

LNG Marine Loading Terminal Information

Cargo Handling Agreement

1. Following Documents required at end of Loading

- NOR – Notice of Readiness;
- Bill of Lading;
- Cargo manifest;
- Certificate of Measurement opening closing of CTM
- Port Log;
- Sample Receipt;
- Please make & submit LOP if there are any delays during the period between opening CTM and closing CTM due to shore reason.

2. Compatibility General Safety

- Alongside: Port Side alongside
- UKC / Draft Restriction:
 - ✓ Guaranty depth alongside 14 meters
 - ✓ **Maximum draft 12 meters alongside**
 - ✓ Minimum draft. 9.00 meters alongside
 - ✓ **Maximum trim 3.0 meters**
 - ✓ Maximum allowed List 0.5 degrees
 - ✓ UKC requirements confirmed: 2 meters required
 - ✓ **HW = 5 meters @ 15:00 LT**
 - ✓ **LW = 1 meter @ 21:30 LT**

- Emergency Departure:

Vessel must have ready emergency departure condition calculated for every period of **3 hours** while alongside Terminal

If it becomes necessary for a ship to vacate the berth before completion of unloading as a result of a change in forecasted adverse weather conditions, membrane type LNG tankers may require 6 to 8 hours to transfer cargo to reach safe tank levels to safely depart to sea (avoiding tank sloshing damage), weather monitoring and shore to ship discussions are required for LNG tankers to vacate berth in these situations. Then re-berthing of the ship will only be undertaken after the weather conditions have again returned to within the below criteria.

3. Gangway –

Shore gangway, keep clear – no obstructions at all times, advise if adjustment required

On completion of mooring, the shore gangway will be lowered onto the ship's deck.

A gangway watch must be maintained by the ship's staff throughout the period in use. If at any time the gangway requires adjusting, the Loading Master must be notified.

Any time allowed: FO; DO; FW; LUB; Garbage; Crew Change, SIRE, Class....

Berthing: 4 tugs

Un-berthing: 3 tugs

S'By during Cargo Operation: 2 tugs with 10 minutes notice
(VHF Ch. 67)

Moorings: Normally 3 x 3 x 2 Forward and Aft

- It is the responsibility of the Ship's Master to ensure that his vessel remains securely moored at all times.
- LNG tanker shall take necessary measures for safe mooring against strong winds, such as arranging additional tugs and/or putting out additional mooring lines.
- Whenever a LNG tanker berth along the LNG jetty, two tugs will remain on standby at all times within the Port. Tugs will maintain a permanent watch on VHF 77 channels. The standby tugs will be stationed in the vicinity of the jetty.

4. Monitoring of Weather

- Following restriction applies:

- ✓ Max lateral speed during maneuvering 10 cm/sec to avoid damage to the jetty fenders
- ✓ Berthing angle no more than 5 degrees
- ✓ > 25 knots steady wind: Advise loading Master
- ✓ > 30 knots steady wind : Stop Loading (steady wind)
- ✓ > 35 knots steady wind : Disconnect
- ✓ > 40 knots steady wind : Un-berthing considered

- (Decision to be made between Ship's Master, Pilot and terminal Marine Superintendent)

Deviation from these environmental limits is not authorized unless specifically discussed and endorsed by the Pilot, Master and the Marine Superintendent.

The Loading Master continuously assesses met ocean conditions for the duration of operations. Such decisions are made in full consultation with the Master who retains the right to order a cessation of any operation.

Squalls can occur at any time of the year but are more likely to occur during the rainy season (typically October to April). Reduced visibility and torrential rain

often accompany these squalls. The wind can increase to 60+ knots and from any direction as the squall approaches and passes; wind shift can be sudden. High incidences of electrical storms occur.

Readiness to take mitigating action must be maintained at all times.

5. Safety

Industry Best Practices

All cargo export operations must be conducted as agreed with the Loading Master and in accordance with the latest relevant ISGOTT/SIGTTO recommendations.

Additionally, all operations will be conducted in accordance with the Cargo Handling Agreement agreed during the Ship/Shore Pre-load conference.

- Ship / Shore C/L: every 4 hours

Approved Equipment - means equipment of a design that has been tested and approved by an appropriate authority such as a Government Department or Classification Society. The authority shall have certified the equipment as safe for use in a specified hazardous atmosphere.

