

# Ras Tanura Terminal

## Contents

|       |   |   |
|-------|---|---|
| 1     | General .....                                       | 3 |
| 1.1   | Location.....                                       | 3 |
| 1.2   | Description .....                                   | 3 |
| 1.2.1 | The South Pier.....                                 | 3 |
| 1.2.2 | The North Pier .....                                | 3 |
| 1.2.3 | The Sea Islands.....                                | 3 |
| 1.3   | Marine Terminal Assistance Fees .....               | 3 |
| 2     | Entering the Terminal .....                         | 3 |
| 2.1   | VHF Communications .....                            | 3 |
| 2.1.1 | At Anchor.....                                      | 3 |
| 2.1.2 | Underway: .....                                     | 4 |
| 2.2   | Proceeding from Sea.....                            | 4 |
| 2.3   | Proceeding from North Holding Anchorage (NHA) ..... | 4 |
| 2.4   | Proceeding Via East Channel .....                   | 4 |
| 2.5   | Anchorage Areas.....                                | 4 |
| 2.5.1 | Tanker Anchorage .....                              | 4 |
| 2.5.2 | Freighter Anchorage.....                            | 5 |
| 2.5.3 | Deep Draft Anchorage .....                          | 5 |
| 3     | Berthing of Vessels .....                           | 5 |
| 3.1   | Pilot Boarding Areas.....                           | 5 |
| 3.1.1 | Vessels from Arrival Channel .....                  | 5 |
| 3.1.2 | Vessels at Tanker Anchorage.....                    | 5 |
| 3.2   | Mooring/Line Boats .....                            | 5 |
| 3.3   | Sea Island Submerged Pipelines .....                | 5 |
| 3.4   | Mooring Lines.....                                  | 5 |
| 3.5   | Ship/Shore Connections.....                         | 6 |
| 3.6   | Dock Water Density.....                             | 6 |

|        |   |   |
|--------|---|---|
| 3.7    | Ballast and Slop Reception .....                | 6 |
| 3.8    | Cargo Available .....                           | 6 |
| 3.8.1  | Crude Oils.....                                 | 6 |
| 3.8.2  | Products .....                                  | 6 |
| 3.8.3  | Min. Topping-off Rate .....                     | 6 |
| 3.9    | Safe Loading Drafts.....                        | 6 |
| 3.10   | Maximum Arrival Draft .....                     | 7 |
| 3.11   | Maximum Sailing Draft.....                      | 7 |
| 3.12   | Gangways .....                                  | 7 |
| 3.12.1 | North Pier .....                                | 7 |
| 3.12.2 | Sea Islands.....                                | 7 |
| 4      | Completion and Departure .....                  | 7 |
| 4.1    | Giving Notice of Expected Completion Time ..... | 7 |
| 4.2    | Deep Water Departure Channel .....              | 7 |
| 4.3    | Departure Pilotage .....                        | 7 |
| 4.3.1  | Requesting Channel Line-Up.....                 | 7 |
| 4.3.2  | Compulsory Channel Line-Up.....                 | 7 |
| 4.3.3  | Pilot's Method of Disembarking .....            | 8 |
| 4.3.4  | Proceeding to North Holding Anchorage .....     | 8 |
| Annex  | .....   | 8 |

# Ras Tanura Terminal

## Rules Regulations and General Information

### 1 General

#### 1.1 Location

The Ras Tanura Terminal is located on a peninsula, the southern end of which forms a sand spit. The tip of this spit is officially known as Ras Tanura.

At this southern tip, a survey reference point is located and marked by a beacon.

#### 1.2 Description

##### 1.2.1 The South Pier

The South Pier is connected to the east side of a peninsula by a causeway and trestle. The "T" Pier has four berths (1 to 4) but at present is mothballed.

##### 1.2.2 The North Pier

The North Pier is located about 3/4 mile to the north of the South Pier and has a causeway and trestle that extends from the peninsula. It comprises six berths (6 to 11). Only products are available at the North Pier.

##### 1.2.3 The Sea Islands

A complex of three Sea Islands, interconnected by walkways, is located approximately one-mile northeast from the North Pier. Sea Island #1 is currently isolated and abandoned in place.

#### 1.3 Marine Terminal Assistance Fees

The Owners, Operators and Charterers of any vessel calling at Ras Tanura Port shall be liable and shall reimburse Saudi Aramco promptly and in full for all applicable Ras Tanura Marine Terminal Assistance Fees.

