

PORT OF ASHKELON

INFORMATION, OPERATIONAL PROCEDURES AND REGULATIONS HANDBOOK

EUROPE ASIA PIPELINE CO.
OPERATIONS DIVISION
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FOREWARD

The purpose of this handbook is to acquaint Masters of tankers, Ship owners and Charterers with the regulations, general information, and services available to tankers and other vessels calling at Ashkelon Terminal/Ashkelon Oil Port.

Every effort has been made to ensure the accuracy of the information contained herein. However, it does not replace any information contained in other official publication concerning the port and the surrounding area. While the information contained is believed to be correct at the time of printing, Europe Asia Pipeline Company Ltd., its delegates, and representatives assume no responsibility for any consequences resulting from errors contained therein, or from the use of this information for any purpose whatsoever.

INTRODUCTION

Ashkelon Oil Terminal is operated by the Europe Asia Pipeline Company Ltd., as authorized by the Israel Oil Pipeline Concession Law 5728 - 1968 (published in the Official Gazette, April 15, 1968).

The Ashkelon Oil Terminal Manager may, in his discretion and judgment, cancel any existing regulations, wholly or partly, revise and alter them, or add any new regulations, as he may deem necessary.

All cargo operations (discharging and loading of tankers) will be carried out according to the directives and instructions of the Terminal Manager.

The Terminal Manager or his delegated representative may, in their judgment, order a tanker to change any of the above operations, to vacate its berth and/or leave the port area, should this be necessary.

Ashkelon – General Information

The town of Ashkelon lies 12 miles south of Ashdod. It is built on the site of the ancient city of Ashkelon called by the Crusaders Escalon. The Ashkelon Oil Terminal lies approximately 2 Miles South West of Ashkelon City.

Available Facilities and Services

Shore leave and transportation:

Shore leave passes are obtainable from the frontier control section of the Israel Police Station Ashkelon.

Application for passes should be made via the shipping agent. One Passport photograph is required for each crewmember.

The Boat Service Company provides transportation ashore. Arrangements should be made via the shipping agent.

There is a taxi service from the port to the town of Ashkelon.

Communications:

International phone, e-mail - facilities are available in Ashkelon.

Medical facilities:

Ashkelon has good medical facilities, including a modern well-equipped Hospital (arrangements via the agent).

Provisions and stores:

Fresh provisions, dry stores and bonded items are available (arrangements via the agent).

Bunkers and fresh water:

Please contact your shipping agent to be advised as to the availability and supply of bunkers at the Port of Ashkelon.

Repairs:

Small workshop repairs can be carried out when necessary.

Holidays:

There will be no services given on the eve of the Jewish New Year (a 2 days religious Holiday) and on the Day of Atonement and on the eve of Passover.

Israeli Territorial Water

According to the Israeli Shipping and Ports Regulations (regulation # 15 a), tankers above the age of 20 years carrying "Persistent Oil" are not permitted to enter into the territorial waters of Israel.

Adapting MARPOL 2006 Annex 1 Regulation 21

Tankers loaded with Heavy Crude Oils with density of 0.9000 and above, do not comply with MARPOL Annex 1 Regulation 21 (2006 addition), and the Israeli Ministry of Transport's regulation, must be of the double hull construction.

Use of LS MGO at the Port Ashkelon

IMOT - MP 27

To All Israeli and foreign flagged vessels to which MARPOL Annex VI applies, while at Israeli ports

IMPLEMENTATION OF MARPOL ANNEX VI REGULATIONS IN THE STATE OF ISRAEL

As from 23 of February 2023, The State of Israel national regulations implementing MARPOL Annex VI convention will come into force. (Port Regulations (prevention of air pollution from ships), 2022)

The new regulations prohibit the use of fuel oil with a Sulphur content of more than 0.1 per cent when mooring alongside port or in anchorage ports limit area —unless an EGCS is fitted.

Carrying non-compliant fuel on board as from 23 of February 2023 on ships which are not fitted with EGCS, will be subject to port State control actions.

Mooring restrictions

Mooring at all berths is carried out during daylight hours only.

Unmooring can be carried out at the SPM's 24 hours a day, whilst at the Multi-buoy berths it can be carried out during daylight hours only.

Navigational Information

Location of the terminal

The Ashkelon Oil Terminal is located 12 miles south of the port of Ashdod. A line joining the following positions encompasses the port:

Lat 31° 38.90'N.
Long 34° 31.87'E.

Lat 31° 39.82'N.
Long 34° 31.45'E.

Lat 31° 40.54'N.
Long 34° 31.44'E.

Lat 31° 41.28'N.
Long 34° 30.20'E.

Lat 31° 37.43'N.
Long 34° 27.01'E.

Lat 31° 36.80'N.
Long 34° 28.13'E.

Lat 31° 37.12'N.
Long 34° 30.50'E.

Single Point Moorings positions

SPM No. 3 Lat 31° 39.42'N.
Long 34° 29.83'E.

