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SECTION 1- GENERAL INFORMATION

1.1. Location:

Located at the Pacific Coast of the Republic of Panama at the Bay of Panama, the Terminal of Taboguilla is located south of the Flamenco lighthouse at the Pacific entrance to the Panama Canal. The jetty is located at 8° 48.5'N and 79° 31.4'W, bearing 181°, 5.93 Nm from the Flamenco lighthouse and 206°, 3.63 Nm from the Panama Canal Pacific Sea Buoy. The Terminal is located at a strategic location for the supply and storage of bunker fuels to the world shipping industry. (See **DOC – OPR05-1 a5**)

1.2. Bay of Panama – General Remarks:

Offshore salinity is 1.025 (specific gravity). During the rainy season (April-December) and due to river runoff, changes on salt-water density may occur. Sea temperature varies between 80°F (26.7°C) and 83°F (28.3°C). Depths increase as one travels towards the south. It is important to keep in mind that landfall is done towards the waiting anchorage for transiting the Panama Canal, so it is possible to meet traffic that is both exiting and entering the Canal's waters. As landfall is done in a northbound direction, the lights from Panama City, as well as the lights from the vessels in the anchorage (back lights) make it difficult to identify other transiting vessels or navigation aids such as lighthouses and buoys.

1.3. Lights:

There are three lights, starting from the southwest part of the Bay of Panama. The first one is located south of Taboga Island at Tarapa Island (Fl 5s 14m 12M), the second one, on the east side of Taboguilla Island (L Fl 7s 61m 26M), and the third one, at Flamenco Island, at the Pacific entrance to the Panama Canal (Oc (2) WR 5s 47m 19M).

1.4. Pier:

The tanker berth is a typical "T" type jetty with mooring dolphins at each end and it is connected to shore by catwalks. Berth is oriented 040° / 220°. The jetty has rectangular rubber fenders (Capacity: 70,000 dwt). The platform is about 8m above chart datum (MLWS).

The jetty consists of eight (8) platforms starting from the North as it is shown in Table No.1: (see **DOC-OPR5-1 a1 & DOC-OPR5-1 a8**)

Table No.1: Description of Platforms

ITEM	PLATFORM	CHART NAME(Spanish)	MOORING SYSTEM & LOCATION
1	Mooring platform No. 3	D.A. AMARRE 3	One (1) 100 Tn. quick release hook (outer center area)
2	Mooring platform no. 2	D.A. AMARRE 2	One (1) 60 Tn. quick release hook (outer center area)
3	Fender platform no. 3	D.A. ATRAQUE 3	One (1) 70,000 DWT fender (outer area) One (1) 60 Tn. Quick release hook (outer center area) One (1) 50 Tn. Bollard (inner southern area)
4	Working platform No. 1	PLATAFORMA DE TRABAJO 1	Two Loading arms of 10" (254 mm) diameter CAMLOCK COUPLING Type One (1) 50 Tn. Bollard (outer southern area) One (1) 50 Tn. Bollard (inner southern area)
5	Fender platform no. 2	D.A. ATRAQUE 2	One (1) 70,000 DWT fender (outer area) One (1) 70,000 DWT fender (inner area) One (1) 60 Tn. Quick release hook (outer center area) One (1) 50 Tn. Bollard (inner southern area)
6	Working platform no. 2	PLATAFORMA DE TRABAJO 2	Four Loading arms CAMLOCK COUPLING type, attending mooring position B and C. Each position has one 6" (150 mm) and one 4" (100 mm) loading arms.
7	Fender platform no.2	D.A. ATRAQUE 2	One (1) 70,000 DWT fender (outer area) One (1) 70,000 DWT fender (inner area) One (1) 60 Tn. Quick release hook (outer center area) One (1) 50 Tn. Bollard (inner northern area)
8	Mooring platform No.1	D.A. AMARRE 1	One (1) 100 Tn. Quick release hook (outer center area) One (1) 50 Tn. Bollard (inner center area)

Information provided by DECAL PANAMA, S.A., 2002-08-22

1.5. Repairs:

Panama City (Pacific side) and Colon City (Atlantic side) have major machine shop facilities. Any request has to be made via a local agency.

1.6. Supplies:

A variety of ship chandlers can be contacted through the vessel's local agency.

SECTION 2 - CHARTS AND PUBLICATIONS:

2.1. Charts Reference:

- **DMA (DIMA)**
 - Chart 21601, "Morro de Puercos to Panama".
 - Chart 21603, "Bay of Panama, Approaches to Balboa".
- **BRITISH ADMIRALTY**
 - Chart 1929, "Gulf of Panama"
 - Chart 1401, "Southern approaches to the Panama Canal"

2.2. Publications:

- USHO PUB 153, B.A.N.P. 8 Pacific Coast of Central American and United States Pilot
- NOAA, West Coast of North and South America, Tide Tables, page 44.
- NIMA, PUB 111, List of Lights, Radio Aids & Fog Signals.
- Decal Panama web site: <http://www.decal.it>

2.3. Time Zone Used:

GMT minus five (-5) hours. Daylight savings time is not observed.

