

Port of Ras Tanura

**General Rules & Information,
Ras Tanura Terminals
Including Contents Page & Annex**



Port of Ras Tanura – Contents

General Rules & Information,

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Ras Tanura Port

Rules Regulations and General Information

1 Port Description and Definition

The Port of Ras Tanura is situated in the Eastern Province of the Kingdom of Saudi Arabia on the shore of the Arabian Gulf.

1.1 Harbor Boundaries

The limits of the Port of Ras Tanura are bound by the following geographical coordinates:

1	26° 38.00'N	50° 09.00'E
2	26° 37.20'N	50° 09.00'E
3	26° 36.50'N	50° 12.50'E
4	26° 37.75'N	50° 14.70'E
5	26° 38.00'N	50° 16.60'E
6	26° 50.00'N	50° 13.00'E
7	27° 00.00'N	50° 23.00'E
8	27° 12.00'N	50° 23.00'E
9	27° 12.00'N	50° 11.00'E
10	27° 01.00'N	50° 01.00'E
11	26° 49.50'N	49° 59.00'E

1.2 Terminals

The following Saudi Aramco terminals form the Port of Ras Tanura:

- Ras Tanura Terminal
- Juaymah Crude (SPM) Terminal
- Juaymah LPG Terminal

These terminals are described in their own sections.

1.3 Marine Terminal Assistance Fees

The Owners, Operators and Charterers of any vessel calling at Ras Tanura Port shall be liable and shall reimburse Saudi Aramco promptly and in full for all applicable Ras Tanura Marine Terminal Assistance Fees.

2 Navigational Information

2.1 Meteorology

2.1.1 Winds:

Winds in the area are not predictable for more than a few hours and may come from any quarter at varying strength. The prevailing wind is from the NNW. Winds of any strength tend to create short steep seas, which develop quickly. Easterly winds however, cause heavy seas and swell, which can last for a considerable period. For a more complete description of the winds of the Arabian Gulf, refer to “Sailing Directions.”

2.1.2 Visibility

Visibility in this area is generally fair to excellent but at times the dust is held in suspension in the atmosphere and visibility is reduced to a very short distance. This phenomenon is more deceptive than fog in that mariners are apt to believe visibility to be greater than it actually is. Dense fog with or without sand or dust may occur in the morning hours.

2.1.3 General Climate

The climate of Ras Tanura is comparatively favorable for the Arabian Gulf. The exposed position of the Port permits the winds to mollify the heat of summer. Temperatures have been recorded in previous years as follows: Absolute Maximum 45.6 °C (114 °F) in June, Mean Maximum 38.4 °C (101.1 °F) in August, Mean Minimum 12.5 °C (54.5 °F) in January. Absolute Minimum 0.0 °C (32 °F) is in January.

2.1.4 Humidity

During most of the year, the relative humidity is high during late summer and early autumn. It frequently exceeds 85%.

2.1.5 Tidal Range and Flow

The datum used by Saudi Aramco is based on the LOWEST ASTRONOMICAL TIDE and all depths are quoted in meters. Locally the diurnal tide rise is approximately 2.44 meters at Springs and 1.52 meters at Neaps. More detailed descriptions of tides and currents in the locality can be found in “Sailing Directions.” Due to the configuration of the coastline, a system of tidal currents prevails with flood tide setting toward South or SSE and ebb setting toward North or NNW.

2.2 Charts and Publications

2.2.1 Charts

Charts are available in various forms, including paper-based tables and digital from worldwide Hydrographic agencies. Vessels should always use with the largest scale chart available maintained in an up to date format with the latest corrections and Notices to Mariners applied.

2.2.2 Tide Tables / Tidal Stream Atlas

Tide tables are published in various forms, including paper-based tables and digital tables.

When using tide tables for Saudi Arabian waters the validity of data should be supplied by a trusted source for example Saudi Aramco or UK Admiralty, and should be maintained in an up to date format with the latest corrections applied.

2.2.3 Pilot Books / Sailing Directions

Pilot Books / Sailing Directions are published in various forms, including paper- based or digital booklets.

When using information for Saudi Arabian waters the validity of data should be supplied by a trusted source for example UKHO, and should be maintained in an up to date format with the latest corrections applied.

2.2.4 List of Lights / fog signals and Lists of Radio signals

Lists of Lights / Fog signals and Radio Signals are published in various forms, including paper-based or digital booklets.

When using information for Saudi Arabian waters the validity of data should be supplied by a trusted source for example UKHO, and should be maintained in an up to date format with the latest corrections applied.

2.3 Navigational aids and Warnings

The buoyage system for the Port of Ras Tanura is the I.A.L.A. System, Region A.

2.3.1 Navigational Warnings

Navigational warnings are broadcast by NAVTEX and Port Control Center.

2.4 Anchorage and Anchoring

2.4.1 Holding Ground

The Port of Ras Tanura is an open roadstead, but some protection is afforded by shoals and land to the extent that vessels do not experience heavy movement. Holding ground in all anchorages is fair and it is recommended that anchored vessels lie to a long scope of chain whenever the weather is unfavorable.

2.5 North Holding Anchorage

The Northern Holding Anchorage is located on the north side of the Ras Tanura Separation Scheme, west of the Entry Buoy and north of “Ghariba” Beacon (Racon). This anchorage covers an area of approximately 30 square miles, with depths between 25 and 46 meters. It is intended as an initial holding area for incoming vessels, which, because of poor berthing prospects, congestion or other reasons will not be berthed on arrival.

2.6 Anchoring

1. Prohibited Entry

No vessel shall enter the prohibited area without a Pilot on board.

2. Use of Anchors Prohibited

Under no circumstances shall anchors be used and both anchors must be effectively secured when proceeding to Sea Island or the East Side of North Pier.

3. Anchoring, including in an Emergency

Any vessel navigating within Ras Tanura Port limits must seek permission from Ras Tanura Port Control Center before utilizing anchors.

All vessels will anchor in positions designated and in coordination with Ras Tanura Port Control Center.

When a vessel requires to anchor during an emergency situation full consideration must be given to anchoring, with permission and at a safe distance from all

- Prohibited, Restricted or Cautionary areas,
- Underwater installations,
- Submarine Cables or Pipelines,

During transit of all navigational areas within Ras Tanura Port, Masters must be aware at all times of the proximity and position of all charted underwater topography and obstructions in case the unexpected need to anchor arises. A suitable passage plan should be in use from entry of the port to exit the port and include recognition of underwater obstructions as detailed by chart symbols used by all international hydrographic organizations and ECDIS as appropriate.