### 2 Entering the Terminal

#### 2.1 VHF Communications

##### 2.1.1 At Anchor

A constant listening watch should be maintained on VHF channels 16 and 13. Vessels will be called by Ras Tanura Port Control with berthing information and other instructions. Ras Tanura Port Control should be called on VHF channel 13 prior to weighing anchor.

### **2.1.2 Underway:**

#### **A. Inbound**

All vessels should maintain a listening watch on VHF channels 16 and 13 for Ras Tanura Port Control.

#### **B. Outbound**

After disembarking the Pilot or before leaving the tanker, anchorage vessels must maintain a listening watch on VHF channels 16 and 13 for Ras Tanura Port Control.

#### **C. Under Pilotage**

Pilots carry portable intrinsically safe radios, which operate on Saudi Aramco dedicated mooring channels for contact with tugs and jetty staff. In addition, the vessel's VHF radio should be on standby on channel 13 for back up communications.

#### **D. At Berth**

An exchange of intrinsically safe portable radios will be made between vessel and jetty personnel to ensure constant communication while loading. VHF channel 13 should also be monitored.

## **2.2 Proceeding from Sea**

Follow the channel separation scheme to Buoy "H" according to advice from Ras Tanura Port Control on VHF channel 10. Ras Tanura Port Control will advise whether the vessel will berth on arrival or anchor in the Ras Tanura South Tanker Anchorage.

## **2.3 Proceeding from North Holding Anchorage (NHA)**

Vessels entering the separation scheme from the NHA should do so only under the guidance of Ras Tanura Port Control on VHF channel 10.

## **2.4 Proceeding Via East Channel**

Follow the buoyed route to Buoys RTE 7 and RTE 8 then proceed to Tanker Anchorage or Pilot boarding position as directed by Ras Tanura Port Control

Caution

It is recommended that vessels over 10.67 meters draft and/or more than 244 meters LOA are not to use the East Channel.

## **2.5 Anchorage Areas**

### **2.5.1 Tanker Anchorage**

The Tanker Anchorage lies approximately 1.6 miles east of the Sea Islands and is used as a final holding area for vessels that have immediate berthing prospects, or for vessels awaiting cargo clearance, release, sailing documents, etc., and whose draft does not exceed 17.5 meters. Under normal circumstances, no more than 10 vessels are allowed to use this anchorage at one time.

## **2.5.2 Freighter Anchorage**

This anchorage, south east of the “SPIT” Buoy, is used as a holding ground for coastal tankers and miscellaneous small vessels and craft inbound for Saudi Aramco Marine facilities located at the West Pier.

## **2.5.3 Deep Draft Anchorage**

Vessels with a draft of more than 17.5 meters, which are required to anchor upon completion of loading, awaiting suitable tide, must normally do so in area approximately 0.7 miles north of the Sea Islands. This anchorage swept depth of 21.9 meters and holding ground is only considered due to variations in character of the bottom. It is recommended that lie to a long scope of chain in adverse weather. No more than two vessels are allowed to use this anchorage at one time.

# **3 Berthing of Vessels**

## **3.1 Pilot Boarding Areas**

### **3.1.1 Vessels from Arrival Channel**

Pilot will normally board south of Buoy “H,” as advised by Ras Tanura Port Control on channel 13.

### **3.1.2 Vessels at Tanker Anchorage**

After heaving anchor, the vessel will be advised by Ras Tanura Port Control on channel 13 to proceed toward a position approximately 1.5 miles SE of the south end of Sea Island, dependent on weather and tidal conditions. For ships assigned to North Pier, pilot boarding position is 2 miles east of the North Pier.

Vessels must not approach any closer than 1.5 miles to the piers or Sea Island without a Pilot on board due to the tidal streams in the area.

## **3.2 Mooring/Line Boats**

Mooring boats are not used at Ras Tanura Terminal.

## **3.3 Sea Island Submerged Pipelines**

All traffic must pass east of the Sea Islands due to the existence of numerous submerged oil pipelines between the Sea Islands and the Shore.

## **3.4 Mooring Lines**

Vessels should have heaving lines ready to take the shore messenger after landing alongside. The messenger is then made fast to the ship's mooring line, which is hove ashore by means of a capstan.

Heavy wires should be sent ashore one at a time. Ropes may be sent ashore two at a time. Jetty Crews are on duty continuously to handle mooring lines. Saudi Aramco personnel will not handle mooring lines on board vessels.