SECTION 3 - WEATHER AND TIDAL CONDITIONS

3.1. Weather Conditions in the Bay of Panama:

The weather in Taboguilla Island belongs to the Pacific stream, which it's well-known for a considerable precipitation between the months of May and November. Rain usually comes during the afternoon, according always to the intensity of the Intertropical Convergence Zone (ZCIT). There are 89 rainy days recorded on the region, and the maximum amount of rain that fell in 24 hours was 140,7 mm (November 1980). Annual average precipitation is 2.100 mm. The rainiest months are usually October and November.

Annual average temperature for the region is 80°F (27°C). The maximum recorded temperature is 84.7°F (29,3°C) and the minimum, 76.8°F (24.9°C). The annual average relative humidity falls within 67.4 per cent for the month of March, reaching values of up to 87.0 per cent in the month of October.

The winds recorded in the region indicate that 45 per cent of the same blow northeastwardly, with a speed of approximately 29.8km/h during the dry season.

(See DOC – OPR05 – 1 a2)

3.2. Tides:

For all practical purposes the time of the tide at Balboa may be used for the tides in Taboguilla without appreciable errors.

3.3. Waves:

Northern swell reaches irrelevant wave heights due to the short space in which it can develop. Southern swell reaches the facilities at low levels due to the configuration of the bay and the protection provided by Taboga and Taboguilla islands.

For the present analysis, swells from the SSW have been considered, with a significant maximum wave height of 1.5m, which in the medium scale is only exceeded 4% of the time, and which is the threshold value considered for the service vessels that will work during the maneuvers. The peak period considered for these swells is $T_p = 10$ s **(See DOC – OPR05 – 1 a3).**

3.4. Currents:

The currents existing in the region correspond to the combination of a permanent NE-SW current with the ones produced by the oscillation of the sea level due to

the tides (5 m between PMVE-MHWS y BMVE-MLWS). As a result of the above, two current cases are considered (**See DOC – OPR05 – 1 a4**):

Case 1.- Receding tide combined with a permanent current towards the SW:

Current speed 1m/s, direction S 50° W

Case 2.- Flowing tide combined with a permanent current towards the SW:

Current speed 0.5 m/s, direction NNE.

SECTION 4 - NAVIGATION

4.1. Navigation / Navigation Aids:

Approaches to the Terminal are from the south to the southeast (**See DOC – OPR05 – 1 a5**). Controlling depth is that for the designated berth. There are no buoys, marks or Steering marks. Both ends of the jetty are flanked by signals red and green IALA MO (N) 8s.

4.2. Lights:

There are three lights, starting from the southwest of the Bay of Panama. The first one is located south of Taboga Island at Tarapa Island (Fl 5s 14m 12M), the second one, on the east side of Taboguilla Island (L Fl 7s 61m 26M), and the third one, at Flamenco Island, at the Pacific entrance to the Panama Canal (Oc (2) WR 5s 47m 19M).

SECTION 5 - ANCHORAGE

5.1. General:

The area immediately south of the west anchorage mark as “PACIFIC ANCHORAGE EXPANSION” can be used for vessels entering DECAL Terminal.

Good holding ground has been reported and usually three shackles in the water are enough to hold the vessel in normal weather conditions.

Every vessel shall carry her national flag and the flag of the Republic of Panama in the hours between sunrise and sunset.

The dumping of trash and other garbage is prohibited. Any trash or garbage so dumped will be removed and the expenses involved charged to the vessel's account.

SECTION 6 - COMMUNICATIONS:

6.1. Radio Communications:

Vessels approaching the Terminal should establish VHF communication as soon as they are within range. It is highly recommended to communicate with the Panama Canal port entry coordinator at Flamenco Signal Station on channels 12 or 16 VHF.

The Terminal keeps a listening watch on Channel No.17; call sign "**Decal Panama**". Vessels which have to lay off the Terminal should maintain listening watch on Channel 17. The Terminal also uses Channel nos. 10 and 08.

The Terminal tug boats and line handling crew are also equipped with Channel nos. 10, 12, and 16.

The Terminal radio monitors Channel Nos. 12, and 16 at all times.

All communications are conducted in English or Spanish.

6.2. Frequency Allocation:

Table No.2 : Radio communication channels for Decal Terminal

CHANNEL	USE
(*)	TUGS AND BERTHING
(10)	(ALTERNATE CHANNEL FOR CARGO)
12	CALL-UP CHANNEL. VESSELS AT ANCHOR MAINTAIN LISTENING WATCH
17	TERMINAL OPERATION CHANNEL

(*) By agreement

Always identify calling vessel and station being called.