Vessels proceeding to an anchorage or at an anchorage must ensure anchors not in use are effectively secured and lashed in the hawse-pipes to prevent accidental use.

On completion of berthing and secure at North Pier and Sea Island the anchors shall be effectively secured and lashed in the hawse-pipes to prevent accidental use and dropping with subsequent damage to the subsea pipelines and equipment.

3 Arrival Communications

Refer to "Common Rules and Information," section 6.0 "Radio Communications and Messages," and in particular, Section 6.4 "THE STANDARD MESSAGES."

3.1 VHF Communications

3.1.1 VHF Radio Channel 10 - General

All vessels shall monitor VHF radio channel 10, from the "Approach" buoy up to the "A" buoy, when under way in the approach channels to the Port of Ras Tanura and in the areas of Juaymah Crude Terminal, North Holding Anchorage and Juaymah NGL Terminal.

3.1.2 Monitoring VHF Radio Channel 13 - General

Vessels arriving at the Port of Ras Tanura shall monitor VHF channel 13 from the “A” buoy until Pilot boarding time; including time at anchor in the South Holding or Freighter anchorages. Vessels departing from the Port of Ras Tanura shall monitor VHF channel 13 from the time of disembarking the Pilot, up to the “A” Buoy.

3.2 Early Contact

VHF contact with Ras Tanura Port Control should be established within 100 miles of the Port (or more in good propagation conditions) and maintained when anchored. Tankers calling Ras Tanura Port Control shall provide the following information:

1. ETA at Ras Tanura entry buoy
2. Arrival and Sailing draft
3. Last Port of Call
4. Arrival displacement
5. Oxygen content in cargo tanks
6. Cargo requirement with sequence
7. Status of previous defects if any.
8. Tanks pressure and temperature (LPG)
9. Current defects.
10. ISPS (ISSC validity and level)

3.3 Arrival at the Port

Vessels shall call Ras Tanura Port Control on VHF channel 16 and 10 when passing the “Entry buoy,” at which time information relating to berthing or anchoring will be confirmed.

3.4 Anchoring After Arrival

If the vessel is required to anchor on arrival, then as soon as the vessel is anchored, the Master should advise Ras Tanura Port Control on VHF channel 10. After anchoring, vessels should maintain a listening watch on VHF channel 16 and 10.

3.5 When at Berth

Vessel is required to maintain listening to VHF channel 16 and 13 while alongside the berth. Use of VHF at the berths in the Port of Ras Tanura to contact Saudi Aramco Terminal Planners, Ras Tanura Port Control or Agents is permitted.

4 Arrival Procedures

4.1 Arrival Directions

Vessels arriving should make for a position approximately 2 miles north of the Ras Tanura light float in position 27° 05.6'N 50° 57.5'E. From there, they should proceed to enter the inward channel of the separation scheme passing north of the Approach and Entry buoys. Vessels shall then proceed as instructed.

4.2 Proceeding to the Northern Holding Anchorage

A vessel with no special instructions or with instructions to proceed to the Northern Holding Anchorage shall, after passing the Entry buoy, proceed to Northern Holding Anchorage to drop anchor.

After anchoring, the vessel should immediately advise Ras Tanura Port Control on VHF channel 10 of the anchoring time. Thereafter, they should monitor VHF channel 16 and 10 for further instructions.

4.3 Proceeding to a Specified Terminal

A vessel with instructions to proceed directly to Ras Tanura Terminal, Juaymah Crude Terminal or Juaymah LPG Terminal shall, after passing the Entry buoy, proceed as directed by Ras Tanura Port Control.

4.4 Proceeding Via Ras Tanura Arrival Channel

For vessels proceeding to the Ras Tanura Terminal, the maximum permitted arrival draft is 16.30 meters, plus the rise in the height of tide above L.A.T. at the time of transit, up to a maximum of 18.00 meters.

4.4.1 Channel Pilotage

Pilotage is not provided for any of the channels in the Port of Ras Tanura.

5 Traffic Movements and Maneuvering

5.1 Vessel Traffic Management System (VTMS)

A mandatory Vessel Traffic Management System (VTMS) is in operation to improve navigational safety for all vessels within the Port of Ras Tanura. It achieves this by:

The Ras Tanura VTMS Operators Will Never, Under Any Circumstances, Assume Control Of, Or Responsibility for Vessels Navigating in The Area. The Port Captain May Issue Special Instructions in Exceptional Circumstances.

5.1.1 The Service Provided to Masters

The VTS Operator will provide the following information service for the Masters:

- Information on channel and port conditions, congestion, weather, tides, navigational aids, etc.

- Information on the movement of other vessels, dangerous maneuvering situations, vessels violating port rules and regulations, berthing prospects and anchoring conditions.
- Advice on port rules regarding the movement of deep draft vessels and the priorities of vessel movements. It may be necessary for vessels arriving to reduce speed to permit safe passage for outgoing deep draft vessels.

5.1.2 Special Orders and Exceptional Circumstances

Whenever a potentially dangerous or hazardous situation exists within the Ports of Ras Tanura, the Port Captain or his Deputy may issue orders regarding same. Such orders will normally be relayed through the VTMS and will be preceded by the phrase "By Order of the Port Captain."

5.2 Traffic Rules

The following rules apply to all ships entering or leaving the Ports of Ras Tanura or Dammam by way of the Ras Tanura Channel. The separation zones and routes shown on the charts of the Ras Tanura Channel are approved by IMO. Violators of the routing recommendations will be reported to their Owners/Operators/ Agents and/or Charterers.

All limited speeds must be adhered to within Ras Tanura Port limits unless a controlled deviation is required for reasons of safety.

5.2.1 General

Vessels departing from North Holding Anchorage shall advise Ras Tanura Port Control on VHF, channel 10, of their intentions 30 minutes before weighing anchor. Vessels departing from Ras Tanura Inner Anchorage shall advise Ras Tanura Port Control on VHF, channel 13.

5.2.2 Crossing Channel Separation Zones

Vessels crossing the Ras Tanura Channels for any reason should do so only with the concurrence of and under the guidance of Ras Tanura Port Control. This includes, for example, entering the arrival channel from the Northern Holding Anchorage.

5.2.3 Ships Bound to And from the Port of Dammam

Ships bound to and from the Port of Dammam shall keep to the eastern part of the Tanker Anchorage and avoid the maneuvering areas extending from the anchorage to the Sea Islands and Piers.