### 3.5 Ship/Shore Connections

Jetty crews are on duty continuously to handle oil hoses/arms and will make all connections and disconnections.

All loading connections are equipped with electrical insulating flanges; therefore, ship to shore bonding cables must not be rigged.

### 3.6 Dock Water Density

The specific gravity of seawater at Ras Tanura is approximately 1.032.

### 3.7 Ballast and Slop Reception

Saudi Aramco Ports and Terminals are part of a National network of Ports and Terminals that are governed through pertinent national legislations. Thus, Saudi Aramco Ports and Terminals request all ships calling at its terminals to liaise with their respective shipping agent to arrange for all MARPOL reception requirements.

### 3.8 Cargo Available

#### 3.8.1 Crude Oils

- Arabian Extra Light crude
- Gas condensate
- Arabian Light crude
- Arabian Medium crude
- Arabian Medium crude (BANACO)
- Arabian Heavy crude

#### 3.8.2 Products

- Fuel Oil (A960)
- White Diesel (A 888)
- Kerosene (A 418)
- Naphtha (A 310)

#### 3.8.3 Min. Topping-off Rate

Min. topping-off rate is normally 15,000 barrels per hour, this must be confirmed during Terminal/Ship pre-operation agreements.

### 3.9 Safe Loading Drafts

If at any time a vessel's draft approaches to within 1 meter of the depth of water at the berth, loading will be suspended until a rising tide increases the depth to permit resumption of loading and provide for a safe draft of the fully loaded tanker on departure.

### 3.10 Maximum Arrival Draft

The maximum arrival draft at the Sea Islands is 16.30 meters plus rise of tide up to a maximum of 18.00 meters. This is due to water depths in the Ras Tanura arrival channel.

### 3.11 Maximum Sailing Draft

The maximum sailing draft, from the Sea Island, is 19.50 meters plus the height of tide above L.A.T., limited to an absolute maximum of 21.00 meters, at the time of transiting the Deep-Water Channel.

### 3.12 Gangways

#### 3.12.1 North Pier

At North Pier, all vessels are required to provide their own gangway, which should be ready prior to berthing.

#### 3.12.2 Sea Islands

Shore gangways are provided at each Sea Island berth.

## 4 Completion and Departure

### 4.1 Giving Notice of Expected Completion Time

As an aid to planning and expediting ship's movements and also to give adequate notice to vessels scheduled to berth, vessels loading at the berths shall call Ras Tanura Port Control on VHF channel 13 one hour before completion of loading.

### 4.2 Deep Water Departure Channel

The deep-water departure channel has a clear swept depth of 21.00 meters at L.A.T. A minimum of 1.50 meters under keel clearance is required for all vessels transiting this channel during departure. In any event, the maximum draft shall not exceed 21.00 meters.

### 4.3 Departure Pilotage

#### 4.3.1 Requesting Channel Line-Up

On departure from the Ras Tanura Terminal, Masters of vessels of 150,000 tons DWT and above may request additional pilotage assistance to line up for the Deep-Water Departure Channel.

#### 4.3.2 Compulsory Channel Line-Up

Such pilotage assistance is compulsory for vessels with a draft of 20.50 meters or more. In such instances, the Harbor Pilot will remain on board until the vessel is aligned on a safe course for the Departure Channel.

#### **4.3.3 Pilot's Method of Disembarking**

In rough weather, the pilot will usually disembark in sufficient time to ensure a lee for the pilot boat. In the event that this is impossible, provision is made for the Pilot to leave by helicopter subject to the conditions of Part 1, Section 8.2 "Disembarkation of Pilots" in the common rules and information.

