

PORT RAS TANURA
INCLUDING CONTENTS PAGE & ANNEX



RAS TANURA PORT-CONTENTS**GENERAL RULES & INFORMATION**

1. PORT DESCRIPTION AND DEFINITION	1
1.1 HARBOR BOUNDARIES.....	1
1.2 TERMINALS.....	1
2. NAVIGATIONAL INFORMATION.....	2
2.1 METEOROLOGY.....	2
2.1.1 WINDS.....	2
2.1.2 VISIBILITY.....	2
2.1.3 GENERAL CLIMATE.....	2
2.1.4 HUMIDITY.....	2
2.1.5 TIDAL RANGE AND FLOW.....	2
2.2 CHARTS AND PUBLICATIONS.....	3
2.3 NAVIGATIONAL AIDS AND WARNINGS	3
2.3.1 NAVIGATIONAL WARNINGS.....	3
2.4 ANCHORAGE.....	3
2.4.1 HOLDING GROUND.....	3
2.4.2 NORTH HOLDING ANCHORAGE.....	3
3. ARRIVAL COMMUNICATIONS.....	4
3.1 VHF COMMUNICATIONS.....	4
3.1.1 VHF RADIO CHANNEL 10 ~ GENERAL	4
3.1.2 MONITORING VHF RADIO CHANNEL 13 ~ GENERAL	4
3.2 EARLY CONTACT.....	4
3.3 ARRIVAL AT THE PORT.....	4
3.4 ANCHORING AFTER ARRIVAL.....	5
3.5 WHEN AT BERTH.....	5
4. ARRIVAL PROCEDURES.....	6
4.1 ARRIVAL DIRECTIONS.....	6
4.2 PROCEEDING TO THE NORTHERN HOLDING ANCHORAGE.....	6
4.3 PROCEEDING TO A SPECIFIED TERMINAL.....	6
4.4 PROCEEDING VIA RAS TANURA ARRIVAL CHANNEL.....	6
4.4.1 CHANNEL PILOTAGE.....	6
5. TRAFFIC MOVEMENTS AND MANEUVERING.....	7
5.1 VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS).....	7
5.1.1 THE SERVICE PROVIDED TO MASTERS.....	7
5.1.2 SPECIAL ORDERS AND EXCEPTIONAL CIRCUMSTANCES.....	7
5.2 TRAFFIC RULES.....	7
5.2.1 GENERAL	7

5.2.2 CROSSING CHANNEL SEPARATION ZONES	8
5.2.3 SHIPS BOUND TO AND FROM THE PORT OF DAMMAM	8
5.2.4 RAS TANURA ARRIVAL CHANNEL RULES	8
A. Navigating In The Departure Channel	8
B. Reporting Positions	8
C. Limited Speed	8
D. Overtaking	8
E. Minimum Distance Between Vessels	8
F. Navigate With Caution	9
5.2.5 RAS TANURA DEPARTURE CHANNEL RULES	9
A. Navigating In The Inbound Channel	9
B.Overtaking	9
C.Minimum Distance Between Vessels	9
D.Limited Speed In Channel	9
E.Limited Speed In Anchorage Area	9
F.Maximum Sailing Draft in the departure channel	9
 6. FACILITIES	10
6.1 BUNKERS	10
6.2 FRESH WATER	10
6.3 SHIPPING AGENTS	10
6.4 INTERNATIONAL SHIP AND PORT FACILITY SECURITY CODE	10

RAS TANURA PORT
GENERAL RULES AND INFORMATION

1. PORT DESCRIPTION AND DEFINITION

The Port of Ras Tanura is situated in the Eastern Province of the Kingdom of Saudi Arabia on the shore of the Arabian Gulf.

1.1 HARBOR BOUNDARIES

The limits of the Port of Ras Tanura are bound by the following geographical coordinates:

1)	26° 38.00'N	50° 09.00'E
2)	26° 37.20'N	50° 09.00'E
3)	26° 36.50'N	50° 12.50'E
4)	26° 37.75'N	50° 14.70'E
5)	26° 38.00'N	50° 16.60'E
6)	26° 50.00'N	50° 13.00'E
7)	27° 00.00'N	50° 23.00'E
8)	27° 12.00'N	50° 23.00'E
9)	27° 12.00'N	50° 11.00'E
10)	27° 01.00'N	50° 01.00'E
11)	26° 49.50'N	49° 59.00'E

1.2 TERMINALS

The following Saudi Aramco terminals form the Port of Ras Tanura:

1. RAS TANURA TERMINAL
2. JUAYMAH CRUDE (SPM) TERMINAL
3. JUAYMAH LPG TERMINAL

These terminals are described in their own sections.

2. NAVIGATIONAL INFORMATION

2.1 METEOROLOGY

2.1.1 *WINDS:*

Winds in the area are not predictable for more than a few hours and may come from any quarter at varying strength. The prevailing wind is from the NNW. Winds of any strength tend to create short steep seas, which develop quickly. Easterly winds however, cause heavy seas and swell, which can last for a considerable period. For a more complete description of the winds of the Arabian Gulf, refer to "Sailing Directions."

2.1.2 *VISIBILITY*

Visibility in this area is generally fair to excellent but at times the dust is held in suspension in the atmosphere and visibility is reduced to a very short distance. This phenomenon is more deceptive than fog in that mariners are apt to believe visibility to be greater than it actually is. Dense fog with or without sand or dust may occur in the morning hours.