SPM No. 4 Lat 31° 38.75'N.
Long 34° 28.30'E.

Multi-buoy berths positions

Berth No. 1 Lat 31° 40.15'N.
Long 34° 31.00'E.

Berth No. 2 Lat 31° 39.6'N.
Long 34° 31.2'E.

LPG Berth Lat 31° 39' N.
Long 34° 31.2'E.

Coal Jetty positions

Head of jetty Lat 31° 38.05'N.
Long 34° 29.68'E.

Anchorage

If required, anchorage can be held in the following positions:

Lat 31° 40.63' N.
Long 34° 29.44' E.

Lat 31° 40.23' N.
Long 34° 29.12' E.

Lat 31° 40.93' N.
Long 34° 29.00' E.

Winter

Winter weather along the coast is influenced by the passage of active depressions every five to eight days on the average. These depressions are heralded by strong southerly winds, which may be dust-laden. Gale force is reached occasionally. After some time winds veer southwesterly and with the shifting of the depressions, winds become northwesterly and tend to become calmer.

Spring

This is the period of prevailing calm seas in the coastal waters. Land and sea breezes are minimal. The passage of wintry type disturbances slowly decreases in frequency during the season, and may cause relatively short periods of bad weather mainly in March.

Summer

During the summer there are no special weather conditions, the state of the sea is influenced by the diurnal passage of breezes along the coasts and a westerly to northwesterly gradient wind offshore. The only change in weather is caused by variations in the strength of the wind due to the passing of minor (cold air/warm air) fronts. Although there are no high seas, summer is a season of continuous agitation of the coastal waters.

Autumn

This is the period of prevailing calm seas in the coastal waters. Land and sea breezes are minimal. The passage of wintry type disturbances slowly increases in frequency during the season, and may cause relatively short periods of bad weather in October and especially in November, similar to those described for the winter season.

Fog

Fog is a relatively rare phenomenon. Its occurrence is generally connected with Hamsin conditions when relatively cool and moist easterly winds prevail on such days. The fog generally occurs over the coastal waters and the coastal strip during the night and may last until midmorning. There is a distinct seasonal distribution of foggy days with a minimum in August-September, a pronounced maximum from April to June, and variable conditions during the other months. The month with the greatest amount of fog is April, when 2-3 days of fog may be encountered on average.

Storms

Storms occur generally during the winter, the highest frequency being in January. During that month, there are usually 15 days when the height of the waves exceeds two meters and about seven days when it exceeds three meters. During December, February, and March 11 to 12 stormy days can be expected, when waves exceed two meters in height.

Tide and Currents

Maximum variation between high and low water is approx. 4 feet. The average variation is approx. 2 feet. There is no tidal information for Ashkelon, neither in U.S.H.O. nor in

British Admiralty Tide Tables, but data for the Port of Tel-Aviv (a secondary Port to Gibraltar) can serve as a guideline. Currents are generally in a northerly direction but may change in the event of northerly storms.

Local Time

Local time is two hours ahead of UTC. Summer saving time, which is three hours ahead of UTC, is in operation from Last Friday on March till Last Sunday on October.

Pilotage

Pilotage is compulsory within the limits of the terminal. Upon arriving within V.H.F. range from Ashkelon, the master should contact the Oil Terminal – call sign “Delek” on V.H.F. channel 13 - for instructions (namely: whether the vessel is to be berthed on arrival or has to proceed to anchorage).

The terminal pilot will board the vessel at the boarding point located at the intersection of Lat 31° 40’N and Long 34° 29’E or at anchorage.

Pilot ladder requirements:

All pilot ladders must be clean, in good condition and comply with S.O.L.A.S. chapter v, reg. 17. (see appendix 7).

Berthing information

The Ashkelon Terminal loading and discharging facilities consist of three multi buoys berths, namely No. 1 and 2 - for loading and discharging of white products, (berth No. 2 has a new separate line).

LPG berth for discharging LPG cargoes. .

Berths No. 3 and No. 4 are mono buoys used for discharging and loading crude oil tankers.

In addition there is a coal jetty for discharging coal carriers.

Tugs and Boats

The terminal has the following fleet:

Two 75-tons bollard pull tugs, and four mooring boats.

Usually two mooring boats will assist the vessel in the berthing.

Mooring Crew

Terminal’s mooring crew will board tankers together with the pilot. The crew consists of three seamen and will assist the pilot during Pilotage and berthing.

Loading master

After the completion of berthing, the pilot will remain on board and act as the loading master throughout ship's stay at berth.

Hose connection

Tanker's manifold must be ready for the connection of the hoses before the berthing of vessel.

Terminal crew will connect the cargo hoses.

An officer with at least 3 seamen must be present during connection of hoses to assist the terminal's crew whenever asked for.

Draft

Vessels arriving or departing from the Port of Ashkelon in ballast condition must comply with MARPOL annex I regulations 13(2) a, b, c, d and g, adopted by the Israeli authorities, namely:

- Draft amidships (meters) = $2.0 + 0.02 * L$
- where L = Length over all (meters)
- Trim < $0.015 * L$
- Propeller fully immersed.