#### **4.3.4 Proceeding to North Holding Anchorage**

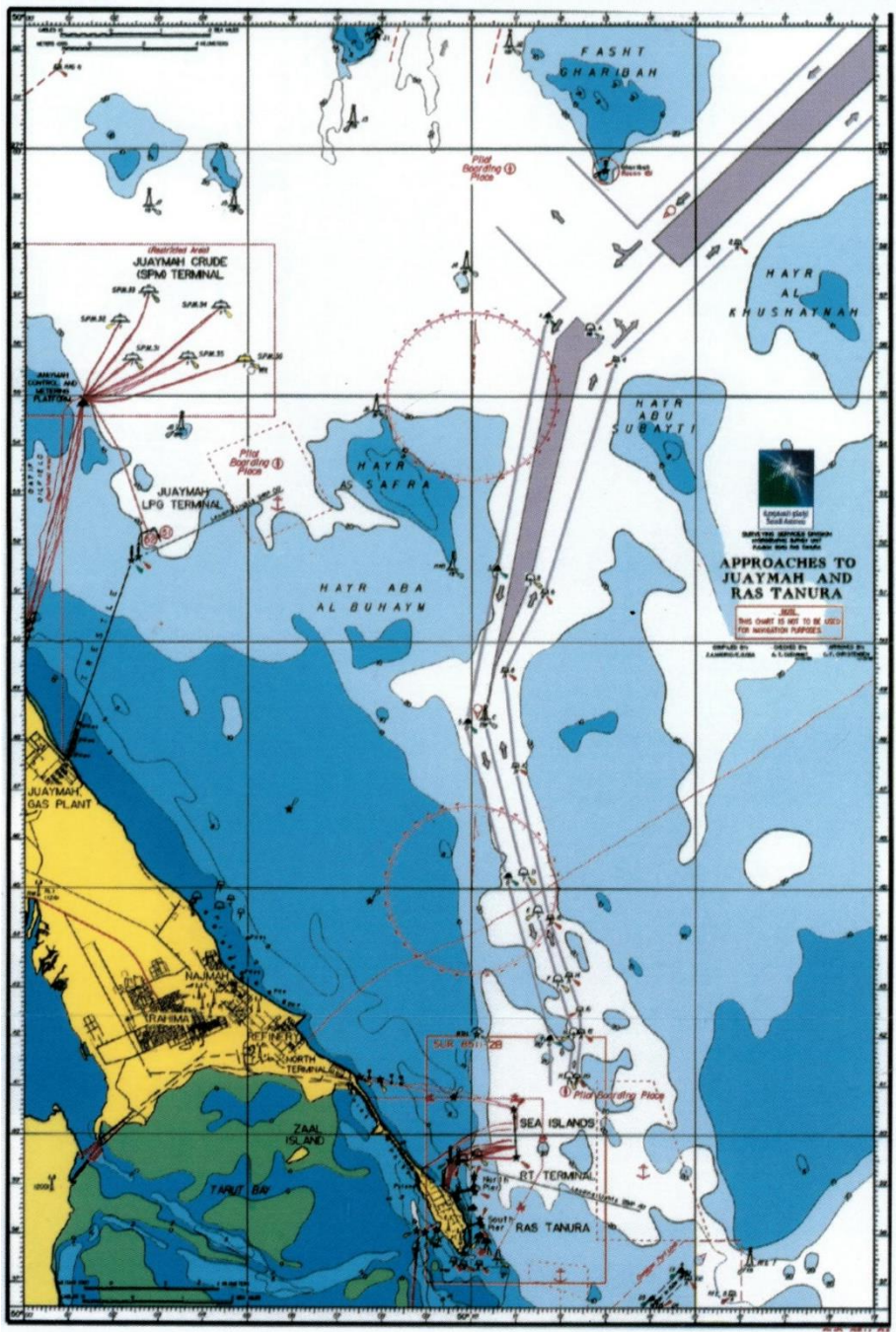
The vessel should leave Ras Tanura Terminal and follow the Departure Channel, observing the separation scheme to the North Holding Anchorage under advice of Ras Tanura Port Control. The Master should advise Ras Tanura Port Control on channel 10 of the anchoring time.