2.1.3 *GENERAL CLIMATE*

The climate of Ras Tanura is comparatively favorable for the Arabian Gulf. The exposed position of the Port permits the winds to mollify the heat of summer. Temperatures have been recorded in previous years as follows: Absolute Maximum 45.6 °C (114 °F) in June, Mean Maximum 38.4 °C (101.1 °F) in August, Mean Minimum 12.5 °C (54.5 °F) in January. Absolute Minimum 0.0 °C (32 °F) is in January.

2.1.4 *HUMIDITY*

During most of the year, the relative humidity is high during late summer and early autumn. It frequently exceeds 85%.

2.1.5 *TIDAL RANGE AND FLOW*

The datum used by Saudi Aramco is based on LOWEST ASTRONOMICAL TIDE and all depths are quoted in meters. Locally the diurnal tide rise is approximately 2.44 meters at Springs and 1.52 meters at Neaps. More detailed descriptions of tides and currents in the locality can be found in "Sailing Directions."

Due to the configuration of the coastline, a system of tidal currents prevail with flood tide setting toward South or SSE and ebb setting toward North or NNW.

2.2 CHARTS AND PUBLICATIONS

The following charts are available for the Port of Ras Tanura and its approaches:

- British Admiralty charts:
3777, 3776, 3788, 3812.
- United States Coast Guard charts:
62414, 62415, 62416.

Vessels proceeding to the Port of Ras Tanura should be in possession of the latest issues of the charts or their equivalent, corrected to reflect all published changes. "Sailing Directions," "List of Lights" and "Tide Tables" should also be available onboard.

2.3 NAVIGATIONAL AIDS AND WARNINGS

The buoyage system for the Port of Ras Tanura is the I.A.L.A. System, Region A.

2.3.1 NAVIGATIONAL WARNINGS

Navigational warnings are broadcast by NAVTEX and Port Control Center.

2.4 ANCHORAGE

2.4.1 HOLDING GROUND

The Port of Ras Tanura is an open roadstead, but some protection is afforded by shoals and land to the extent that vessels do not experience heavy movement. Holding ground in all anchorages is fair and it is recommended that anchored vessels lie to a long scope of chain whenever the weather is unfavorable.

2.4.2 NORTH HOLDING ANCHORAGE

The Northern Holding Anchorage is located on the north side of the Ras Tanura Separation Scheme, west of the Entry Buoy and north of "Ghariba" Beacon (Racon). This anchorage covers an area of approximately 30 square miles, with depths between 25 and 46 meters. It is intended as an initial holding area for incoming vessels, which, because of poor berthing prospects, congestion or other reasons will not be berthed on arrival.

3. ARRIVAL COMMUNICATIONS

Refer to "COMMON RULES AND INFORMATION," section 6.0 "RADIO COMMUNICATIONS AND MESSAGES," and in particular, Section 6.4 "THE STANDARD MESSAGES."

3.1 VHF COMMUNICATIONS

3.1.1 VHF RADIO CHANNEL 10 ~ GENERAL

All vessels shall monitor VHF radio channel 10, from the "Approach" buoy up to the "A" buoy, when under way in the approach channels to the Port of Ras Tanura and in the areas of Ju'aymah Crude Terminal, North Holding Anchorage and Ju'aymah NGL Terminal.

3.1.2 MONITORING VHF RADIO CHANNEL 13 ~ GENERAL

Vessels arriving at the Port of Ras Tanura shall monitor VHF channel 13 from the "A" buoy until Pilot boarding time; including time at anchor in the South Holding or Freighter anchorages. However, vessels departing from the Port of Ras Tanura shall monitor VHF channel 13 from time of disembarking the Pilot up to the "A" Buoy.

3.2 EARLY CONTACT

VHF contact with Ras Tanura Port Control should be established within 100 miles of the Port (or more in good propagation conditions) and maintained when anchored. Tankers calling Ras Tanura Port Control shall provide the following information:

1. ETA at Ras Tanura entry buoy
2. Arrival and Sailing draft
3. Last Port of Call
4. Arrival displacement
5. Oxygen content in cargo tanks
6. Cargo requirement with sequence
7. Status of previous defects if any.
8. Tanks pressure and temperature (LPG)
9. Current defects.
10. ISPS (ISSC validity and level)

3.3 ARRIVAL AT THE PORT

Vessels shall call Ras Tanura Port Control on VHF channel 16 and 10 when passing the "Entry buoy" at which time information relating to berthing or anchoring will be confirmed.

3.4 ANCHORING AFTER ARRIVAL

If the vessel is required to anchor on arrival, then as soon as the vessel is anchored, the Master should advise Ras Tanura Port Control on VHF channel 10. After anchoring, vessels should maintain a listening watch on VHF channel 16 and 10.

3.5 WHEN AT BERTH

Vessel is required to maintain listening to VHF channel 16 and 13 while alongside the berth. Use of VHF at the berths in the Port of Ras Tanura to contact Saudi Aramco Terminal Planners, Ras Tanura Port Control or Agents is permitted.

4. ARRIVAL PROCEDURES

4.1 ARRIVAL DIRECTIONS

Vessels arriving should make for a position approximately 2 miles north of the Ras Tanura light float in position 27° 05.6'N 50° 57.5'E. From there, they should proceed to enter the inward channel of the separation scheme passing north of the Approach and Entry buoys. Vessels shall then proceed as instructed.

4.2 PROCEEDING TO THE NORTHERN HOLDING ANCHORAGE

A vessel with no special instructions or with instructions to proceed to the Northern Holding Anchorage shall, after passing the Entry buoy, proceed to Northern Holding Anchorage to drop anchor.

After anchoring, the vessel should immediately advise Ras Tanura Port Control on VHF channel 10 of the anchoring time. Thereafter, they should monitor VHF channel 16 and 10 for further instructions.