Ballast water & slop oil

Only clean ballast water from the segregated ballast tanks (SBT) can be discharged into the sea in the terminal area. Random samples will be taken from the segregated ballast tanks for checking at terminal's laboratory.

No ballast water reception facility.

Inert gas systems & H2s content.

All vessels must have a fully operational inert gas system. Prior to her arrival, the vessel must confirm that all cargo tanks are fully inerted and oxygen content is 8% or less by volume. The maximum H2s allowed at Ashkelon EAPC terminal is 5-10 ppm.

If the vessel does not comply with these regulations, berthing will be postponed until completions of inert gas system repairs. In such an event, notice of readiness will have to be re-tendered as soon as the vessel re-enters port.

Engine

No engine movements or maintenance at berth are allowed without permission of the Pilot/Loading Master.

Flushing terminal floating hoses.(Compulsory)

In order to prevent sea pollution from terminal floating hoses during winter season, Winter season mean November 1st till March 31st. Vessels are requested to flush the hoses with seawater after the completion of the cargo operations with a quantity of 150 cm. at a rate of 3,000 cu.m/hr. The terminal will regulate the starting and stopping of this operation.

Berthing requirements

Berth No.1

Required mooring equipment for Aframax and Suezmax tankers

Note: smaller tankers up to 80,000-100,000 DWT will be equipped as indicated here under for tankers bound to berth No. 2

Forecastle – two bower anchors with length of 12 shackles on each side.

Starboard bow – 1 shore wire 44 mm dia. to be mounted on ship's drum.

Drum to be empty and ready to receive the wire.

Aft main deck – one winch with 2 drums or 2 single winches.

Drums to be empty and ready to receive shore wire of 44 mm. dia.

Poop deck – two winches equipped with double drum. Tankers over 100,000 ton DWT to be equipped with 3 winches double drums.

Mooring ropes – 8 coils of 220-meter length and 8"-10" circ.

Mooring arrangements are detailed in the attached appendix No.5 “Multi-buoy Mooring Arrangement.”

Berth No.2

Required mooring equipment.

Forecastle – two bower anchors with length of 11 shackles chain on each side.

Aft main deck – two winches with double drum, empty from wire/rope ready to receive shore wire.

Poop deck – two winches equipped with double drums.

Mooring arrangements are detailed in the attached appendix No.5 “Multi-buoy Mooring Arrangement.”

Note 1: Tanker will pay out two mooring ropes to each of the buoys 2 and 4.

Note 2: Berth 1 is reinforce with 3 additional mooring buoys/anchors A, B, C, each buoy is equipped with a 44 mm diameter wire.

Berths No. 1 and No. 2 are positioned at 2.5 Km and 1.8 Km from the shoreline at water depths of 22 meters and 19 meters respectively. The berths are suitable for mooring tankers as from 20,000 DWT and up to 130,000 DWT at Berth 1 and up to 80,000-100,000 DWT at Berth 2. with L.O.A of 170 to 270 meters. Maximum allowable draft at berth No. 1 is 17.5 meters and 15.00 meters at berth No. 2.

Berth No. 1 is connected to shore via one 32” diameter submarine pipelines, Berth No. 2 is connected to shore via one 24” diameter submarine pipelines, both terminated by two flexible hoses strings of 12” at each berth, allowing a maximum loading/discharging rate of 6,000 cu.m/hr (see appendix 3).

Berths No.3 and 4

Berths No. 3 and No. 4 are SPM’s, situated 3.2 Km. and 3.5 Km offshore respectively. Berths are suitable for mooring of vessels up to 250,000 MT maximum summer DWT, However berthing of tankers over 200,000 MT SDWT requires coordination with the Port Manager in advance.

Water depth at both mono-buoys is 32 m.

Each berth is connected to shore by two submerge pipelines of 32" diameter, for loading and discharging. The mono buoys are provided with one floating hose string of 230 meter of 20" diameter. Towards the tanker the hose is divided into two strings:

Forward string is 12" diameter, the after string is 16" diameter. The end of each string is fitted with a cam lock coupling of 150 ASA (see appendix 2).

The maximum loading and discharging rate at these berths is 7,500 cu.m/hr with a discharging pressure on vessel's manifold restricted to 8.5-10 bars (this pressure is required to be maintained at all times).

Each berth is provided with an 18" circ. "Samson" nystroon SPM braid rope of 70m in length. Each rope has at its end a 10 meter chafe chain of 76mm stud diameter, and a 3 meter chafe chain of 56mm stud diameter followed by a 10" circ. pickup rope (see appendix 4).

For mooring at berths No. 3 and No. 4 tankers have to provide the following:

- Tongue-type chain stopper SWL 200 MT
- 8" circ. pickup rope – 200 m length.

Anchors must be lashed and secured before the commencement of berthing.