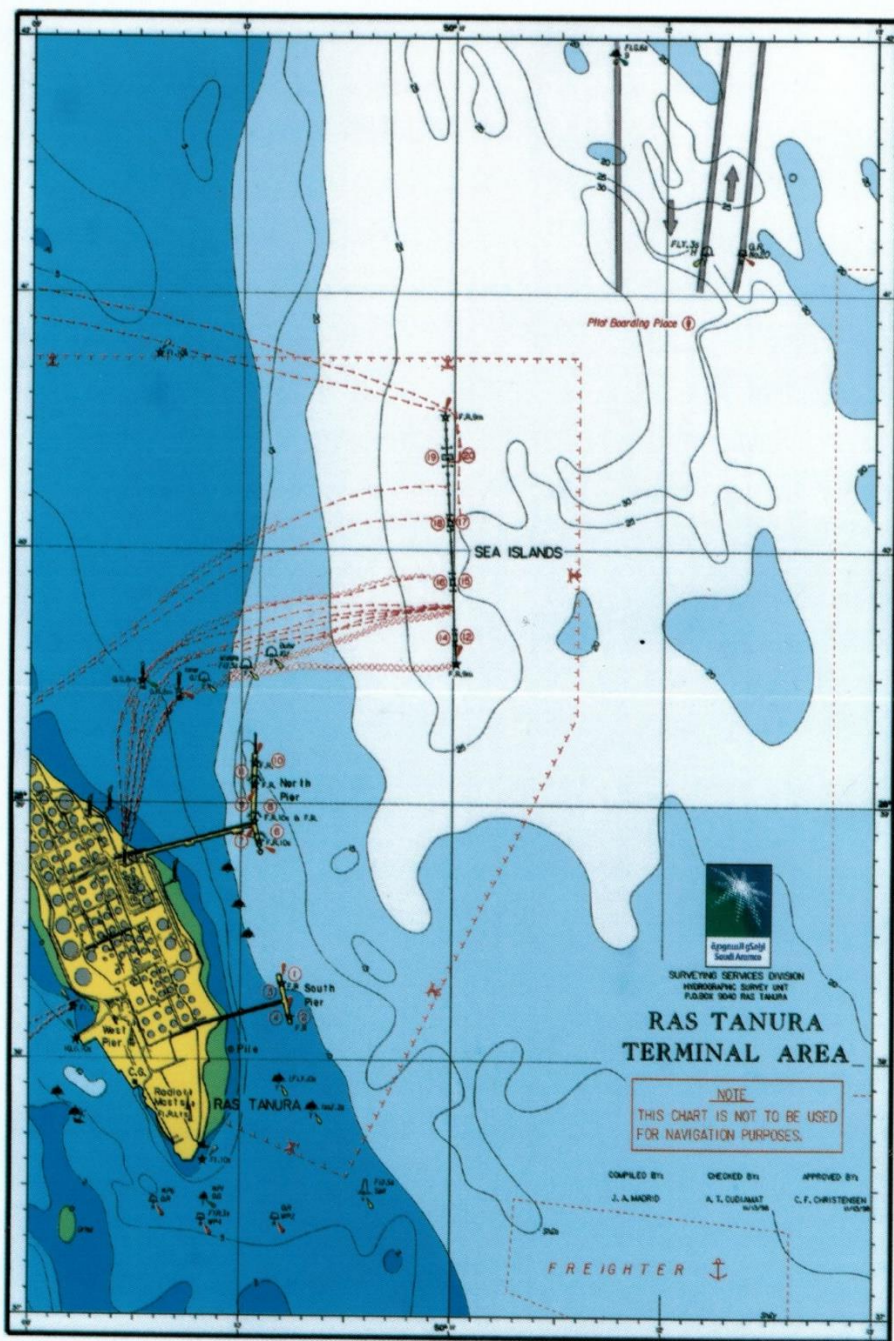
### **Annex**

- 1. Charts**
- 2. Berth Diagrams**

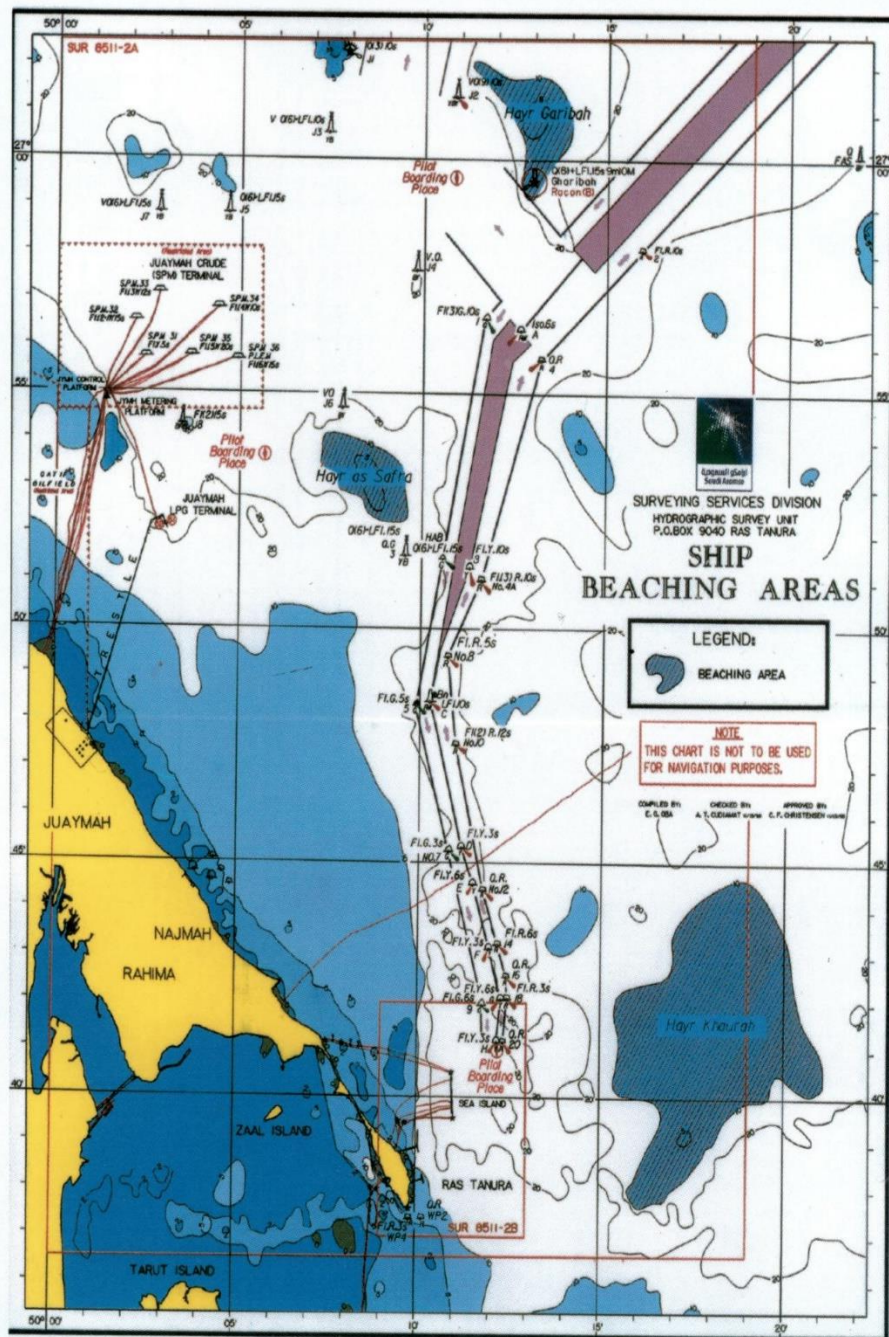


1. Charts

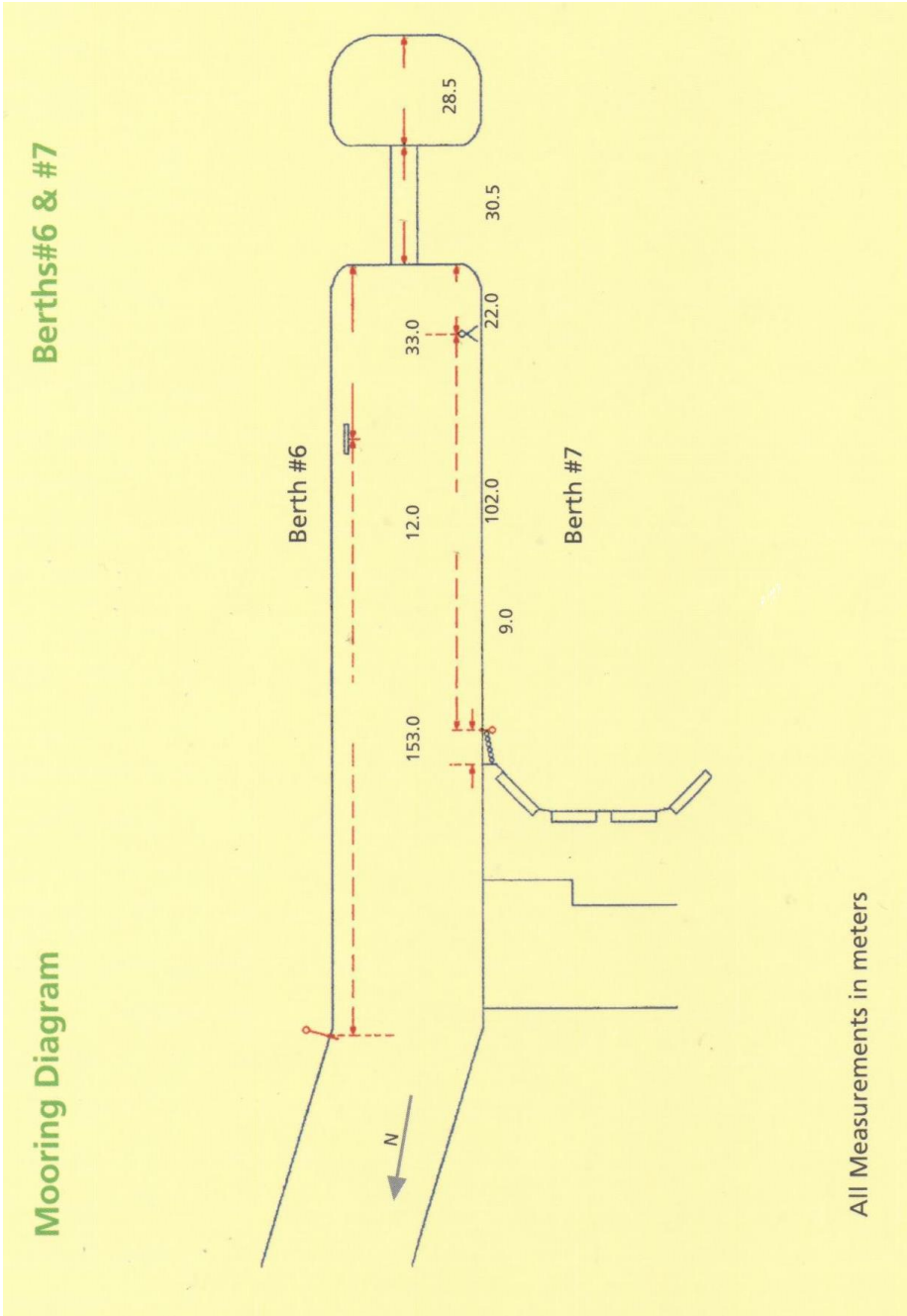






