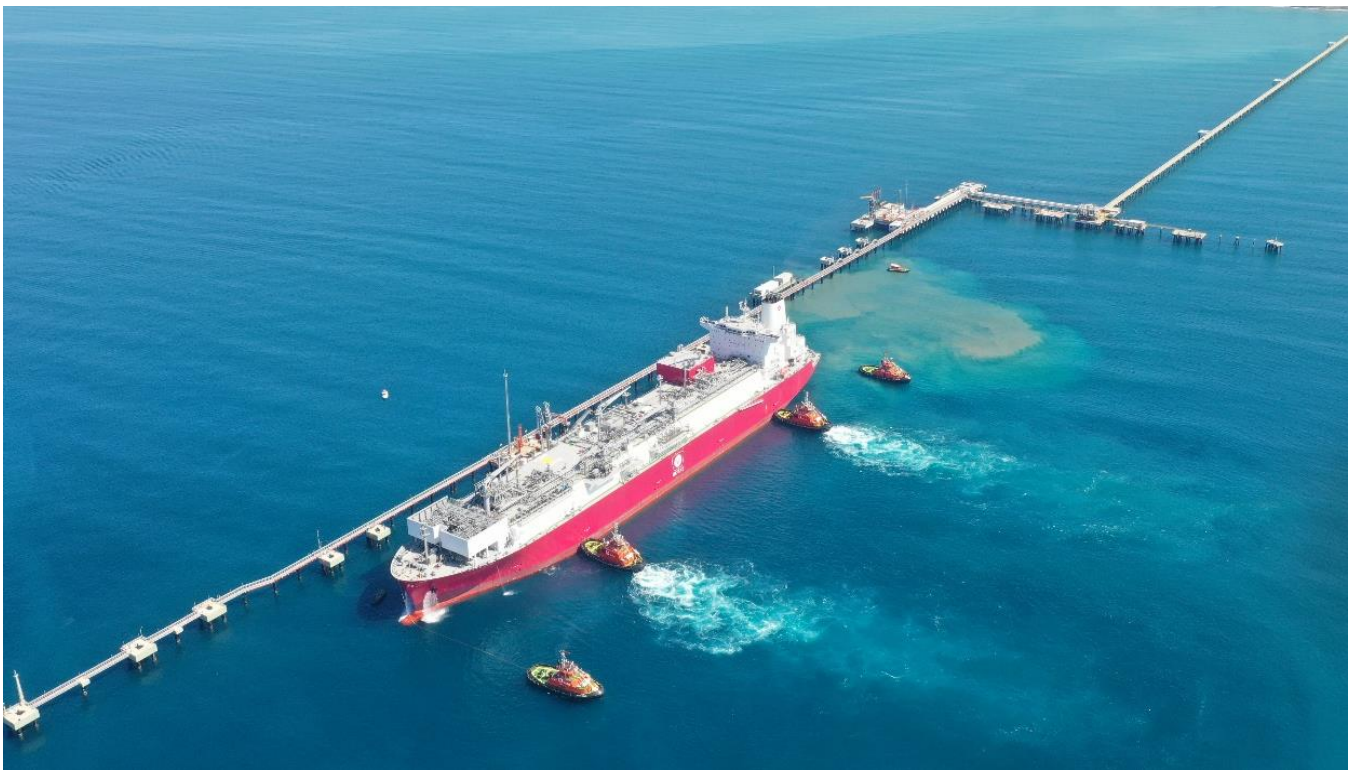


TERMINAL INFORMATION AND PORT REGULATIONS



	TERMINAL INFORMATION & PORT REGULATIONS	Issue Date : 01.09.2018 Revision No : 09
	BOTAS DORTYOL LNG TERMINAL	Revision Date : 11.03.2026 Approved By : Terminal Mngr

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**TERMINAL INFORMATION & PORT REGULATIONS****BOTAS DORTYOL LNG TERMINAL**

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RECORD OF CHANGE

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	Page 8	Ship Management Company Is Changed	11.09.2023
	Page 8	VHF Channels, Contact Details Reviewed	30.07.2025
	Page 12	Weather Forecasting Reviewed	30.07.2025
	Page 14	Pilot Attandance Timeline Reviewed	30.07.2025
	Page 14	Additional Tug Boats / Uptaded Bollard Pull	30.07.2025
	Page 20	FSRU/LNGC Berthing/Unberthing, Tug Boat Requirements Reviewed	30.07.2025
	Page 22	Terminal Visual Image Uptaded	30.07.2025
	Page 25	STS Fender Maintenance Period Uptaded	30.07.2025
	Page 28	Additional Cargo Hose Brand Uptaded	30.07.2025
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1 Foreword

The scope of this manual is to describe the regulations and operational procedures for marine affairs, to be followed at Dortyol LNG Terminal and to ensure safe and efficient operation at the waterfront and apply to FSRU and LNG Carriers including parties operating at the Terminal berth such as the Iskenderun Port Authority, harbour pilots, mooring gangs, cargo inspectors and ship visitors. During the construction of the Jetty, 3rd party inspection organization was Bureau Veritas .

2 Terminal Communications

All communications between the Terminal, FSRU and LNG Carrier and Ship's Agents shall be conducted in the English language.

FSRU and Terminal will communicate with a hot phone line, VHF radio will be back up system.

2.1.Item Description

VHF "Operating Channels" Channel 68 156.750 MHz during manoeuvring (FSRU&LNGC)
Channel 74 156.750 MHz during Operating (FSRU &Terminal)
Channel 74 156.750 MHz during Operating (LNGC & Terminal)
Channel [22], 24 hours per day (Pilot)

2.2.Terminal details

Terminal E-mail: dortyol.terminal@botas.gov.tr
Botas Pilots E-mail: botas.pilot@botas.gov.tr
Terminal Telephone: +90 (322) 639 2465
Terminal Manager: Mehmet TOP / mehmet.top@botas.gov.tr
FSRU/LNG Operation Manager: Tolga İPEK / tolga.ipek@botas.gov.tr

2.3 FSRU details

FSRU E-mail: master.ertugrulgazi@botastrading.com
FSRU Master Mobile Phone: +90 (537) 303 27 89
Operations Manager/DPA: Capt Naveen Nithyanand
naveen.nithyanand@botastrading.com

Important: In the event of a communications failure between the vessels and terminal, all cargo transfer operations must shutdown until the cause has been clearly identified and communications between the vessels re-established.

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3 Pre – Arrival Communications

After departure from the loading port, the LNG Carrier's Master or agent must send a series of communications and estimated times of arrival (ETAs) to Master of FSRU and BOTAŞ Dörtöyl LNG Terminal as listed below:

Upon departure from loading port a "Departure Notice" shall be sent to terminal with below information :

- Name of the LNG Carrier.
- The quantity (in cubic meter) and quality of LNG loaded and the estimated portion of such be unloaded at the terminal.
- Any operational deficiencies in the LNGC that may affect its performance at the Terminal or berth.
- ETA Notice of the LNG Carrier shall be submitted, updated or confirmed (as the case may be) at the following intervals, subject to the Maritime Safety Regulations:

(i) ninety-six (96) hours before the then current ETA;

(ii) seventy-two (72) hours before the then current ETA;

(iii) forty-eight (48) hours before the then current ETA;

(iv) twenty-four (24) hours before the then current ETA;

(v) twelve (12) hours before the then current ETA; and

(vi) thereafter for any ETA change of more than two (2) hours.