Outbound ships from Dammam shall, when passing Dammam Channel Buoy No. D11, alert Ras Tanura Port Control on VHF channel 13 of their estimated time of arrival at the southern extremity of the Tanker Anchorage.

5.2.4 Ras Tanura Arrival Channel Rules All inbound ships:

- A. Navigating in The Departure Channel: Under No Circumstances Shall Inbound Vessels Navigate in The Departure Channel.
- B. Reporting Positions: When Passing the Entry Buoy Report to Ras Tanura Port Control on VHF Channel 10. When Passing The "A" Buoy, Report Again to Ras

Tanura Port Control on VHF Channel 10, Who Will Then Advise to Shift VHF Channel To 13.

- C. Limited Speed: All ships using the Ras Tanura Port, Traffic Separation Scheme shall on passing the Ras Tanura, Approach Buoy or joining at any other point approved by Ras Tanura Port Control Center proceed at the following mandated speeds:
 - From Approach Buoy to Delta (D) Buoy: Not exceed a speed of 12 knots.
 - From Delta (D) Buoy to the South extremity of the Tanker Anchorage, all ships shall limit their speed to 5.0 knots or to the minimum required for safe maneuvering.
- D. Overtaking: Vessels Shall Not Overtake Other Vessels After Passing The “D” Buoy.
- E. Minimum Distance Between Vessels: Vessels Shall Maintain A Distance Of At least Two Miles from Vessels Proceeding in The Same Direction After Passing The “D” Buoy.
- F. Navigate with Caution: Vessels Shall Navigate with Caution and Give Way to Vessels Departing from the Berths and Anchorages.

5.2.5 Ras Tanura Departure Channel Rules All Ships Using the Outbound Channel:

- A. Navigating in the Inbound Channel: Under No Circumstances Shall Outbound Vessels Navigate in The Arrival Channel.
- B. Overtaking: Vessels Shall Not Overtake Other Vessels Until After Passing The “B” Buoy.
- C. Minimum Distance Between Vessels: Vessels Shall Maintain A Distance Of At Least Two Miles from Vessels Proceeding in The Same Direction Until Both Vessels Have Passed Clear of the “B” Buoy.
- D. Limited Speed: All departing ships approved by Ras Tanura Port Control Center to use or join at any point the Ras Tanura Port, Traffic Separation Scheme shall proceed at the following mandated speeds:
 - From the South extremity of the Tanker Anchorage to the entrance to the Departure Channel and until passing Foxtrot (F) Buoy shall limit their speed to 5.0 knots or to the minimum required for safe maneuvering.
 - From Foxtrot (F) Buoy to Approach Buoy: Speed not exceeding 12 knots
- E. Maximum Sailing Draft in The Departure Channel:
 - Shall Not Exceed 21.0 Meters Draft.
 - Have an Under-Keel Clearance Of At Least 1.5 Meters.

5.2.6 Anchorages and vessel Maneuvering Areas:

Limited Speed: Vessels not proceeding within the Ras Tanura Traffic Separation scheme and maneuvering while proceeding to and departing from the following areas shall limit their speed to 5.0 knots or to the minimum required for safe maneuvering.

- The area between the South extremity of the Tanker Anchorage and the entrance to the Departure Channel ('H' and '20' buoys).
- North Holding Anchorage and within its boundaries
- Juaymah LPG Anchorage and within its boundaries
- Juaymah SPMs, 5.0-mile radius
- Juaymah NGL Pier, 5.0-mile radius

6 Facilities

6.1 Bunkers

Saudi Aramco fuel oil bunkers are available at berths in the Port.

Vessels taking only bunkers are urged to call at Ras Tanura prior to loading elsewhere to avoid delays caused by draft and berthing assignment problems.

All bunkering operations will be conducted to comply with pertinent national and ratified International Regulations, which includes provisions of Bunker Delivery Notes (BDNs). Saudi Aramco will also deploy, where necessary, indicative MARPOL sampling to enforce fuel oil quality delivered through Saudi Aramco ports and terminals.

Non-Aramco bunkering services are available. Vessels employing these services are not permitted to bunker within the operating area of the Port of Ras Tanura.

6.2 Fresh Water

Drinking and boiler water are NOT available in the Port of Ras Tanura. In cases of emergency, ship agents may be able to arrange delivery of small quantities by barge.

6.3 International Ship and Port Facility Security Code

- Contact Information, Ras Tanura Assistant PFSO:

Tel: +966 13 6731152 – 24hrs contact.

Tel: +966 13 6730080 – 24hrs contact.

Email: SNRHPT@aramco.com

7 Shipping Agent Contact Details

The following companies are available to act as ships agents at the Saudi Aramco Terminals.

Information contained in the table may be altered by the listed organizations without advance notice to users.

Ras Tanura Shipping Agencies

Agency	Services	Phone	Mobile 1	Mobile 2	24 Hours	Fax	E Mail
Yusuf Bin Ahmed Kanoo (S5 Agency world)	1 3	(013) 667 1868 (013) 667 0792	(013) 667 1876	-	-	(013) 667 3093	ksadrtn@kanoosa.com a35sj419@gncomtext.com kanoorastanura@kanoosa.com
Gulf Agency Company, Saudi Arabia	1	(013) 667 2240 (013) 667 0636 (013) 667 0632	(055) 095 2451	-	-	(013) 667 2248	rastanura@gac.com
Faisal M Higgi and Associates Co Ltd	1	(014) 322 2046 Ext : 702/133	(050) 439 8008	-	(014) 322 2046 Ext : 702/133	(014) 322 4388	Ops01@faisal-higgi.com RasTanura@faisal-higgi.com
Arabian Establishment for Trade and Shipping Ltd (Al Arabia)	1	(013) 667 3860 (013) 832 1036	-	-	-	(013) 667 3864	aetrtn@aetshipping.com
Sharaf Shipping Agency Co. Ltd	1	(013) 668 2824	(055) 531 7293	-	-	(013) 667 2144	ssaops@ssadammam.com
Wilhelmsen (Binzagr Barwil Maritime Transport Co Ltd)	1 2	(013) 667 3364 (013) 667 2100	(056) 298 7182	(056) 629 8184	-	(013) 667 3620	wss.rastanura.operations@wilhelmsen.com
Oriental Commercial and Shipping Co. Ltd (OCSCl)	2	(013) 826 0529 (013) 667 2439	(050) 800 8278	-	-	-	Fareed.alfaraj@ocsccl.com lrfan.hameed@ocsccl.com
High Seas Marine & Industrial Services Co	1 2	(013) 668 2165 (013) 668 2570	(013) 668 2573 EXT 118	-	-	(013) 668 2158	ops.rastanura@highseas.com.sa operations@highseas.com.sa
Haji Abdullah Alireza and Company Ltd (Alireza)	1	(013) 667 0656 (013) 667 2491	(050) 585 8791	-	(013) 667 0656	(013) 667 2495	rtalireza@alireza.com.sa
Globe Marine Services	1	(013) 667 4242	(050) 590 8375	(056) 038 3214	-	-	gmsopsrst@globeksa.com
Lama Marine Service Company	1 2	(013) 667 5644	(055) 963 5635	(050) 059 3107	-	(013) 667 5786	shuaib@sedres.net asaf@sedres.net