6.3. Communication with Agents:

Vessels may contact their agents by using Channel No.16 (using the bridge set) and shifting to another working channel. Do not use the cargo radio for any ship's business except cargo operations.

6.4. Communications at the Dock:

All communications between Ship and Terminal will be conducted using VHF frequency.

The Person in-Charge must keep the radio in his possession at all times and must not change it to any other channel unless instructed to do so by "**Decal Terminal Loading Master.**"

The Berth Master is equipped with a portable radio on the Terminal operation channel.

A third radio is permanently installed in the dock shed.

All cargo communications are conducted in English.

6.5. Other Communications:

PANAMA CITY OFFICE

Decal Panamá

Ave. Balboa, Edificio Balboa Plaza No. 501

☎ (507) 213 1013

☎ (507) 213 1917

☎ (507) 250-3002

☎ (507) 213 9895 / (507) 250-3004

MAIL ✉ P.O. Box 0819-11975, Panama, R.P. of Panama

E-mail: decal@decalpan.com Head office

asolano@decalpan.com General Manager-----Angel SOLANO

arepetto@decalpan.com Terminal Manager-----Atilio REPETTO

gtovar@decalpan.com Deputy Terminal Manager Guillermo TOVAR

PANAMA RADIO CHANNEL: VHF Channel 65

SECTION 7 - REGULATIONS AT THE JETTY

7.1. Applicability:

These conditions are applicable in relation to:

Any vessel which moors, is berthed or deberthed at the Jetty of Decal Panama at Taboguilla Island (hereinafter called "the Terminal" or Decal), as well as any vessel which in any way will be or is connected with a ship which is berthed alongside the installation, and the access to the Terminal of a ship's crew or of other persons coming from and / or going to a ship.

These conditions are also applicable to the carrying out of operations, the rendering of services and / or the supply of goods by the Storage Company on board a ship. Applicability of any conditions employed on behalf of the ship is explicitly rejected.

7.2. Responsibility of the Master of the Ship:

The Master of a seagoing vessel or the Master of an inland vessel (hereinafter "the Master") should take care that he and all other persons on board, whilst on board of the ship as well as on the Terminal, carefully follow all rules, regulations formalities, measures, and directions given and / or to be given by or on behalf of the authorities and/or Decal.

The Master should take care that all agreements made between the Terminal and persons on board of the ship are carefully observed.

All operations on board the ship related to the ship and / or the cargo are to be executed under the surveillance of the Master, also if such operations are carried out by personnel of the Terminal.

7.3. Ban on fire and smoking:

The use of open fire - which includes welding, smoking, use of matches, lighters and non-officially approved illumination - is forbidden under all circumstances on board the ship as well as on the Terminal, in the open air or in enclosed areas where the construction or the ventilation system does not provide protection against penetration of flammable gases.

7.4. Water pollution:

Unless officially approved, it is forbidden to allow the discharge of substances, in any way or for any reason, including overfilling, on the installation or into the water.

7.5. Commencement and progress of operations:

When the Terminal has declared itself ready for delivery or receipt of the cargo, the loading or discharging of the ship shall commence and continue non-stop, regardless of the time of day, Sundays and holidays included (provided permission has been granted by the Authorities), until the complete cargo has been loaded or discharged.

During this period, the Master shall ensure that the ship receives or discharges the cargo without interruption and / or delay, with due observance of the relative agreements made with the Terminal, and with observance of regulations and rules applicable to the cargo and the Terminal in question.

7.6. Cost of supplies and operations:

Supplies, operations and / or services ordered from the Terminal by the Master or one of the other persons on board the ship are delivered and / or carried out and / or rendered against the Terminal's current tariffs.

7.7. Leaving the berth:

The Master is bound to leave the berth as soon as possible, after termination of loading or discharging. Decal has the right to demand that the ship be removed from her berth when the Terminal deems this necessary for reasons of safety, compliance with safety regulations and / or directions from the Port Authorities or other authorities, the smooth continuation of activities or for any other valid reason.

Likewise, the Terminal has the right to demand that the ship, which has taken berth alongside an assigned mooring and which, in spite of the Terminal's readiness, is not able to or - for whatever reason - does not commence loading or discharging cargo, or which discontinues any of these activities for more than 6 hours, clear her berth instantly. If the ship does not clear her berth on first request from the Terminal, then Decal has the right to shift (have shifted) or to remove (have removed) the ship for account and risk of the Master and the owner of the ship.

7.8. Remainder on berth:

It is within the discretion of the Terminal to decide whether the ship is permitted to remain on her mooring after loading or discharging. This takes place against a compensation imposed by the Terminal and on the understanding that these jetty conditions remain applicable.