A Vapor Combustion Unit (VCU) was installed in Ashkelon Oil Port. Gasses emitted from vessels during loading operations, are transferred to the VCU and are burned in a monitored process.

The VCU enables continues loading of vessels without dependence of wind directions.

As the VCU is connected only to berth no' 4, and loading operations cannot be done simultaneously in both crude oil berths, therefore advanced coordination is required prior to loading operations in Ashkelon Oil Port.

LPG berth

The LPG berth is of multi-buoy type and consists of 4 mooring buoys. The depth of the water at the berth manifold is 14 meters and can accommodate tankers with up to 10,000 corresponded DWT. Maximum L.O.A. 130 m and maximum drafts 8.50 m

The berth is connected to the shoreline by a 10" pipe, of 1000 meters length, ended with a flexible hose of 8" diameter. The hose is connected to ship's manifold with a cam lock of 300 ASA.

Maximum pressure of 13 bars is allowed at ship's manifold.

Required mooring equipment at LPG berth

Forecastle - Two anchors with 10 shackles on each side.

Poop deck – Two-Three double drum winches, or at least two single winches.

Mooring ropes - 6 coils of 220-meter length with 8" or 6" circ. (see appendix 6).

Coal Jetty

The coal jetty is equipped with 8 berthing dolphins, with mooring hooks and a capstan winch mounted on top of each one.

In addition there are further 9 mooring dolphins. Height of dolphins above sea level is 4-meters, except for mooring dolphin No.1, which rises to a height of 6-meters. The maximum available air draught under the jetty is 15-meters (see appendix 1).

Emergency Fire Wires

Please note that the use of “Emergency Fire Wires” is compulsory. The composition of the required “Emergency Fire Wires” should be as follows:

- Steel wire with length of at least 25 meters and a synthetic rope tail with length of at least 20 meters – with an eye (diameter of 1.5 meter). The wire system should be in good working order at all times and at least 140 Mts MBL.
- The fire wire system should be maintained above water line at all times (same can be achieved by using a heaving line connected to the eye of the synthetic rope and to the vessel’s railing, periodically adjusted).

Coal Jetty Information

Maximum Vessel Size: 200,000 DWT.

Pier Length: 283.60 Meters

Pier Width: 24.00 Meters

Water Depth at Pier (Min): 22.50 Meters

Max. Draft of Vessel: 18.00 Meters

Height of Pier above M.S.L 15.00 Meters

Type of Sea Bottom Mixture of materials as clay, sand, and mud

Density of seawater 1025 kg/cu. m

Discharging Equipment

2 Gantry Grab Cranes 1800 TPH (each)

Conveyor 5000 TPH

Fender's System:

Cylindrical Rubber Fenders: 8 (one on each of the 8 breasting dolphin).

Size of Fenders: L – 4.30 Meters

D – 2.70 Meters

D – 1.35 Meters

Navigation Lights

Breakwater West Light: Group. Fl. (2) 6 Sec.

Breakwater East Light: Group. Fl. (2) 10 Sec.

Safety Instructions

When a Collier stays alongside the coal pier, the port will be manned as follows: One pilot, one standby tug and one mooring boat with their crews.

Duty pilot keeps watch on V.H.F. Channel 13 and on - phone (No. -08-6740244), and is available to assist and/or advise on berth operation, weather conditions and in any emergency situation.

Masters of vessel must maintain the collier's mobility and maneuverability at all time whilst in port, so that the vessel can be moved at short notice. The Pilot must be informed immediately if, for any reason, the above regulations are not carried out.

Dismantling of machinery affecting vessel's mobility or maneuverability is prohibited unless authorized by the pilot on duty.

Masters of vessels must ensure that during the stay in port, suitable qualified crewmembers in sufficient number are on board to protect its safety and operate all the machinery necessary for its movement and maneuvering.

Masters of vessels shall ensure that their vessels are adequately secured alongside with efficient ropes, that strict watch is kept and that mooring is attended in order to prevent undue movement of the vessel. Changing or re-arranging lines shall be done only when supervised by the Pilot on duty.

Masters of vessel must inform the Port immediately of any accident that occurred on or near the vessel, such as fire, explosion, injury to ship or shore personnel, etc. A written report must be submitted to the Port Manager with all details of the accident.

Ballast tanks and/or holds should be ballasted as soon as practicable during discharging. Holds designated as ballast tanks should be discharged first and cleaned for that purpose. Fire-fighting equipment must be kept in readiness at all times. Welding, cutting or any other hot works are prohibited aboard, unless prior written permission is obtained from port manager. When permitted, this work shall be supervised by a competent person to ensure that the proper precautions are taken.

Diving operations near the ship and lowering of boats is prohibited without prior written permission.

The emission of dark or dense smoke is prohibited.

Only the shore gangway should be used for access from pier to ship.

Ship personnel are not allowed to approach the coal bridge on foot. Crew can leave the ship or return only by taxi.

