ACCOMMODATION LADDER ON THE PORT AND STARBOARD SIDE.
- f. The lower end of the accommodation ladder must rest firmly against the side of the ship within the parallel body midlength as far as practical within the midship half section.
- g. The accommodation ladder must lead aft.
- h. Adequate light shall be provided so that the pilot and accommodation ladders and the position where personnel board the ship will be properly illuminated.

Figure 11
Pilot & Accommodation Ladder Rigging Diagram



5.9 Deck Floodlighting

5.9.1 Illuminated Locations

In addition to the lights usually displayed, tankers are required to furnish adequate additional lighting for night operations including:

- a. Proper safety lighting of the accommodation ladder for personnel embarkation and debarkation. This is particularly essential for arriving and departing tankers when the Mooring Master and Assistant Mooring Master board or depart the tanker. A deck officer is required to supervise these procedures.
- b. Lighting of the forecastle area.
- c. Lighting of areas encompassing the derricks, deck, and water during equipment and hose handling operations.
- d. Lighting to illuminate the cargo manifold.
- e. Portable or hand-held safety lanterns for inspections and other deck activities that may require particular attention.

5.9.2 Type of Equipment

Only explosion-proof lighting equipment and electrical apparatus certified intrinsically safe for use in hazardous areas may be used on deck while a tanker is at an SPM. Portable electric lamps or other apparatus with flexible cable shall not be used without permission from the ship's officer-in-charge and from the Mooring Master/Assistant Mooring Master aboard the tanker. In this regard, the recommendations of ISGOTT should be followed.

5.10 Accommodations

Tankers discharging at LOOP must provide meals and accommodations for the Mooring Master, Assistant Mooring Master, and the Deck Watch during their time on board and for an independent Petroleum Inspector during his required time on board.

5.11 Vessel Readiness

5.11.1 Equipment/Personnel

Vessels at mooring or anchorage must maintain engines and propulsion machinery and emergency towing equipment in readiness to clear the Marine Terminal area under full power on short notice. No repairs are permitted which would interfere with this requirement. Vessel trim and draft should also be considered in determining vessel maneuvering capability. Masters of tankers are advised to have sufficient personnel aboard and on watch to enable them to depart upon advice from the Vessel Traffic controller. The master of a tanker may, in an emergency for the protection of life or property,

depart without clearance from the Vessel Traffic Controller if the master advises the Vessel Traffic Controller of the circumstances by radio at the earliest moment.

5.11.2 Minimum Ballast

The Master is to maintain the vessel in a seaworthy condition and ready to sail and maneuver at all times. This port is in the open sea and IS NOT A HARBOR. Weather can change rapidly as mentioned in Section 2.2.1. The Master is to maintain his vessel with sufficient ballast to obtain full immersion of the propeller at all times while maintaining a reasonable stern trim. These additional factors must be considered by the Master in maintaining the seaworthy condition and readiness to sail and maneuver.

A 10-minute or less ready standby requirement for engines and anchors will be invoked in the event of rough weather. The Port Superintendent will invoke the rough weather advisory.

5.11.3 Emergency Towing Equipment

LOOP employs an Emergency Response Vessel (ERV) at the Port for the designed purpose of providing escort and, if required, emergency towing response to disabled tankers. For emergency towing response to be effective, LOOP requires all tankships calling at the Port to be fitted in accordance with IMO Assembly Resolution A535(13) "Recommendations on Emergency Towing Requirements for Tankers".