After agreement has been reached, any deviation from the plan is not permitted without agreement of master/terminal.

6. Medical Assistance and Medical Evacuation

If any person on board the ship requires urgent medical attention, contact the Loading Master and the ship agent. Limited medical facilities are available at the site (for emergency only). Less urgent medical attention should be sought in Port (about an hour by road from the LNG Plant Site), and should be arranged through the ship's agents.

! IMPORTANT: In all cases the ship's agent and the Loading Master must be informed of the situation.

7. LNG Marine Terminal Communication Agreement

8. The primary ship/shore communication link connected enable the following channels for communication

Primary Ship Shore communication link Channels



Contact Person	Fiber Optic	Electric	Pneumatic
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Loading Master	VHF Marine Ch.77
Marine Terminal Building	VHF Marine Ch.77
Central Control Room	VHF Marine Ch.77
Loading Supervisor	Hot Telephone No. 222 as back up communication as back up communication in case VHF communication Fail
Marine Superintendent	Hot Telephone No. 222 as back up communication in case VHF communication Fail

A portable (hand held) UHF radio with a spare battery and charger will be provided to the vessel by the terminal. Primary communication channel MARINE 77

Emergency Communication


If the **FIBRE OPTIC** link has been connected to your ship, it will enable the following means of communications:

ESD from the Ship (emergency shut down)	→	Uni-directional. Can be activated at any time from the ship in case of an emergency. Inform Terminal as far as possible before use
ESD 1 and2 from terminal (emergency shut down)	→	Uni-directional. Can be activated at any time from the Terminal in case of an emergency. Inform Vessel as far as possible before use
 Hot Line (Tel.No.222)	→	Bi directional. To contact directly the Loading Master in case of emergency
 Terminal internal line (VHF Ch.77)	→	Bi directional. To exchange normal information between Ship and Marine Terminal building during cargo operation
Mooring line Tension data	→	N/A

If the **PNEUMATIC LINK** has been connected to your ship, it will enable the following means of communications:

ESD from the Ship (emergency shut down)	→	Uni-directional. Can be activated at any time from the ship in case of an emergency. Inform Terminal as far as possible before use
ESD 1 and2 from terminal (emergency shut down)	→	Uni-directional. Can be activated at any time from the Terminal in case of an emergency. Inform Vessel as far as possible before use

If the **ELECTRICAL LINK** has been connected to your ship, it will enable the following means of communications:

ESD from the Ship (emergency shut down)	→	Uni-directional. Can be activated at any time from the ship in case of an emergency. Inform Terminal as far as possible before use
ESD 1 and2 from terminal (emergency shut down)	→	Uni-directional. Can be activated at any time from the Terminal in case of an emergency. Inform Vessel as far as possible before use
 Hot Line (Tel.No.222)	→	Bi directional. To contact directly the Loading Master in case of emergency



**Terminal internal line
(VHF Ch.77)**



Bi directional. To exchange normal information between Ship and Marine Terminal building during cargo operation

Communications Failure

In the event of communications failure, all mooring, unmooring and cargo loading operations must be suspended until satisfactory communications are restored.

Radio Silence

Radio silence is rarely requested, but at times it may be required within the terminal Exclusion Zone.

If required, operations are suspended until the period of radio silence is declared over.

9. Flanging & Purging

Berth Arms available:

- Flange Specification: Type: ANSI 150LB RF – 16” (400 mm) Liquid & Vapour
- QCDC (Quick connect and disconnect coupling)
- Spool Piece (distance piece) is required to be fitted for our QCDC.
- Ship Manifold : L4 L3 V L2 L1
- Shore Manifold : Liquid D Liquid C Vapour C Liquid B Liquid A
- Arms Connected: L4 L3 V L2 L1
- Leak Test: (Liquid 5 bars, Vapor 1 bar)
- LNGC manifold strainer mesh size: *60 mesh strainer*
- Ships liquid header and manifold cross-connection : COLD
- Shore Arms : COLD Condition
- Ships Side Closing rate ESD valve: 27 sec
- Shore side closing rate of ESD valve: 5 sec
- Max. Liquid line Arm pressure: 500 kPa
- Vapor return Line Shore operating parameter
 - 59kPa = Alarm; 99 kPa = ESD-1;
 - Max flow 50,000 m3/hr
- Vapor Arm angles to be monitored hourly and reported

Where a LNG tanker has moved a sufficient distance out of position to either, a) activate the ESD system, or b) warrant corrective action in the opinion of the

shift supervisor; unloading will be stopped, unloading arms drained, purged and disconnected prior to re-positioning the ship.