4.3 PROCEEDING TO A SPECIFIED TERMINAL

A vessel with instructions to proceed directly to Ras Tanura Terminal, Ju'aymah Crude Terminal or Ju'aymah LPG Terminal shall, after passing the Entry buoy, proceed as directed by Ras Tanura Port Control.

4.4 PROCEEDING VIA RAS TANURA ARRIVAL CHANNEL

For vessels proceeding to the Ras Tanura Terminal, the maximum permitted arrival draft is 16.30 meters, plus the rise in the height of tide above L.A.T. at the time of transit, up to a maximum of 18.00 meters.

4.4.1 CHANNEL PILOTAGE

Pilotage is not provided for any of the channels in the Port of Ras Tanura.

5. TRAFFIC MOVEMENTS AND MANEUVERING

5.1 VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS)

A mandatory Vessel Traffic Management System (VTMS) is in operation to improve navigational safety for all vessels within the Port of Ras Tanura. It achieves this by:

THE RAS TANURA VTMS OPERATORS WILL NEVER, UNDER ANY CIRCUMSTANCES, ASSUME CONTROL OF, OR RESPONSIBILITY FOR VESSELS NAVIGATING IN THE AREA. THE PORT CAPTAIN MAY ISSUE SPECIAL INSTRUCTIONS IN EXCEPTIONAL CIRCUMSTANCES.

5.1.1 *THE SERVICE PROVIDED TO MASTERS*

The VTS Operator will provide the following information service for the Masters:

- Information on channel and port conditions, congestion, weather, tides, navigational aids, etc.
- Information on the movement of other vessels, dangerous maneuvering situations, vessels violating port rules and regulations, berthing prospects and anchoring conditions.
- Advice on port rules regarding the movement of deep draft vessels and the priorities of vessel movements. It may be necessary for vessels arriving to reduce speed to permit safe passage for outgoing deep draft vessels.

5.1.2 *SPECIAL ORDERS AND EXCEPTIONAL CIRCUMSTANCES*

Whenever a potentially dangerous or hazardous situation exists within the Ports of Ras Tanura, the Port Captain or his Deputy may issue orders regarding same. Such orders will normally be relayed through the VTMS and will be preceded by the phrase "BY ORDER OF THE PORT CAPTAIN."

5.2 TRAFFIC RULES

The following rules apply to all ships entering or leaving the Ports of Ras Tanura or Dammam by way of the Ras Tanura Channel. The separation zones and routes shown on the charts of the Ras Tanura Channel are approved by IMO. Violators of the routing recommendations will be reported to their Owners/Operators/ Agents and/or Charterers.

5.2.1 *GENERAL*

- Vessels departing from North Holding Anchorage shall advise Ras Tanura

RAS TANURA TERMINAL

Port Control on VHF, channel 10, of their intentions 30 minutes before weighing anchor. However, vessels departing from Ras Tanura Inner Anchorage shall advise Ras Tanura Port Control on VHF, channel 13.

- Ships maneuvering in the area between the south extremity of the Ras Tanura Tanker Anchorage and the entrance to the "Departure Channel" (Buoy "H") shall limit their speed to a minimum safe maneuvering speed.

5.2.2 CROSSING CHANNEL SEPARATION ZONES

Vessels crossing the Ras Tanura Channels for any reason should do so only with the concurrence of and under the guidance of Ras Tanura Port Control. This includes, for example, entering the arrival channel from the Northern Holding Anchorage.

5.2.3 SHIPS BOUND TO AND FROM THE PORT OF DAMMAM

Ships bound to and from the Port of Dammam shall keep to the eastern part of the Tanker Anchorage and avoid the maneuvering areas extending from the anchorage to the Sea Islands and Piers.

Outbound ships from Dammam shall, when passing Dammam Channel Buoy No. D11, alert Ras Tanura Port Control on VHF channel 13 of their estimated time of arrival at the southern extremity of the Tanker Anchorage

5.2.4 RAS TANURA ARRIVAL CHANNEL RULES

All inbound ships:

A. NAVIGATING IN THE DEPARTURE CHANNEL

Under no circumstances shall inbound vessels navigate in the departure channel.

B. REPORTING POSITIONS

When passing the Entry buoy report to Ras Tanura Port Control on VHF Channel 10. When passing the "A" buoy, report again to Ras Tanura Port Control on VHF Channel 10, who will then advise to shift VHF channel to 13.

C. LIMITED SPEED

Vessels shall not exceed a speed of minimum maneuvering speed after passing the "D" buoy.

D. OVERTAKING

Vessels shall not overtake other vessels after passing the "D" buoy.

E. MINIMUM DISTANCE BETWEEN VESSELS

Vessels shall maintain a distance of at least two miles from vessels proceeding in

the same direction after passing the "D" buoy.

F. *NAVIGATE WITH CAUTION*

Vessels shall navigate with caution and give way to vessels departing from the berths and anchorages.

5.2.5 RAS TANURA DEPARTURE CHANNEL RULES

All ships using the outbound channel:

A. *NAVIGATING IN THE INBOUND CHANNEL*

Under no circumstances shall outbound vessels navigate in the arrival channel.

B. *OVERTAKING*

Vessels shall not overtake other vessels until after passing the "B" buoy.

C. *MINIMUM DISTANCE BETWEEN VESSELS*

Vessels shall maintain a distance of at least two miles from vessels proceeding in the same direction until both vessels have passed clear of the "B" buoy.

D. *LIMITED SPEED IN CHANNEL*

Departing vessels shall not exceed a speed of minimum maneuvering speed before passing the "F" buoy after which speed may be increased to full.