6 MOORING AND HOSE HANDLING

6.1 Mooring Equipment and Hawser System

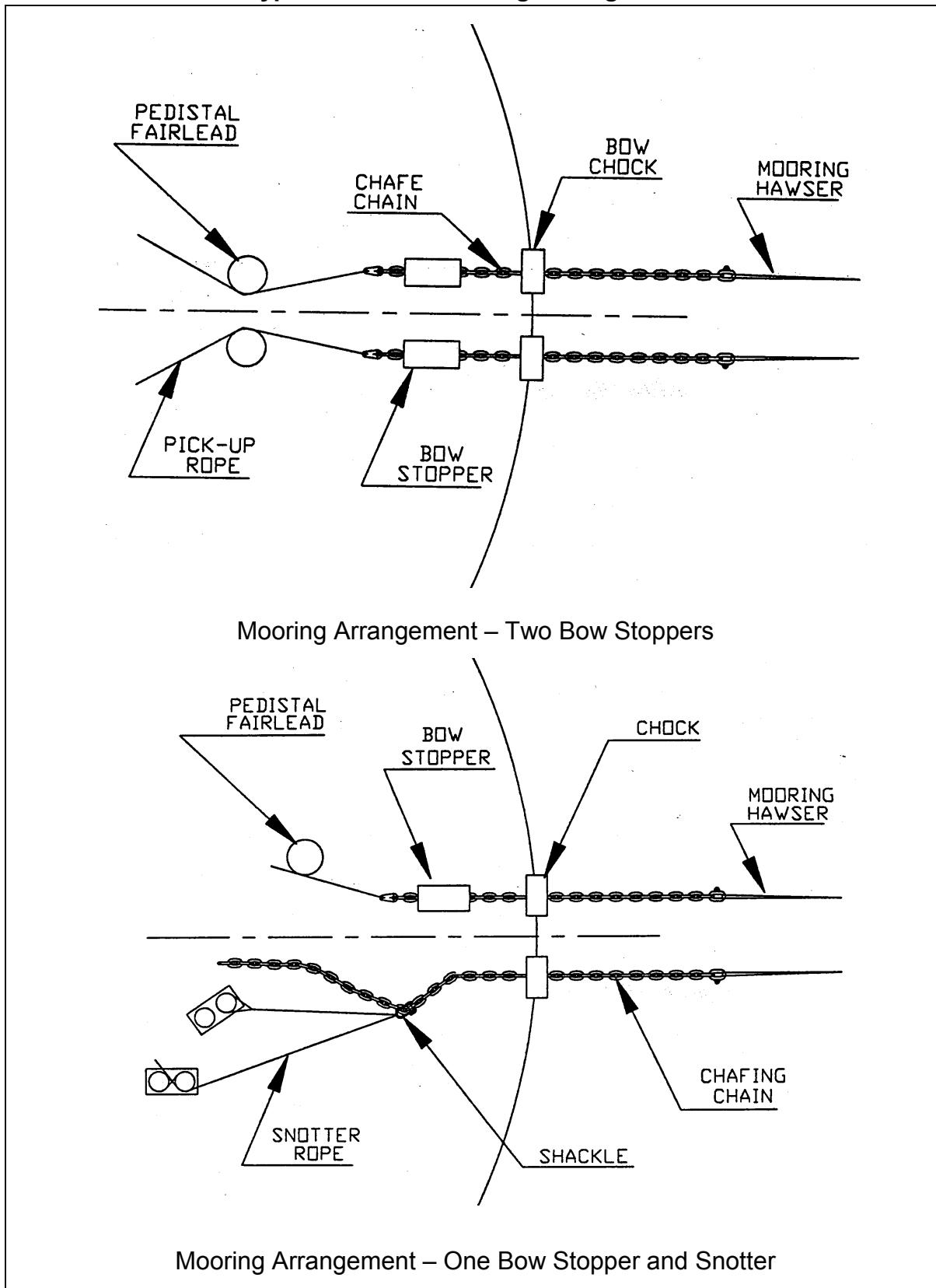
Before a tanker is accepted for offloading and PRIOR TO ARRIVAL, THE SHIP SHOULD NOTIFY LOOP OF THE TYPE OF SPM MOORING EQUIPMENT INSTALLED to determine if the equipment is capable of sustaining the safe working load that will be imposed on it and if fitted in accordance with OCIMF recommendations for mooring of tankers at SPM's. ALL TANKERS ARE REQUIRED TO UTILIZE THE TWO HAWSER SYSTEM TO MOOR AT THE SPM. LOOP requires that all ships be fitted as follows:

- A. Vessels of 150,000 DWT and more: Two (2) 76mm (3 in.) bow chain stoppers designed to accept 76mm (3 in.) section of chafe chain. Two (2) bow chock openings, one (1) each side of the centerline to allow free passage of two (2) 76mm (3 in.) chafe chains.
- B. Vessels of less than 150,000 DWT: One (1) each either 76mm (3 in.) or 54mm (2 1/8 in.) bow chain stopper designed to accept 76mm (3 in.) or 54mm (2 1/8 in.) section of chafe chain. Two (2) bow chock openings, one (1) each side of the centerline to allow free passage of two (2) chafe chains sized to the bow stoppers as fitted. Vessels of this class with only one (1) bow stopper will be required to secure the second chafe chain through the use of snotters and bitts. Any additional equipment necessary to make the connection of this equipment to the tanker (snotters, shackles and holding devices) will be supplied by LOOP and will be lifted aboard the tanker from the mooring launch which transports the Mooring Master and Assistant Mooring Master.
- C. Pedestal roller fairleads and winch drums or capstans to provide proper leads and clearances (drum end of anchor windlass is acceptable).