Whenever re-positioning of a LNG tanker is required, pilot and tugs must be in attendance, the gangway removed, the LNG tanker's engine ready, and the shore mooring gang on station.

- 5 degrees = Alarm;
- 7 degrees = ESD-1;
- 9 degrees = ESD-2

! IMPORTANT: The horizontal limits for each arm vary. If limits are exceeded an ESD-1 or ESD-2 activation is initiated. It is therefore imperative that the duty watch on board the ship is aware of these limits and reports to the duty officer if any arm is approaching the alarm limit.

10. ESD Connections:

- On instruction from the Loading Master, the Ship/Shore ESD Link cable may be passed to the attending team at the shore loading platform.
- On completion of connection, the Loading Master and ship's duty deck officer must test and confirm satisfactory communications between ship and shore.
- *Primary:* Fiber Optic ESD;
- *Secondary:* Pneumatic (in use in case Optical ESD failure)
 - *Pneumatic System pressure settings (max/min) kPa: 500/300*
 - *Pneumatic Connector: SNAP-TYTE SVHC-8F (FEMALE)*
- Confirm with LNGC that Ship/Shore links will only be disconnected after direct permission from the loading master (typically the link disconnected after alarms have been removed and stowed)

There are two levels of ESD activation at the marine terminal/plant, ESD-1 and ESD-2.

An ESD-1 is activated (either from the LNGC or from shore) by the following:

- Operation of a manual activation call-point
- Fire at the tank domes or manifold area or terminal area
- Shut down signal from ship via link (fibre optic, electrical or pneumatic)or –
- Loss of electrical power
- ESD logic failure
- Loss of actuating power to the common loading arm manoeuvring system or to the Emergency Release System (ERS) of individual loading arms
- Excessive movement of ship from berth (Stage 1 – pre-alarm for activation of ESD-2)
- Fire and/or gas alarm(s) on shore
- Vapour line pressure exceeds 99 kPa

An ESD-2 is activated by the following:

- Operation of a manual activation call-point, from shore

- Excessive movement of the ship from berth resulting in loading arms moving outside their operating envelopes.

Summary

- ✓ An ESD-1 activation will shut down the cargo transfer operation in a quick, controlled manner.
- ✓ An ESD-2 activation shuts down the transfer operation (ESD-1) and uncouples the loading arms (via the PERC) after automatic closure of both isolation valves.
- ✓ An auto retract feature then maneuvers the arms into the parked position at the terminal side.
- ✓ The lower half of the PERC remains connected to the LNGC.
- ✓ An emergency release system is designed to minimise the amount of LNG released into the environment.
- ✓ As an additional safety precaution, the loading arm ERS system is disabled when maneuvering the arms and only enabled when arms are connected and preparing to or transferring LNG.
- ✓ In the event of an ESD-2 and subsequent initiation of loading arm disconnection by way of PERC and auto retract the resultant condition

11. Opening gauging

- CTM: CTM Maker & Type & condition
- BOF: Gas Burning to be stopped before CTMS
- BOF: Gas Burning is permitted during operation (DeS Contract), however same will be reviewed and parameters agreed

Ship's Cargo Tank Condition:

Opening CTMS (CTMS Data Sheet)					
Tank	CT 4	CT 3	CT 2	CT 1	Total
Tank Level (meters)	0.04	0.03	0.03	0.13	
Tank Volume (m3)	51.2	38.6	37.5	75.3	202.6
Temperature Liquid (°C)	158.70	158.10	158.00	159.56	158.61
Pressure kPa (G)	12.1	11.5	11.5	11.7	11.7
Pressure kPa (A)	113.4	112.8	112.8	113.0	113.0

12. ESD-1 Warm TEST

- Warm ESD Test – Ship – Optic

13. Cool Down of Unloading Arms

- Shore Tank pressure: 10 kPa

- S'by L/D and/or H/D compressor required
- Shore lines to be cooled down SHORE > SHIP= 80 min
- Shore target < - 130 C
- Manifold pressure at beginning 1-1.5 bars (CD valve about 1 turn)
- Valves to be open under direct order from Loading Master