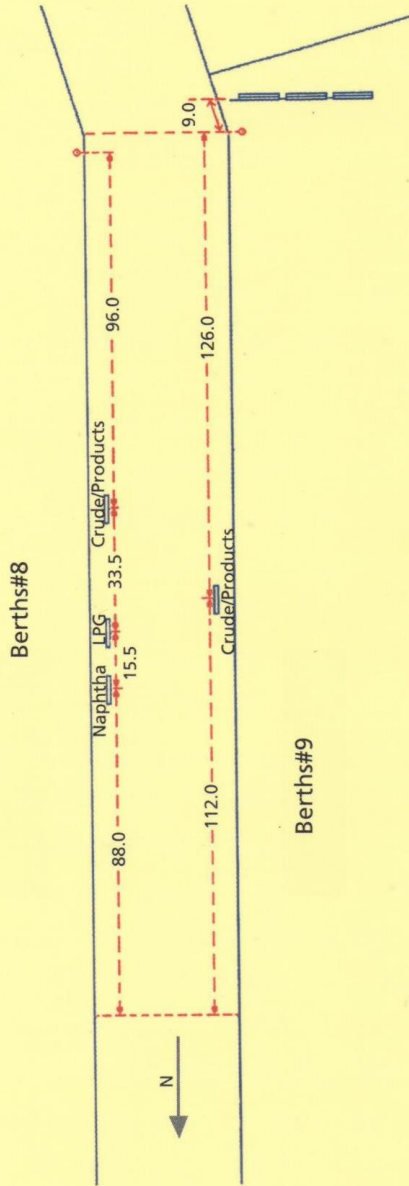


2. Berth Diagrams



## Mooring Diagram

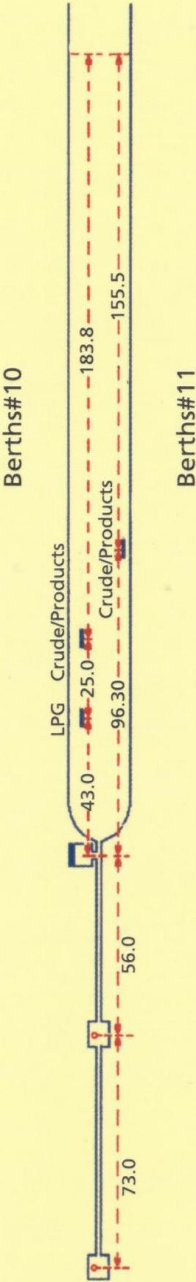
## Berths#8 & #9



All Measurements in meters

Mooring Diagram

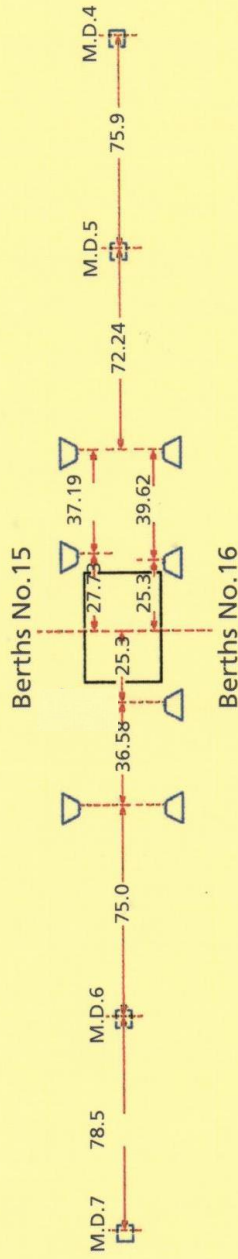
