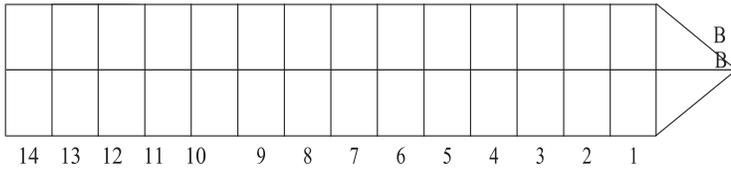


**LOADING BARGES** (Fill in as completely as possible)



Number of tanks-m<sup>3</sup>/h

Diam	1	2	3	4
4"	30	60	85	120
6"	65	130	200	260
8"	120	240	350	460
10"	180	360	540	720
12"	260	520	780	

**Circumscribe required initial flow rate.**

*Stipulate when applicable:*

\* *W = Waiting berth / B = Berth*

All ships of the closed type need to put "a first foot" in every used ships tank, except for the loading of heavy products: IFO, VGO, ....  
 "First foot" required?  Yes

This means, every loading tank will be initially filled at reduced loading rate, dependent on the size of the drop lines

- The content per tank must be calculated dependent the size of the dropline and height above the tank bottom, 2x the diameter of the dropline (2D) + distance from top of line to bottom.
- Capatin confirms that the given figueres are correct .
- The initial volume is: \_\_\_\_\_ m<sup>3</sup>

Volume of each to be loaded cargo tank is more than 75 m<sup>3</sup>:  YES (obligatory)

Minimum 4 loading tanks open on start loading:  YES (obligatory)

(the normal loading rate (=high rate / high flow) for terminal is between 400 à 500 m<sup>3</sup>/h).

Are the to be loaded cargo tanks **completey empty** ?  YES  No (=pre-load / restloading ?)

**General info**

Max. pressure during loading=10BAR. Loadlines on board will be blown empty by means of nitrogen (N<sub>2</sub>), at max ca 8 bar!

- Are the PV valves checked before operations?  yes  No  NA\*
- Is hthe vapour return system free of obstructions?  yes  No  NA\*
- Are there plugs available to efficiantly close the spill rail ?  yes  No  NA\*
- Max. allowed pressure in the ships tanks = ..... KPa (1 KPa = 10 mbar) \*NA = Not Applicable

**Line displacements:** ( For loading of LVN, HPFXR, AlkyMix and Catnafta) line displacement required? yesa  (to stipulated by process)

When agreeing on the load quantity , take the line displacement into consideration, so that there will be sufficient free space in the loading tank to be able to complete the line displacement!

Total loading quantity ..... m<sup>3</sup> + .....m<sup>3</sup> line displacement =.....m<sup>3</sup> in total

Captain or his representative

ExxonMobil representative (+32.3.543.3585) :

**Name in capital letters, date and signature:**

**Name in capital letters, date and signature:**

.....  
.....

.....  
.....

## **Important information:**

The forward fingerpier berths (b901-903-905&907) are equipped with a button on the loading arm to reduce the loading rate to 100 m3/h. for topping off your tanks. There is also a button to go back to high loading rate. You can not use this button to go to high loading rate after having put "1 first foot" in your tanks. This can only be done by the jetty operator after visual check by the jetty operator.

On the berths at the end of the piers (b 902, 904, 906 & 908) it is only possible to load at high loading rate (500 M3/h)

The vapour return arm at b 901 & 905 is the first arm, closest to the jetty, at berth 903 the second arm, away from the jetty. Vapour and product arm are never to be crossed. Before berthing consider whether to berth port- or starboard side along side!

### **Agreements:**

Barges are to be announced via the UAB website.

The loading arm can only be connected after permission from jetty operator. Use threaded rod bolts with 2 nuts. Don't use machine bolts

The agreed loading quantities are either in M3 / liters or metric tons

The provided density is always in **air / 15 C.** (to change to vacuum, add 1.1, e.g : dens in air =980.0-} dens in vac; 981.1)

Always put the gangway on board and secure it, for safe access to the ship. Before departure, replace the gangway on the jetty without damaging it please! The yellow ladders alongside the berths are the second egress escape ladders (see plan).

The emergency stop button on the loading arm can be used at all times to stop loading. Restarting is only possible for volumes above 100 m3.

When the alarm of the deadmans button sounds, you have 4 minutes to reset it by pushing the deadmans button on the loading arm. (no need to run and rush). If not resetted within 4 minutes, loading will stop automaticly.

The use of the shore radio is only permitted for announcing the first foot in the tanks and for emergency situations. The radio is not a remote control for stopping the cargo or pushing the deadmans button!

### **To use the shore radio:**

Press the orange button once, on top of the radio and wait . The jetty operator will addresss you over the radio giving you permission to speak. Do not speak before you have permission from the jetty operator please. Identify yourself and keep your message clear and short

### **Cargo stop:**

- It is at all times, the ships responsibility! ( computer stop is only indicative!!)
- After pushing the emergency button, our shore valve need about 1 minute to completely close. The ship can still receive about 6 m3 more product. Always keep sufficient free space.
- Keep 5 m<sup>3</sup> free space for blowing the loading arm and deck lines empty by means of nitrogen after cargo stoppage.
- Avoid pressure surges. Stop progressivly and slowly. The shore pump pressure can be up to 10 bar.
- Adisconnection: put the blank flenge in place ond always close with 8 bolts. Loading arm is to be replaced in "rest position" and lock it with the storm pin.
- After loading operations, always wait 30 minutes before making cobntact with the product (e.g sample or measurement equipment)