7.9. Availability of berth:

The Terminal shall not be liable for any damage, demurrage or other costs incurred by the ship, as a result of the fact that the ship has had to wait due to the mooring not being available, attainable or serviceable, whether or not prior reservations were made or the ship's expected arrival time was announced or as a result of a deviation from the order of sequence in which ships are being dealt with.

Neither is the Terminal liable for damage, demurrage or other disadvantage incurred by the ship, which has taken mooring at the assigned mooring facilities, as a result of the Terminal not being ready for delivery respectively receipt of cargo due to delay or discontinuation of loading or discharging.

7.10. Direct transfer from ship to ship:

For any manipulation of goods which is to take place between the ship and any other vessel, prior permission from the Terminal is required.

Even if the Terminal has allowed such transfer, it will take place under the Master's responsibility and for account and risk of the Master and the owner of the ship and not for account and risk of the Terminal.

7.11. Liability:

The ship is berthed alongside the jetty for her own account and risk. The owner of the ship is liable for damage, loss, fines and / or costs or any other disadvantage incurred by the Terminal and / or its personnel and / or third parties, caused by the ship and / or by actions and / or negligence of persons on board the ship.

Without prejudice to what has been stipulated elsewhere in these conditions, the Terminal shall not be liable for damage, loss, claims of third parties, fines and / or costs, arisen in any way whatsoever, unless evidence is produced that such damage, such loss, such claims of third parties, such fines and / or costs has / have been caused by willful intent or gross negligence of the Terminal.

7.12 Limitation of liability:

These conditions leave unimpeded the limitation(s) of liability of the ship as settled by or by force of law or convention in those cases where the ship can invoke such limitation.

Without prejudice to what has been stipulated elsewhere in these conditions, the liability of the Terminal is limited to material damage and such to a maximum of USD 1,000,000.00 per any one event or sequence of events arising from one and the same cause.

7.13. Entering the Terminal's premises:

Persons on board the ship being present on the Terminal as well as those who enter the Terminal on request of the Master and / or the persons on board, will do so entirely at their own risk, also when this happens with permission of or under escort by the Terminal. Decal is never liable for death, injury, damage, loss, fines, costs or other harm incurred by those who set foot on the installation. This section also applies to boats whose crew or other persons coming from or going to a ship find them on the installation.

7.14. Refusal to access to the installation:

The Terminal is entitled, at all times, to refuse access to the installation to persons considered by it as undesirable, and to expel or have expelled such persons from the installation.

7.15. Compliance with obligations:

The owner of the ship is liable for all consequences of non-compliance with any obligation resting on him or on persons on board the ship, including the obligations in relation to these conditions and / or any agreements made between the Master or other persons on board and the Terminal.

The Terminal is entitled to interrupt (have interrupted) loading or discharging when - within the discretion of the Terminal -, on board the ship, rules, regulations, etc., as well as the agreements defined in section 2 of these jetty regulations, are not or insufficiently complied with.

7.16. Indemnity:

Without prejudice to what has been defined elsewhere in these conditions, the owner of the ship is bound to hold the Terminal harmless against all claims lodged against it by third parties, cargo interests included, in case of damage suffered by them as a result of or in connection with activities being carried out by the Terminal's personnel, and / or as a consequence of non-compliance by persons on board with the obligations in relation to these conditions and / or the agreements made between them and the Terminal.

The owner of the ship will also hold the Terminal harmless against all claims lodged against it by third parties - persons on board and boats interests included - on account of death, injury, damage, loss, fines, costs or any other harm incurred relating to what has been defined in section 11, second paragraph, and section 13 of these conditions.

7.17. Documents accompanying the cargo:

The Master should take care that the documents accompanying the cargo drawn up by the Storage Company are submitted correctly and timely to the competent authorities and / or persons for which the documents are meant. The Master is liable for the consequences of non-compliance with what has been defined in this section. If requested, the Master should prove his identity.

7.18. Payment:

All costs, indemnifications and other amounts which, on account of these conditions and / or agreements made with the persons on board of the ship, are due to the Terminal, are payable at first demand. The Master and the owner of the ship are severally liable for payment of the amounts as specified in the previous paragraph, unless otherwise agreed with the Terminal in writing

7.19. Applicable law and competent court:

Panamanian law shall govern these conditions and the legal relationship between the Terminal and the Master and / or the persons on board the ship and / or the owner of the ship. Claims against the Terminal shall be submitted for adjudication to the Maritime Court of Panama.

The Terminal has the right to submit claims against the Master and / or persons on board the ship and / or the owner of the ship and / or anyone else for adjudication to the above mentioned Court as well as to any other competent Court, in particular to the Court of Law having jurisdiction at the place where the person against whom the Terminal wishes to institute the relevant claim is situated.

