

Port of Duba

Bulk Plant Terminal

Including Contents Page & Annex

Duba Bulk Plant Terminal

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Duba Bulk Plant Terminal

RULES REGULATIONS AND GENERAL INFORMATION

1 Location and Description

1.1 Location

Duba Bulk Plant is located in the northern part of the Red Sea, about 5 km southeast of the town of Duba, and about 200 km southwest of Tabuk.

Duba has a commercial port about 35 Km North of - and entirely separate from – Saudi Aramco's Duba Bulk Plant Terminal.

1.2 Description of the Terminal

There is one berth with multiple product loading facilities. A causeway connects the berth to the shore facilities, pipelines, custody metering systems and storage tanks. The Terminal receives diesel oil and gasoline. A tank farm, capable of storing these products, is situated adjacent to the Terminal. Berthing instructions will be received from Duba Terminal on VHF channel 11.

1.3 Marine Terminal Assistance Fees

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

2 Navigational Information

2.1 Meteorology

2.1.1 Weather

Prevailing winds are northwesterly.

A low to moderate swell can be expected mainly from either northwest or southwest.

2.1.2 Tidal Range & Flow

The tide has a maximum range of 1.5 meters. The flood tide runs in a southeasterly direction. The ebb is westerly.

2.1.3 Weather Warnings

Available information should be obtained from NAVTEX if fitted. The on-board pilot will advise the ship of any weather warnings received while the ship alongside.

2.2 Charts & Publications

2.2.1 Charts

Charts are available in various forms, including paper-based tables and digital from worldwide hydrographic agencies. Vessels should always use the largest scale chart available maintained in an up to date format with the latest corrections and Notices to Mariners applied.

2.2.2 Tide Tables / Tidal Stream Atlas

Tide tables are published in various forms, including paper-based tables and digital tables. When using tide tables for Saudi Arabian waters the validity of data should be supplied by a trusted source for example Saudi Aramco or UK Admiralty, and should be maintained in an up to date format with the latest corrections applied.

2.2.3 Pilot Books / Sailing Directions

Pilot Books / Sailing Directions are published in various forms, including paper-based or digital booklets. When using information for Saudi Arabian waters the validity of data should be supplied by a trusted source for example UKHO, and should be maintained in an up to date format with the latest corrections applied.

2.2.4 List of Lights / Fog Signals and Lists of Radio Signals

Lists of Lights / Fog Signals and Radio Signals are published in various forms, including paper-based or digital booklets. When using information for Saudi Arabian waters the validity of data should be supplied by a trusted source for example UKHO, and should be maintained in an up to date format with the latest corrections applied.

2.3 Anchorage Areas

An undesignated but exposed anchorage lies about 10 miles south-southwest from the berth. The minimum depth of water here is 16.2 meters chart datum, and covers an approximate area swept by a 2.5-mile radius. (Water depths adjacent to the berth are in excess of 100 meters.) Note: There is no anchorage marked on the charts of the area.

2.4 Drifting / Waiting area

Vessels choosing not to anchor or requested to drift clear of port limits must maintain a listening watch on VHF channel 11 for Duba Terminal berthing information.

2.5 Navigational Aids

There is no VTMS in Duba Terminal. The area is marked with four Cardinal Buoys named as D1, D2, D3 and D4. They are used around the fixed jetty to mark areas of shallow water.

3 Radio Communications

3.1 Contacting Saudi Aramco

Vessels calling at Duba are normally loaded coastal tankers coming from Saudi Aramco Western Region ports. There are no direct communications or pre-arrival messages between Duba Bulk Plant Terminal and the vessels.

Instead, information is sent by the vessels to their charterers/owners/agents on leaving the loading port. The agents then will notify the Terminal of the vessel's ETA. Ships, departing Yanbu' Terminal bound for Duba, are advised to contact Yanbu' Aramco VTSO on channel 11, to update their ETA.

3.2 Contacts After Departure

After the Harbor Pilot has disembarked, the vessel will have no further communication with the Terminal.

4 Arrival Procedures

4.1 Anchoring/Berthing

Most vessels arrive from Yanbu' and approach the terminal on a course about 025° (T). Vessels either anchor at the anchorage area upon arrival or proceed directly to the Pilot Boarding Area according to instructions. Vessels may anchor in the anchorage area without a pilot.

If Masters elect to drift, rather than dropping anchor, then a distance of no more than 10 miles is to be maintained from Duba fixed jetty.