Shipping Agencies are locally licensed to provide services for - 1. Maritime Support Services 2. Chandlery services 3. Bunker Services
If dialing from an International destination: All landline / Mobile / Fax numbers must be preceded by Saudi Arabian country code. (00 966) or (+966) and then remove the first zero of the number. For example: Local (013) *** ***** will become either 00 966 13 *** ***** or +966 13 *** *****

Ras Tanura Terminal

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Ras Tanura Terminal

Rules Regulations and General Information

1 General

1.1 Location

The Ras Tanura Terminal is located on a peninsula, the southern end of which forms a sand spit. The tip of this spit is officially known as Ras Tanura.

At this southern tip, a survey reference point is located and marked by a beacon.

1.2 Description

1.2.1 The South Pier

The South Pier is connected to the east side of a peninsula by a causeway and trestle. The "T" Pier has four berths (1 to 4) but at present is mothballed.

1.2.2 The North Pier

The North Pier is located about 3/4 mile to the north of the South Pier and has a causeway and trestle that extends from the peninsula. It comprises six berths (6 to 11). Crude oil and products are available at the North Pier.

1.2.3 The Sea Islands

A complex of three Sea Islands, interconnected by walkways, is located approximately one-mile northeast from the North Pier. Sea Island #1 is currently isolated and abandoned in place.

1.3 Marine Terminal Assistance Fees

The Owners, Operators and Charterers of any vessel calling at Ras Tanura Port shall be liable and shall reimburse Saudi Aramco promptly and in full for all applicable Ras Tanura Marine Terminal Assistance Fees.

2 Entering the Terminal

2.1 VHF Communications

2.1.1 At Anchor

A constant listening watch should be maintained on VHF channels 16 and 13. Vessels will be called by Ras Tanura Port Control with berthing information and other instructions. Ras Tanura Port Control should be called on VHF channel 13 prior to weighing anchor.

2.1.2 Underway:

A. Inbound

All vessels should maintain a listening watch on VHF channels 16 and 13 for Ras Tanura Port Control.

B. Outbound

After disembarking the Pilot or before leaving the tanker, anchorage vessels must maintain a listening watch on VHF channels 16 and 13 for Ras Tanura Port Control.

C. Under Pilotage

Pilots carry portable intrinsically safe radios, which operate on Saudi Aramco dedicated mooring channels for contact with tugs and jetty staff. In addition, the vessel's VHF radio should be on standby on channel 13 for back up communications.

D. At Berth

An exchange of intrinsically safe portable radios will be made between vessel and jetty personnel to ensure constant communication while loading. VHF channel 13 should also be monitored.

2.2 Proceeding from Sea

Follow the channel separation scheme to Buoy "H" according to advice from Ras Tanura Port Control on VHF channel 10. Ras Tanura Port Control will advise whether the vessel will berth on arrival or anchor in the Ras Tanura South Tanker Anchorage.

2.3 Proceeding from North Holding Anchorage (NHA)

Vessels entering the separation scheme from the NHA should do so only under the guidance of Ras Tanura Port Control on VHF channel 10.

2.4 Proceeding Via East Channel

Follow the buoyed route to Buoys RTE 7 and RTE 8 then proceed to Tanker Anchorage or Pilot boarding position as directed by Ras Tanura Port Control

Caution

It is recommended that vessels over 10.67 meters draft and/or more than 244 meters LOA are not to use the East Channel.

2.5 Anchorage Areas

2.5.1 Tanker Anchorage

The Tanker Anchorage lies approximately 1.6 miles east of the Sea Islands and is used as a final holding area for vessels that have immediate berthing prospects, or for vessels awaiting cargo clearance, release, sailing documents, etc., and whose draft does not exceed 17.5 meters. Under normal circumstances, no more than 10 vessels are allowed to use this anchorage at one time.

2.5.2 Freighter Anchorage

This anchorage, south east of the “SPIT” Buoy, is used as a holding ground for coastal tankers and miscellaneous small vessels and craft inbound for Saudi Aramco Marine facilities located at the West Pier.

2.5.3 Deep Draft Anchorage

Vessels with a draft of more than 17.5 meters, which are required to anchor upon completion of loading, awaiting suitable tide, must normally do so in area approximately 0.7 miles north of the Sea Islands. This anchorage swept depth of 21.9 meters and holding ground is only considered due to variations in character of the bottom. It is recommended that lie to a long scope of chain in adverse weather. No more than two vessels are allowed to use this anchorage at one time.

3 Berthing of Vessels

3.1 Pilot Boarding Areas

3.1.1 Vessels from Arrival Channel

Pilot will normally board south of Buoy “H,” as advised by Ras Tanura Port Control on channel 13.

3.1.2 Vessels at Tanker Anchorage

After heaving anchor, the vessel will be advised by Ras Tanura Port Control on channel 13 to proceed toward a position approximately 1.5 miles SE of the south end of Sea Island, dependent on weather and tidal conditions. For ships assigned to North Pier, pilot boarding position is 2 miles east of the North Pier.

Vessels must not approach any closer than 1.5 miles to the piers or Sea Island without a Pilot on board due to the tidal streams in the area.

3.2 Mooring/Line Boats

Mooring boats are not used at Ras Tanura Terminal.

3.3 Sea Island Submerged Pipelines

All traffic must pass east of the Sea Islands due to the existence of numerous submerged oil pipelines between the Sea Islands and the Shore.

3.4 Mooring Lines

Vessels should have heaving lines ready to take the shore messenger after landing alongside. The messenger is then made fast to the ship’s mooring line, which is hove ashore by means of a capstan.

Heavy wires should be sent ashore one at a time. Ropes may be sent ashore two at a time. Jetty Crews are on duty continuously to handle mooring lines. Saudi Aramco personnel will not handle mooring lines on board vessels.