SECTION 8 –TIME OF ARRIVAL / NOTICE OF READINESS

8.1. Estimated Time of Arrival (ETA):

All communications should be in local times at Decal's Terminal.

ETA's should be received by the Terminal at least 72 hours prior to arrival, and a second notice 24 hours prior to arrival. In addition, Decal Terminal shall be notified of any variation of more than 4 hours.

ETA's should be sent via Ship's Agents who will notify the Terminal.

The ETA cables should include the following information:

- 1.- Name of the vessel.
- 2.- ETA at Decal Terminal.
- 3.- Draft on arrival, forward and aft.
- 4.- Vessel dimensions.
- 5.- Manifolds distance from the bow and stern

- 6.- Manifolds connection size.
- 7.- B/L gross and net volumes of each product to load or discharge.
- 8.- Any condition which affect loading or unloading operations.
- 9.- Other service or activity requested to the local agent, if any. The Terminal Representative will confirm where and when a vessel can berth.
- 10.- Product temperature on board, for fuel oil.
- 11.- Product certification by a Panamanian laboratory inspector certificated.

8.2. Notice of Readiness (NOR):

Notice Of Readiness is not considered to have been received by Decal Terminal if either:

- 1.- Vessels tender the Notice of Readiness to load or discharge upon arrival at Pilot Station.
- 2.- When a berth is NOT available and a vessel elects not to close the port, it may tender its Notice of Readiness at a distance of 15 miles from the Terminal. In this case, Notice of Readiness is considered to have been received at the time when tugs are alongside and required pilot on board for berthing PLUS 6 HOURS.
- 3.- Product certification has not been received and approved by the Terminal.

Nothing in these rules will interfere with any business arrangements made by Decal Terminal and the user in respect of lay-time, demurrage, and other contractual obligations.

SECTION 9 – PILOTAGE / TOWAGE

9.1. Availability:

Pilotage to and from the Terminal Jetties is compulsory for tanker ships.

Tugs and Pilots must be provided by subcontractors and arrangements must be prepared by the local ship agent previous to the vessel arrival. When working tugs alongside, ullage plugs shall be closed.

9.2. Pilot Information:

Vessels should not approach the immediate vicinity of the Terminal without being authorized.

The outgoing or unberthing vessel will have priority over the incoming vessel, provided the normal rules of navigation are not infringed.

The Pilot will board the vessel one mile north from the jetty.

Ships should make a lee for the pilot and the ladder should conform to normal international standards (IMO SOLAS Convention)

The Pilot will inform the Master on which side of the vessel the Pilot ladder should be rigged.

Vessels with a freeboard of 30' (thirty feet) or more shall provide a suitable accommodation ladder, in addition to a Pilot ladder.

Vessels shall have both anchors ready for use.

The jetty is oriented 040° - 220° and Pilots may approach from the north or south of the jetty due to the current, weather conditions and / or special conditions determined by the Terminal or previously requested by the vessel.

The Master will advise the Terminal, before berthing, of any damage or disability to his vessel.

9.3. Towage Information:

A minimum of two tugboats should be used for maneuvering of tanker ships. The tugboat pull capacity is a determining factor to sustain a positive control of the ship during the berthing or unberthing maneuvering. Factors considered, for pilot reference, are as follows, for a Panamax Tanker of 243.84 m in length, 32.31 m in beam, 18.71 m in molded depth, 13.71 m in draft and 5.0 m in freeboard:

Table No.3 Factors for estimated Bollard pull

Factors			Results
Experience	-20%		
Available depth	-3%		
Port restrictions	-5%		
Displacement		82 TM	82 TM
Currents and tides		20 TM	20 TM
Winds		1 TM	1 TM
Total positive		103 TM	103 TM
% Negative	-28%	28.84TM	-28 TM
Grand total			75 TM

Source: A. Herrera, 2002

For ships of 70,000 DWT the use of tugboat during the berthing maneuvering must meet the following characteristics or similar:

1. - One tugboat of 3,000 BHP with approximately 39 TM Bp (Bollard pull)
2. - One tugboat of 2,400 BHP with approximately 31 TM Bp (Bollard pull)

SECTION 10 - BERTH DETAILS / MOORING ARRANGEMENT / LOADING ARMS / PRE-TRANSFER CONFERENCE & FLOW RATES

10.1. Berthing:

The tanker berth is a typical “T” type jetty with mooring platforms at each end, and is connected to shore by trestle. Berth is oriented 040° / 220° (**See DOC – OPR05 – 1 a6**). The jetty has rectangular rubber fenders (capacity: 70,000 DWT). The fender system will be inside the water level at all times despite the tidal level. The platform is about 8m above chart datum (MLWS). (**See DOC – OPR05 – 1 a7**).

