

Chevron Terminal Single Point Mooring Requirements for Conventional Tankers

Notwithstanding compliance with all other requirements of the OCIMF Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings, 4th Edition, 2007, and Mooring Equipment Guidelines (MEG3), 3rd Edition 2008, the following are requirements for conventional tankers at Chevron Single Point Mooring terminals.

1. Safe Working Load of Bow Chain Stoppers and associated Fairleads

New Ships delivered during or after 2009: Shall comply with the requirements of the OCIMF Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings, Chapter 6.1 Table 2 (New Ships) and Chapter 6.2.

Existing Ships delivered prior to 2009: Shall also comply with the requirements of the OCIMF Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings, Chapter 6.1 Table 2 (New Ships) and Chapter 6.2. However, vessels which do not comply with this requirement, but do comply with Chapter 6.1 Table 1 (Existing Ships) shall comply with Table 2 (New Ships) requirements at the earliest opportunity, but no later than next Special Survey date after 30-Jun-2014.

And

2. Pedestal Rollers

New Ships delivered during or after 2009: Shall comply with the requirements of the OCIMF Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings, Chapter 6.3 New Ships.

- A maximum of 2 pedestal rollers may be used to guide the mooring pick-up rope to the winch storage drum.
- The angle of change of direction of the pick-up rope shall be minimal. The angle at any individual roller shall not exceed 90 degrees, and the sum of all of the changes of direction around all pedestal rollers shall not exceed 90 degrees. (*see sketch below*)

Existing Ships delivered prior to 2009 that do not comply with this requirement will be given until 30-June-2014 to comply. However, acceptance of such vessels shall only be given in consultation with the Terminal Operator, subject to satisfactory risk assessment and mitigation to ensure that any risk associated with handling such a vessel can be effectively managed. This grace period equates to the 5th anniversary of the effective date of these OCIMF requirements (01-Jan-2009), plus an additional 6 months.

All Ships: The winch control position shall not be encompassed by the pick-up rope. The provision of a cage or similar structure to protect the winch operator is not acceptable.

Change of Direction of Pick-Up Rope Requirement