Figure 13 illustrates the typical mooring arrangements. The specific arrangement will be determined by the Assistant Mooring Master after inspection of the ship's fittings and equipment. MOORING AND UNMOORING IS TO BE DONE BY THE CREW OF THE TANKER WITH THE ADVICE OF THE ASSISTANT MOORING MASTER.

Two launches will normally assist in mooring. One launch will tend the hawser systems. Successively for each of the two hawser systems, the launch personnel will secure the tanker's messenger line to pick-up line in order for the hawser system chafe chains to be winched aboard the tanker and secured to the shipboard mooring fittings. The second launch tends the floating hose strings during the tanker mooring, drawing the hose strings aside from the tanker's track during the approach and mooring. An escort tug will normally be made fast to the tanker's stern during approach and mooring.

Figure 13
Typical Hawser Mooring Arrangements



6.2 The Floating Hoses

The floating hoses, which extend approximately 1,100 feet from each buoy, consist of two 24-inch (600mm) crude oil discharge hose strings with 16-inch (400mm) nominal diameter rail/tails, each with Series 150 ANSI flanges. The hose string contains tapered hoses to transition from the 24 inch hoses to the 16 inch hose end flange. Each hose-string has a one-candela yellow light on a pick-up buoy at its end. In order to avoid delays in connecting hoses, tankers should have an adequate number of reducing spools to fit 16-inch standard ANSI flanges. Tankers are requested to remove the blank flanges from their discharge manifolds before mooring so as to expedite the connecting of the floating hoses. **CONNECTING AND DISCONNECTING OF THE CARGO HOSES IS TO BE PERFORMED BY THE CREW OF THE TANKER UNDER THE ADVICE OF THE ASSISTANT MOORING MASTER.**

6.2.1 Hose Handling

Mooring launches tow each floating hose into position beneath the tanker's lifting derrick (see Section 5.5). The derrick block is lowered to the launch and secured to the hose pick-up sling. After the hose is lifted above the level of the tanker's rail, it is swung inboard. A snubber chain connected between the first and second hose flanges is then used to control its angle; (i.e., to guide it towards its proper place on the cargo manifold). When the hose has been raised enough to span the distance between the tanker's rail and the cargo manifold, the snubbers can be made fast. The hose end is then lowered to the manifold and connected to it. Upon completion of discharge, each hose is disconnected from the manifold after its weight is borne up by the derrick runner. It is then swung outboard from the manifold, lowered to the water, and released.

6.2.2 Care in Raising and Lowering the Hoses

Care is necessary in raising the hoses before discharge and particularly in lowering them after discharge. At these time hoses are especially vulnerable to kinking.