(vii) If the cargo to be unloaded has been acquired or diverted to the Terminal, after the departure of the LNG Carrier from the load port or after the relevant time specified above, then the ETA Notice shall be submitted as soon as possible after such acquisition or diversion, but in any event taking into account any applicable requirement for the final time by which the arrival of LNG Carrier shall be notified to the agents/Maritime Authorities.

(viii) Subject to any applicable restrictions, including any night-time transit restrictions imposed by governmental authorities or pilots or any other reasonable timing restrictions imposed by Terminal, the LNG Carrier Master or its agent shall give its notice of arrival (NOA) upon arrival of such LNGC at the pilots boarding area. When in VHF range of the Terminal the LNG Carrier shall contact and maintain a listening watch on the Terminal's and FSRU VHF Operating Channels. Pre-arrival information is to be, in any case, transmitted to the Terminal and FSRU not less than 72 hours prior to arrival at the Terminal. The following checks and tests must be carried out successfully on board the LNG Carrier and duly recorded within three days prior to the estimated time of berthing:

- Water Spray systems
- Fire pumps
- Inert condition of annular space, primary and secondary space if applicable
- Operation of cargo system remote control valves and their position indicators
- Alarm function of fixed gas detection equipment
- Primary custody transfer and alarm set points
- Operation of the ESD system

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The LNG Carrier's Master shall immediately report any defects or deficiencies concerning these checks and tests to the Terminal Operator. The LNG Carrier's Master shall present evidence of the successful completion of the above checks to the Terminal Representative at the pre-transfer meeting.

LNGC to enter additional information in " Departure Notice ": Cargo temperature, density which is given from loading terminal analysis, expected cargo temp. and tank pressure on arrival.

4 Overview of the Terminal

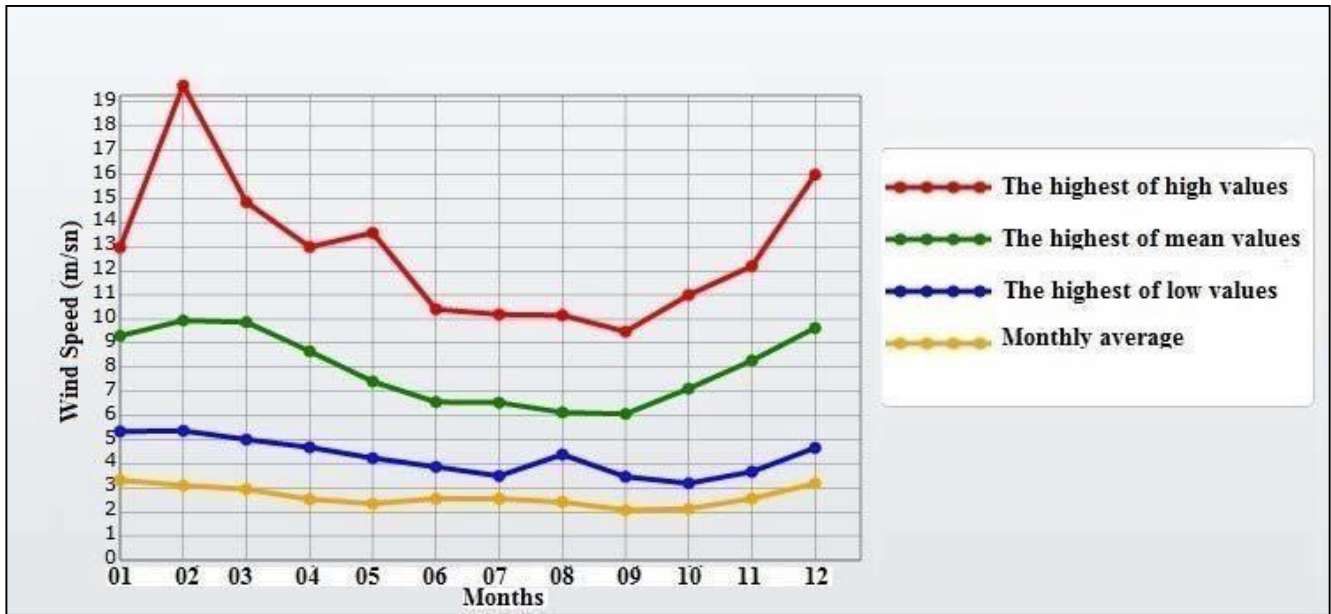
4.1 Terminal Location and Description

Dortyol LNG Terminal is seaport near Dörtöl / Hatay, Turkey, on the coastline of the East-Mediterranean sea. Dortyol LNG Terminal is located in the bay of Iskenderun, adjacent to Yeniköy and Yeniyurt village which belongs to Dörtöl. The geographical position of the terminal is at Latitude 36° 51' 05"N and Longitude 036° 07' 33"E.