E. *LIMITED SPEED IN ANCHORAGE AREA*

Vessels maneuvering in the area between the south extremity of the Tanker Anchorage and the entrance to the Departure Channel ("H" and "20" buoys) shall limit their speed to minimum maneuvering speed.

F. *MAXIMUM SAILING DRAFT IN THE DEPARTURE CHANNEL*

- Shall not exceed 21.0 meters draft.
- Have an under keel clearance of at least 1.5 meters.

6. FACILITIES

6.1 BUNKERS.

Saudi Aramco fuel oil bunkers are available at all berths in the Port.

Vessels taking only bunkers are urged to call at Ras Tanura prior to loading elsewhere to avoid delays caused by draft and berthing assignment problems.

Non-Aramco bunkering services are available. However, vessels employing these services are not permitted to bunker within the operating area of the Port of Ras Tanura.

6.2 FRESH WATER.

Drinking and boiler water are NOT available in the Port of Ras Tanura. In cases of emergency, ship agents may be able to arrange delivery of small quantities by barge

6.3 SHIPPING AGENTS

The following companies are available to act as ship's agents at the Saudi Aramco Terminals.

1. YUSUF BIN AHMED KANOO.

P.O.Box-71, Ras Tanura
Via Dhahran, Saudi Arabia.
Telephones: (013) 667-1868, (013) 667-0792, (013) 667-1876.
Telex: 851012 KRTN SJ.
Fax : (013) 667-3093
E-Mail: ksadrtn@kanoosa.com
A35SJ419@GNCOMTEXT.COM

2. GULF AGENCY COMPANY SAUDI ARABIA.

P.O. Box 72, Rahima, Ras Tanura,
Via Dhahran, Saudi Arabia
Cable Address : CONFIDENCE RAS TANURA.
Telephones : (013) 667-0632, (013) 667-0636, (013) 667-3180.
Telex: 851011 GAC RT SJ
851059 AHG RT SJ
Fax: (013) 667-2248

3. ORRI NAVIGATION LINES

Orri Building, King Khalid Street,
P.O. Box : 1804, DAMMAM 31441
Via Dhahran, Saudi Arabia.
Cable Address : ORRILINES
Telephones : (013) 834-869, (013) 832-6644, (013) 834-9809, (013) 832-5762.
Telex : 801444 OULCO SJ.
Fax : (013) 834-1316

4. ARABIAN ESTABLISHMENT FOR TRADE AND SHIPPING LTD:**For Dammam:**

P.O. Box 299, DAMMAM 31411
Via Dhahran, Saudi Arabia
Cable Address : MEYASSER DAMMAM.
Telephones : (013) 833-7144, (013) 832-1036, (013) 832-4979, (013) 834-6326
Telex : 801051, 803008 AETDM SJ
Fax : (013) 833-4943

For Ras Tanura:

P.O. Box 389, Ras Tanura 31941
Via Dhahran, Saudi Arabia
Cable Address : MEYASSER RAS TANURA
Telephones : (013) 667-0680, (013) 667-3860 (24Hours)
Telex : 851123 AETRT SJ
Fax : (013) 667-3864

5. A.H. AL GOSAIBI AND BROS.

P.O. Box 106, DAMMAM 31411,
Via Dhahran, Saudi Arabia.
Cable Address : AHMAD ALGOSAIBI DAMMAM.
Telephones: (013) 832-8762, (013) 832-8763, (013) 832-8764.
Telex: 801016 AHAS SJ
Fax: (013) 832-3035

6. HAJI ABDULLAH ALIREZA AND COMPANY LTD.**For Dammam:**

P.O. Box-8, Dammam,
Via Dhahran, Saudi Arabia
Cable Address: ZAINALREZA DAMMAM.
Telephones: (013) 832-3728, (013) 832-3729, (013) 832-4133, (013) 832-6387,
(013) 832-4134.
Telex: 801008 ZAINAL SJ.

RAS TANURA TERMINAL

For Ras Tanura:

P.O. Box-202, Rahima-31941,
Ras Tanura,
Via Dhahran, Saudi Arabia
Telephones: (013) 667-0656, (013) 667-2491.
Telex: 851013 ZAINAL SJ
Fax: (013) 667 2495

7. BARWIL AGENCIES LTD., FOR TRADING AND SHIPPING.

P.O. Box-174, Ras Tanura 31941
Via Dhahran, Saudi Arabia
Cable: BARWIL RAS TANURA
Telephones: +966-13-667-3364
Fax: +966-13-667-3364

8. AL KHOMASIA ESTABLISHMENT (BAKRI COS.).**For Dammam:**

P.O. Box-3748, Dammam 31481,
Saudi Arabia.
Cable Address: ALBAKRI
Telephones : (013) 8340182, (013) 8330734
Telex: 802892 BAKRI SJ
Fax : (013) 834-9135

For Ras Tanura:

P.O. Box-267, Rahima 31941, Ras Tanura,
Via Dhahran, Saudi Arabia
Telephones: (013) 667-2105

9. ORIENTAL COMMERCIAL AND SHIPPING CO., LTD.**For Dammam:**

P.O.Box 1060 - Dammam 31431
Saudi Arabia.
Cable Address: Overseas
Telex: 801253 Bokhari SJ
Tel: +966-13-826 0529
Fax: +966-13-826 0661

For Ras Tanura:

O.C.S.C.L.
P.O.Box 239
Rahima, Ras Tanura.
Tel: (013) 6672 146
Fax: (013) 6673 225
Telex: 851112 Bokhari SJ
801253 Bokhari SJ