10.2. Vessel Size & Restrictions (**See DOC – OPR05 – 1 a1 & a8**):

The jetty is 280 m in length (918 feet) and is capable of handling vessels up to 70,000 DWT. At the outer part of the jetty, mooring berth A-B can allocate vessels from 22,000 to 70,000 DWT and is provided with three (3) points of fenders, using the northern work platform provided with two (2), ten inch (10”) cargo arms. Mooring berth B is located at the southern part of the jetty and can allocate vessels from 2,000 to 8,000 DWT and is provided with two (2) points of fenders and will be attended by the southern work platform provided with two (2) smaller cargo arms (6” and 4”). Mooring berth C is located inside the jetty, opposite of mooring berth B. Vessel's size, fenders, mooring arrangements and cargo arms are the same as those of mooring berth B.

The quay may be used by two vessels at a time. One at Mooring berth A-B and the second one at Mooring berth C, or one vessel at mooring berth B and the other one at mooring berth C.

10.2.1. Berth A – B (**See DOC – OPR05 – 1 a1; a8 & a11**)

Berth A - B is designed for discharging or loading vessels from 22,000 to 70,000 DWT, with draft restrictions of 14.00 meters (45.92 feet). Minimum Underkeell clearance at berth 0.9 m (3 ft). (**See DOC – OPR05 – 1 a12**)

Gangway:

Vessels have to rig their own gangway.

Loading Arms:

There are two each 10" diameter RF flange ANSI B16.5 manually operated loading arms equipped with Camlock couplings for discharging and loading vessels, located on Working Platform No.1.

Crane

No crane is available at the Terminal.

Mooring facilities

Eight platforms are dedicated to serve the vessel. Mooring facilities consist of quick release hooks of 100 and 60 tons as well as 50 tons bollards. For more details see Table No.1

10.2.2. Berth B (See DOC – OPR05 – 1 a1; a8 & a11):

Berth B is designed to load vessels from 2,000 to 8,000 DWT with a draft restriction of 14.0 meters (46 feet). Least depth alongside is 14 m (46 feet). Barges can berth for bunkering operations.

Gangway

Vessels have to rig their own gangway.

Loading arms

There are two loading arms, one 6" for bunker supply, and one 4" for Diesel supply, both manually operated and with Camlock coupling, located on Working Platform No.2.

Crane

No crane is available at the Terminal.

Mooring facilities

Mooring facilities consist of quick release hooks of 100 and 60 tons as well as 50 tons bollards. For details see Table No.1.

10.2.3. Berth C (See DOC – OPR05 – 1 a1; a8 & a11)

Same as berth B, opposite side and inside the jetty.

10.3. Mooring Arrangements:

There are eight (8) platforms of different sizes. Of those, two (2) are the working platforms provided with cargo arms, three (3) are berthing platforms provided with fenders and three (3) are mooring dolphins (**See DOC – OPR05 – 1 a8**). All platforms are provided with bollards and/or quick release mooring hooks, with exception of the working platform No.2. (**See DOC – OPR05 – 1 a9**)

10.3.1. Mooring Pattern (**See DOC – OPR05 – 1 a1**):

10.3.1.1. Mooring and Connecting

For berths A-B, B and C, the normal mooring pattern is shown in Table No. 4:

Table No.4: Mooring pattern

FORWARD		AFT	
Head lines	3	Stern lines	3
Breast lines	3	Breast lines	3
Spring lines	2	Spring lines	2

Source: Decal Terminal

Discharging vessels can berth with starboard or port side, as cargo arms platforms are symmetrically spaced. Any variation will be advised by Decal berthing Master, and **the vessel's Master should advise any preference prior to arrival.**

Mixed mooring is undesirable; e.g., a wire and fiber rope in parallel service is undesirable due to unequal elasticity. All 8 mooring ropes must be arranged so that loss of effect cannot occur when slacking off or heaving in on one line, as required, due to the rise or fall of the vessel- during loading or discharge operations and tidal changes (+/- 17.00 feet (5.0 m) from MLWS and MHWS)

Berth Line handlers will be ready to receive spring lines first.

Pilots will establish communication with the berth Master before and during the dock / undock operation to coordinate any last minute changes.

It is imperative that spring lines be adequate to maintain fore and aft movement of the vessel to remain within the limitation of movement of the loading arms. If the wires on your vessel are not already fitted with tails, we request they be fitted for your next visit to our Terminal. Some vessels fitted with 'End Less' tails at the end of their wires do not have the two parts

lashed together at the shackle, the tail is then free to pull through the shackle, this also causes difficulties with mooring.

10.3.1.2. Loading Arms Connections (See *DOC – OPR05 – 1 a10*)

WORKING PLATFORM No. 1 & 2

(See *DOC – OPR05 – 1 a11*)

Bonding cable shall be secured to a clean surface before loading arm connection.