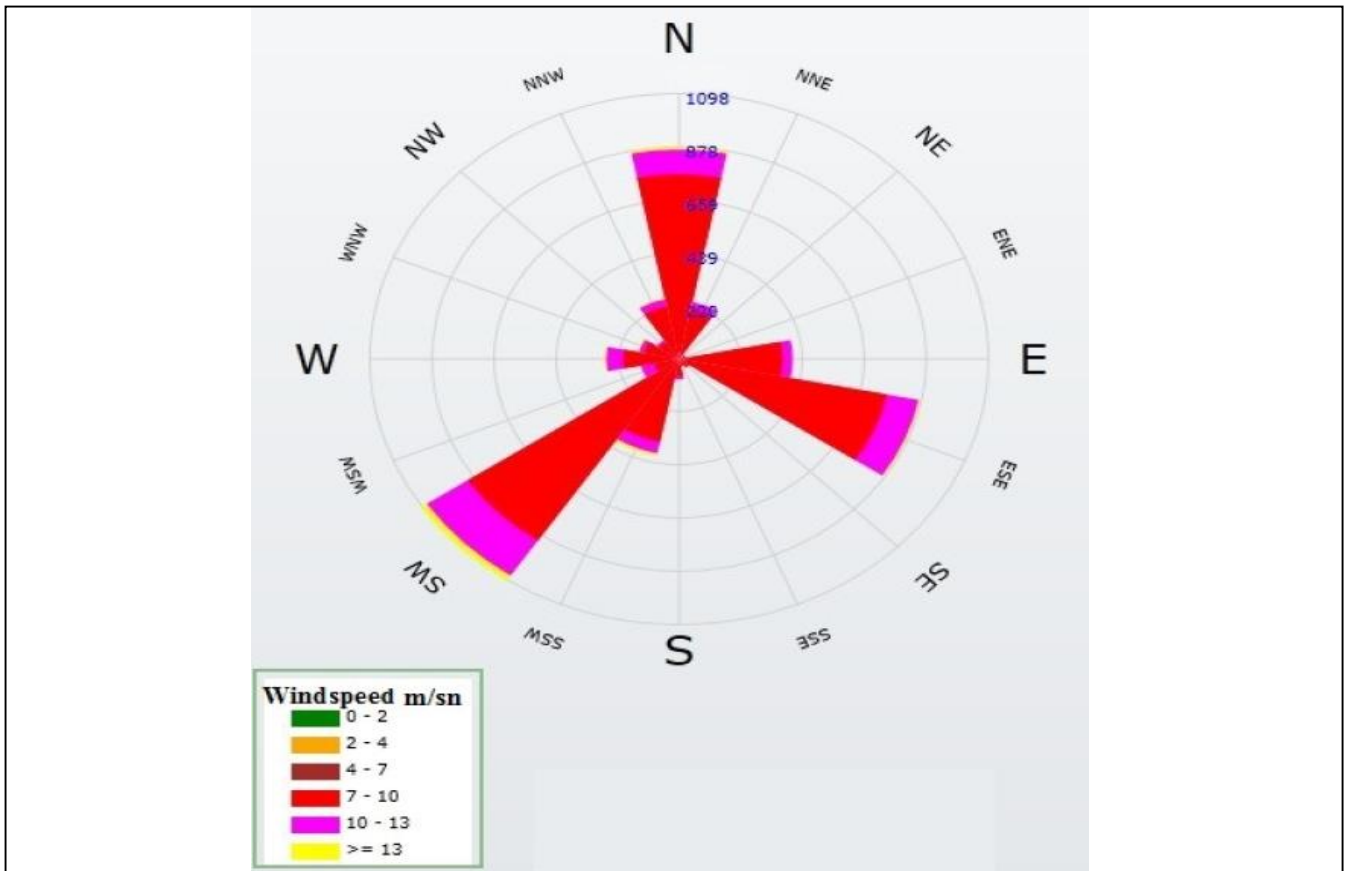


4.2 Weather and Tidal Wave Data

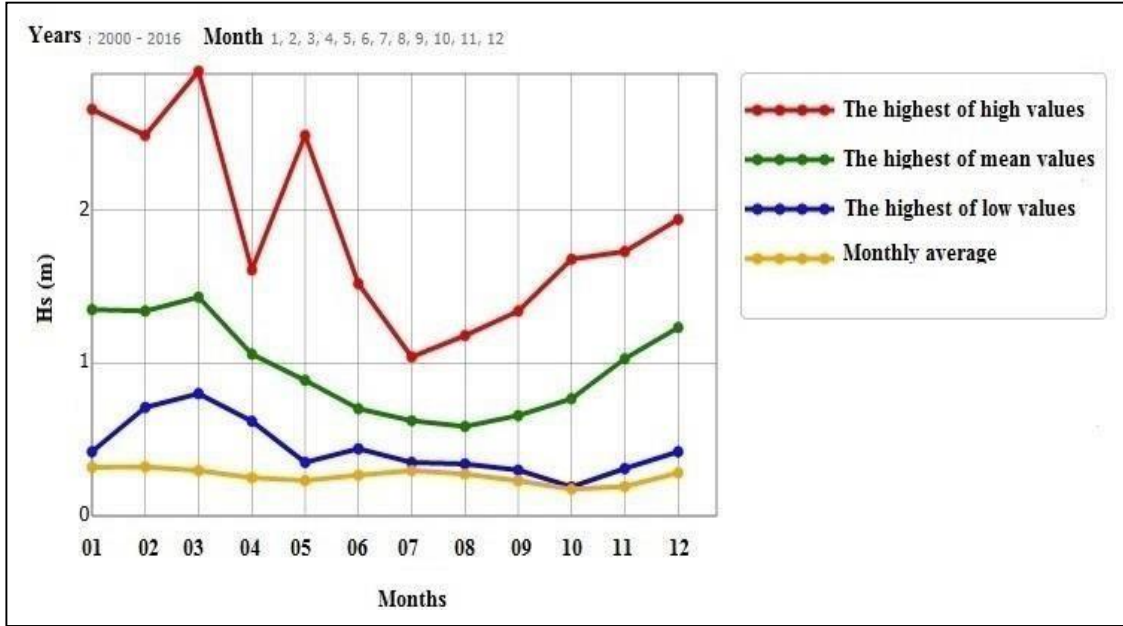
According to the Iskenderun Meteorology Station, the highest wind direction is the SSE (South East) speed of 34,4 m/s. The average number of stormy days (17 – 21 m/s wind speed) per year is 17,3 and the number of strong windy (11 – 14 m/s wind speed) days is 73,4. The highest high values and the mean values of wind speed have been seen in below, the highest wind speed values is around 20 m/s in February (2000 – 2016).



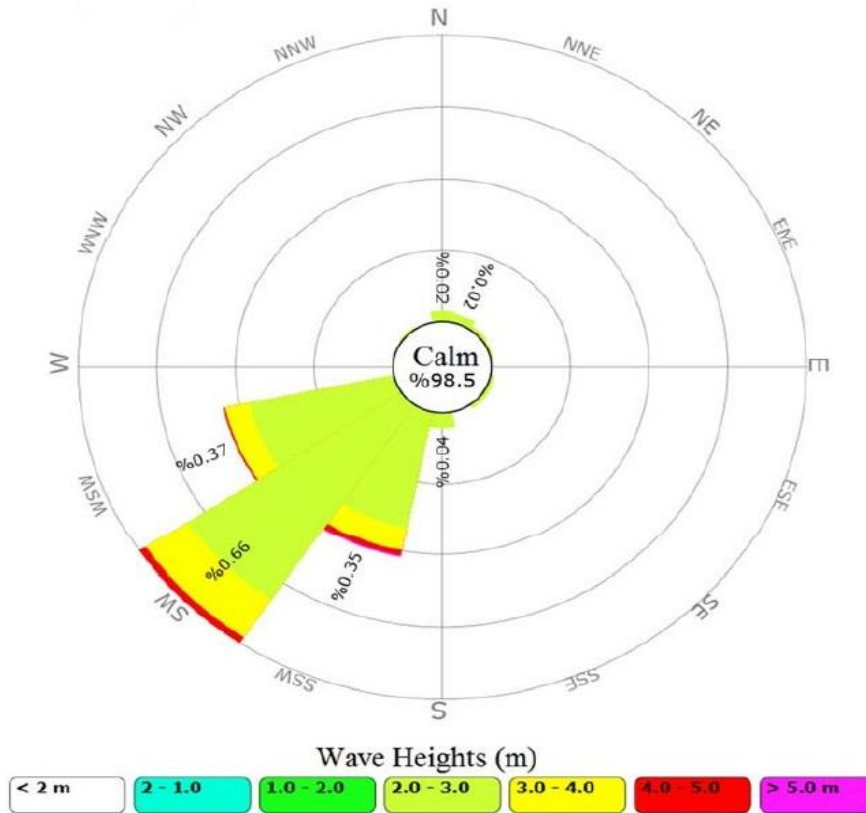
Dominant wind direction is observed as SW in the below diagram. Also N'yly and ESE'yly winds are secondary predominant directions.