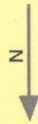
Berths#10 & #11



All Measurements in meters

# Mooring Diagram

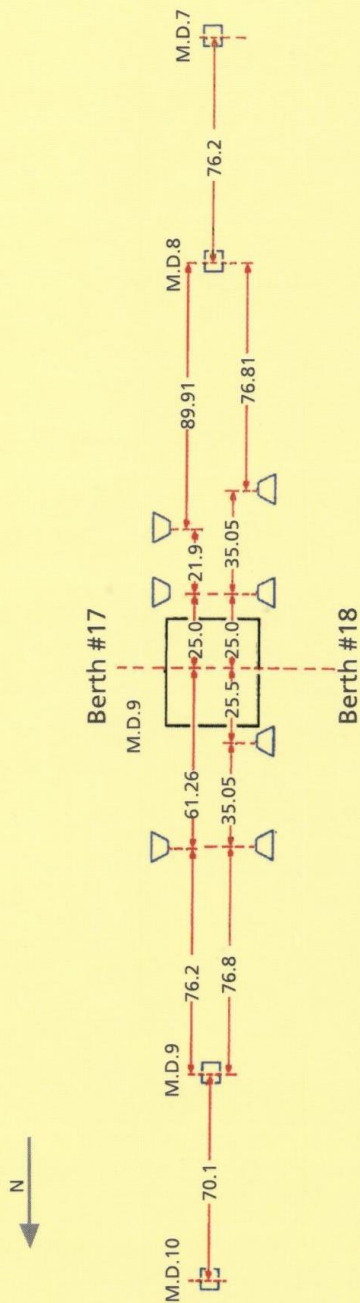
## Sea Island 2 Berths 15/16



All Measurements in meters