14. ESD Cold Test

- Cold ESD test – Shore – Optic

15. Cargo Handling Agreement

- When the marine terminal and the ship are in a state or readiness to commence loading operations, the Loading Master will give permission for the required manifold valve(s) to be opened.
- ! IMPORTANT: Once opened, the manifold valves must remain open until such time as the Loading Master instructs them to be closed.
- ! IMPORTANT: Access to the ship's manifold or underneath the loading arms at the shore operating platform is restricted during transfer of LNG and when covered in ice.
- Confirm boil off vapour is sent back to Shore
- Backpressure on Vapour line to shore compressor suction normally -15 kPa during Ramp Up, steady state bulk loading – 3 kPa.
- Note: BOG from ship initially sent to flare during cool down operations
- Confirm planned start of de-ballast operating will be permitted only after ballast sample has been analyzed.
- Max Manifold back pressure: 5 bars @ SHORE side
- Max Manifold back pressure: 5 bars @ SHIP manifold
- Shore LNG Quantity available for loading app. 200,000 m3
Quantity Heel onboard app 202 m3
- LNG Quantity required to load by ship app. 170,450 m3
- LNGC able to start one or two H/D compressors as required by Shore

16. Gassing –up (in case required)

- Agreed maximum flow rate for gassing up m3/hr: _____
- Agreed maximum % by vol. HC level at LNGC mast riser before sending vapor ashore: _____
- Planned duration of Gas-up: _____
- Manifold pressure during Gas-up: _____
- Loading arm to be used: _____

- Time required by LNGC to switch from Gas-up to cool down operations:

17. Initial Cool down cargo tanks (in case required)

- Planned duration of cool down”: _____
- Manifold pressure during cool down: _____
- Loading arm to be used: _____
- Time required by LNGC to switch from cool down to loading operations:

18. Loading (Ramp Up)

- Shore Pumps and Capacity: (12) x (1,000 m3/hr)
- Shore Max Loading Rate: 12,000 m3/hr
- Ship Max Loading Rate: 12,000 m3/hr
- Load rate Agreed 12,000 m3/hr
- Time required for Ramp Up/Down : 60 min
- Ramp Up will be conducted in steps of 1000 m3/hr
- Ship Ramp Up Rate Required:
 - ✓ Start Up rate 1,000 m3/hr = until confirmed flow
 - ✓ 1000 m3/hr to max rate = approx. 5 min between each rate increase
- If required Terminal can accommodate rate changes as per ships request

19. During Maximum Rate

- Ship/Shore Check list every 4 hours “R” code
- Communication with terminal:
 - ✓ VHF 67
- ✓ Tel No. 222
- Max loading rate Maintain as long as possible
- Following approvals required from terminal:
 - ✓ Commence of De-ballasting operation,
 - ✓ Draining water from deck, manifold drip tray:
 - ✓ Taking stores / provision / critical repair work (start / completed)
- Additional information required to pass to Terminal:
 - ✓ Radio Communication Test before start critical operation
 - ✓ Before operating ESD valve / Double shut valve / cool down valve
 - ✓ Before opening ESD valve / confirm OPTIC position
 - ✓ After TRIP test – confirm Shore ESD is RESET before change to OPTIC
 - ✓ Before Rate Up / Rate Down / FULL RATE TIME

- ✓ If changing to original plan (pump start/ h/d start...)
- ✓ Commence Ramp down
- ✓ Completion of Operation Hourly Report
 - Cargo on board; Cargo to go; ETC; Average Loading rate
 - Vapour Header Pressure; Manifold Pressure
 - Wind Direction; Wind Velocity
 - Any abnormalities (gas/liquid leak, equipment failure...)
- ✓ Advise Terminal in case lighting in close vicinity of the Vessel

20. Completion of Loading (Ramp Down)

- STOP Loading by SHIP Request
- 15 minutes notice required before starting RAMP DOWN
 - Ramp Down will be conducted in steps of 1000 m³/hr
 - **Ship Ramp Down Rate Required:**
 - Max rate to 1000 m³/hr = approx. 5 min between each rate decrease
 - 1000 m³/hr to Stop = as per Ship's request
 - If required Terminal can accommodate rate changes as per ships request

21. After Cargo Transfer

- Pilot will be booked 3 hours after completion of Loading - required 30 minutes notice before completion – call Agent to confirm time

