

BASRAH OIL TERMINAL (Formerly Mina Al-Bakr Oil Terminal)

(Information given in Good faith, without guarantee or liability, as per verbal information received from port officials).

This is a Deep-Sea Terminal 31 miles SE of Al Faw in Iraqi Territorial Waters.

Position: Lat. 29° 40' 36" Long 48° 48' 38"
Position of Pilot Rendezvous/Station N 29.20 / E 049 03

The Depth is 21 m in mean Low water Ocean Spring Tide (MLWOST)
The Depth in the Channel is 21m. Maximum sailing draft due to Channel Restriction.

It consists of Two Loading Platforms. Platform A and Platform B

Platform A has Two Berths, Berth no 1 and Berth no 2
Platform B has Two Berths, Berth no 3 and Berth no 4

Berths no 1, 2 and 4 can accommodate Tankers ranging from 35,000- 350,000MT
Berth no 3 can accommodate tankers ranging from 85,000 – 350,000MT

Total Length of structure is 975.4m and width at centre 106.7m

L.O.A Maximum 366m. No Restriction in Beam of vessel.
Terminal can handle 1, 2 – 1, 3 Million bbl/d.

Arrival Information:

- Depth alongside the Berths is 21 m.
- Maximum sailing draft for berth 7 & 8 is only (17 m).
- Dock Density is 1.025 kg / cm³ .
- Pilotage is compulsory for all vessels deeper than 15.85m
- Pilot station works on VHF Channels 12, 14 & 16
- Please contact Terminal 72,48 and 24 hours before arrival giving ETA. Terminal will advise all berthing instructions to your vessel. Please give all necessary information to terminal authorities to assist in preparation of docking of vessel
- Report from the vessels calling pre-war indicates that there is a Shore Ballast / Slop reception facility.

Loading Information

- Storage and Pumping Facilities on shore are connected to Basrah Oil Terminal by two underwater lines.
- The Flow range now from 18,000 – 85,000BPH
- Average Flow Rate is around 50,000 BPH

For each berth there are 3 loading arms hydraulically operated. Each Loading arm is 24 inches x 80 ft lucent DCMA, with hydraulically operated coupling fitted with adapters to allow fast coupling to tankers manifold ranging from 16 – 24 inches.

Spools for 10, 12, 14 and 16 inches are available at the terminal if required.

- Berthing and unberthing is carried out only when the current is setting off the Berth.
- Tugs use the Vessels Lines

- No restriction for Night operations
- Shore Gangway is in use (Telescopic Gangway at each berth that can withstand 500 pound load at mid-span)
- Loading may be stopped during severe weather conditions

Fire Fighting Equipment on each Loading Berth

Fire Fighting Equipment is provided on the platforms and for protection of the manifold area of the takers being loaded

On each Berth there are the following:

- 1) Two Elevated Foam water monitors which are remote controlled each capable of delivering 500 GPM.
- 2) Deck Manual monitors and hose reels located on the platform and designed to provide up to 580 GPM of foam solution for 10 minutes
- 3) A number of wheeled dry chemical extinguishers and portable dry chemical CO2 extinguishers located at various locations

Free Pratique:

Free pratique is granted only after the vessel comes alongside.

Additional Information

API: Average API 31,627 (28/08/03-16/09/03).

Loading temp: Average loading temp 93,75 F (01/07/03-01/09/03).
Expected to drop during the winter months.

Mooring regulations: All vessels after arrival having been moored to the satisfaction of the Harbor Master shall tend their own anchor cables, ropes, lines and hawsers. Tankers should tend their mooring frequently.

While in berth, ships must be ready to move under their own power in the event of their breaking adrift, catching fire or if any emergency arises. No reparations are to be carried out while at berth, which would immobilize the ship or impair her fire fighting efficiency.

Cleaning of boiler tubes alongside the terminal is not allowed.

Weather:

Wind:	- Wind speed varies up to a maximum of Approx. 45 knots.
	- General direction NW or SE.
	- No berthing activities when wind exceeds 15 knots.
	- No loading activities when wind exceeds X knots.

Tide: - Varies between 1,8-3,75 meters.

Tidal current: - Average about 1,5 knots.
- Direction at ebb 105 degrees.
- Direction at flow 285 degrees.

Waves: - In wintertime with S, SE and SW winds heights up to 4 meters.

Tugs: Two new tugs, "Al Wafi" and "Al Tufan", available at the terminal as well as a few older but fully functioning vessels. All tugs are 4500HP.

Security: - Personal security is good due to the terminal being an offshore facility with very limited access. Local security present at the terminal.

- Vessel security good related to the above and furthermore the surrounding waters being patrolled by coalition forces warships and US Coast Guard.

Shore leave: Not allowed.

Administration: The following certificates shall be made available upon calling the terminal:

- **Stores & Bonded Store List-03 Copies**
 - Certificate of Registry of vessel
 - Certificate of Radio Telegraphy
 - Certificate of vessels instruments/equipment
 - Safety certificates
 - Load Line certificate
 - Crew list -3 Copies
 - Crew declaration-1 Copy
 - Photo copy of De-Rat Exemption Certificate-1 Copy
 - Ships Particulars-02 Copies
 - Vaccination List-02 copies
 - All other internationally required documents.

Pollution: No dirty ballast. No oily water or refuse is to be discharged over board. When a vessel port waters in ballast, the ballast water for over side discharge must be clean and a declaration signed by the Master delivered to the terminal to this affect. Ashes, oil, oily water or other refuse must not be discharged overboard in port waters. Vessel's scrappers must be effectively plugged and leakage or spillage of oil onboard ship must not be swept or washed overboard whilst in port waters. Vessels are subject to heavy fines and liabilities for claims arising there from.