## Mooring Diagram

### Sea Island 3 Berths 17/18

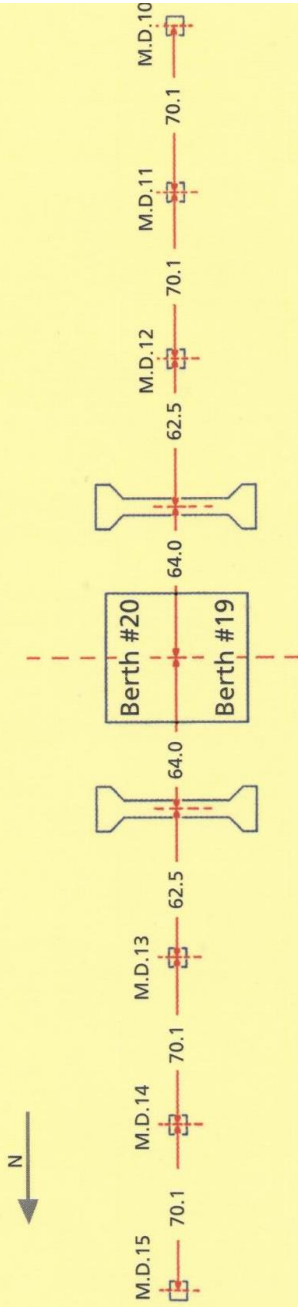


All Measurements in meters



## Mooring Diagram

### Sea Island 4 Berths 19/20



All Measurements in meters