The wave data is acquired from measurements of the Meteorological Stations of Dörtöl Station which is the closest to BOTAŞ Dörtöl LNG Terminal. The highest high values and the mean values of wave heights have been seen in below. The highest wave height values is around 3 m. (Hs) in March.



According to the wave analysis, dominant directions of wave have been found 225 degrees for the wave heights above 2 meters and shown in below diagram as annual and seasonal wave rose (Hs > 2m).



It has been determined that there was no significant tide value in the area. There might be 20-30 cm of tidal effects in the bay but the real cause of this kind of tide is the surge of the gale force winds.

Terminal and FSRU will use national weather forecast system (MGM) and 'Weathernews Inc.' weather report to forecast the weather. The daily forecast report will be shared with the vessels 24 hours in advance.

<https://mgm.gov.tr/eng/marine-metu3-detail.aspx?b=Taurus&t=W&s=03&g=p#sfB>

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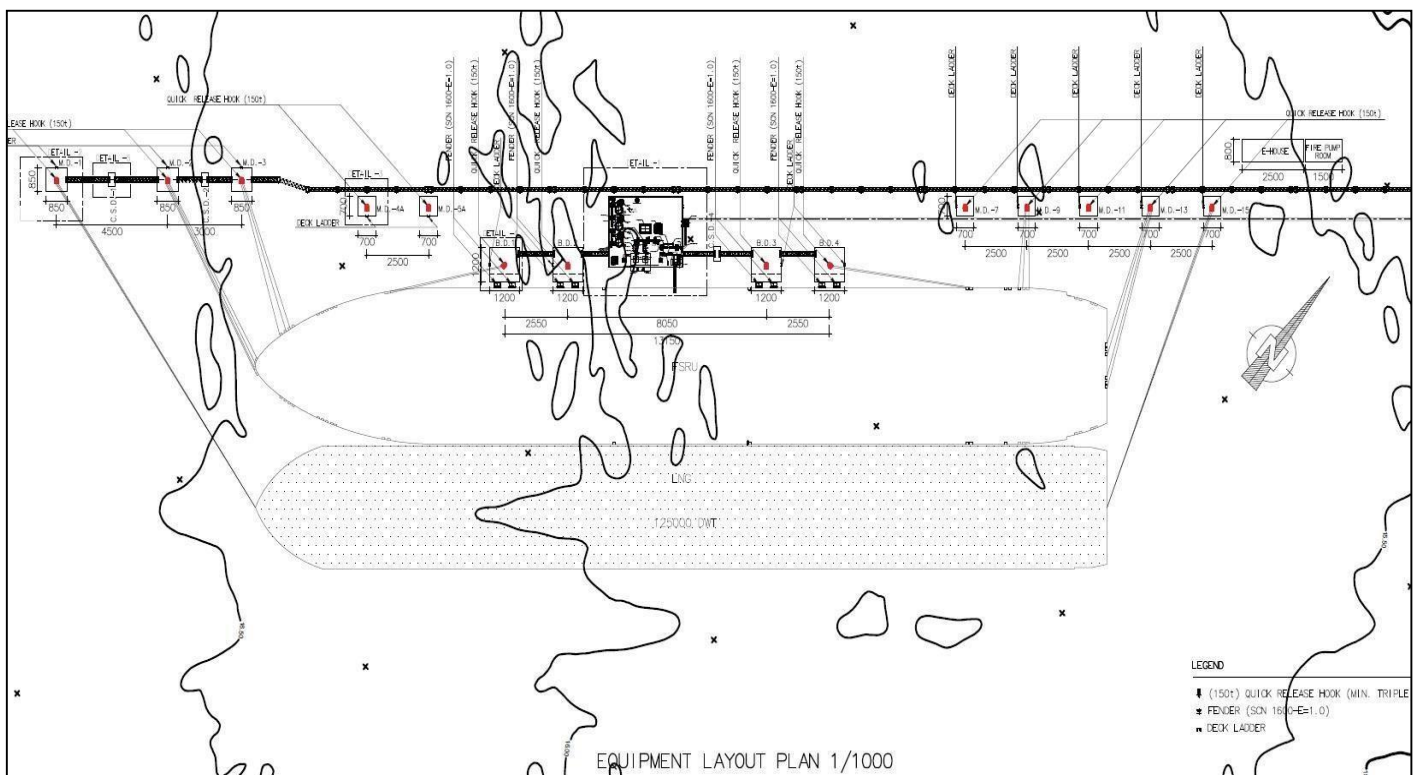
4.3 Details of The Terminal and Berth

BOTAŞ Dörtöyl LNG Terminal is an unconventional also called hybrid LNG receiving and regasification facility which consists of a steel piled and concrete capped jetty. Terminal encompasses berthing and mooring facilities for a 170,000 m³ Floating Storage and Regasification Unit (FSRU) utilized for the import of and regasification of Liquid Natural Gas (LNG).

The design of the berth and the FSRU mooring equipments permits two (2) vessels to be moored in a double-banked configuration while conducting LNG STS transfer operations with the outboard LNGC discharging into the FSRU and the FSRU conducting regasification of LNG and delivering high pressure natural gas into a purpose built high pressure gas marine unloading arm.

4.3.1 Water Depths and Port Layout

Bathymetry chart of the BOTAŞ Dörtöyl LNG Terminal is presented in below figure. As can be seen in the diagram terminal berth's depth is between -15 and -16,5 meters and maneuver basin's depth is going to be 16 meters.



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4.3.2 Pilotage & Tug Boats

In general, the capability, size and number of the assisting tugs necessary to service at BOTAS Dörtöyl LNG Terminal has defined by technical studies conducted by Dokuz Eylul Universitesi - Maritime Faculty.

BOTAS Dörtöyl LNG Terminal comply with consistent best industry practice for LNGCs expecting to call at the Terminal facility. The technical studies included the following basis of assumptions:

- LNGC sizes up to 263,000 m3 make periodic LNG delivery to the BOTAS Dörtöyl LNG Terminal facility (FSRU)
- Existing Marine Pilot practices at BOTAS Dörtöyl LNG Terminal
- Port facility and ship security concerns
- Emergency response

For each vessel calling at BOTAS Dörtöyl LNG Terminal, the administration establishes the minimum level of vessel services, including the number of Marine Pilots, ship assist tugs (size and capability), along with the deployment of escort and security vessels, mooring line handling vessels and standby tugs in the Port Tariff. Specific arrangements should be made through respective ship agents.

All of the above information is for reference purposes only. The necessary duties will be carried out by BOTAS according to the decisions of the port authority.