The ship's crew must be available to assist in connecting and disconnecting loading arms to the manifold of the ship.

WORKING PLATFORM No. 1 (MOORING BERTH A-B):

Preferred connections for DISCHARGING OR LOADING VESSELS are two (2) each 10" 150 psi, according to ANSI B 16.5 flanges on starboard or port side. STANDARD FLANGES ARE REQUIRED.

WORKING PLATFORM No. 2

a) (MOORING BERTH B):

Preferred connections for bunker LOADING VESSELS are one 4" (Diesel) and one 6" (Bunker) loading arms, each 150 psi, RF flanges, according to ANSI B 16.5 on starboard or port side. STANDARD FLANGES ARE REQUIRED.

b) (MOORING BERTH C):

Preferred connections for bunker LOADING VESSELS are one 4" (Diesel) and one 6" (Bunker) loading arms, each 150 psi, RF flanges, according to ANSI B 16.5 on starboard or port side. STANDARD FLANGES ARE REQUIRED.

- (i) Non-standard flange thickness and / or non-standard outside diameters may prevent loading arm couplings from functioning.
- (ii) At least 8" of straight pipe (free of supports, lugs, or reducer) are required behind the flange for coupling clearance.

- (iii) The preferred flange spacing fore and aft is 10'-10'-10' or less between centers. However, in no case can the distance be less than 5' 3", 3' 7", and 5' 3".
- (iv) Once cargo transfer is complete, the loading arms will be drained and then disconnected by shore personnel.

10.3.2. Oil Spill Contention Booms

Immediately after the vessel is moored at the jetty, Decal personnel will extend an oil spill contention floating boom beside the vessel, covering the area between cargo platform and ship side. (**See DOC – OPR05 – 1 a12**)

10.4. Pre-Transfer Conference:

On completion of the mooring operation, the Responsible Officer and Decal's Supervisor will conduct an inspection of the vessel and shore readiness to transfer cargo and will provide their signature on the 'Ship/Shore Safety Check List' (**See DOC – OPR03 – 2**) and the 'Communications Procedure' (**See DOC – OPR03 – 3**) prior to commencement of operation.

Where any disagreement arises between the ship and shore representatives regarding some aspect of Terminal procedures, they will follow the guidelines established by the latest edition of the International Safety Guide for Oil Tankers and Terminals (ISGOTT), published by the International Chamber of Shipping, Oil Companies International Marine Forum.

10.5. Terminal Flow Rates: Table No.4 shows the flow rate allowed by the terminal. In all cases flow rate must be determined by the Terminal.

Table No.5. Flow rates

	BERTH A -B		BERTH B		BERTH C	
PRODUCT	DISCHARGE	LOAD	DISCHARGE	LOAD	DISCHARGE	LOAD
FO / GO	1500 m3/hr	500 m3/hr	N/A	350 m3/hr	N/A	350 m3/hr

A maximum discharge pressure of 100 psig. (7 Kg/cm²) at ship's rail is permitted.

Cargo operations shall not commence until the Ship's Master has informed the Port Representative that all necessary valves are opened and the vessel is ready to discharge or receive cargo, and regulations are being complied with.

Blowing or cleaning of boiler tubes in the vicinity of the Terminal is prohibited.

In the event of a vessel requesting a shore-stop, Masters should understand that Decal accepts no responsibility for any errors in quantity.

SECTION 11 - SAFETY / SECURITY

All Persons use these facilities entirely at their own risk. The Terminal Representative will direct where and when a vessel is to berth. No dangerous cargo shall be permitted to be shipped or landed at the jetties. Whilst petroleum products loading/discharging operations are being carried out, no other cargo will be handled without permission of the Terminal Representative. No welding, cutting, open flame, etc. is permitted on any vessel in the Terminal. When working tugs alongside, ullage plugs shall be closed. The Master should take reasonable steps to ensure no alcoholic drinks, drugs, etc., are supplied or conveyed to any unauthorized person (s).

All ships alongside the berth shall comply with the security provisions set out in Chapter XI-2 of SOLAS 74 (ISPS Code)

SECTION 12 - EARLY DEPARTURE PROCEDURE (EDP):

12.1. All loading vessels are requested to use an Early Departure Procedure (EDP):

A. If the Master of a vessel consents to use the EDP., it will be implemented in the following manner:

1. The Master will sign a letter agreeing to the use of EDP.
2. The cargo documents and other relevant forms will be put aboard the vessel.

3. Upon completion of loading or discharge, the tanks of the vessel will be gauged by the appointed Cargo Inspector of the vessel, whose inspection is expected to be completed prior to sailing.
 4. The vessel will sail.
 5. If loading, the Terminal will transmit Bill of Lading figures to the vessel by VHF radio. The cargo documents are to be completed by the Master.
 6. Written confirmation of these figures will be provided by the agent of the vessel.
- B. If the Master of a Vessel does not agree to use EDP, the vessel will be unberthed, immediately, after loading and should proceed to the anchorage area.