While in port the vessel shall not throw overboard any rubbish, ashes, or garbage. Oil or oily water shall not be pumped or allowed to leak into the sea.

Subject to prior arrangement, oily residues may be pumped into a lorry, for delivery to reception facilities ashore.

Garbage in sealed plastic bags shall be placed in the garbage container on the pier.

Required mooring equipment

A collier calling the Port of Ashkelon must be equipped with 18 coils of floating mooring ropes 220-meters long and of 8"-10" circ. each. The ropes are to be wrapped on the mooring drums.

The position of the coils is to be:

3 lines, 4 breasts, 2 springs - Forward and Aft.

Vessels are required also to keep 2 additional spare coils of mooring rope for rough weather.

If the collier is equipped with wires, a rope tail of 60-meter length is to be connected to each wire.

Mooring of Colliers

The terminal usually uses two 75-tons tugs and one mooring boat for berthing vessels. Tugs are fastened on to the ship's bow and quarter, thus mooring is carried out using the push-pull method.

Communication

All tankers bound for Ashkelon must give proper notice via their agents or directly to the head office by e-mail 72 hours, 48 hours, and 24 hours prior to arrival.

The 72 hours E.T.A. notices should include the following:

- Confirm ship's E.T.A (local time).
- Vessel's Arrival draught forward and aft.
- Whether loaded or part loaded the nature and quantity of the cargo.
- If loading, the quantity of cargo to be loaded and requested loading rate.
- Any defects in the vessel or its equipment that might affect the safe operation of the ship.
- Confirm that the inert gas system is fully operational, and that the oxygen content of all tanks does not exceeds 8% by volume.
- Nature of the slops on board and their description (oil, oily water etc).

Specific information to be included in the 72 hours notice for colliers:

- Highest coal temperature in each cargo hold.
- The percentage of Oxygen, Methane, and the concentration of carbon monoxyd, in each hold.
- Hold adjacent to bunker tanks.
- Confirmation that all hold-ladders are intact.
- Confirmation that all holds and hatches are free from loose scale.
- Confirmation that all holds are marked to prevent unauthorized persons from entering.
- Confirmation that the vessel has gas detectors on board, in good working condition.
- Confirmation of the total quantity of separated water pumped out during the sea passage.
- Details of the vessel's discharging sequence

Ship to shore radio communication

The Ashkelon terminal is manned 24 hours a day and can be contacted on VHF channel 13 - call sign "DELEK."

When moored, the loading master or his crew will carry out all communication from ship to shore,

Cellular Phones

The Vessel's agent can supply the vessel with a mobile phone if required.
The use of cellular phones on tanker decks is strictly prohibited.

Berthing Sequence

Vessels are berthed on basis of "First come, first served," unless otherwise instructed.

Repairs, maintenance, and hot work

Hot work or any other repair work including boiler tube cleaning, chipping and scraping, hull painting, testing or servicing of electrical equipment (including radar, radio and domestic electrical equipment), are prohibited on vessels during their stay in port.

Cargo operations planning

Before the commencement of cargo operations, the terminal loading master and the Master of the Vessel or the officer in charge of cargo operations will carry out a meeting at which the following items will be discussed:

Loading

- a. Filling and signing of the ship/shore safety check list.
- b. Discussing any deficiencies shown up in the above checklist and any additional precautions required. The terminal reserves the right to refuse to load a vessel if these requirements are not met.
- c. Discussing the procedures for ballast tank sampling, and inert gas testing
- d. Establishing the loading program which should include:
 - Quantity of cargo to be loaded
 - Loading rates
 - De-ballasting procedure and rates
 - Procedures for an emergency shut down of operations.
- e. Establishing the means of communication to be used during the operations.
- f. Establishing the actions to be taken in the event of an emergency.,
- g. Discussing any deficiencies shown up in the above checklist and any additional precautions required. The terminal reserves the right to refuse to load a vessel if these requirements are

Discharging

- a. Filling and signing of the ship/shore safety check list.
- b. Discussing any deficiencies shown up in the above checklist and any additional precautions required. The terminal reserves the right to refuse to discharge a vessel if these requirements are not met.

- c. Establishing the discharge program which should include:
 - Quantities of cargo to be discharged
 - Discharging sequence, including stoppages for ballasting, C.O.W., and internal stripping
 - Procedures for an emergency shutdown of operations
- d. Establishing the means of communication to be used during the operation.
- e. Establishing the actions to be taken in the event of an emergency.

Pollution prevention

Oil spill

Utmost care must be exercised when handling cargo and ballast in order to avoid oil spills. No oil, nor any water, which may possibly contain oil, is to be discharged overboard or allowed to escape overboard. Pumping of bilges, emission of smoke - including soot blowing - is prohibited.

Before cargo operations start, all scuppers at main deck level through which oil may escape, must be effectively plugged. No leakage or spillage on board is allowed to leak overboard.

Accumulated water on deck should be drained periodically.