Pilotage is compulsory for LNG vessels navigating within the Port Area. VHF Contact should be established with the Pilot station on Channel 22 when within range. BA chart 247 is to be used and pilot boarding ground is in pos: 36-48N 036-05E. One pilot will board the vessel prior to approaching the jetty at the limit of outer harbor. Pilot boarding facilities shall comply with SOLAS and IMO requirements.

The pilot will remain on board the LNGC throughout her stay alongside the FSRU Terminal.

4.3.3 Stand-by Tug

When an FSRU or FSRU and LNGC are at the jetty, the necessary duties will be carried out by BOTAS according to the decisions of the port authority.

A Stand by FiFi 1 Tug will be provided by BOTAS during the STS operations except the force majeure that terminal encountered abruptly.

There are sufficient tugs available at all times to assist in berthing any size of vessel. The tugs vary in bollard pull from 30 to 80 tons. All are provided with foam fire fighting equipment.

RÖMORKÖR İSMİ	ÇEKME GÜCÜ	PERVANE
SİLİVRİ	>80	VOITH
SULTANHANI	>80	VOITH
KAPTAN SÜREYYA GÜLER	>60	VOITH
BOTAŞ	>60	VOITH
YAPRACIK	>30	VOITH
KAPTAN BURHANETTİN ÖZBİLEN	>30	VOITH
MALKOÇLAR	>30	VOITH

Tugs bollard pull test will be tested every 5 years as required by the Administration.

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4.4 Berthing, Unberthing and Mooring Operations

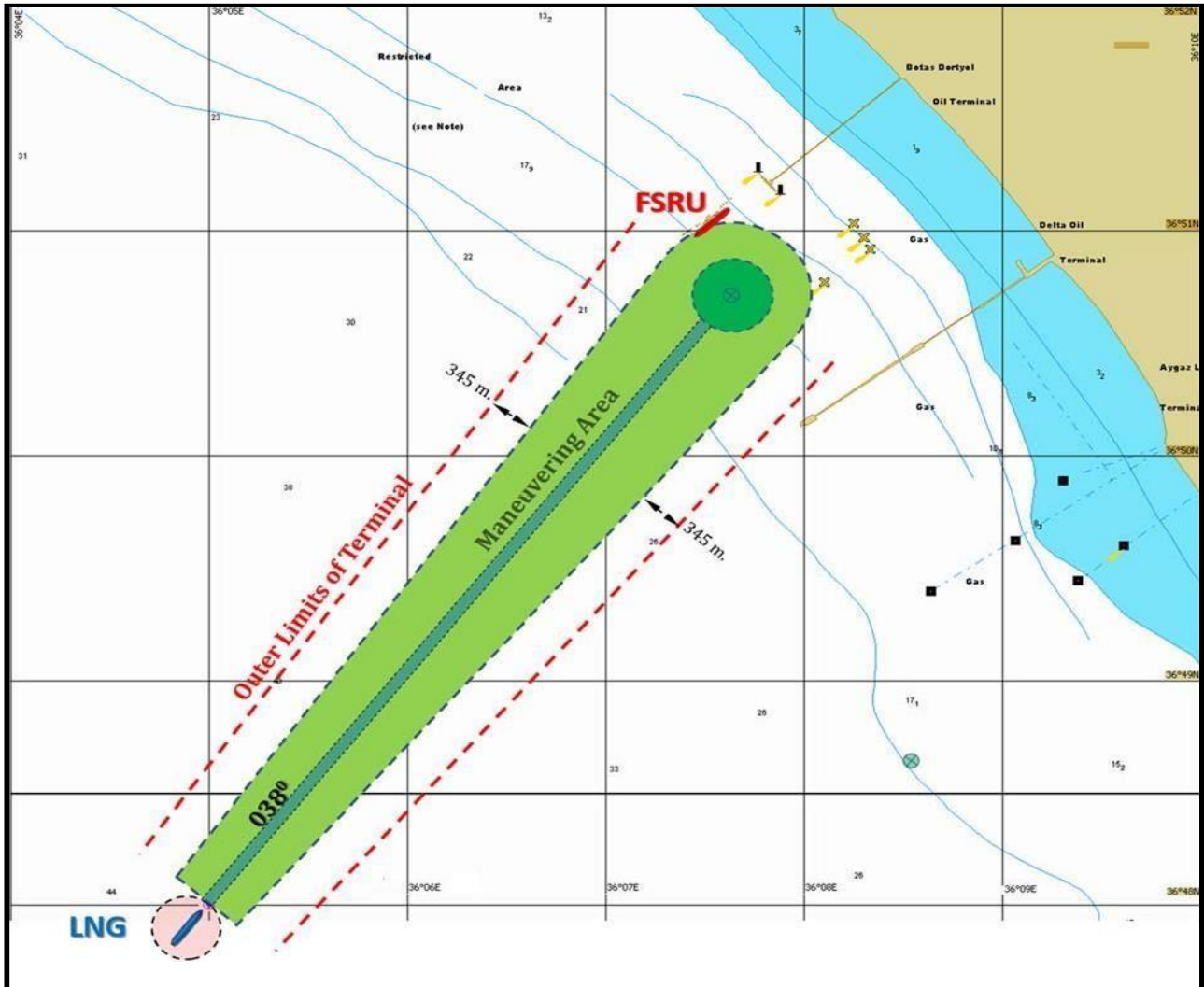
4.4.1 Berthing, Unberthing & Mooring

Berthing schedule shall be determined by the Terminal Operators in accordance with its procedures and obligations to its users, subject to the FSRU available storage capacity and any contrary requirements of the BOTAS Dört       LNG Terminal Authorities.

