

Shan Steel
Pepel Information Handbook



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This document has been produced to meet the information needs of users loading at Pepel for Shan Steel.

1. OVERVIEW OF OPERATIONS

Loading of each Ocean Going Vessel (OGV) at anchorage will be performed by self-discharging transshipper vessels (TV) SMT Bontrup and OC Pepel, and one further transshipper which has grab discharge, namely Huanghai Developer.

The maximum loading rate SMT Bontrup is approximately 1,000 mt/h and for OC Pepel approximately 1,300mt/hr. The maximum transfer rate to the OGV basis single loading (one TSV at the time) is approximately 1,000 mt/hr and basis dual loading (two TV's simultaneously) is approximately 2,300 mt/hr. On most occasions these two TV's will not work together although there will be periods of simultaneous loading.

The maximum loading rate of Huanghai Developer is approximately 800 mt/hr. The Huanghai Developer will generally work separately or in conjunction with either the SMT Bontrup or OC Pepel.

The transshipment operation at anchorage will be supported by 1 tug for each TV.

The TV'S will be supported by Yokohama fenders and they will be mobilized to and demobilized from the OGV by a dedicated mooring master. The OGV will be responsible for assisting him in securing the fenders alongside the OGV.

The load plan will have been prepared to keep the number of cargo passes to a minimum and trimming to only 2 holds. For greater efficiency the trimming holds must be within reach of the TV without incurring excessive shifting of the TV.

Trimming to be done in holds 3 to 7 only.

The OGV must be aware that once a certain amount of cargo has been loaded that the shifting backwards and forwards of the TV for small amounts of cargo will not be tolerated.

The water density at anchor can vary from 1018 - 1025 (WOG) depending on the season and direction of the tide.

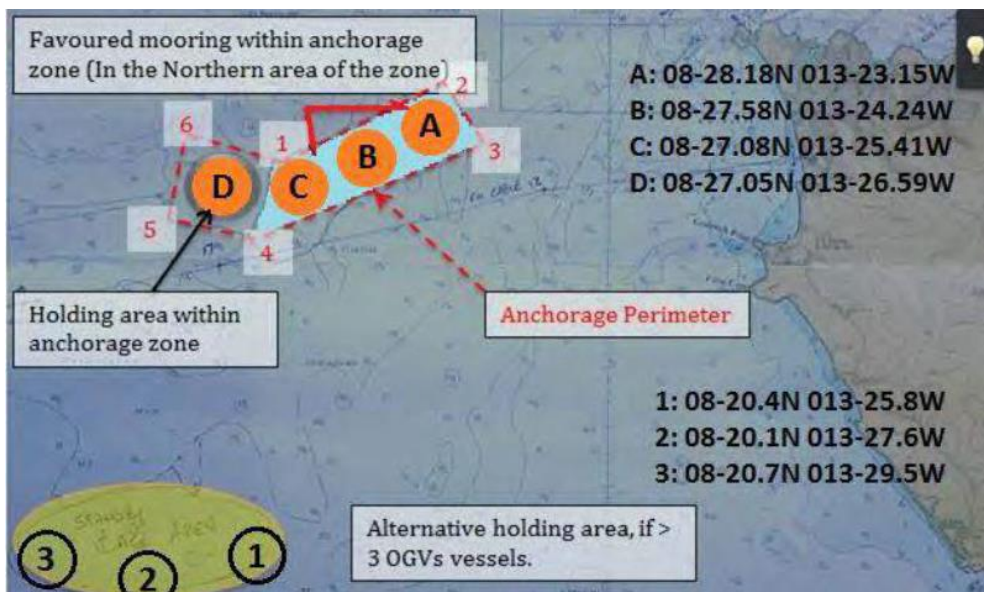
No recommended arrival draft but less than 15m air draft to the top of the hatch covers must be maintained at all times during the loading operations.

The Master must provide a copy of the current crew list prior to arrival.

2. TRANSHIPMENT ANCHORAGE AREA

Please refer to the below anchorage coordinates for the transshipment position. We will provide you with your designated anchorage position prior to your arrival at Pepel.

1. 08°27.40N 13°25.65W
2. 08°28.80N 13°22.80W
3. 08°27.80N 13°22.20W
4. 08°26.20N 13°26.00W
5. 08°26.40N 13°27.40W
6. 08°28.00N 13°27.00W



3. FIBRE OPTIC UNDERGROUND CABLING AREA TO AVOID

There is a fibre optical underground cable running to the south of the anchorage perimeter which **MUST** be avoided at all times. It is imperative that your vessel remains to the north of anchorage coordinates 3 and 4 always.

4. NOR AT THE TRANSHIPMENT AREA

Prior to commencing loading of the OGV the following criteria has to be met before the NOR is accepted: -

- (a) The Owner must accept the loading plan of OGV at least 72 hrs prior to the commencement of the OGV at Transshipment and such plan must be accepted by OCSC.
- (b) The draft survey for the OGV has been finished before loading.
- (c) The OGV has been in all respects ready to receive the Cargo with hatches open.
- (d) All other governing Charter Party terms have been met including airdraft requirements.

5. DRAFT SURVEYS

Please note that a draft survey will be required to be undertaken on board the OGV.

This will be witnessed by a Marine Surveyor appointed by the Shippers and undertaken with your crew. Please ensure you provide FULL co-operation when undertaking each draft survey which is a prerequisite for calling at the terminal.

Any crew boarding the tugs for reading of the drafts must wear proper Personal Protection Equipment, including a Personal Floating Device.

6. HOLD CLEANLINESS

Prior to loading commencing, the OGV's holds will be inspected by a party appointed by the Shippers to determine holds fitness to load.