In the event of leakage occurring from a pipe, valve, or cargo hose connection, operations will be stopped immediately and will not be resumed until the fault has been rectified and all hazards from the spilled oil eliminated

Any leakage or spillage must be reported immediately to the Terminal Manager, and all efforts to recover or limit the spill must be taken. The Terminal Management will advise the local environmental authority accordingly.

The vessel will not be allowed to leave berth or the port before receiving clearance to do so.

Garbage, waste paper and cartons

Garbage from vessels galley, waste paper, and cartons are to be separated by type and to be disposed of into collecting boxes, which are placed on board. Collecting boxes will be transferred ashore by Boat Service Company.

Accommodation

Masters are requested to arrange suitable accommodation for the Loading Master and his crew of 3 seamen. The Loading Master will be accommodated in the vessel's pilot cabin.

Appendix A

REQUIRED BOARDING ARRANGEMENTS FOR PILOT



INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S "Wellington", Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 171-240 3973 Fax: +44 171-240 3518

In accordance with I.M.O. requirements and I.M.P.A. recommendations

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

HANDHOLD STANCHIONS
Min. diam. 32mm
120cm above bulwark
min. 70cm
max. 80cm aft

MAN-ROPES
Must cross
min. diam. 28mm
IF REQUIRED BY PILOT
Always flat
side of ship

SIDES ROPES
Min. diam. 18mm
Must rest against
ship's side

SPREADER
Min. 1.80cm long
Max. 8 steps between
spreaders

STEPS
30cm
30cm
Must rest against
ship's side

5th step must be a spreader

Height required by pilot

SHIPS WITH HIGH FREEBOARD (MORE THAN 9M)

When no side door available

PILOT LADDER
Must extend at least 2 metres above officer platform

ACCOMMODATION LADDER
Should rest firmly against ship's side
Maximum 5° slope
Rigid handrails preferred

A PILOT LADDER COMBINED WITH ACCOMMODATION LADDER
Usually the safe method of embarking or disembarking a pilot on ships with a freeboard of more than 9 metres

0.5m
2m
2m
Recommended 3 metre mark
Stern → Bow

3 to 7 metres depending on swell
of pilot launch and height of swell

MECHANICAL PILOT HOIST

MECHANICAL PILOT HOIST

Davit

Guard ring

Rigid part

Flexible part

Two manropes immediately used, Min. diam. 28mm

A pilot hoist may be rigged in accordance with SOLAS Chapter V. Subject to agreement between the Master and the Pilot, it should be noted that the distance between the upper ropes of the pilot hoist and pilot ladder will be at least 1.5 metres.

NO! NO! NO! NO! NO! NO!

NO!
No shackles
No knots
No splices

NO!
The steps must be equally spaced

NO!
This must be horizontal

NO!
Spreaders must not be lashed between steps

NO!
The side ropes must be equally spaced

NO!
The loops are a tripping hazard for the pilot and can become foul of the pilot launch