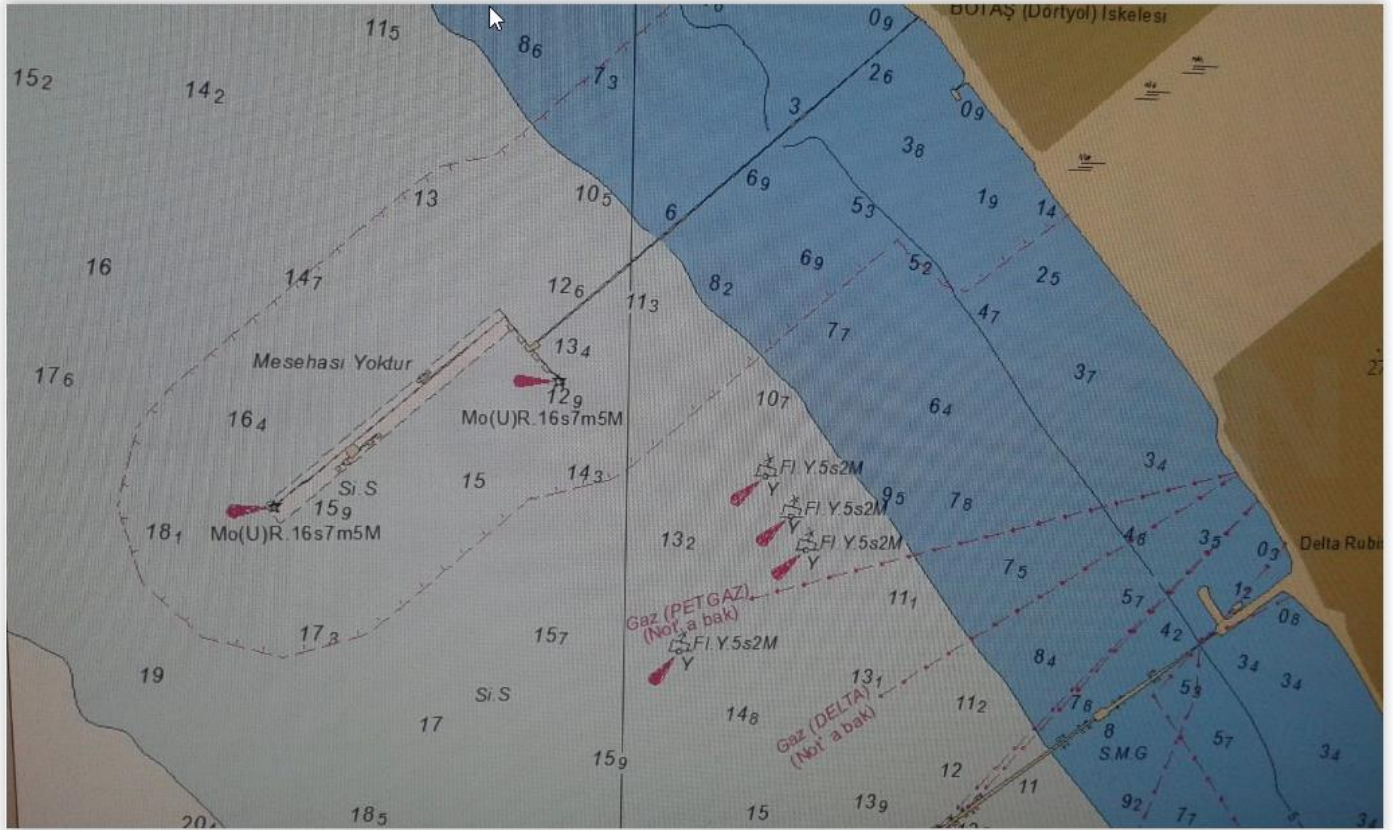
Berthing operations are carried out during daylight, therefore in normal conditions the ship can expect to berth & FSRU on arrival if ETA suffices for maneuvering.

Berthing of LNGC to FSRU shall be done by FSRU officers and crew for the mooring lines going to FSRU QRH's and by terminal operators mooring gang for those going to jetty QRH's.

Berthing Limitations (LNGC)	
Maximum arrival displacement	205.000 metric tonnes (Q-max)
Maximum length overall (LOA)	350 meters
Minimum Water Depth	15,7 meters
Maximum Allowable Draft	13,7 meters
Minimum Under Keel Clearance	2 meters
Salinity	1.022-1.025



Approaching Geometry of BOTAŞ Dörttyol LNG Terminal

BOTAS DORTYOL LNG TERMINAL**Latest BA chart: To be referred**

For FSRU; Prior to the commencement of unberthing ship's master ensures that the mooring gang is in attendance at the jetty. He also ensures that the pilot is onboard the ship and that the harbour tugs are on station. Unberthing operations are carried out by the mooring gang in attendance of terminal's operator on the jetty.

For LNGC; Unberthing operations are carried out by the mooring gang in attendance of FSRU and terminal's operators. Prior to the commencement of unberthing the ship's master ensures that the mooring gang is in attendance at the jetty and FSRU. He also ensures that the pilot is onboard the ship and that the harbour tugs are on station.

In case of an emergency or any environmental limits are exceeded, the vessels will be separated by a joint decision of the pilot, masters and terminal officer. The pilot will decide how many tugs will be used.

Unberthing of LNGC from FSRU shall be done by FSRU officers and crew for those mooring lines on FSRU QRH's and by terminal operators mooring gang for those on the jetty QRH's.

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The terminal jetty fendering and mooring arrangements are designed to moor the FSRU by using the vessels existing mooring system fitted with mooring lines in accordance with OCIMF guidelines. FSRU has HMPE lines connected with steel wire ropes and LNGC's can have wires or ropes.

The layout for the mooring arrangement of Dörtöyol LNG Terminal Berths were developed to suit a wide range of LNG Carriers designs. All mooring and breasting dolphins are equipped quick release mooring hooks with load sensed and are monitored with a Tension Monitoring system located in the main terminal control room and also can be monitored locally. 14 x 4, quick-disconnect mooring hooks (capacity 150 tons) are provided in the jetty area. Each QRH has a mooring load cell incorporated within it which allows for remote monitoring of mooring line loads. The actuation of the QRH function is also controlled locally and from the FSRU. QRH actuation is on a hook-by-hook basis in order to avoid unintentional release of all lines.

LNG carriers will be berthed to FSRU from starboard side alongside. LNG carriers range up to Q-Max size shall be moored safely.

The following best practices / guidelines, based upon OCIMF and SIGTTO guidelines, shall be followed for the duration of all vessel calls at the Dörtöyol LNG Terminal facility:

- The Master is responsible for ensuring that mooring lines are in good condition and that winches and securing devices are properly maintained in safe & efficient operational order. Mooring shall be completed as per recommendations of the STS compatibility study in compliance with the technical studies upon which the Dörtöyol LNG Terminal berth was designed.
- Under no circumstances should a mixture of wires and synthetic lines (mixed moorings) in the same direction of service and to the same mooring point be acceptable.
- When mooring, the LNGC shall be prepared to send mooring lines to the Dörtöyol LNG Terminal jetty and the FSRU when the LNGC is parallel with the FRSU about 50 meters off. Mooring boats shall be used to run the head and stern lines of the LNGC to the shore mooring dolphins (MD-1 and MD-15) quick release hooks (QRH).
- Final transverse approach / berthing speed of the LNGC should not be more than **15 cm/sec** including LNGC with maximum displacement as specified in berthing limitations table.
- The maximum permitted angle between the LNGC side and the fender-line for landing the LNGC on the fenders is ten (10) degrees.
- The Master should endeavour to ensure compliance with the mooring layout.
- Once moored and All Fast, the vessel's winches must be secured with the winch brakes set to the design holding power of the mooring winch system. Automatic tension winch settings shall not be used.
- During the period alongside, a strict watch shall be maintained of the vessel's mooring at all states of tide to ensure that all lines are properly tensioned to prevent undue movement of the vessel. The vessel must provide full power to all mooring winches throughout the period alongside the Dörtöyol LNG Terminal facility.
- The mooring lines will be adjusted by ship's crew.
- FSRU must be informed prior adjustment of mooring lines.
- In order to avoid damage to cargo transfer hoses and the HP gas arm, the vessels shall be kept close alongside at all times.
- Vessels should be moored starboard side alongside.

