MARSEC LEVEL: 1

A mooring arrangement of the berth is included.

1. Terminal notifications to be made 72, 36, 24 and12 hours, then immediately if eta changes more than 1 hour prior to arrival at berth. Please put the name of SHIP OR TUG/BARGE Unit in subject line.   Send by email to RSC:USWCMarineTerminalAdvisor@P66.com, kurt.s.alvarado@p66.com and larmarinegroup@p66.com.

2. Call and notify terminal 3 hours before arrival at dock with updated ETA at phone number 310-952-6202 for Shift Supervisor to arrange for Line Handlers.

3. Please have ready and provide the Boarding Pilot with the deck fitting information for Escort Tugs. Ref SIRE VPQ items 10.057- SWL of closed chock on stern, 10.058- SWL of bollard on poopdeck suitable for escort tug, 10.059- Are stern chock and bollard capable of towing astern to 90 degrees? Confirm these are indeed the chock and bollard that will be used for Escort Tug if required.

4. **Please note any inspections and repairs are required to be approved by the terminal and regional MTA, please submit requests for this along with a scope of work, and who will do what work**

5. **The security/gate list shall have all persons, company they represent, and reason for attending the vessel.**

6. Crew and visitor list must be provided to terminal supervisor a minimum of 24 hours before arrival or noon on days preceding holidays and weekends.

7. Vessel must berth bow to sea. I.E. at berth 149 must be Port side to unless permission is given by Phillips 66 Marine. Berth 150 is out of service at this time.

8. Depth of water available is at berth 149 is 34.0 ft MLLW. Soundings of 12 March 2013. All depths are at Datum of MLLW. A 1-foot UKC is required at all times. Tides to be calculated from the NOAA tide station of Mormon Island NOAA station #439. Refer to sounding letter #1 below.

9. Berth limitation at berth 149 is maximum displacement is 67000 LT, maximum draft of 35 ft. at any time- (note this limitation is structural and physical depth limits may be less- check with terminal- ref item #6) and berthing velocity not to exceed 0.1 ft. per second or as directed by terminal. There is a Docking aid system at the terminal to assist with this. Readout Board is on West End of the dock.

10. Vessel must have a minimum of 2 bow head lines, 2 fwd breast line, 2 fwd spring lines, 2 aft spring lines and 2 aft breast lines, 2 stern lines.

11. **Breast lines must be lead as close to 90 degrees to the axis of the vessel**.

12. **Breast lines and spring lines should be winch mounted.   Hi-Modulus lines are considered same as wire for mooring at this terminal.**

13. **On ships over 50,000 DWT lines to be winch mounted.**

14. **Ships over 70000 DWT lines to be winch mounted and either wire or hi modulus with minimal elasticity**

15. **NO SHORT SPLICES IN MINIMUM MOORING**

16. **ON LINES IN EXCESS OF MINIMUM MOORING, ONLY ONE SHORT SPLICE PER LINE PERMITTED.**

17. When mooring lines/wires are sent out, please do not just dump in the water but tend them, matching the heave rate of the shore so that they will not hang up on the rip-rap and other obstructions on the shore.

18. Terminal does not require ETOPS (fire wires), in accordance with ISGOTT etc. A discussion will be made regarding the way a ship will be removed from the dock in an emergency.

19. Security will be discussed at Pre-Transfer conference and DOS executed as required. Marsec level may change at any time.

     FSO: Durant, John, phone: 310-952-6288
     Alt. FSO: Kurt Alvarado, phone 310-952-6206

20. The delivering party MUST provide an MSDS for the product(s) being transferred electronically prior to arrival and at the Pre-Transfer conference. This means vessels loading must get an MSDS from terminal and for delivered cargo the terminal must get an MSDS from the vessel.

21. Vessel must tend lines to keep tight alongside the dock.

22. An inspection of the mooring lines will be made prior to cargo transfer.

23. The ship must arrive with cargo tanks inerted to below 8 % oxygen and they must remain inerted during cargo operations. Please provide within 48 hours of arrival the 02 readings of each tanks vapor space to the terminal and myself. See form on pre arrival document)

24. H2S is increasingly showing up in a wide variety of cargos not previously experienced, therefore within 48 hours of arrival, please provide individual tank reading for H2S in ppm of the tank vapors space (see form on pre arrival document).

25. Air emission regulated cargoes are to be gauged and sampled by a closed system such as MMC or UTI only no open gauging or sampling!

26. Cargo hoses are connected by the ship's crew and crew is to insure the insulating flange is not removed from the hose and is between the hose flange and the ships flange.

27. Hoses and manifolds may not be blown down with air at this terminal.

28. Submerged hydraulic pumps such as Framo type pumps may only use an inert gas to purge the pump column. No air may be used.

29. No alcohol or controlled substances permitted on Terminal, please advise crew and all visitors.

30. Vessel to supply all cargo and vapor reducers needed.

31. All manifolds must use bolts to show threads through the nut, including those not in use (California State Lands Requirement).

32. No tank cleaning permitted while at Phillips 66 LAR.

33. No vessels permitted alongside except for tugs when berthing and un-berthing.

34. No bunkering permitted while at Phillips 66 LAR

35. When an oil spill containment boom is deployed around the vessel, **NO** un-berthing activity is to occur such as testing/turning the propeller, bringing tugs alongside, or slacking lines until clearance is given by the terminal operator.

June 14, 2013

36. Cargo and vapor hoses will be 8 inch except lube oil hoses, which will be 6 inch.
37. Any and all repairs and inspections desired to be done at this dock must be submitted for approval by the terminal prior to arrival.
38. Phillips 66 will have a Marine Advisor (MA) attending the vessel. Please provide suitable accommodation.

Captain Matthew Peake
Marine Terminal Advisor
Marine Risk Management
1290 San Pablo Avenue
Rodeo, CA 94572
Tel: 510-245-4503

17 May 2013

LAR Sounding Survey letter no: 03
Issued 17 May 2013
Condition Survey Phillips 66 LAR MARINE TERMINAL done on 12 Mar 2013

On dates 12 March 2013, a condition sounding survey was conducted by the POLA at the Phillips 66 Company Los Angeles Marine Terminal. Based on this survey, Phillips 66 Company considers the available depth at datum (MLLW) at the berths LA 148-149 to be 34.0 feet. Berth LA150 is not in service. Phillips 66 Company requires 1 foot under keel clearance at all times while alongside the LAR Marine Terminal. For planning purposes the water at LA 148-149 should be considered at a SG of 1.025 (salt water). To determine height of tide at LAR Marine Terminal, the Mormon Island location should be used: NOAA Station #439. At this time fenders to get the vessel in deeper water may NOT be used

Due to structural limitations, the vessel's draft may never exceed 35ft, regardless of the tide, and a displacement of 67,400 tons. Yokohama fenders to get the ship in deeper water are not permitted at this time.

A copy of the soundings will be sent to pilots and those holding a copy of the operations manual. Holders of operations manuals should remove the previous sounding survey and insert the enclosed sounding survey, noting same on the change record sheet.

In recap:
LAR LA149: Depth available34.0 ft at MLLW with a 1 ft. UKC this is a DRAFT of 33.0ft., plus or minus tide
LAR LA150 is not in use.

Should you have any questions, please call me.

Sincerely,

P. G. Bonebakker

Captain Peter G. Bonebakker
West Coast Marine Terminal Advisor

Cc: distribution list