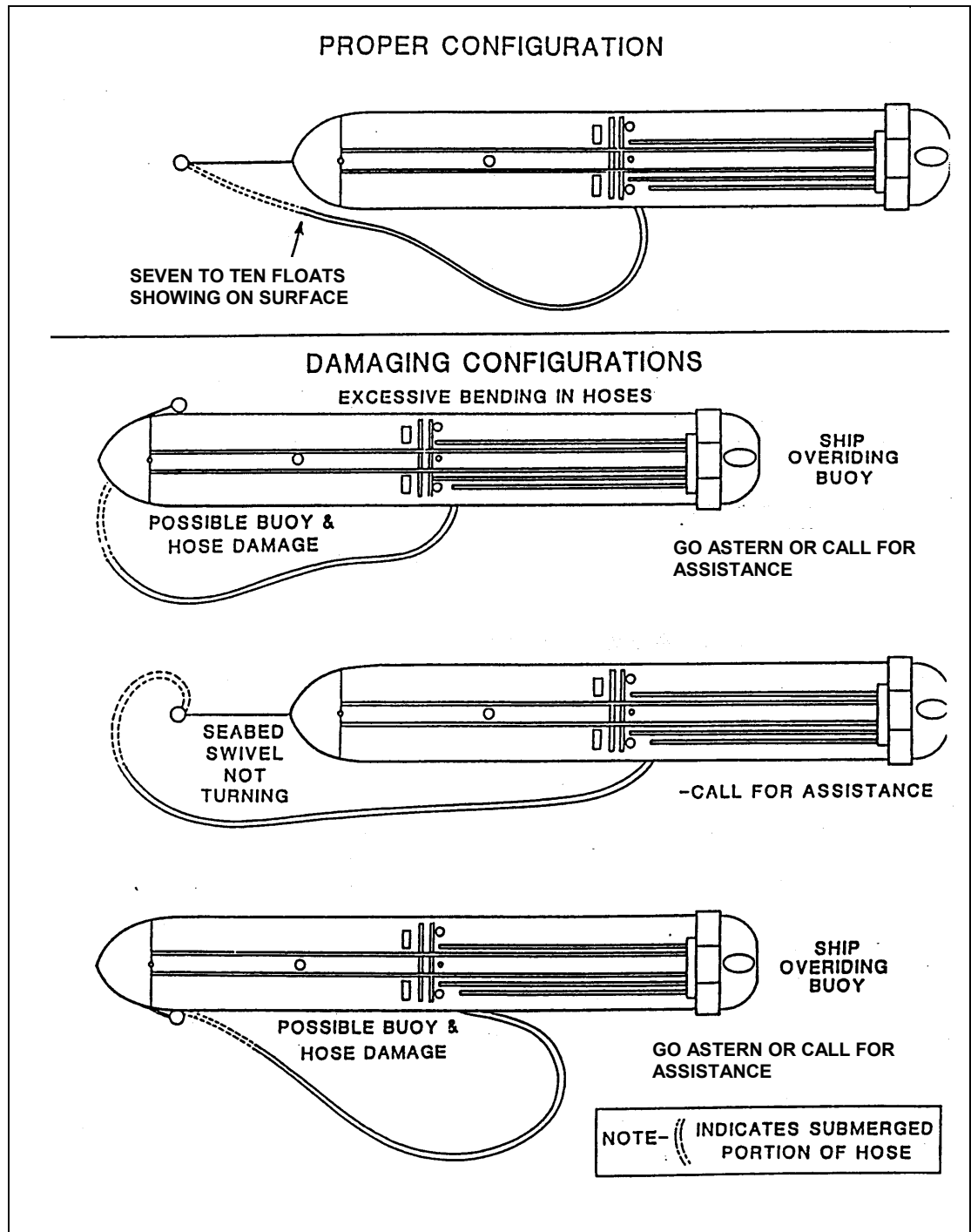
6.2.3 Damaging Configurations for the Hose

While the cargo transfer hose is connected to the tanker, certain positions that the tanker might take relative to the SPM could cause the hose to bend excessively and thus could damage it (see Figure 14).

For example, if a tanker overrides the buoy, it could damage both the hose and the buoy. This condition can be corrected by the tanker going astern or being pulled astern.

Another damaging position could happen if the SPM seabed swivel does not turn as the tanker swings around it. In such a case, the Mooring Master will seek LOOP's assistance. If this situation is not immediately resolved, the Port Superintendent or the Mooring Master should issue the order to stop pumping cargo.

Figure 14
Damaging Configurations for the Hoses



7 CARGO TRANSFER

7.1 Tanker Discharge Planning

Ship's officers should be aware of LOOP's requirements prior to preparing their pre-arrival discharge sequence planning (See Section 3.2). Consistent with maintaining vessel seaworthiness and readiness to sail and maneuver, LOOP encourages the highest possible bulk discharge rate followed by a stoppage for consolidation of strippings and crude oil washing (COW). This runs counter to conventional tanker practice of always keeping some flow going ashore but is necessary at LOOP in order to maximize pipeline utilization. While stopped for stripping and/or COW, another ship will normally be pumping at a high rate.