E-Mail A25SJ227
Internet: A25SJ227 @ GN comtext com.
After office hours:
Captain Arthur Flynn (013) 8342121 Ext 121
Mr. Majeed Khan (013) 8343261

10. HIGH SEAS MARINE AND INDUSTRIAL SERVICES CO.

Office: +966 1366 82165-7/24Hrs.
Mobile: +966 5059 08375
Fax: +966 1366 82158
Tel: +966 1366 82570/2573 EXT 106
E. mail: OPS.RASTANURA@HIGHSEAS.COM.SA
OPERATIONS@HIGHSEAS.COM.SA
WWW.HIGHSEAS.COM.SA

6.4 INTERNATIONAL SHIP AND PORT FACILITY SECURITY CODE

CONTACT INFORMATION, RAS TANURA ASSISTANT PFSO:

Tel: +966 13 6731152 – 24hrs contact.
+966 13 6730080 – 24hrs contact.
Fax: +966 13 6734574
E. mail: senior harbor pilot (pcc)@aramco.com.sa

RAS TANURA TERMINAL

1. GENERAL.....	1
1.1 LOCATION.....	1
1.2 DESCRIPTION.....	1
1.2.1 THE SOUTH PIER.....	1
1.2.2 THE NORTH PIER.....	1
1.2.3 THE NORTH PIER.....	1
2. ENTERING THE TERMINAL.....	1
2.1 VHF COMMUNICATIONS.....	1
2.1.1 AT ANCHOR.....	1
2.1.2 UNDERWAY.....	1
2.2 PROCEEDING FROM SEA.....	2
2.3 PROCEEDING FROM NORTH HOLDING ANCHORAGE.....	2
2.4 PROCEEDING VIA EAST CHANNEL.....	2
2.5 ANCHORAGE AREAS.....	2
2.5.1 TANKER ANCHORAGE.....	2
2.5.2 FREIGHTER ANCHORAGE.....	3
2.5.3 DEEP DRAFT ANCHORAGE.....	3
3. BERTHING OF VESSELS.....	3
3.1 PILOT BOARDING AREAS.....	3
3.1.1 VESSELS FROM ARRIVAL CHANNEL.....	3
3.1.2 VESSELS AT TANKER ANCHORAGE.....	3
3.2 MOORING/LINE BOATS.....	3
3.3 SEA ISLAND SUBMERGED PIPELINES.....	3
3.4 MOORING LINES.....	3
3.5 SHIP/ShORE CONNECTIONS.....	3
3.6 DOCK WATER DENSITY.....	4
3.7 BALLAST AND SLOP RECEPTION.....	4
3.8 CARGO AVAILABLE.....	4
3.8.1 CRUDE OILS:.....	4
3.8.2 PRODUCTS:.....	4
3.9 SAFE LOADING DRAFTS.....	4
3.10 MAXIMUM ARRIVAL DRAFT.....	5
3.11 MAXIMUM SAILING DRAFT.....	5
3.12 GANGWAYS.....	5
3.12.1 NORTH PIER.....	5
3.12.2 SEA ISLANDS.....	5
4. COMPLETION AND DEPARTURE.....	5
4.1 GIVING NOTICE OF EXPECTED COMPLETION TIME.....	5
4.2 DEEP WATER DEPARTURE CHANNEL.....	5
4.3 DEPARTURE PILOTAGE.....	5
4.3.1 REQUESTING CHANNEL LINE-UP.....	5
4.3.2 COMPULSORY CHANNEL LINE-UP.....	6
4.3.3 PILOT'S METHOD OF DISEMBARKING.....	6
4.3.4 PROCEEDING TO NORTH HOLDING ANCHORAGE.....	6
ANNEX II.....	7
1. CHART.....	7
2. BERTH DIAGRAMS.....	7

RAS TANURA TERMINAL

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, the exact position of which is:

LATITUDE 26° 37' 25" NORTH.

LONGITUDE 50° 09' 50" EAST.

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). Crude oil, products and Refrigerated Liquid Petroleum Gasses (RLPG) are available at the North Pier. RLPG will be available at the North Pier through 2011.

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.

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 in order 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 which have immediate berthing prospects, or for vessels awaiting cargo clearance, release, sailing documents, etc., and whose draft does not exceed 18.5 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 19.5 meters which are required to anchor 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.

3.1 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 towards 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

There is no ballast or slop reception at Ras Tanura Port.

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)

3.9 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.