AT NIGHT

AT NIGHT
Pilot ladder and ship's deck lit by forward shining
overside light

NO! NO OBSTRUCTIONS

NO!
Very dangerous ladder too long

Two handhold stanchions rigidly secured to ship's structure

Responsible officer

NO OBSTRUCTIONS

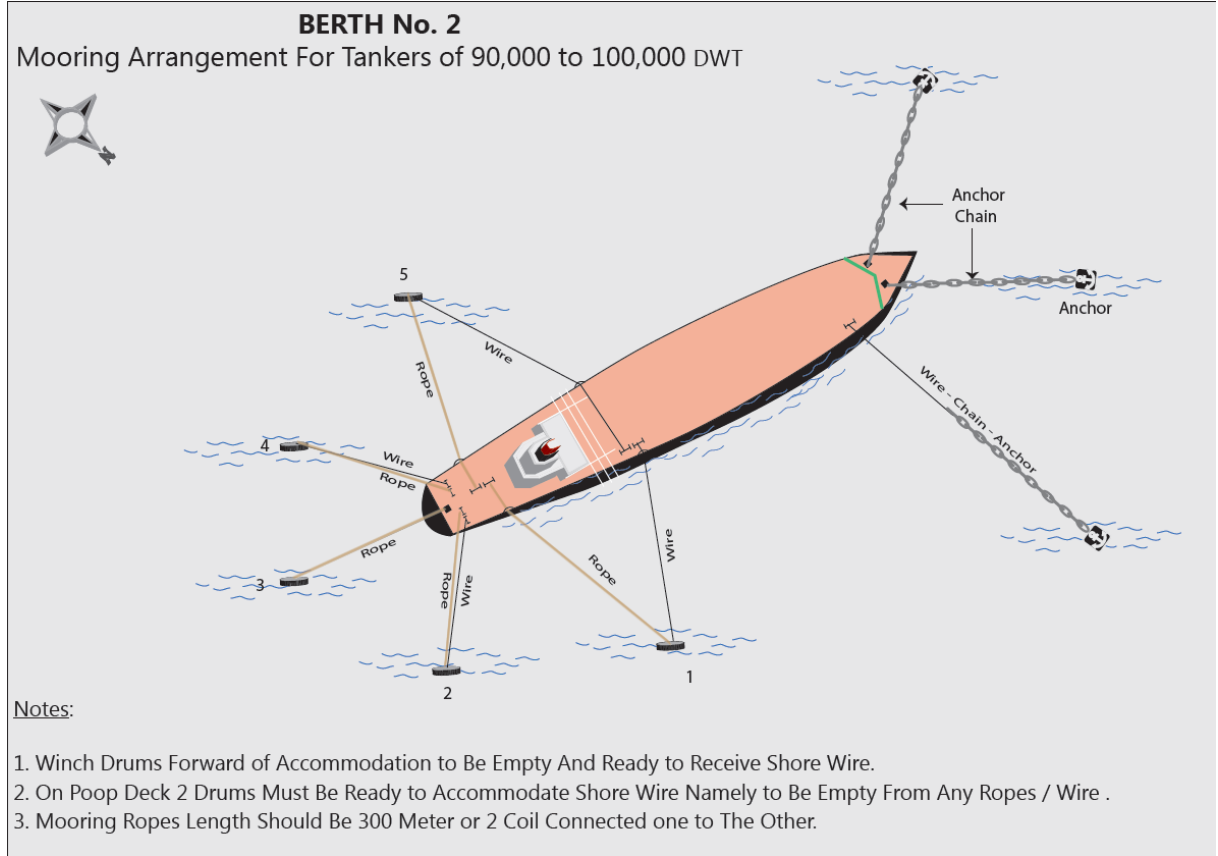
Bulwark ladder secured to ship

Handway with self-igniting light

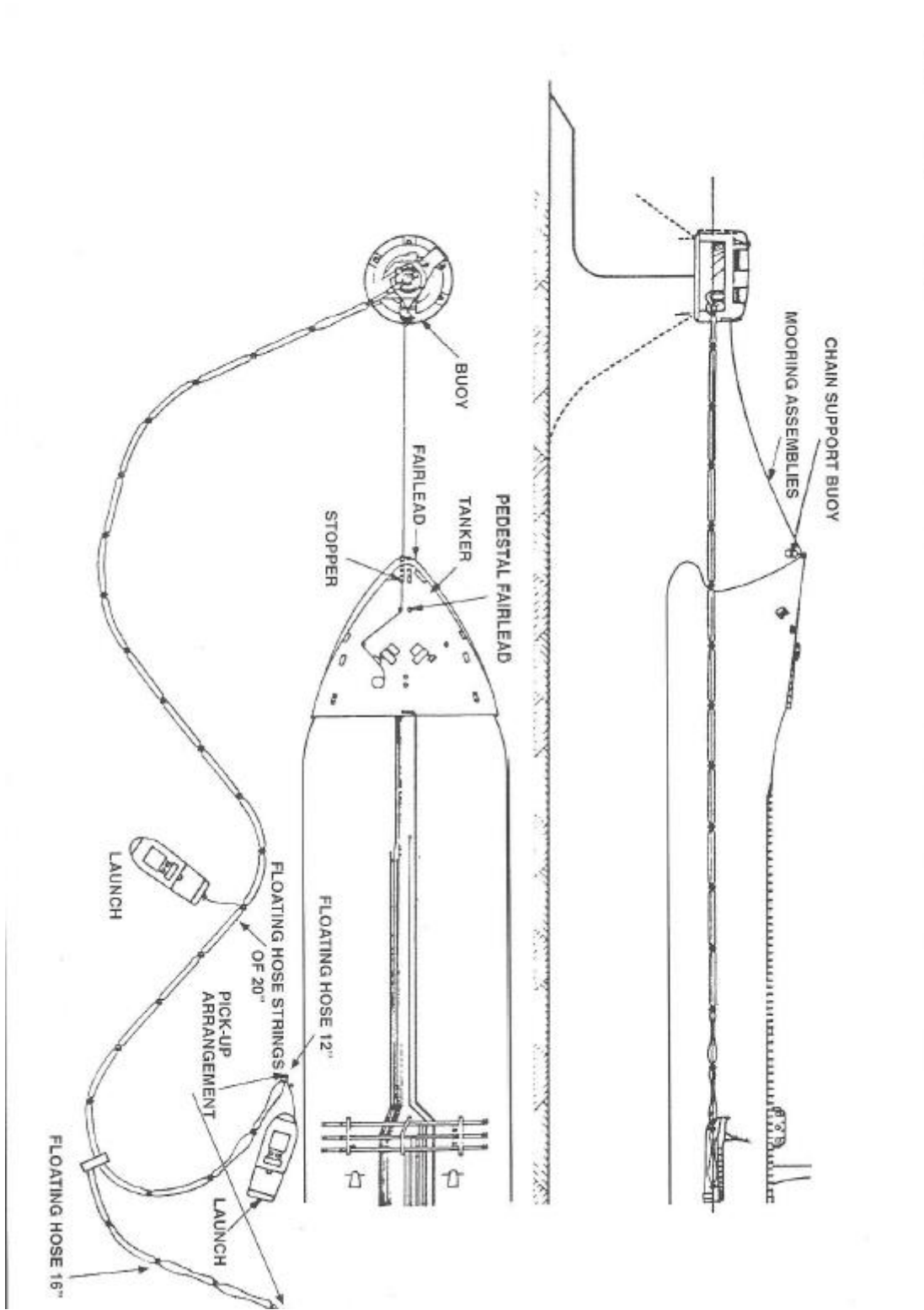
March 1995

Approved by I.M.O

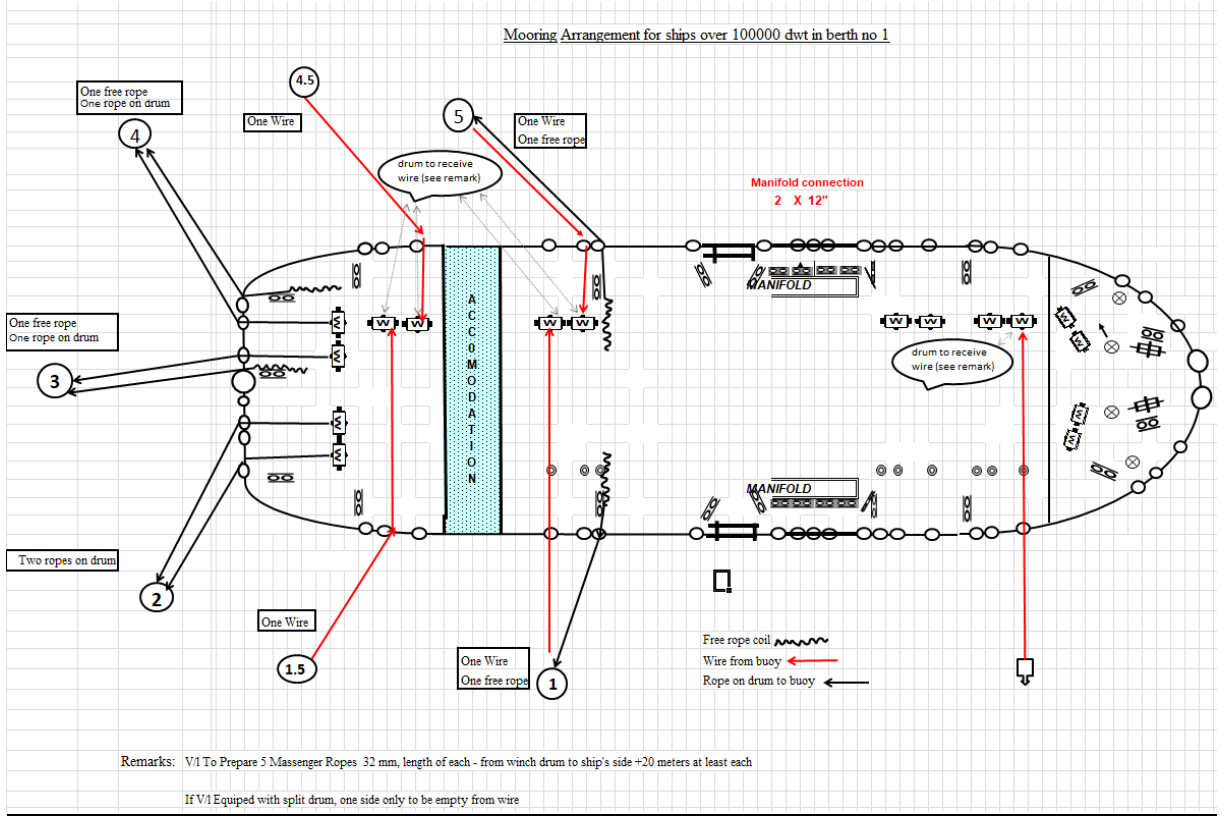
Appendix B



Appendix C



Appendix D



Addresses

Web site: www.eapc.com

Head office: P.O.Box 801, Ashkelon 7810702, Israel
Tel: 972-8- 6740631/2/3/4 (Operations Division)
Fax: 972-8-6740639
Shimon Fanian
Head of Shipping Dept.
E-mail: shimonf@eapc.co.il

Control Center: Tel: 972-8-6740210 (24 hrs. Service)
Tel: 972-8-6740266 (0600-1800)
Fax: 972-8-6740219
E-mails: eapc@eapc.com/ pikudsea@eapc.co.il

Ashkelon Terminal: P.O.Box 194, Ashkelon 7810702
Tel: 972-8-6740251
Fax: 972-8-6740218
Mr. Alon Shop
Port Manager
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Ashkelon Oil Port: Marine V.H.F.: Channels 16, 13
Call signs: “Delek” - Terminal Control Room
“Delek Namal” - Marine Dept.