7.2 Discharge Operation

The discharge operation will be controlled and personally supervised by a ship's officer to the satisfaction of the Mooring Master or the Assistant Mooring Master. Upon being informed by the ship's officer on watch that the tanker is ready to begin discharging, the Mooring Master will request the discharge operation to proceed according to a previously agreed upon plan regarding start-up rates and maximum discharge rates. **IN THE EVENT OF ANY EMERGENCY, EITHER ON BOARD THE TANKER OR ON THE OPERATING PLATFORM, OR ANYWHERE IN THE LOOP SYSTEM, ALL OIL TRANSFER MUST BE STOPPED AND ALL OIL TRANSFER VALVES CLOSED.** These emergencies include but are not limited to:

- a. Fire or explosion on a tanker, on the platform, or anywhere on the LOOP system.
- b. Loss of power or steering on a tanker underway or in the safety zone.
- c. Breakage of a hawser.
- d. Rupture of a floating hose.
- e. Any confirmed pipeline rupture in the LOOP system.
- f. Power failure at any LOOP pipeline facility.
- g. Severe electrical storm in the area of the port. (Ballast receipt must also be stopped during such electrical storms)
- h. Failure of the UHF radio communications system.

In the event of failure of the UHF radio communications system, the tanker will sound five long blasts on her whistle. Cargo discharge is then stopped until communications are re-established.

7.3 Bow and Oil Transfer Watch

One crewmember will be stationed at the bow to monitor the condition of the mooring assembly at all times while the ship is moored. During the cargo transfer, an additional crewmember will be stationed at the cargo manifold area and a licensed officer and pumpman will be based in the cargo control room with the pumpman moving onto the deck as necessary. The watch organization must have the ability to recognize abnormal conditions, stay in constant communication with the Mooring Masters and LOOP personnel at the Marine Terminal and the Galliano Operations Center, and shut down pumping on short notice. Communications for cargo handling will be directly with the Mooring Master through the LOOP UHF portable radio system. (NOTE: Each tanker shall have an officer who is fluent in English on duty at all times.)

7.4 Crude Oil Washing (COW)

Crude oil washing of cargo tanks is allowed after LOOP is assured that the operation will be done safely. In order for crude oil washing to be undertaken, the tanker and the tanker's personnel must satisfy the following requirements:

- A. Strict compliance with USCG regulations 33 CFR 157. A copy of this regulation must be aboard the tanker and readily available to key shipboard personnel.
- B. Strict adherence to ISGOTT Recommendations for Crude Oil Washing are required. A copy must be aboard the tanker and readily available to key shipboard personnel.
- C. Notwithstanding the above regulations and guidelines, no COW will be permitted until the Mooring Master is satisfied that:
 1. All cargo tanks have discharged at least one meter of cargo depth in order to eliminate any water that may have accumulated on the bottoms of cargo tanks.
 2. The chief officer or the person in charge of the COW operation has participated at least twice in crude oil wash operations aboard a tanker similarly equipped.
 3. There is sufficient number of adequately trained personnel onboard to assist in the dual operations of transferring cargo and crude oil washing in order to ensure that:
 - a. Gun nozzles are rotating in proper sequence.
 - b. Enough source product remains in the tank supplying the cleaning oil.
 - c. The on-deck piping system carrying the cleaning oil is continuously watched.

Note: Consideration should be given to washing dirty ballast tanks as soon as is practical to allow for ballasting should the weather condition deteriorate.

7.5 Inert Gas Systems (IGS)

The masters of tankships calling at LOOP are required by 46 CFR 32.53 to have IGS operational and capable of maintaining an inert atmosphere in the cargo tanks at the required positive gas pressure of 100 mm (4 in.) of water on filled cargo tanks and during loading and unloading, except when the cargo tanks are gas free. Additionally, all tankships calling at LOOP will be in strict compliance with 46 CFR 32.51-1 through 46 CFR 32.53-85 to ensure that the approval, operation (including instructions), control and instrumentation of IGS are valid and functional in all respects.

8 TANKER DEPARTURE

8.1 Normal Departing Procedure

When nearing completion of the cargo discharge, the tanker Master or Chief Officer and the Mooring Master together estimate the time needed to prepare the tanker for departure. This time will be given to the Vessel Traffic Controller on the control platform so that clearance for departure can be planned and so that a mooring launch can be summoned to assist the tanker in operations of unmooring.

When the tanker is ready to leave the SPM, the Assistant Mooring Master on the bow recommends the use of the tanker's engines in order to ease the load on the mooring lines. When the load is eased enough, the tanker's crew can then disengage the mooring hawser and lower the mooring lines to the water.