4.2 VHF Communications

All local VHF communications between vessels and the Terminal/Pilots are on VHF channel 11, unless otherwise advised. If the vessel does not have channel 11, then, an alternative channel will be used as agreed by both ship and shore.

- The Duba Bulk Plant shall be contacted 2 hours before arrival on channel 11. When at anchor, vessels should keep a listening watch on both VHF channels 11 and 16.
- Anchoring time shall be passed to Duba Bulk Plant on channel 11.

4.3 Pilot Boarding Position

The Pilot boards between 2 and 4 miles south-southwest of the Terminal. In circumstances where the wind is 30 knots or more in any direction, berthing operations will be cancelled until the weather moderates.

5 Mooring Procedures

5.1 Mooring Craft

Two tugs of approximately 60 tons bollard pull (Azimuth Type) are used for berthing and unberthing operations.

5.2 Berth Information

A single berth is available to handle the berthing and unloading of ships from 150m to 200m LOA. Minimum displacement is 30,000 DWT up to a maximum of 65,000 DWT. The berth facilities include mooring dolphins, breasting dolphins and interconnecting walkways.

Dock Water Density is between 1.025 and 1.026, depending on time of year.

6 Berth Operations

6.1 Duty Harbor Pilot and Tugs

The Harbor Pilot will remain on board throughout the discharge. While on board he will conduct regular safety checks. Should the weather deteriorate, the Harbor Pilot will decide whether to stop operations and remove the vessel from the berth.

While the vessel is at the berth, both tugs will remain on continuous standby.

6.2 Discharge Operations

On completion of berthing, a Saudi Aramco inspector will board the vessel to discuss the discharge operation.

6.2.1 Pre-Discharge Inspections

Ship and shore staff will carry out cargo calculations. A Bulk Plant Inspector will board the vessel on completion of mooring, for the purpose of ullaging, calculations and documentation.

6.2.2 Documentation

A copy of the Bill of Lading is given to Bulk Plant Inspector, together with the ullage report from loading Port, Quality Certificate and Certificate of Origin of the cargo.

Discharge rates and pressures will be agreed and Notice of Readiness will be given to him verbally. On completion of these tasks the Inspector will leave.

6.2.3 Starting Cargo Discharge

When the loading arms are connected, the vessel's cargo officer must inform Bulk Plant Operations and await instructions to commence discharge. If there are two grades for discharge, commence with the grade instructed by the shore and after 30 minutes commence the second grade.

6.2.4 Continuous Discharge

Once discharge is commenced, there will be no stoppages until all the cargo is discharged or until there is no shore ullage remaining. The maximum permitted discharge pressure at ships manifold is stipulated by the Bulk Plant Inspector but is about 7 kg/cm².

6.3 Stopping

In the normal course of events, the ship will stop on completion of discharge. Operations can be halted either by the shore, through VHF communication to the vessel, or by the Pilot on board, should the weather deteriorate. Vessels must be prepared to vacate the berth immediately at any time during adverse weather.

In circumstances where the wind is 35 knots or more in any direction, cargo operations will be suspended, until the weather moderates. Cargo loading arms will be disconnected if wind speed is 40 knots or more and the ship prepared to un-berth in case the vessel has to vacate the berth.

If the Pilot halts the discharge, the shore must be informed prior to stopping and given the reason.

6.4 Completion

On completion of discharge, the Inspector will board the vessel, carry out a tank inspection, and issue a tank dry certificate. It is the Inspector who will release or detain the vessel in cases of cargo quantity discrepancies. A copy of the time sheet and pumping log should be given to the Inspector.

6.4.1 Port Clearance

The Bulk Plant Inspector will deliver the port clearance papers.

7 Departure

7.1 Vacating the Berth

When the vessel has been released, and necessary formalities completed, the vessel is free to sail and shall vacate the berth immediately.

7.2 Departure Pilotage

The Saudi Aramco Pilot will take the ship at least one mile clear of the terminal area on a heading of course 206° (T) before disembarking on the pilot boat.

7.3 Proceeding to Anchorage

Should the vessel have need to vacate the berth because of bad weather, the Pilot will hand over to the Master as soon as the vessel is clear of the berth. The Master will then take his vessel to anchor. The Master is fully responsible for anchoring his vessel.

The Pilot in this case may stay on board and re-berth the vessel when the weather improves.