3.5 Ship/Shore Connections

Jetty crews are on duty continuously to handle oil hoses/arms and will make all connections and disconnections.

All loading connections are equipped with electrical insulating flanges; therefore, ship to shore bonding cables must not be rigged.

3.6 Dock Water Density

The specific gravity of seawater at Ras Tanura is approximately 1.032.

3.7 Ballast and Slop Reception

Saudi Aramco Ports and Terminals are part of a National network of Ports and Terminals that are governed through pertinent national legislations. Thus, Saudi Aramco Ports and Terminals request all ships calling at its terminals to liaise with their respective shipping agent to arrange for all MARPOL reception requirements.

3.8 Cargo Available

3.8.1 Crude Oils

- Arabian Extra Light crude
- Gas condensate
- Arabian Light crude
- Arabian Medium crude
- Arabian Medium crude (BANACO)
- Arabian Heavy crude

3.8.2 Products

- Fuel Oil (A960)
- White Diesel (A 888)
- Kerosene (A 418)
- Naphtha (A 310)

3.8.3 Min. Topping-off Rate

Min. topping-off rate is normally 15,000 barrels per hour, this must be confirmed during Terminal/Ship pre-operation agreements.

3.9 Safe Loading Drafts

If at any time a vessel's draft approaches to within 1 meter of the depth of water at the berth, loading will be suspended until a rising tide increases the depth to permit resumption of loading and provide for a safe draft of the fully loaded tanker on departure.

3.10 Maximum Arrival Draft

The maximum arrival draft at the Sea Islands is 16.30 meters plus rise of tide up to a maximum of 18.00 meters. This is due to water depths in the Ras Tanura arrival channel.

3.11 Maximum Sailing Draft

The maximum sailing draft, from the Sea Island, is 19.50 meters plus the height of tide above L.A.T., limited to an absolute maximum of 21.00 meters, at the time of transiting the Deep-Water Channel.

3.12 Gangways

3.12.1 North Pier

At North Pier, all vessels are required to provide their own gangway, which should be ready prior to berthing.

3.12.2 Sea Islands

Shore gangways are provided at each Sea Island berth.

4 Completion and Departure

4.1 Giving Notice of Expected Completion Time

As an aid to planning and expediting ship's movements and also to give adequate notice to vessels scheduled to berth, vessels loading at the berths shall call Ras Tanura Port Control on VHF channel 13 one hour before completion of loading.

4.2 Deep Water Departure Channel

The deep-water departure channel has a clear swept depth of 21.00 meters at L.A.T. A minimum of 1.50 meters under keel clearance is required for all vessels transiting this channel during departure. In any event, the maximum draft shall not exceed 21.00 meters.

4.3 Departure Pilotage

4.3.1 Requesting Channel Line-Up

On departure from the Ras Tanura Terminal, Masters of vessels of 150,000 tons DWT and above may request additional pilotage assistance to line up for the Deep-Water Departure Channel.

4.3.2 Compulsory Channel Line-Up

Such pilotage assistance is compulsory for vessels with a draft of 20.50 meters or more. In such instances, the Harbor Pilot will remain on board until the vessel is aligned on a safe course for the Departure Channel.

4.3.3 Pilot's Method of Disembarking

In rough weather, the pilot will usually disembark in sufficient time to ensure a lee for the pilot boat. In the event that this is impossible, provision is made for the Pilot to leave by helicopter subject to the conditions of Part 1, Section 8.2 "Disembarkation of Pilots" in the common rules and information.

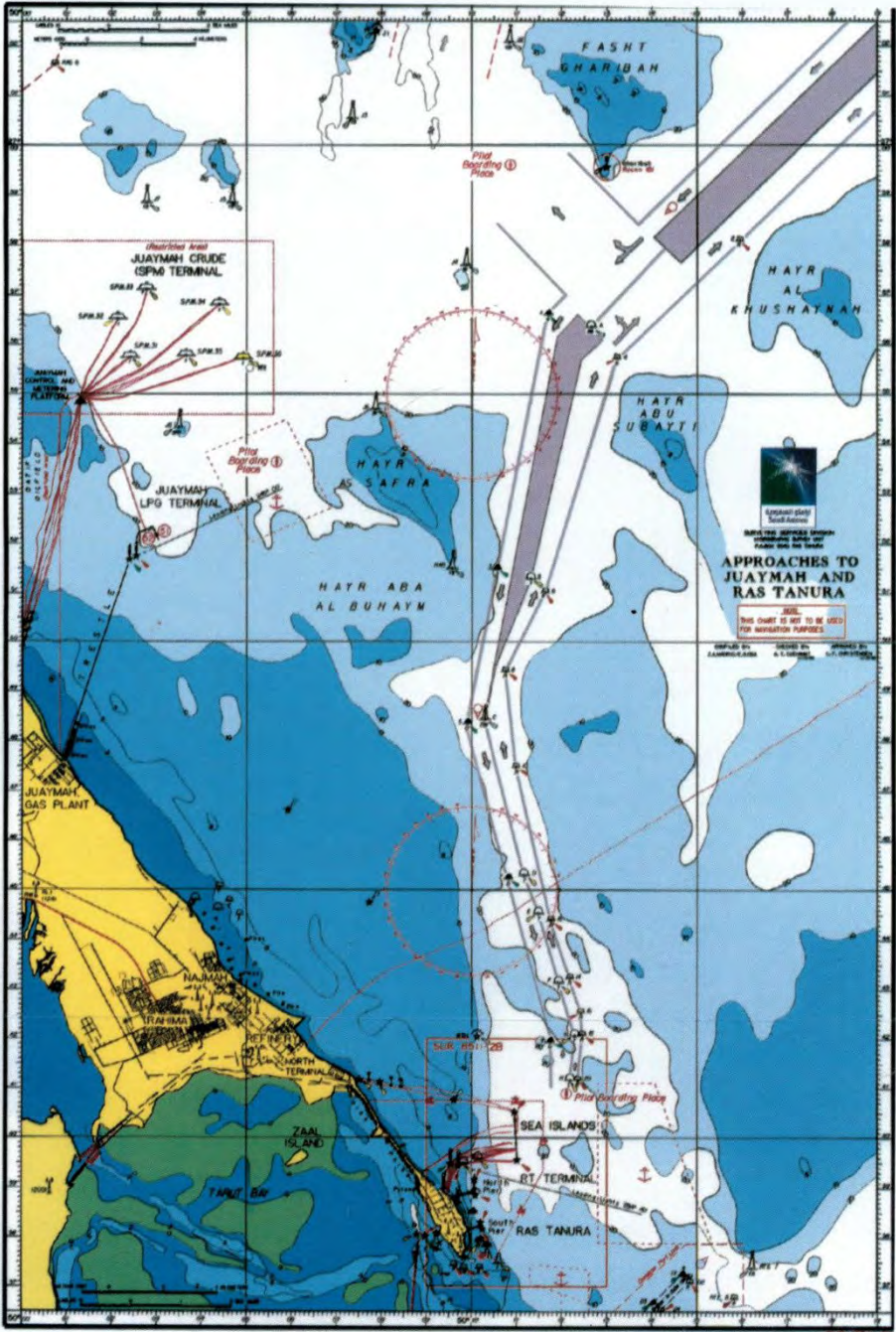
4.3.4 Proceeding to North Holding Anchorage