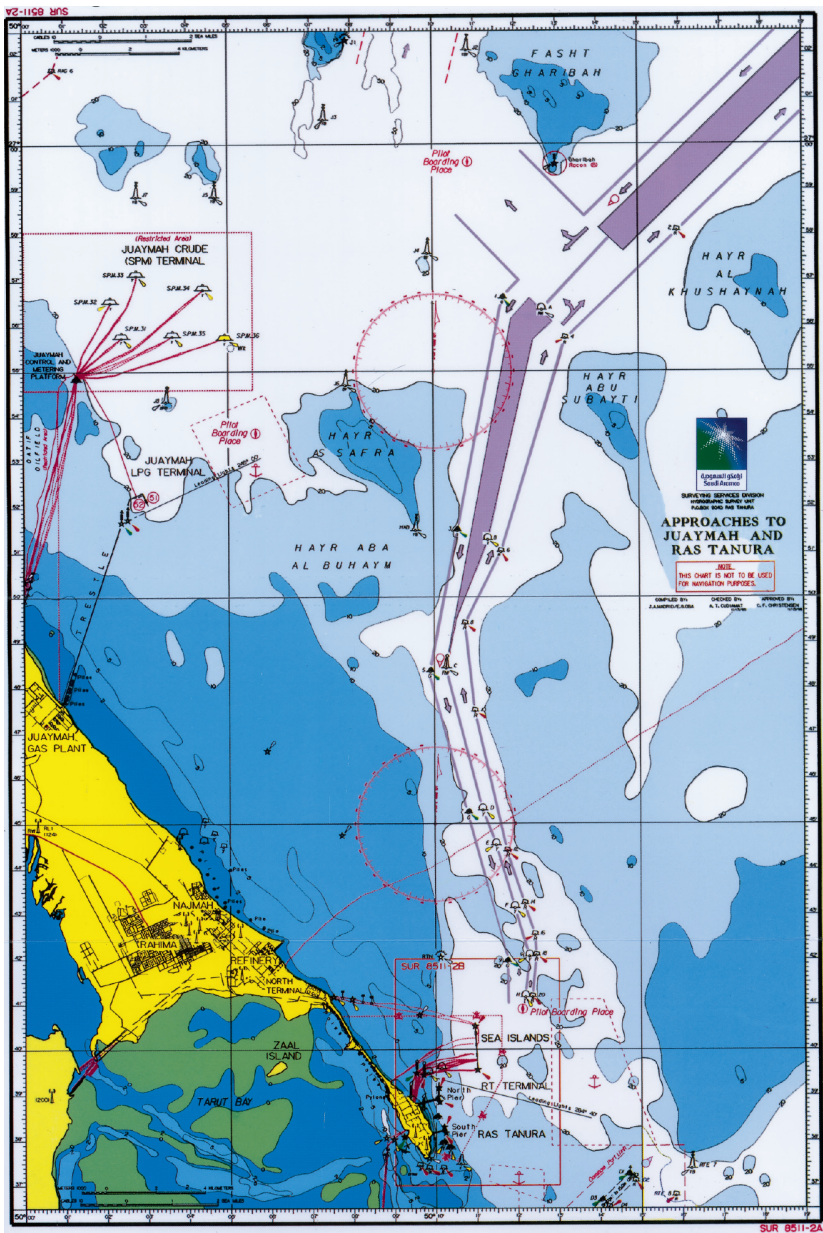
4.3.3 PILOT'S METHOD OF DISEMBARKING

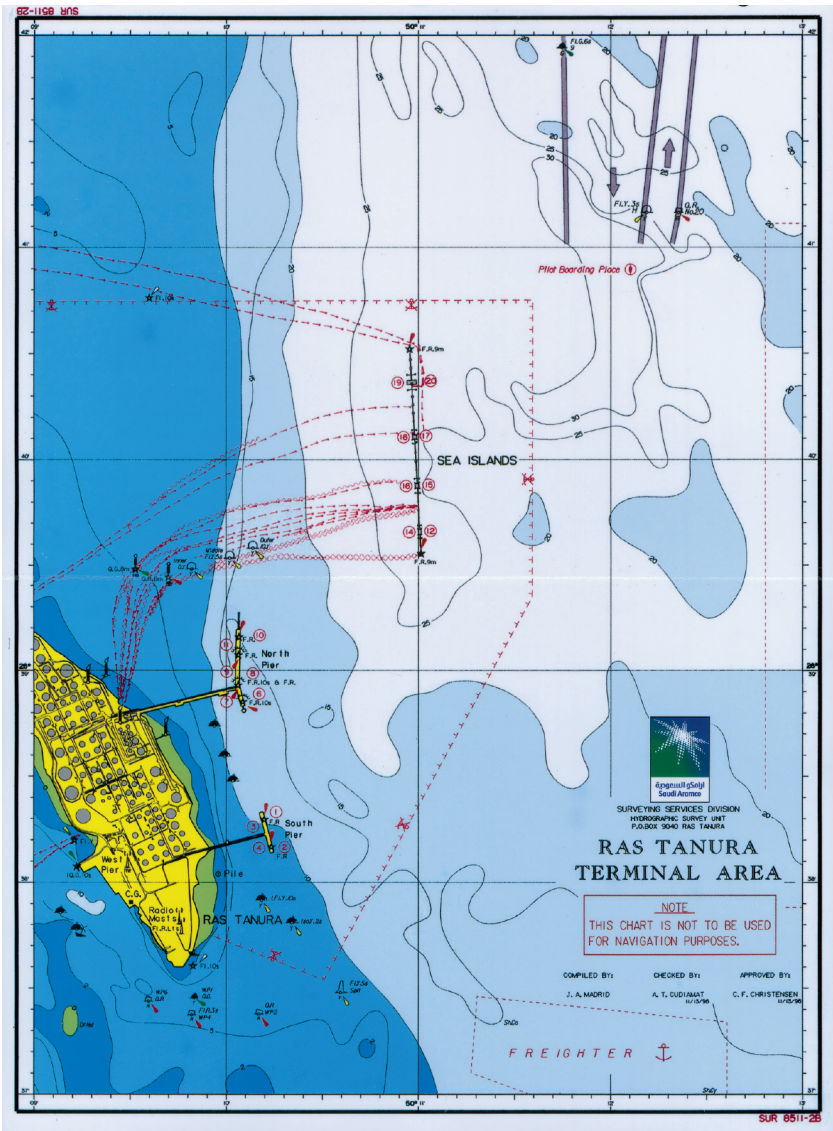
In rough weather, the pilot will usually disembark in sufficient time to ensure a lee for the pilot boat. In the event that this is impossible, provision is made for the Pilot to leave by helicopter subject to the conditions of Part 1, Section 8.2 "DISEMBARKATION OF PILOTS" in the common rules and information.

