Kizomba B Terminal Pre-Arrival Questionnaire

1. Confirm:
   a. Name of Tanker
   b. Flag
   c. Port of Registry
   d. Radio Call Sign
2. Provide the vessel's:
   a. E-mail address
   b. Inmarsat phone number
   c. Inmarsat fax number

   Provide:
   a. Date Built
   b. Previous vessel name(s)
3. Provide vessel's ISPS MARSEC level when calling at the terminal
4. Provide the ETA at Kizomba 'B' Terminal waiting area
5. Provide SCAC Code if applicable
6. Provide Name of Master (as it will appear on Bill of Lading Documents)
7. Provide Name of the last port of call
8. Provide the voyage number when leaving Kizomba 'B' Terminal
9. Provide Name of next port of call
10. Provide name and contact details of the vessel's Angolan agent
11. Provide the destination or place for orders of the cargo
12. Provide SWL of Bitts and panama fairleads on stern where tug will be tethered
13. Provide:
    a. SDWT
    b. Distance between Stern and front of the Bridge
    c. LOA
    d. Beam
14. Provide:
    a. Number, type, and SWL of bow chain stoppers
    b. Bow chain stoppers and chocks are suitable to accept 76mm mooring chain
    c. Distance between bow panama fairlead and chain stopper
    d. Distance between aft end of chain stopper and first roller fairlead
15. Confirm the vessel has 2 mooring winches forward with messenger lines attached ready to accept 120 meters of 36mm diameter Kevlar pickup lines attached to the SPM Buoy hawsers
16. Provide:
    a. SWL of the hose derrick/crane
    b. Number of Cruciform Bitts at the manifold
    c. Distance from the hose rail (outboard radius) to the manifold
    d. Confirm the availability of cleats, padeyes, and bitts available in the manifold area for securing the hoses
    e. Distance from bow to the center of the manifold
    f. Maximum Freeboard expected while at this terminal
    g. Confirm the manifold is fitted with two 16 – 150 ANSI/ASA flanges.
17. Provide expected drafts Fore and Aft upon:
    a. Arrival at this Terminal
    b. Sailing from this Terminal
18. Confirm vessel is able to maintain trim of 3 meters or less while at this terminal
19. Provide:

a. Cargo nomination quantity in barrels at 60°F
b. Loading window (Lay Can)

20. Provide the net standard volume in barrels at 60°F requested by the vessel
21. Provide the vessel experience factor (VEF) for the last 10 voyages and the method used to calculate it
22. Provide the vessel's maximum loading rate in cubic meters per hour (m3/h) and barrels per hour (bph). If deballasting affects the loading rate what are the expected loading rates while deballasting and after deballasting is complete
23. Provide the quantity of cargo expected to be on board when the vessel arrives at this terminal
24. Provide the quantity and quality of slops on board, if any. Advise if the load on top procedure is to be followed on this loading
25. Specify the H_2S concentration in the vapor spaces in parts-per-million (ppm) for all cargo tanks and the measurement device used to measure the H_2S concentration. (The Master must notify the terminal of any increase in the concentrations of H_2S).

    Note: *The Master is advised to purge all vessel cargo tanks to ensure that H2S levels are less than 10 ppm measured in vapor prior to arrival at Block 15 Terminals. The Mooring Master will verify that H2S levels are below 10 ppm prior to the vessel being accepted for the berthing at Block 15 Terminals. All times required for purging cargo tanks to meet this requirement are for owner's account.*

26. Confirm that cargo and slop tanks will be under inert gas pressure upon arrival and that the oxygen content will be below 8% by volume
27. Confirm that heating coils and tanks are sound and are not leaking
28. Provide the quantity of clean ballast or segregated ballast on arrival
29. Can loading and deballasting be carried out concurrently? If not, state reasons
30. What is deballasting time
31. Confirm Vessel has the means recommended by the International Maritime Organization and Angolan Authorities for managing ballast water.
32. Confirm Vessel in possession of valid SOLAS, Safety Management & Document of Compliance (ISM Code) Certificates
33. Advise whether the vessel has any reportable sickness on board or whether the Master advises a clean bill of health
34. Confirm vessel’s cargo valve settings will remain in open position and not close, if loss of power occurs.
35. Confirm Officers and Crew are capable to connect and disconnect hoses

Please confirm your ETA regularly and 72 hours, 48 hours, 24 hours, and four hours distant and at any time a one-hour change of ETA is determined after the 24-hour notification.