8 Facilities

8.1 Divers

The Frontier Force will supply divers through the Bulk Plant if needed in an emergency. In other cases, divers must be brought in from Yanbu' or Jeddah.

8.2 Medical & Hospital Services

In an emergency, the Agent will arrange with the Frontier Force for sick crew to go ashore for medical treatment. There is only one hospital in Duba town (about 5 km away).

If the crewmember needs hospitalization, the vessel's owners must send a representative to officially arrange for the crewmember to stay in Saudi Arabia until the ship returns or until the crewmember is repatriated.

8.3 International Ship and Port Facility Security Code

DUBA ASSISTANT PFSO:

Tel: +966(14) 397 7256 - 24 hrs. contact

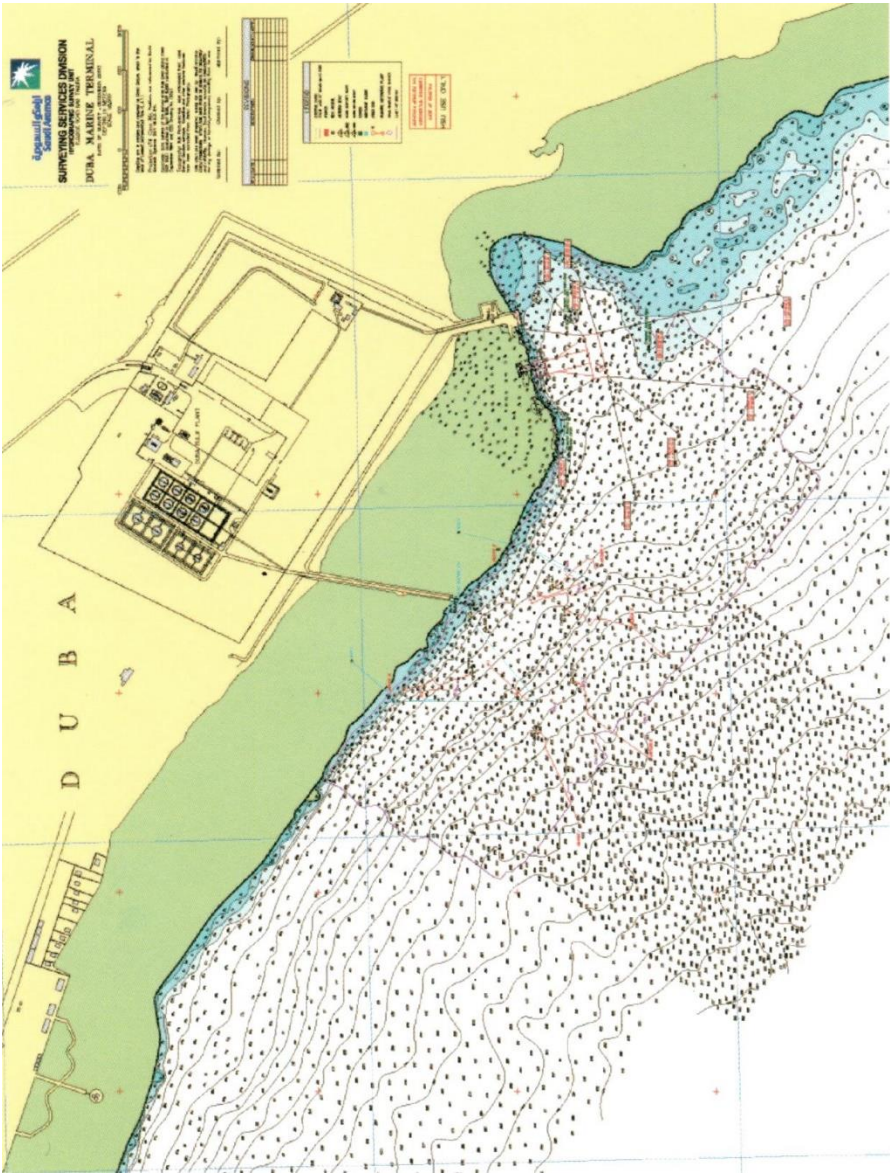
Tel: +966(12) 427 3642 – Duba Harbor Master

Fax: +966(12) 427 - 56684502

Contact local shipping agents or consult sailing directions for further information.

9 Annex

Duba Marine Terminal



Duba Bulk Plant Terminal