Departure time is the time when the last mooring line is cast off. After the tanker is unmoored, she maneuvers to go clear of the SPM buoy and to take a course for departure through the safety fairway. Departure from the SPM to the debarking point of the Mooring Master is done under the Mooring Master's guidance and the Vessel Traffic Controller's surveillance.

8.2 Emergency Departure Procedure

An emergency departure can be initiated either from the control platform or from the tanker. If initiated from the platform, the Mooring Master is so notified. The tanker's engines must then be made ready for immediate service, and if cargo is being discharged, the tanker's pump must be shut down in accordance with the seriousness of the emergency. IF AN ABRUPT SHUTDOWN OF THE PLATFORM'S BOOSTER PUMPS IS NECESSARY, IT IS ESSENTIAL THAT THE TANKER'S PUMPS EITHER BE IMMEDIATELY SHUT DOWN OR ELSE IMMEDIATELY SHIFTED TO A RECIRCULATION MODE. In accordance with the nature of the emergency, cargo hoses may be lowered by line-slipping to the water. All other procedures are the same as those initiated from the ship. The Master of a tanker may, in an emergency for the protection of life or property, depart from an SPM without clearance from the Vessel Traffic Controllers.

8.3 Emergency Shutdown

The following should be followed in case the cargo discharge must be quickly stopped because of some emergency (see Section 7.2):

- A. LOOP's Oil Movement Controller notifies the tanker's watch officer and the Mooring Master of the emergency shutdown and activates the Emergency Shutdown Signaling Device. This device is brought aboard by the mooring master and is demonstrated to the ship's crew prior to startup of cargo discharge.

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- B. The tanker quickly stops cargo discharge.
- C. The LOOP system automatically goes into a pumping rate reduction and shuts down the pumps and meters as the flow rate dictates.
- D. The tanker's manifold valves and the hose end butterfly valves are closed as soon as LOOP's pumps and the tanker's pumps are shut off.
- E. The Marine Terminal operations supervisor shuts LOOP's PLEM valves, if necessary.
- F. If the emergency is one that makes a quick departure of the tanker necessary, the emergency departure procedures of the preceding paragraph will then be followed.

9 LOGISTICS SERVICES AND ADMINISTRATION

9.1 Port Security

All activities within the LOOP Safety Zone are regulated by and subject to the control of the United States Coast Guard (USCG). The USCG is responsible for the security of LOOP facilities and all tankers calling at the port. USCG vessels and aircraft periodically patrol the area and may monitor all vessel movement in the Safety Zone. Tankers planning to discharge at LOOP must acknowledge the right of USCG personnel to board for security reasons or safety inspections. At their option, USCG personnel may elect to remain on board throughout mooring and discharge operations.

9.2 Bunkering

LOOP does not provide any bunkering services or facilities to tankers while they are in the LOOP Safety Zone. Such bunkering will be conducted outside the LOOP Safety Zone by private concerns under arrangements made between the tanker and the company providing the bunkering service.

9.3 Tanker Services

LOOP does not provide facilities for logistic services to tankers using the port. LOOP is not an "agent", but does render to all tankers calling at its terminal the services necessary to effect a prompt, efficient turnaround. LOOP provides those services and facilities necessary for scheduling, receiving, mooring, discharging of cargo, departure of tankers calling at the port. Arrangements for logistic services must be made through each tanker's agent. Lists of logistic services can be obtained from the agents. Messages concerning such requirement, except in an emergency, will not be accepted by LOOP.

Vessels used to deliver tanker supplies inside the LOOP Safety Zone must be pre-approved by LOOP. Such vessels must apply for approval in accordance with the LOOP Guidelines and Regulations covering logistical service. Lists of currently approved vessels are available from LOOP on request. No fresh water is available from the LOOP platform. No telephone service is available to the ships.

Mail, medical services, and garbage pickup must be arranged through the tanker's agent. Garbage collection shall be in compliance with Annex V of MARPOL 73/78. LOOP has no facilities for handling mail, and cannot accept mail from the tanker, nor deliver mail to the tanker. IT IS IMPORTANT THAT MAIL FOR TANKERS NOT BE ADDRESSED TO LOOP LLC. There is no medical service on LOOP's offshore platforms. Medical service ashore, as well as helicopter service for medical evacuation, is available through the agents.