22. Draining, Purging and Disconnection

- The primary source of nitrogen for draining and purging of the loading arms and ships manifold will be from the terminal. *IMPORTANT: The ship supply of nitrogen must also be available as back-up source*
- After competition of load and confirmation that the ships double shut valves are closed, the terminal will drain the inboard side of the loading arms to shore (approx. 30. Min.).
 - ✓ *NOTE1: Ships double shut valves and all drain valves at manifold must be closed prior to commencement of draining on shore side*
- The valve alignment required for draining will first be discussed and agreed between the Loading Master (LM) and the ships representative (SR).
- The loading arms will be pressurized up to 500 kPa with nitrogen, the draining process will be coordinated by the LM and will be performed by SR. This may entrain 2-3 repeated draining cycles.

- When it is evident that the ships manifold and loading arms are drained the ship will close manifold, and where required its cool down valves as part of closing CTM process.
- ✓ *NOTE2: Typically draining of lines will take 23-30 min.*
- ✓ *NOTE3 : Drains or vents to the atmosphere must not be opened at this stage*

- The process for purging at this terminal will be explained by the LM.This entails' purging N2 into ships lines and tanks
- ✓ *NOTE4 : Typically purging will commence 20-30 min.after completion of draining-dependent on weather conditions. This time is required for the loading arm DBV interlock to clear.*
- The loading arm will be pressurized up to 500 kPa with nitrogen the purging process will be coordinated by the LM and performed by SR.
- This may entail repeating 2-3 times until HC content of the loading arm and manifold is less than 2% by volume.
- After 1st purge the ships drain valve will be briefly cracked open than closed to confirm that the arms and manifold is free of LNG.
- On confirmation that the loading arm and ships line is LNG free and contains less than 2%HC gas by volume. Arm disconnection will commence.
- If ship has the cool down valve located inboard of the manifold ESD valve. The LM will instruct the SR .To close manifold ESD valve(this must be closed before loading arm DBV is closed) and leave cool down valve cracked open until such time as the ESD valve is closed.
- Important : It is imperative that manifold ESD valve is closed promptly.
- As soon as ESD valve is closed, the line inboard of ESD valve is to be de-pressurized
- If the ship has drain/cool down valve is located outboard of the manifold ESD valve both valves must be closed before loading arm DBV is closed.
- In this arrangement ,as soon as outboard cool down line crossover valve is closed the inboard cool down valve should be used to de-pressurize the line inboard of the ESD valve. Once depressurized it can then be closed ,for the duration of the line disconnection.
- Whichever method above is used, as soon as the ship has isolated their lines from the manifold, the terminal will immediately close loading arm DBV, depressurize the space between DBV and ESD and commence disconnection.
- This process shall be used for each loading arm as they are manually disconnected.

- Important! If there is a delay before disconnection, the loading arm and the ships line to the ESD valve will be maintained at a positive pressure, but will be depressurized prior to disconnection
- Vapor arm will be disconnected after gas burning started and stabilized (GCU)

23. Final gauging

- Ship's Trim and list is maintained at even keel & up-right position when final gauging

24. Sailing

- Disconnection of the Cable: 30 min before Sailing
- Shore Gangway: Remove after Pilot Boarding
- Departure condition confirmed: Deepest draft: _____
- UKC requirements confirmed: 2 meters required
- Max. Draft: 15 meters

25. Ballast Water Sampling

All ballast discharged at the terminal must comply with the applicable IMO regulation with respect to ballast water discharge. If a ballast exchange has not been completed prior to berthing, the ballast must be retained onboard. Port operational Personnel will board the vessel on arrival to collect the "Ballast Water Sample" for analysis.

There are no requirements to open any ballast tank manhole for this purpose.

The sample will be collected from the Ballast pump sampling point.

Please ensure that you arrange to FLUSH all your ballast line and PUMPS on completion of ballast exchange at sea. Just to ensure that the vessel clears the analysis.

Vessel will be informed of the analysis results within 75 minutes.

26. Others

- ✓ Readiness to Maneuver
- ✓ All equipment and machinery required for the safe departure of the ship must be maintained in a state of immediate readiness while moored alongside.
- ✓ Any malfunctions or failures of the ship propulsion or control systems must be immediately reported to the Loading Master.