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.



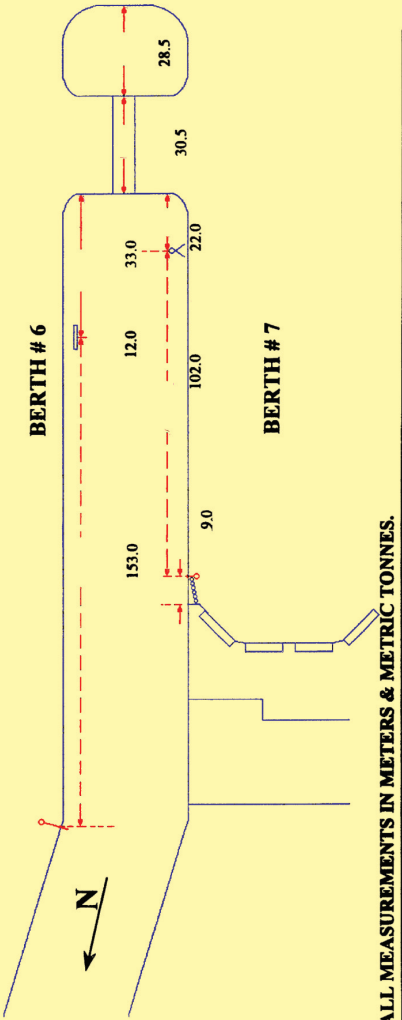


SUR 6511-28

MOORING DIAGRAM

BERTHS #6 & #7

MINIMUM DEPTH AT BERTH AT LOWEST ASTRONOMICAL TIDE	MAXIMUM ARRIVAL DRAFT	MAXIMUM DEPARTURE DRAFT	MAXIMUM DEADWEIGHT	MANEUVERING AND MOORING
BERTH # 6 13.6	12.6	DEPTH AT L. A. T. MINUS ONE METER PLUS HEIGHT OF TIDE AT TIME OF UNBERTHING.	70,000	IT IS A REQUIREMENT OF THE PORT THAT THE PROPELLER SHALL REMAIN IMMERSED AND THE STERN TRIM SHALL NOT EXCEED 1.5 % OF THE SHIP'S LENGTH EITHER WHEN AT BERTH OR WHEN MANEUVERING
BERTH # 7 12.0	8.84		60,000	

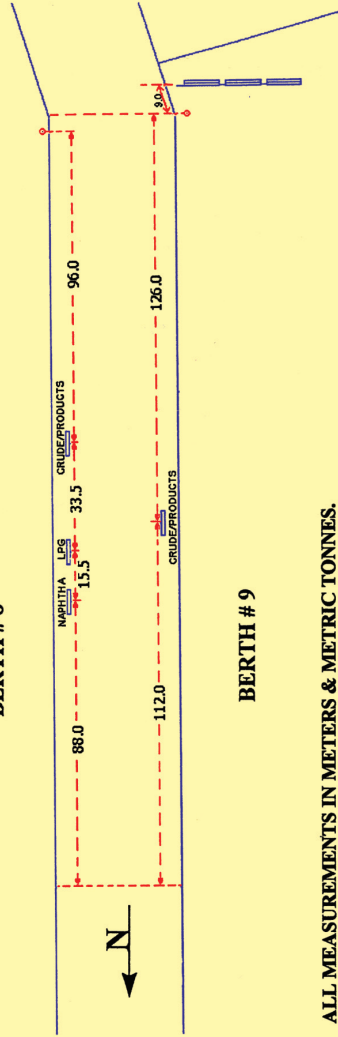


MOORING DIAGRAM

BERTHS #8 & #9

MINIMUM DEPTH AT BERTH AT LOWEST ASTRONOMICAL TIDE	MAXIMUM ARRIVAL DRAFT	MAXIMUM DEPARTURE DRAFT	MAXIMUM DEADWEIGHT	MANEUVERING AND MOORING
BERTH # 8 14.1	13.1	13.1 METERS + HEIGHT OF TIDE	115,000	IT IS A REQUIREMENT OF THE PORT THAT THE PROPELLER SHALL REMAIN IMMERSDED AND THE STERN TRIM SHALL NOT EXCEED 1.5% OF THE SHIP'S LENGTH EITHER WHEN AT BERTH OR WHEN MANEUVERING
BERTH # 9 13.8	8.84	11.8 METERS + HEIGHT OF TIDE	90,000	

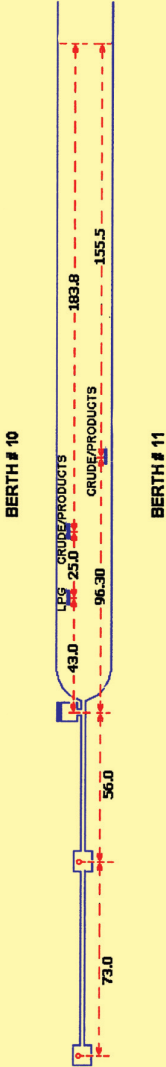
BERTH #8



ALL MEASUREMENTS IN METERS & METRIC TONNES.