9.4 Helicopter Transfer of Personnel and Supplies

Helicopter operations are sanctioned on tankers, in accordance with ICS Publication "Guide to Helicopter/Ship Operations", subject to the Master's and the Port Superintendent's approval, for the following situations:

- A. Medical evacuation, personnel transfer, and replenishment of supplies by helicopter are permitted on an individual basis. The Port Superintendent has authority to determine when conditions are not safe for such helicopter operations. The tanker through the tanker's agent must arrange Shoreside treatment for medically evacuated patients. LOOP will assist with communication relays for emergency medical purposes but will not act as an agent.
- B. In order to facilitate decisions about the safety or feasibility of helicopter operations on tankers, LOOP will advise masters of the characteristics of any helicopter dispatched by LOOP.

9.5 Personnel Transportation

LOOP provides no transportation of tanker's personnel to shore. If transportation is required, it must be arranged through tanker's agents. There is no public transportation on land from towns near the LOOP platform. Any such land transportation should also be arranged in advance through the tanker agents.

9.6 Small Boats and Visitors

No boats are permitted or authorized to come alongside tankers calling at the port except those required by LOOP or by the ship to furnish services or carry out official business and then only after clearance from the Vessel Traffic Controller and Mooring Master.

Certain vessel activities are regulated by 33 CFR 150.345; refer to Figure 15, which specifies where these regulated vessel activities are permitted.

It is strongly recommended to Masters of tankers that visitors to the ship be restricted to a minimum because of the hazards involved. Neither visitors to the ship nor ship's personnel are permitted to embark or disembark by the way of LOOP's platforms or launches.

Masters of vessels are advised that decks and the ship's ladders should be well lighted, and ladders should be kept well clear of the water during unloading to prohibit unauthorized persons from boarding this ship.

9.7 Cargo Documentation

The cargo quantity and quality report, which is a LOOP document, will be completed as much as possible by LOOP personnel before each tanker's arrival. After the tanker finishes discharging, the Mooring Master receives the necessary figures by radio from the Cargo Transfer Supervisor so that the document can be completed before sailing. Cargo quantity is measured by representatives of LOOP by using turbine meters and provers on the pumping platform. Cargo quality is monitored by automatic sampling devices on the platform, and for accounting purposes, manual tests are done on samples taken from the automatic sampler on the platform. LOOP furnishes United States Customs authorities with the necessary documentation.

9.8 Petroleum Inspectors

A contracted "inspector of record" is available at the port to make shipboard inspection of the cargo. Use of this service is at the option of the shipper and is at shipper's expense. Shipper shall have the right to have representatives witness the inspection. Shipper should contact LOOP or the "inspector of record" regarding the prevailing fees and to make known intentions regarding the use of the service.

Figure 15
Regulated Vessel Activities

Regulated Vessel Activities	Safety Zone		
	Areas to be avoided Around The PPC and SPMs ¹	Anchorage Area	Remaining portion of safety zone
Tankers calling at port	C	C	C
Support vessel movement	C	C	C
Transit by vessels other than tankers or support vessels	N	P	P
Mooring to SPM by other than tankers or support vessels	F	----	----
Anchoring by vessels other than tankers or support vessels	N	F or P	N
Fishing, including bottom trawl (shrimping)	N	P	N
Mobile drill operations or erection of structures ²	N	N	N
Lightening/transshipment ³	N	N	N

¹ Radius of area to be avoided around PPC is 600 meters and around each SPM is 500 meters.
² Not part of Port Installation
³ Exception, 33 CFR 150.423(e)

NOTE: The person in charge of any vessel planning to enter a safety zone should contact the port Vessel Traffic Controller on Ch. 16 or 74 VHF-FM before entry and comply with that person's instructions

Key to regulated activities: F-Force majeure; N-Not permitted; C-Tanker calling at port and support vessel movements permitted when cleared by vessel traffic controller; P-Vessels other than tankers or support vessels, permitted when not in immediate area of tanker with clearance by vessel traffic controller. Communications with vessel traffic controller required.

For transiting foreign flag vessels, the requirement for clearance to enter the safety zone is advisory in nature

10 ENVIRONMENTAL PROTECTION AND SAFETY

10.1 Pollution

Discharge of oil or oily slops into the sea is strictly forbidden. LOOP has no facilities for receiving any oil residues or oily ballast water. Tankers wishing to offload such substances must do so elsewhere. Tankers that release oil or oily ballast water either at the SPM or in the anchorage area will be held responsible for all cleanup costs. The United States Coast Guard regulations concerning water discharges at sea are contained in 33 CFR 157.25 to 157.49. Regulations in 33 CFR 159.7 require an operable marine sanitation device aboard all vessels in United States waters. For purposes of these regulations, the LOOP Safety Zone is considered United States waters.