- ✓ Equipment and machinery must not be immobilized for repair while within the limits of the Marine Terminal Restricted Area.
- ✓ The ship is not to be operated in the unmanned machinery space (UMS) mode at any time while alongside or within port limits.
- ✓ Handling ships Stores and provision by boat and ships crane after receiving permission from Terminal
- ✓ Inspection of WBT - not allowed
- ✓ Hot work during port stay – not permitted
- ✓ ISPS Level 1
- ✓ **No Fire Wire required**
- ✓ Surge Pressure Precautions - Surge pressure shall be minimized at all times, by sensible valve operation during cargo transfer and tank changeover periods, and regular communications and updates between the Vessel and the Terminal.
- ✓ Permission for terminal to use caution tape to highlight the potential for falling ice at manifold during disconnection.
- ✓ No launching of the lifeboats except for the emergency. Lifeboat maintenance/check not to be done whilst moored alongside terminal.
- ✓ To minimize damage to the terminal fenders caused by ground swell effect or unforeseen sudden wind gusts, vessel must maintain as deep draft as possible up to 12 meters and amount of mooring line tension at all side along

SIGNATURE FOR AGREEMENT BETWEEN VESSEL AND TERMINAL	
Vessel: LNGC	LNG MARINE TERMINAL
Name:	Name:
Rank :	Position :
Signature :	Signature :
Date :	Date :
Time :	Time :

LOAD PORT TIME SHEDULE

Times on this schedule are for reference only, and will be discussed on Ship Shore Meeting.

Schedule Time		Actual Time		Description and Remarks	
06:00				Heel O/B	212 m3
06:00		06:00		NOR tendered	
06:00		06:00		POB	
07:00	07:30	07:00	07:30	First Line – All Fast	
07:30	08:00	07:30	08:00	Pre-Operational Meeting	
07:30	08:00	07:30	08:00	Arms Connection and Purging	
08:00	08:15	08:00	08:15	Opening gauging	Gas master shut
08:15	08:30	08:15	08:30	Warm ESD Trip Test	Ship initiate
08:30	09:30	08:30	09:30	Arm Cool down	30 min
09:30	10:00			Final preparation for Loading	Check List
10:00	10:10			Commence Loading	Initial rate 1,000 m3/hr
10:10	11:00			Rate Up	R/U diagram
11:00	11:30			Full rate checks	C/O
11:30	12:30			Bulk Loading	OOW
15:00	15:30			Final Preparation for Ramp Down	OOW
15:30	16:00			Final Preparation for Ramp Down	C/O
16:00				Commence Ramp Down	R/D diagram
16:00	17:00			Ramp Down	Ship's Stop
17:00	17:30			Ship's manifold draining	
				Ship's Manifold N2 purging & Shore Side Draining	
				Final gauging	
				Arms Disconnection	
20:30				Sailing	

COPY NON-NEGOTIABLE

B/L Ref. No. : _____

BILL OF LADING

Received in apparent good order and condition by
from PT.PERTAMINA (PERSERO) on board the Bahamas LNG vessel _____ whereof
_____ is Master at the port of _____, Indonesia said to be
Liquefied Natural Gas of _____ cubic meters, to be delivered at the port of
_____ or so near thereto as the vessel can safely get, always afloat,
unto KOREA GAS CORPORATION.

This shipment is carried under and pursuant to the terms of **the**
dated as of 12th August, 1995 between
_____ as seller and _____ as buyer.

IN WITNESS WHEREOF the Master has signed 3(three) Bills of Lading of this tenor and
date, one of which being accomplished, the others will be void.

Date at _____ this _____ day of _____

Master of

Load

CARGO MANIFEST

NAME OF VESSEL : _____ PORT OF LOADING : _____
NATIONALITY : _____ PORT OF DISCHARGING : _____
MASTER NAME : _____ VOYAGE NUMBER : _____
CONSIGNORS : _____ CARGO NUMBER : _____
CONSIGNEES : _____ DEPARTURE DATE/TIME : _____

DESCRIPTION OF CARGO

GRADE : **LIQUEFIED NATURAL GAS**

VOLUME : _____ CUBIC METERS

LOADING TEMPERATURE : _____ DEGREE C

Date at _____ this _____ day of _____

Master of

NOTICE OF READINESS

To _____

Port _____

Date _____

Time _____

Cargo No. _____

Voyage No _____

**I hereby tender you the above named vessel as being
securely moored at the berth and able to receive LNG.**

Signed

Received :

Date

Time

By

TERMINAL