MOORING DIAGRAM				BERTHS #10 & #11	
MINIMUM DEPTH AT BERTH AT LOWEST ASTRONOMICAL TIDE	MAXIMUM ARRIVAL DRAFT	MAXIMUM DEPARTURE DRAFT	MAXIMUM DEADWEIGHT	MANEUVERING AND MOORING	
BERTH # 10 15.1	14.1	DEPTH AT L. A. T. MINUS ONE METER PLUS HEIGHT OF TIDE AT TIME OF UNBERTHING.	135,000	IT IS A REQUIREMENT OF THE PORT THAT THE PROPELLER SHALL REMAIN IMMERSED AND THE STERN TRIM SHALL NOT EXCEED 1.5 % OF THE SHIP'S LENGTH EITHER WHEN AT BERTH OR WHEN MANEUVERING.	
BERTH # 11 13.6	8.84		95,000		

NORTH
←



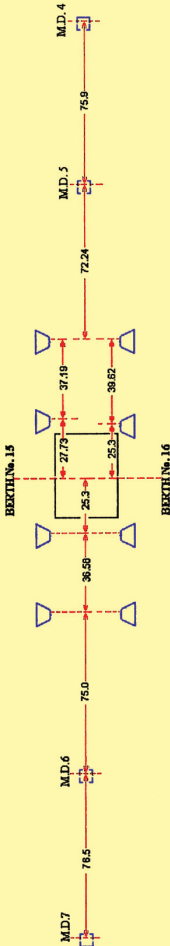
ALL MEASUREMENTS IN METERS & METRIC TONNES.

SEA ISLAND 2

BERTHS 15/16

MOORING DIAGRAM

MINIMUM DEPTH AT BERTH AT LOWEST ASTRONOMICAL TIDE	MAXIMUM ARRIVAL DRAFT	MAXIMUM DEPARTURE DRAFT	MAXIMUM DEADWEIGHT	MANEUVERING AND MOORING
BERTH # 15	RESTRICTED BY DRAFT IN ARRIVAL CHANNEL	19.48 METERS PLUS HEIGHT OF TIDE ABOVE L.A.T. AT TIME OF	300,000	IT IS A REQUIREMENT OF THE PORT THAT THE PROPELLER SHALL REMAIN IMMERSED AND THE STERN TRIM SHALL NOT EXCEED 1.5 % OF THE SHIP'S LENGTH EITHER WHEN AT BERTH OR WHEN MANEUVERING.
BERTH # 16	MAXIMUM 17.98 METERS	TRANSITING DEEP WATER DEPARTURE CHANNEL	220,000	

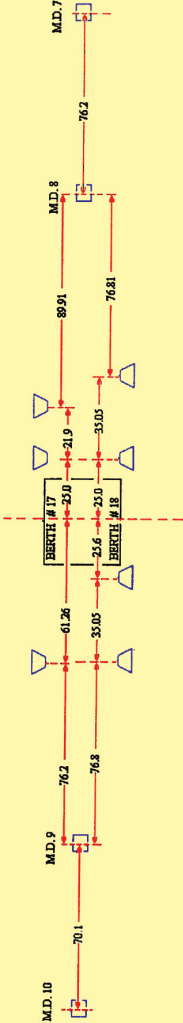


ALL MEASUREMENTS IN METERS & METRIC TONNES.

SEA ISLAND 3
BERTHS 17/18

MOORING DIAGRAM

MINIMUM DEPTH AT BERTH AT LOWEST ASTRONOMICAL TIDE	MAXIMUM ARRIVAL DRAFT	MAXIMUM DEPARTURE DRAFT	MAXIMUM DEADWEIGHT	MANEUVERING AND MOORING
BERTH # 17 24.4	RESTRICTED BY DRAFT IN ARRIVAL CHANNEL MAXIMUM 17.98 METERS	19.48 METERS PLUS HEIGHT OF TIDE ABOVE L.A.T. AT TIME OF TRANSITING DEEP WATER DEPARTURE CHANNEL	327,000	IT IS A REQUIREMENT OF THE PORT THAT THE PROPELLER SHALL REMAIN IMMERSED AND THE STERN TRIM SHALL NOT EXCEED 1.5 % OF THE SHIP'S LENGTH EITHER WHEN AT BERTH OR WHEN MANEUVERING.
	BERTH # 18 26.2		327,000	

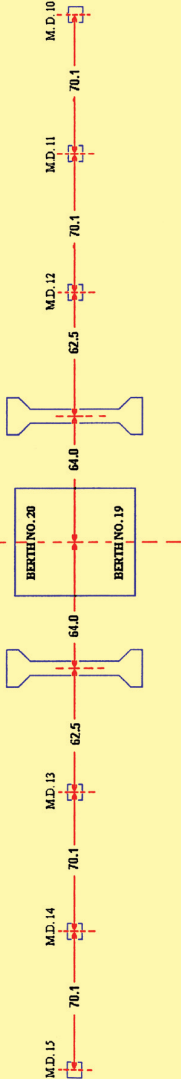


ALL MEASUREMENTS IN METERS & METRIC TONNES.

SEA ISLAND 4
BERTHS 19/20

MOORING DIAGRAM

MINIMUM DEPTH AT BERTH AT LOWEST ASTRONOMICAL TIDE	MAXIMUM ARRIVAL DRAFT	MAXIMUM DEPARTURE DRAFT	MAXIMUM DEADWEIGHT	MANEUVERING AND MOORING
BERTH # 19	27.7	19.48 METERS PLUS HEIGHT OF TIDE ABOVE L.A.T. AT TIME OF TRANSITING DEEP WATER DEPARTURE CHANNEL	500,000	IT IS A REQUIREMENT OF THE PORT THAT THE PROPELLER SHALL REMAIN IMMERSED AND THE STERN TRIM SHALL NOT EXCEED 1.5 % OF THE SHIP'S LENGTH EITHER WHEN AT BERTH OR WHEN MANEUVERING.
BERTH # 20			500,000	



ALL MEASUREMENTS IN METERS & METRIC TONNES.