NOTE: All ballast and bilge overboard discharge valves are to be shut and sealed and all deck scuppers plugged while at a LOOP SPM or anchorage, although scuppers can be temporarily opened to drain off rainwater.

10.2 Safety

LOOP maintains a vigorous safety program. The Mooring Master will discuss and review LOOP safety requirements and procedures with tanker's Master and Chief Officer before cargo discharge begins. Coast Guard Inspectors will board all foreign vessels at least annually to ensure compliance with federal regulations, including Part 164, Title 33, of the United States Code of Federal Regulations, Navigation Safety.

10.3 Drug & Alcohol Policies

LOOP is committed to maintaining a productive and safe working environment. The use of drugs or alcohol impairs an individual's performance and creates unsafe working conditions, thereby posing dangers to personnel and to the environment. To that end, all LOOP employees and employees of contractors performing services for LOOP are not permitted to consume or have in their possession any alcohol or drugs while on LOOP premises. For this policy's purpose, the Safety Zone is considered to be LOOP premises.

Masters whose ships are in the Safety Zone are required to follow LOOP policy concerning consumption of alcohol and drugs for all crew members.

11 PORT USE

11.1 Customs

LOOP furnishes customs authorities with documentation of volumes and evidence of quality of cargoes received into the system based on measurements at the Marine Terminal pumping platform. Arrangement for the posting of such sureties and payment of fees or duties, and for other documentation that may be required, is the responsibility of the importer and/or operator of the tanker. The importer's customs broker, or his other authorized representative, will advise the importer regarding procedures and the amount of duty or fees levied on oil shipped through the port complex.

11.2 Terms & Conditions of Service

Terms & Conditions of Service governing rates, charges, rules and regulations and supplements thereto are available upon request to LOOP. Questions regarding Terms & Conditions of Service can be directed to LOOP's Manager, Scheduling.

11.3 Storage

Procedures and charges for storage of crude oil by shippers in excess of normal residence time are covered in the Terms & Conditions of Service.

11.4 State Fees

There are presently no usage fees directly assessed by Louisiana to shippers and tankers at the deepwater port. If Louisiana imposes any fees in the future, tankers will be responsible to pay them.

11.5 Regulated Vessel Activities

Vessel activities permitted and prohibited at the port, controls on those activities, and the specific Safety Zone areas in which the controls apply are set forth in 33 CFR 150.345. These regulated activities are tabulated in Figure 15.

12 SUPPORT VESSELS

LOOP monitors and patrols the safety zone for both security and response purposes. (If you need the information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

13 OIL SPILL RESPONSE

(For complete information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

13.1 Tanker Responsibility

Under the United States Oil Pollution Act of 1990 (OPA90), the tanker is solely responsible for any oil spill or other pollution from the tanker and is required to take full financial responsibility and command of the oil spill clean-up and pollution abatement activities.

13.2 LOOP Oil Spill Response Capability

(For complete information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

13.3 Spill Response to Vessels in the Safety Zone

(For complete information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

13.4 Spill Response to Vessels Destined for LOOP Outside Safety Zone

(For complete information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

13.5 Advance Spill Response Arrangements

(For complete information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

13.6 Spill Response to Vessels Unrelated to LOOP

LOOP oil spill response capabilities will not be available to assist vessels unrelated to LOOP's operation.

(For complete information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

14 VESSEL REJECTIONS

If any vessel fails to meet the requirements of this Port Booklet, including but not limited to its Sections 5 and 6, or if it is making a prohibited discharge or threatens to make a prohibited discharge of oil or if the vessel otherwise threatens safety, health or the environment, then LOOP may deny entry to or require departure from the Safety Zone, may refuse to accept delivery of oil from the vessel, and may terminate all operations associated with the vessel.

15 TANKER EMERGENCY TOWING CONTINGENCY PLAN

(For complete information, please contact the LOOP Scheduling Department at 985-276-6100 or <http://www.loopllc.com/Contact-Us/Scheduling.aspx>.)

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