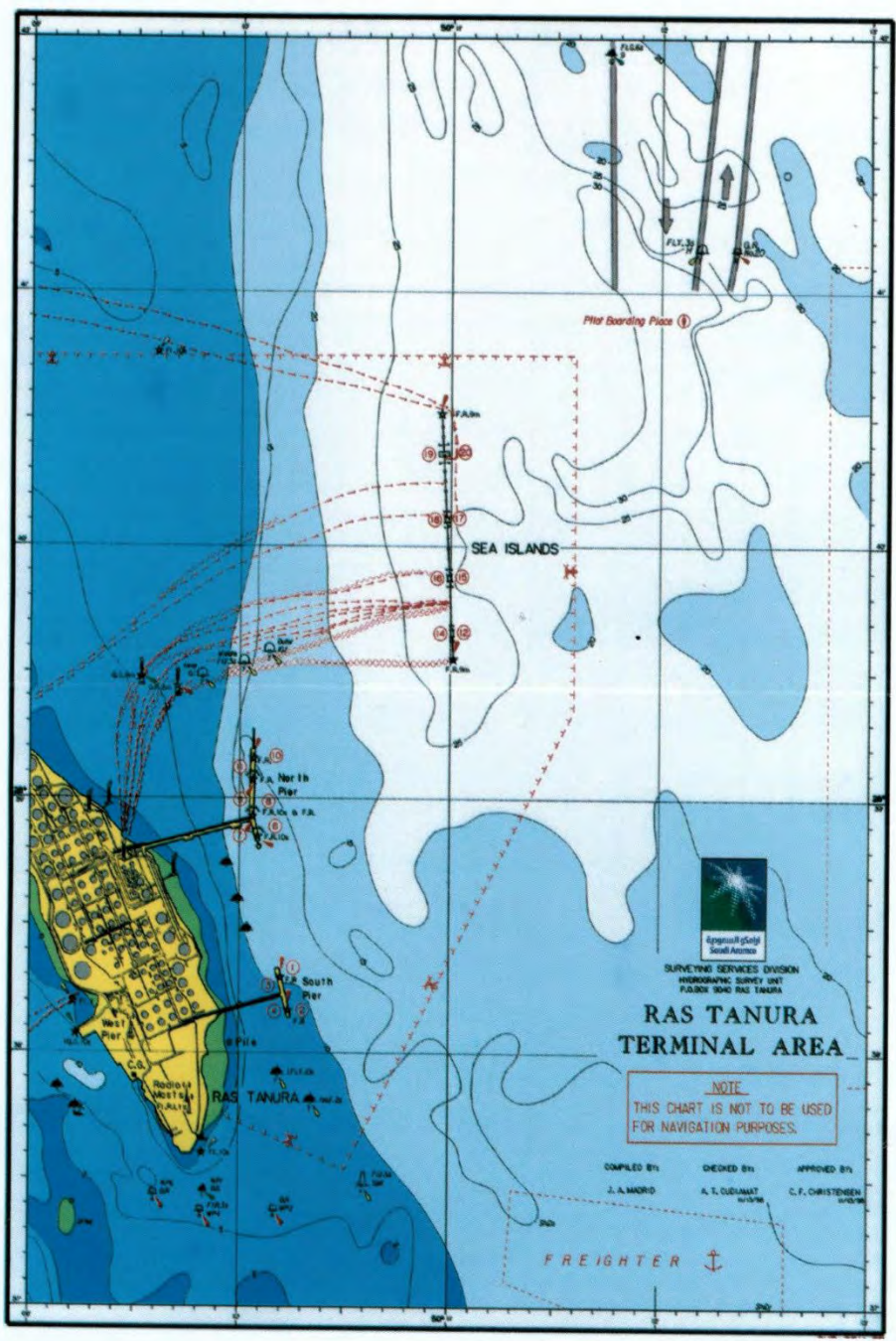
The vessel should leave Ras Tanura Terminal and follow the Departure Channel, observing the separation scheme to the North Holding Anchorage under advice of Ras Tanura Port Control. The Master should advise Ras Tanura Port Control on channel 10 of the anchoring time.