7. DAMAGE CAUSED BY THE TV TO THE OGV

Any damage to the OGV caused by the TV during mooring, unmooring or loading is to be reported to the TV's Mooring Master, Loading Master, the TV and the TV's management immediately.

A written follow up claim report, with photographs when possible, to be presented to the mentioned parties as soon as practical.

8. TRANSHIPMENT ANCHORAGE

The OGV is advised to use best management practices for anchoring but as a guide for this operation must consider a minimum of 10 shackles of cable on the anchor to be a safe amount for transshipment operations.

9. CONTROL OF OPERATIONS

Safety is paramount and to that effect control forms are in place and require completion prior to fendering, commencing of berthing, loading and unmooring.

10. VESSEL MANNING DURING THE TRANSHIPMENT OPERATION

The Masters of each OGV shall ensure that during all stages of the transshipment operations there will be sufficient manning for a safe and efficient operation, this includes crew available to let go the TV in an emergency reasons, such as weather deterioration, fire, dragging anchor etc.

The Masters of each vessel shall ensure that the navigating bridge is continuously manned by a qualified officer and a deck watch is maintained throughout the transshipment operation. The engine room will also be continuously manned so that in any eventuality the engines are prepared for use as quickly as possible.

To this effect the OGV will not isolate their engines for repair work without the prior permission of the operator.

11. FENDERING

Prior to STS transfer operations the Mooring Master will board the OGV. The Mooring Master will advise the OGV of the mooring plan. The mooring plan will be based on the OGV's GA plan.

The fendering of the OGV shall be conducted under supervision of the Mooring Master. Fenders will be deployed prior to berthing ship to ship. Large Yokohama fenders will be used and positioned by a tug.

The OGV to have available extra-long, strong, messengers to facilitate the making of the fenders fast, and that the crew is made available to assist in making those fenders fast. The fenders are 9m long and have a diameter of 5.5m, their weight is 22mt.

The crew of the OGV must also be made available to assist with handling the fender mooring lines for both the TV shifting and releasing them after completion of loading operations and the last TV has sailed.

12. BERTHING OF THE TV TO THE OGV

The berthing of the TV to the OGV shall be conducted under supervision of the dedicated Mooring Master, with the assistance of the master and crew of the OGV. The supervision of the Mooring Master will be undertaken from the TV.

The crew of the OGV must be made available to handle the mooring lines of the TV during berthing, shifting and un-berthing.

Anticipated tie up should be 4+2 at least each end. Subject to additional instructions from loading master.

The OGV will ensure that there are no projections / obstructions on the shipside that could hinder a smooth berthing.

The OGV shall also ensure that all davits; lights, and any other projections are turned in. Side rolling hatch covers are to be fully opened only after the TV is all fast alongside the OGV vessel. Partial opening for hold cleanliness inspection is allowed.

13. PRIOR TO COMMENCEMENT OF LOADING

Prior to commencement of loading, the Loading Master will board the OGV to discuss any documents which the OGV will need to complete.

14. LOADING OPERATIONS

The iron ore transshipment operations shall be conducted under the supervision and direction of the Master of the OGV in liaison with the Loading Master and the TV.

The loading sequence will have been agreed prior to the OGV's arrival. Any changes to that plan, before or during loading must be notified to the Loading Master, TV and the TV Operator.

The co-operation between the officer responsible for loading the OGV, the Loading Master and the TV is paramount for a safe and efficient cargo transfer operation.

Notwithstanding the above, it is not compulsory for the Loading Master to be present on board the OGV for the entire loading operations nor is he required to be on board prior to loading commencing.

The co-operation between the officer responsible for loading the OGV, the Loading Master and the TV is paramount for a safe and efficient cargo transfer operation.

Please note that the loading and trimming of the cargo via the TV's will be performed to the centre line of the OGV only in accordance with TV operator's requirements. Any delays, costs and/or consequences arising from the OGV's non-compliance of the Terminal's loading and trimming requirements will be for the OGV's full time and expense.

There are no bull dozers available to trim the cargo holds. During the trimming operation, the TV will trim the cargo as best as possible. During periods of trimming, an officer from the OGV must be present.

Loading operations will cease if swell exceeds 2m or winds 25 knots. Other conditions will also be taken into consideration at the time.

15. UNMOORING

The Mooring Master will liaise with the OGV with regard to the unmooring procedure.

The OGV will ensure that there are no projections / obstructions on the shipside that could hinder a smooth unmooring. The OGV shall also ensure that all davits, lights, and any other projections are turned in.

16. PORT SECURITY

Pepel is currently operating at Security Level 1.

The Security Officer is Captain R.R. Sawyer (+232 766 87860).

17. CARGO STOWAGE FACTOR & CARGO CLASSIFICATION

The cargo stowage factor for AL32 (fines) is about 0.51m³ per mt.

The cargo is classified as Group A. The Shippers Declaration and TML Certificate will be provided prior to the commencement of loading. Moisture Certificates issued by SGS will be issued during loading.

18. LOADING PLAN

A load plan must be submitted in Shippers format which must be provided to the agent a minimum of 7 days prior to arrival at Pepel.

The Loading Plan is to be in accordance with the format of the IMO's Code of Practice for Safe Loading and Unloading of Dry Bulk Carriers (IMSBC) and must at all times maintain the vessel within acceptable limits of stress and stability.

19. PERSONAL PROTECTIVE EQUIPMENT (PPE REQUIREMENTS)

The vessel must provide the crew with necessary Personal Protective Equipment, especially for work related to opening, closing and cleaning hatches.

Lifejackets shall be worn when boarding or departing the vessel.

20. CLIMATE

Freetown has a tropical monsoon climate with the rainy season running from May through to November.