The representatives of the Terminal will bring papers by launch.

- 12.2.** Vessels will be requested to unberth once loading arms have been disconnected, regardless of the time set on the sailing board. The agent will provide a launch for returning crew to vessel.
- 12.3.** If a vessel fails to vacate its berth upon completion of operations, or causes delay to cargo operations because of mechanical breakdown, inadequate loading / discharging rates, lack of adequate crew, non-compliance with these rules, the vessel will be responsible for:
1. Jetty demurrage at the applicable rates.
 2. Hold the Terminal harmless against demurrage detention or loss of any nature incurred as a result of other vessels awaiting berth.
 3. Cost of tugs requested to stand by the vessel by the agent or tug company if, in his opinion, he considers it necessary.

SECTION 13 - PETROLEUM PRODUCTS WASHING:

Petroleum products washing can not be done at the jetty.

SECTION 14 - MEDICAL AND DENTAL SERVICES:

A doctor will only board a vessel in cases of emergency.

Treatment should, when possible, be arranged in advance by the Ship's agent.

SECTION 15 – BUNKERS, FRESH WATER AND SCAVENGERY (SOLIDS, LIQUIDS):

Decal Terminal has facilities for Bunker deliveries ex pipe. Fresh water and scavengery (solids and liquids) can be supplied by barge in accordance with Panama Maritime Authority (AMP) regulations at the anchorage area that is located at 3 NM (NE) from Decal's jetty. Arrangements have to be made by the vessel's local agent.

SECTION 16 - LAUNCH SERVICE AND SHORE LEAVE:

16.1. Launch Service:

The launches at the Terminal are intended for Terminal use only.

Launches may be hired by the agent prior notice, depending on operational requirements. Crew members and visitors use the launches at their own risk.

16.2. Shore leave:

The local authorities permit shore leave.

Crewmembers should check in at the Customs gatehouse leaving and returning to the Terminal area.

Masters should take reasonable steps to ensure no alcoholic drinks; drugs, etc. are supplied or conveyed to any unauthorized person.

SECTION 17- SMOKING REGULATIONS:

Smoking is PROHIBITED in the following locations:

1. Entire Terminal area
2. Aboard launches
3. On jetties and in motor vehicles inside the Terminal, fire engines, except in designated buildings.
4. On ships, except in places designated by the Master and agreed by the Representative of the Terminal. In accordance with ISGOTT, two locations only will be established in the after end of the vessel.

In addition to no smoking, blowing or cleaning of boiler tubes in the vicinity of the Terminal is prohibited.

NOTE: if an oil spill occurs on Jetty or ship, all smoking will be PROHIBITED until the spill has been removed.

SECTION 18 - QUARANTINE / PRATIQUE / DOCUMENTATION :

18.1. Masters should allow Terminal Representative and Autoridad Maritima de Panama (AMP) access to their vessels for purposes connected with the efficient working of the vessel and enforcement of regulations.

In accordance with standard international practices, ships are required to display International Code Signals for vessels, requiring free pratique and these should be displayed until pratique has been granted.

18.2. The documents shown in Table No.5 are required for entry and clearance:

Table No.6. Entry and Clearance Documents

Document name	Quantity
General declarations	1 Original + 5 copies (See DOC – OPR05 – 1 a13 --4/4) All four pages belong to a single page format.
Crew list	1 Original + 5 copies (See DOC – OPR05 – 1 a14)
Clearance from previous port of call	1 Original
Store List	2 Original
Crew personal effects declarations	2 Original
CERTIFICATES TO BE INSPECTED	
Flag Register Certificate	1
Cargo manifest	1
Safety equipment certificate	1
IOOP (pollution Certificate)	1
Derrating Certificate	1
Note: Agency must request a clearance certificate (form 8685) issued by the Panama Maritime Authority (PMA), prior to departure (See DOC – OPR05 – 1 a15)	

Information provided by Panama Maritime Authority

NOTE: The AMP permits employees of Decal Terminal to board vessels (before the ship receives free pratique) for the purpose of setting loading arms. Discharge of ballast may commence in case of a vessel with ballast.

Discharge of cargo IS NOT permitted without authorization.

SECTION 19 - AGENCIES AND CHANDLERS:

Agencies and chandlers are appointed by the ship owners or operators.

For more information contact The Panama Chamber of Shipping at

CÁMARA MARÍTIMA DE PANAMÁ

P.O. Box 10819-7166

Panama, Rep. of Panama.

☎ Tel. 360-2165

📠 Fax: 360-2166

executive@camaramaritima.com

Anna María Sanfilippo

Executive Secretary