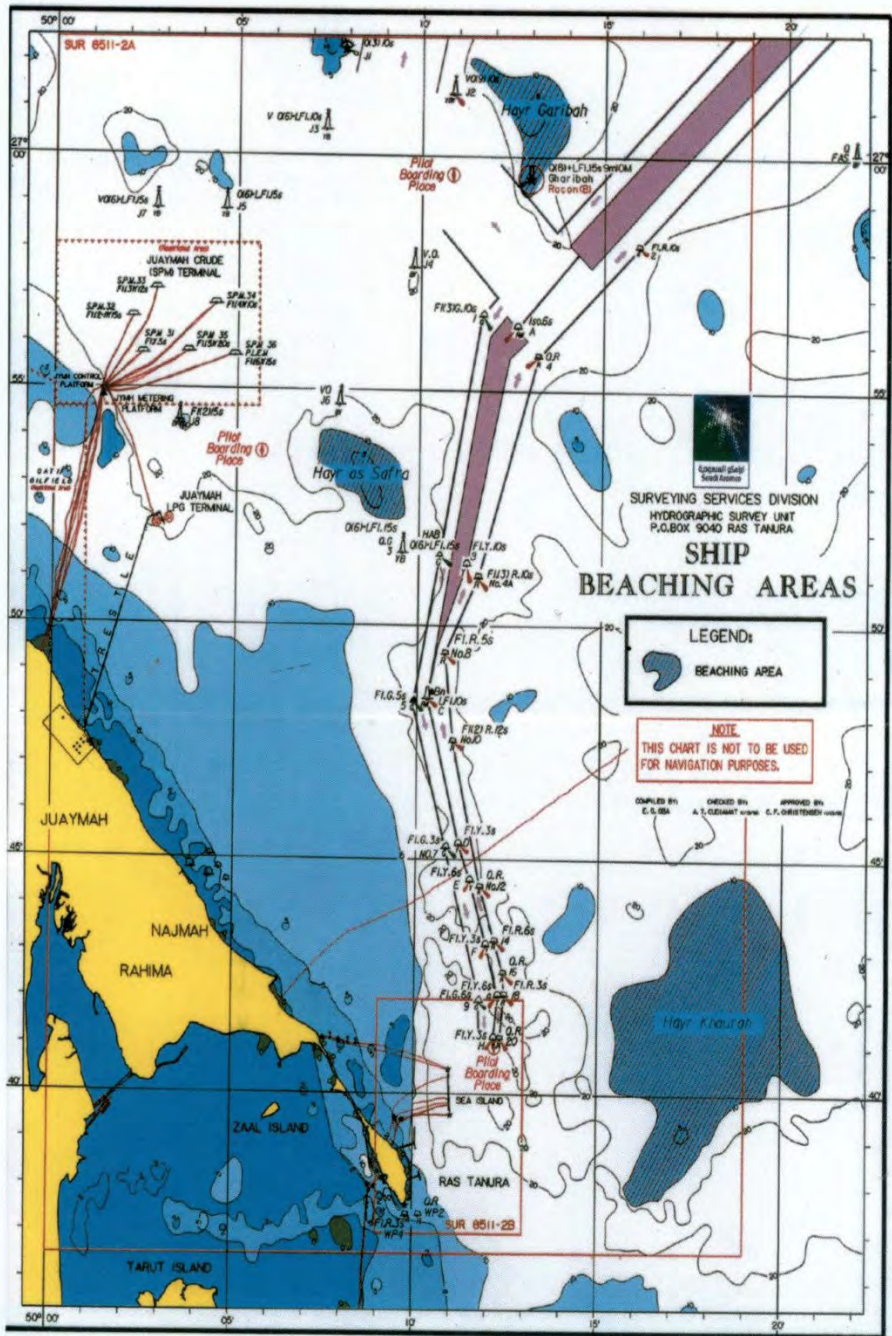
Annex

- 1. Charts**
- 2. Berth Diagrams**

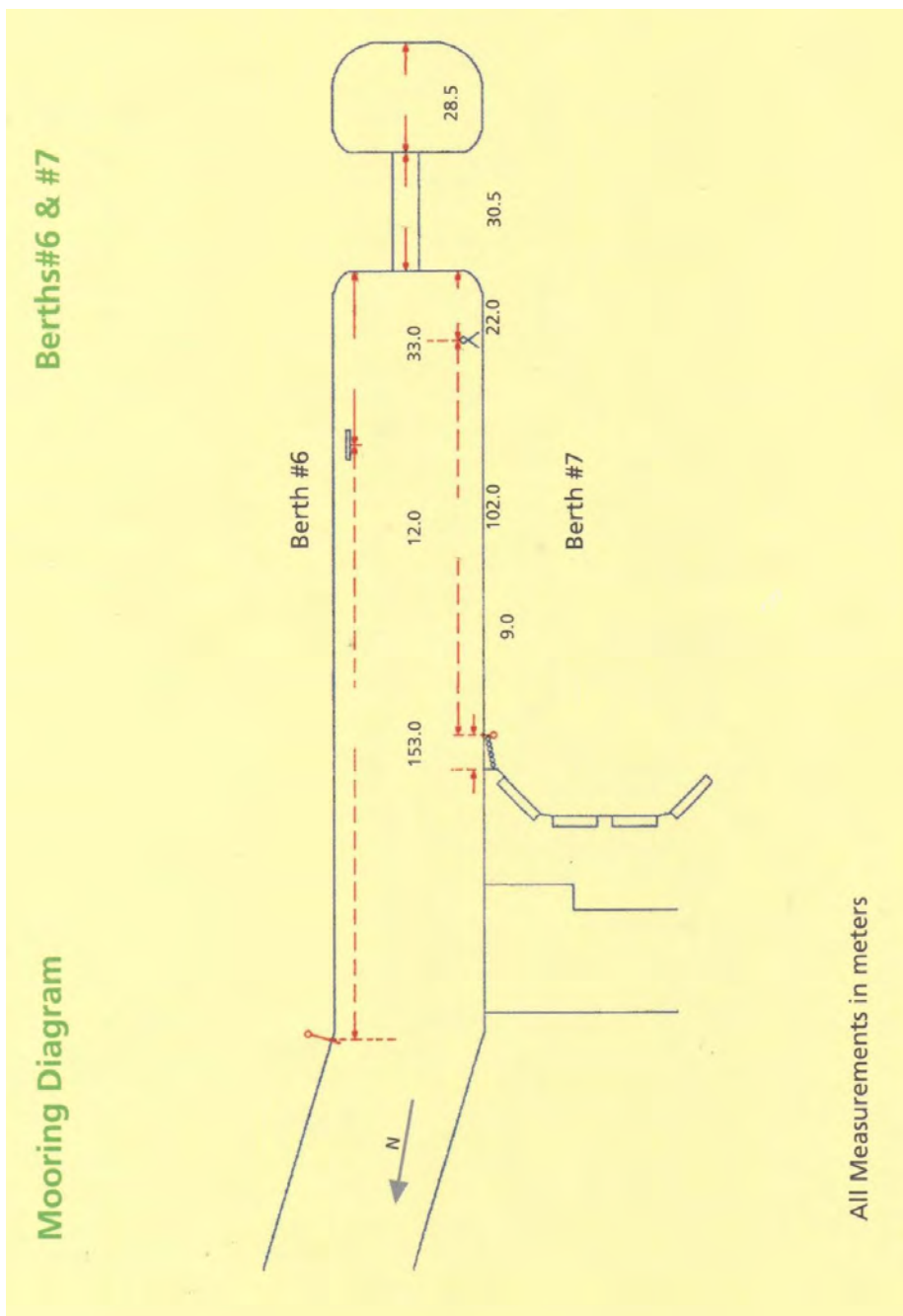
1. Charts





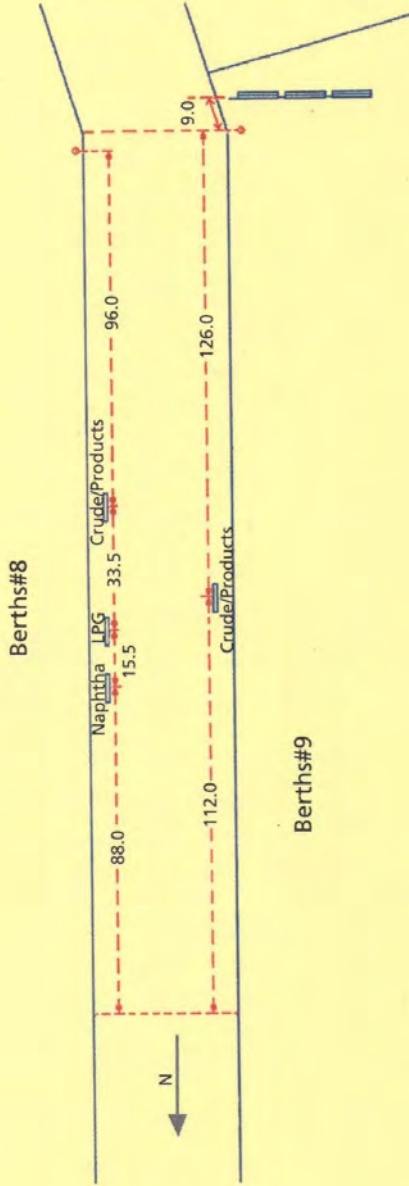


2. Berth Diagrams



Mooring Diagram

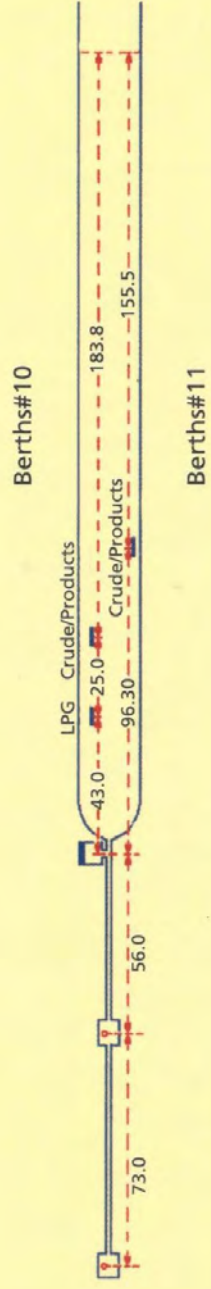
Berths#8 & #9



All Measurements in meters

Mooring Diagram

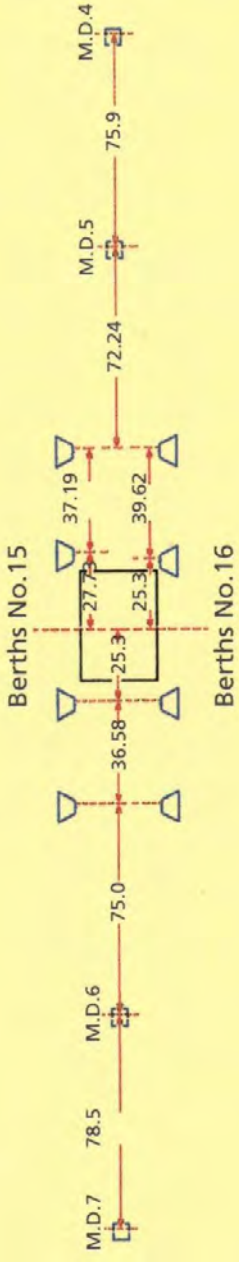