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- The Master shall:
 - a. Ensure that the vessel is adequately moored alongside with sufficient ropes in accordance with the terminal's Mooring Plan.
 - b. Ensure that the vessel's moorings are tended as required to prevent undue movements of the vessel.
 - c. FSRU shall be moored by min 4 head, 4 stern, 5 breasts, 2 springs from forward and 3 spings aft side.
 - d. LNGC shall be moored by min 2 head, 2 stern, 4 breasts, 2 springs from forward and 2 springs aft side.
 - e. Mooring configuration mentioned above in point 'c' & 'd' is for guidance, however correct mooring pattern to be adopted in accordance with agreed mooring calculation between FSRU and LNGC during Ship Shore Compatibility Study (SSCS).
 - Terminal is equipped with automatic quick release mooring hook to be used during emergency departure.
 - Capacities of mooring hooks are 150 Tons.
 - One pilot shall stay on LNGC during STS operations
 - Staying on LNGC for one pilot shall be implemented except the force majeure that terminal and pilots encountered.
 - Berthing is carried out daylight for FSRU and LNGC. Just in case of emergency gas demand FSRU shall berth night time by order with Terminal.
 - Unberthing is carried out 24 hours for FSRU and LNGC

Jetty QRH's – Mooring Lines Monitoring can also be monitored from FSRU.

Any known defect in the vessel's mooring system including limitation of mooring winch brakes should be reported to the Terminal Manager and FSRU by the Master in order that, if necessary, additional precautions may be agreed upon. Any additional measures, if required for mitigating defects should be agreed upon between the Master of the LNGC, the Master of the FSRU and the Operation Manager.

4.4.2 Required Tugboats for Berthing and Un-berthing for FSRU and LNGC

	Wind Speed (knots)	Number of Tugboats	Required Min Total Bollard Pull (Tons)	Max Wave Height (meter)
Berthing	≤15	4	180	1,5
	15 < X < 21	4	240	
Un-berthing	≤15	4	180	
	>15	4	240	

According to the reports from weather station at the jetty or FSRU's reports, 30 seconds average of wind speed should not exceed 21 knots to proceed berthing operation. If the pilot office deems it necessary at some values below the limit, it may postpone or cancel the berthing operations. Due to the additional reasons by time deficiencies bollard pull can be acceptable max %10 below as listed above as per local regulation.

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4.4.3 Weather Window for Q-Flex LNGC Berthing and STS

Weather window of 48 hours with sustained winds of below the determined values is terminal's weather limiting criteria. Q-Flex ETA time is the initiation of the 48-hour weather window. The operation will not be performed if the wind and wave reports over the determined values shown as "Stop Cargo Operation" section 4.4.7:

4.4.4 Verification of Weather Forecast

In order to review the trend line in identifying the fair weather window, both weather sources of FSRU Ertugrul Gazi and BOTAS (MGM, Meteoroloji Genel Mudurlugu, Weathernews Inc.) will be considered. The worst-case scenario among them will be selected and considered as the actual situation for the weather window.

MGM web link: <http://dts.mgm.gov.tr/dts/v1/sea.php>

4.4.5 Operational Limits for FSRU on Adverse Weather Condition

	Wind Speed (knot)	Required Tugboats	Pilot
Stop Cargo Operation	35		Inform
Disconnect HP Arm	40	2 x 60 tons stand by	On board
Un-berthing	MASTER & PILOT & OPERATION MANAGER AGREEMENT Based on actual weather forecast.		

According to the reports from weather station at the jetty or FSRU's reports, 30 second average wind speed at the jetty or FSRU will be taken into consideration and will be acted on according to the first report reaching the limit value above.

*Due to the additional reasons by time deficiencies bollard pull can be acceptable max %10 below as listed above as per local regulation.

4.4.6 Oil Tanker Berth

BOTAŞ Dörtyol Terminal has Oil Tanker jetty which is also operated by BOTAŞ. As seen in the below picture, oil tanker operations in Dörtyol Terminal are carried out separately from LNG Terminal and there is no possible effect on FSRU / LNG operations.



BOTAS Dörtyol Terminal, Hatay, TURKEY

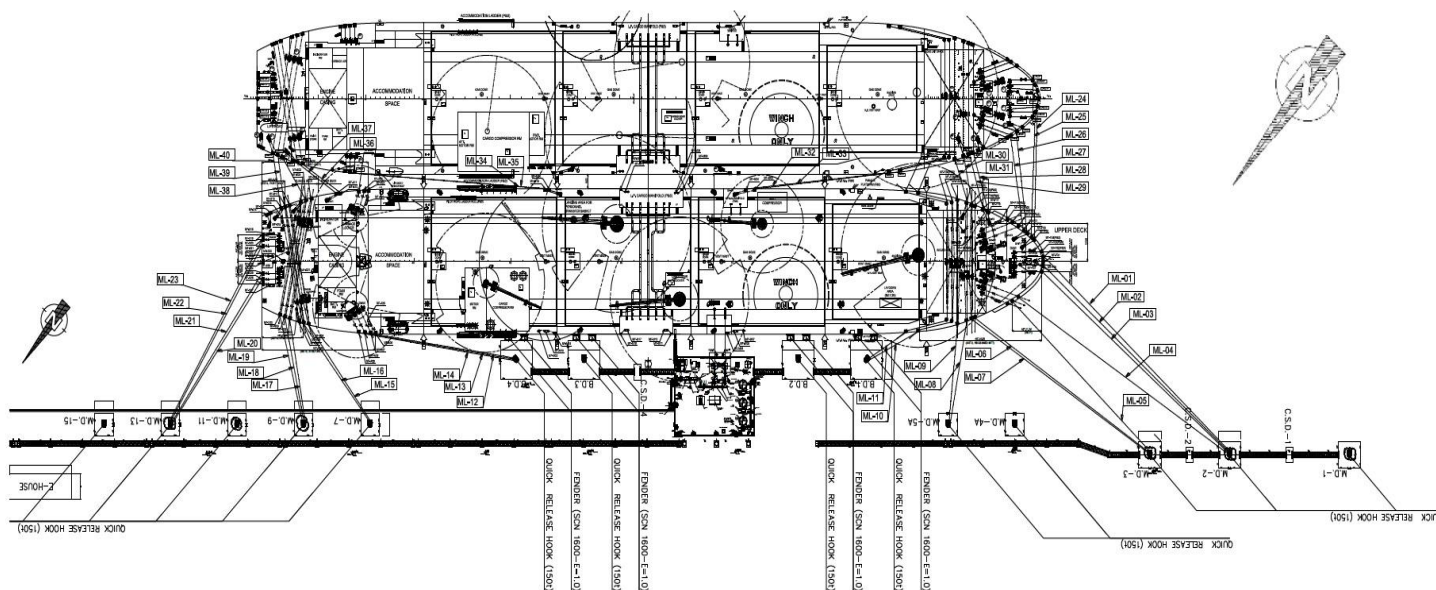
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4.4.7 Operational Limits for LNGC on Adverse Weather Condition

Adverse Weather Procedure for LNGC	Wind Speed (knot)	Max. Wave Height	Pilot
Berthing	Max. Steady: 21 Max. Gust: 25	<1.5 m. Max. Period: 5 Sec	On board for the sole purpose of emergency departure.
Stop Cargo Operation	28 knot	1.5 m.	
Arm Disconnections	>28 knot	> 1.5 m.	
Unberthing	Masters of FSRU and LNGC and Terminal Representative to stop cargo, commence disconnecting and prepare for unmooring after mutual agreement. Local Pilots can be consulted to provide local advice. Based on actual weather forecast.		

