

## REPSOL LA CORUÑA TERMINAL PRE-ARRIVAL REPORT FORM

Doc. version 0.6 Mar.2020

Masters are requested to report Vessel ETA to Repsol Terminal immediately after leaving their last port of call.

ETA confirmation must be sent 72, 48, 24, and 12 hours before arrival. Significant changes must be reported as well.

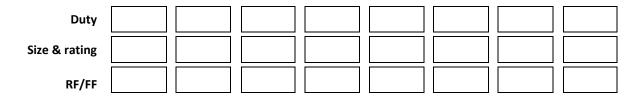
Master's 72 hour or last message if 72 hours one was not sent, should have attached the following form fully filled

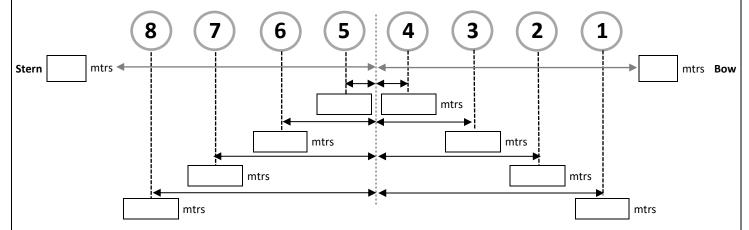
| AAA |  | Ship's name     |                                 | IMO N                         | r.                                       | Ca           | ll sign                |                          | Flag                                      |         | LOA   | (m)                                    | 1        | Beam (m)      |  |
|-----|--|-----------------|---------------------------------|-------------------------------|--|--------------|------------------------|--------------------------|---|---------|---|--|----------|---------------|--|
|     |  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| BBB | ETA La Cor   | uña Pilot Stat  | i <b>on</b> (dd/mm)             | /yyyy hh:mi                   | m)                                       | Last         | port of ca             | 1//                      |   |         | Destinat  | tion                                   |          |               |  |
|     | Aunitra  | al duafta       | Donor                           | a dvofto                      | 8.4                                      | )<br>0)/ d#  | oft alamas             | ida.                     | Mov                                       | DIAT    | Jonasid   | 10                                     |          |               |  |
| ccc | Arrival drafts (m)   |                 |                                 | ure drafts<br>(m)             |  |              | lraft alongside<br>(m) |                          | Max. DWT along<br>(MT)                    |         |   | Gross Tonnage (GT)                     |          | onnage (GT)   |  |
| ccc | Fwd  | Aft             | Fwd                             | Aft                           |  |              |                        |                          |   |         |   |  |          | '             |  |
|     |  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| DDD | Discharge sequence information   |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | Discharge sequence   | Cargo g         | Cargo grade/s                   |                               | Quantity (MT)                            |              |                        |                          |   |         | . rate  | rate H <sub>2</sub> S conte<br>/h) ppm |          | Benzene<br>%V |  |
|     | 1 <sup>st</sup>  |                 |                                 |                               |  |              |                        | 1                        |   |         |   | - ''                                   |          | 701           |  |
|     | 2 <sup>nd</sup>  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | 3 <sup>rd</sup>  |                 |                                 |                               |  | <del> </del> |                        |                          |   |         |   |  |          |               |  |
|     | Load sequence information  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| EEE | Load seque   | ence            | Cargo grade/s                   |                               |  |              |                        | Quantity (MT)            |   |         |   | Max. rate m <sup>3</sup> /h            |          |               |  |
|     | 1 <sup>st</sup>  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | 2 <sup>nd</sup>  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | 3 <sup>rd</sup>  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | 4 <sup>th</sup>  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | 5 <sup>th</sup>  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| FFF | Previous last three care   |                 |                                 |                               |  |              | Transit c              | Transit cargoes (if any) |   |         | GRADE/S, QUANTITY & FLASH POINT                               |  |          |               |  |
|     | 1 <sup>st</sup>  |                 | 2 <sup>nd</sup> 3 <sup>rd</sup> |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | LPG carriers only  NO ACCEPTABLE TO OPERATE OVER 80% OF CARGO TANK RELIEF VALVE SETTING  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| GGG |  | condition on a  |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     |  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| ннн | Have been  | all nominated   | cargo tank                      | s inerted?                    |  |              |                        | 1                        | nert ga                                   | s/nitro | gen pro   | duction                                | rate (r  | n³/hr)        |  |
|     | Have been all nominated cargo tanks inerted?  FLASH POINT<60°C CARGOES MUST BE OPERATED BELOW 8% TANK OXYGEN CONTENT  INERT GAS OXYGEN CONTENT NOT MORE THAN 5%  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     |  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | Loading operation nominated cargo tanks preparation (tank cleaning method, stripping, well drain)  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| III |  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | Crude oil tankers only: Is planned to carry out COW and, if so, COW Manual pre-arrival has been satisfactorily completed?  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| JJJ | PORT AUTHORITY WARRANT MUST BE OBTAINED VIA AGENT AT LEAST 24 HOURS PRIOR ARRIVAL  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | Operational into le the following equipment fully energianal? Navigation Lifecoving Firefighting Apphasing Marrier FTOD's  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| ккк | Operational infoIs the following equipment fully operational? Navigation, Lifesaving, Firefighting, Anchoring, Mooring, ETOP's,Cargo equipment, I.G.S. plant and C.O.W. equipmentETOP's REQUIRED BY PORT AUTHORITY   |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     |  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| LLL | Supply and services requirements   |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | Bunker grad  | le/s & quantity | Fresh<br>water                  |                               | irty ballast quantity composition & rate |              | Nitrogen Slo           |                          |   |         | quantity, rate & composition cal additives, H <sub>2</sub> S) |  |          |               |  |
|     | MGO  |                 | water                           | Compositi                     | JII & 14                                 |              |                        |                          | (;  | grades  | , orientic  | ai additi                              | VC3, 112 | 0)            |  |
|     |  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | IFO 380 1%   |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
| ммм |  | er to be discha |                                 | clean?<br>with IMO regulation |  |              | 1                      | Ballast to be handle     |   |         | Time to ballast/deballast                                     |  |          |               |  |
|     | In the state of th |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     |  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |
|     | Registered owner   |                 |                                 | Master's full name (SURNAM    |  |              |                        |                          | ME, NAME) Ship's e-mail for document excl |         |   |  | exchange |               |  |
| NNN |  |                 |                                 |                               |  |              |                        |                          |   |         |   |  |          |               |  |



## REPSOL LA CORUÑA TERMINAL PRE-ARRRIVAL REPORT FORM

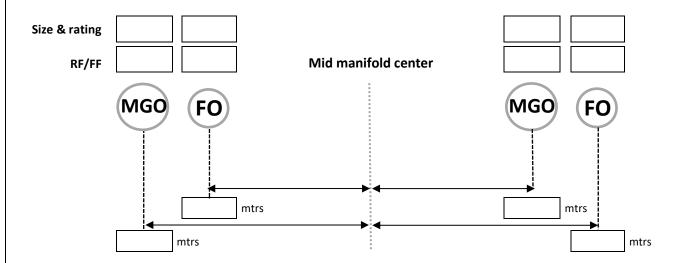
## Cargo manifold arrangement





**Duty:** Cargo / Vapor lines /  $N_2$  lines || Size in inches || Rating: Class 150 / 300 || RF/FF: RF= Raised flange FF= Flat Flange

## Bunker manifold arrangement



Size in inches | Rating: Class 150 / 300 | RF/FF: RF= Raised flange FF= Flat Flange

Ship's representative Digital signature