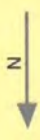
Berths#10 & #11



All Measurements in meters

Mooring Diagram

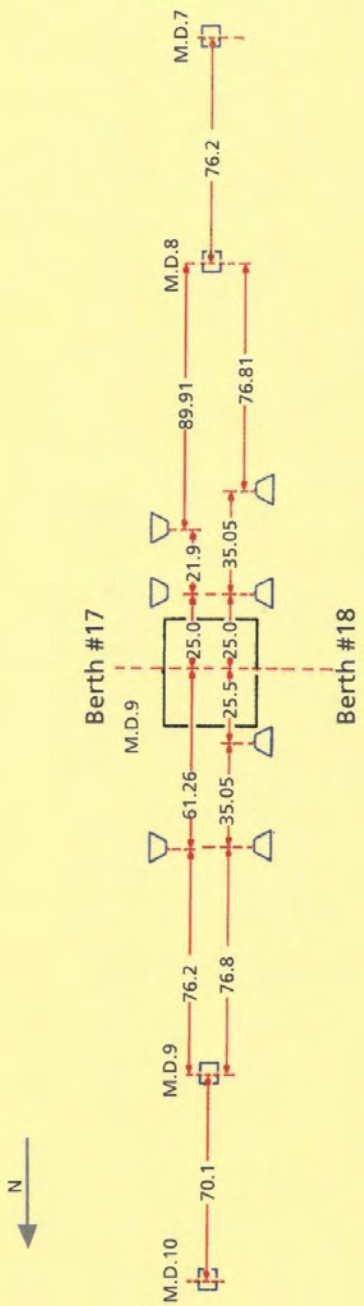
Sea Island 2 Berths 15/16



All Measurements in meters

Mooring Diagram

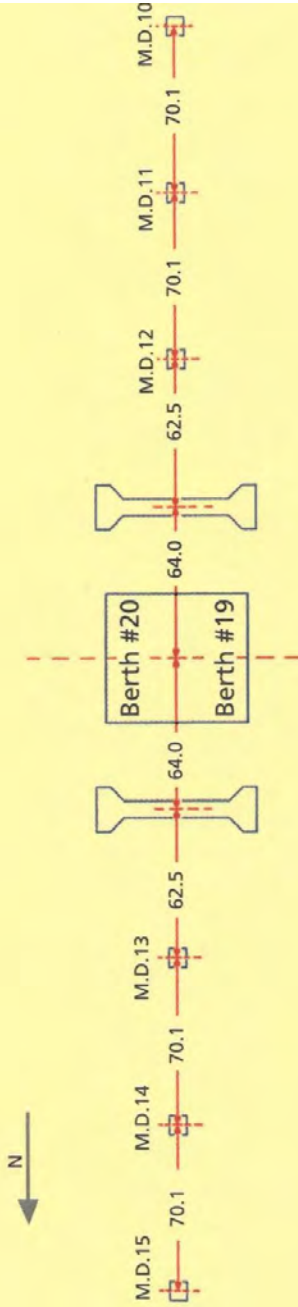
Sea Island 3 Berths 17/18



All Measurements in meters

Mooring Diagram

Sea Island 4 Berths 19/20



All Measurements in meters