According to the reports from weather station at the jetty or FSRU's reports, 30 second average wind speed will be taken into consideration and will be acted on according to the first report reaching the limit value above.

Due to the additional reasons by time deficiencies bollard pull can be acceptable max %10 below as listed above as per local regulation.

FSRU / LNGC Mooring Alongside (sample only - each vessel will have Optimoor study to ref)



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5 SHIP TO SHIP (STS) OPERATIONS

All STS operations will be done according to STS Equipment Handling Manual which is prepared by vessel operating company BOTAS Trading IC.

5.1 Tests and Inspection Prior to LNGC Arrival

The visiting LNGC ship shall perform the normal pre-arrival tests, inspections and preparations as for typical shore terminals, as follows:

- Low cargo tank pressure; not more than 140 mbar(g)
- Liquid temperature shall not be warmer than -159,5 °C;
- Liquid manifolds shall be cooled down.
- Manifold shall be cleaned, purged and ready for opening (singled-up to 4 bolts)
- Air & N2 hoses and connections ready.
- Fire hose laid out;
- SW Ballast system tested;
- Gas meters tested;
- Cargo alarms set points checked and annunciator tested;
- ESD system tested;
- Portable deluge system and water bath dams installed below manifolds and
- Pre-Arrival tests, inspection checklists completed.

Each LNG Carrier that intends to moor and unload to the FSRU at port area must be in compliance with International standards, to be approved by the FSRU and Terminal Operator having successfully passed a Compability Study Process and detailed hereinafter and have passed all inspections.

- Scheduling Procedure For Incoming Cargo To The FSRU
- Vetting Criteria And Operating Standards For LNG Vessels
- FSRU Ertugrul Gazi STS Equipment Handling Manual

5.2 Pre- Cargo (LNG) Transfer Meeting

After the LNGC/FSRU Safety Checklist & Cargo Handling Agreement have been completed and prior to the opening Custody Transfer Measurement Survey a 'Pre-Cargo Transfer Meeting' shall be held on board the LNGC or FSRU, normally on the FSRU, to be agreed during preops exchange by Masters of FSRU and LNGC. The attendees of this meeting shall be the LNGC officer responsible for cargo management and the FSRU's responsible officer for cargo transfer, the Independent Cargo Surveyor, BOTAS Dörtöyl LNG Terminal's representative and any other individual with a recognized and legitimate interest in the cargo transfer operation. The purpose of this meeting is to ensure that all aspects of the cargo transfer and associated activities are clearly understood and documented, using the FSRU's "Activity Schedule". The agenda for this meeting shall include as a minimum for normal cargo transfer, but not necessarily be limited to the following:

- Status of cargo tanks on arrival (temperature and pressure)
- Sequence of ESD tests
- Cargo hoses Cool-down procedure
- Vapour handling
- Ramp up
- Bulk cargo transfer procedure

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- Ramp down
- Drain purging and disconnecting
- Ballasting
- Anticipated weather and sea conditions.
- Communications between FSRU, LNGC & (stand-by tug if any).
- Emergency Procedures
- Maritime Security

5.3 STS Fenders

The FSRU shall have six (6) Floating fenders rigged on the port side. Two (2) of the fenders are rigged aft of the LNG cargo manifold and the remaining two (2) forward. There are also two (2) 'baby' fenders suspended on the upper fore and aft limits of the parallel mid-body. The fenders and rigging are subject to inspection after every four (4) STS transfer operation.



5.4 Notice of Readiness (NOR)

The LNGC shall tender NOA at PBS upon arrival, NOR when all relevant port clearance received and ready to proceed to berth. The NOR shall be addressed to the Master of the FSRU, BOTAS Dörtöyl LNG Terminal and BOTAS Pilot only and copied to other entities as required.

5.5 Bills of Lading

The Bill(s) of Lading for the cargo to be discharged shall be handled by the owners of the LNGC and their local agents. The Master of the LNGC, owners / operators and charterers, if any, shall take utmost care to have the requisite authorization for the Master of the LNGC to commence discharge operation without any delays. The Master of the FSRU shall not, in the normal course of business, be required to issue a Bill of Lading or Mate's Receipt for cargo laden by STS transfer.

5.6 Cargo Survey, Documentation, Customs and Agents

Visiting LNGC's appointed agent will arrange port entry and customs clearance after berthing. Clearance by authorities must be given prior to any operations can commence. Custom officials and other representatives are disembarking the LNGC via launch at berth. Operations manager is to approve every single launch service alongside LNGC. FSRU is to be informed in advance of any berthing boat / barge / floating unit alongside LNGC while alongside FSRU.

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5.7 Emergency Shut Down System - Ship/Shore Communication Link

The standard of ESD link used in the terminal is Fibre Optic with shore connector type 6 pins Plug. Two telephone Lines are available on the ship/shore link one hot-line telephone and one connected to the public system.

Each vessel involved in the STS transfer operation shall have an emergency shutdown (ESD) system which enables a rapid and controlled means of stopping the cargo transfer of LNG and FSRU between the vessels in the event of an emergency. Modified arrangements may be required for vessels engaged in a STS cargo transfer in order that both ESD systems are compatible. This shall be addressed in the Compatibility Study. The ESD system shall comply with the SIGTTO guidelines for linked ESD systems.

The ESD system features the typically 'stepped' system used at conventional LNG terminals where ESD-1 shutdowns the cargo transfer system in a 'fail-safe'closed' arrangement and ESD-2 releases the cargo transfer hoses in the event of vessel separation.

The cause and effect of shutting down cargo transfer in an emergency shall be discussed and confirmed by both vessels prior to commencement of the cargo transfer. Vapor management and the actions surrounding recovery from an ESD shall also be confirmed. The primary ESD link shall consist of a pneumatic, electric or fiber optic connection to be with a "weak link" fitted in the umbilical between the two vessels. The weak link is a failsafe in case of vessels drifting apart. The means of linking the ESD systems of the vessels shall be addressed in the Compatibility Study.

The SSL cable will be provided from the FSRU and will be either the fibre optic cable or the pyle electrical cable. This is the same as the cable provided on a conventional terminal and is connected straight into the box on the visiting LNGC.

5.8 Testing of ESD Systems

Prior to arrival, the ESD system shall be thoroughly tested by both vessels as required by the IGC code. All methods of activation should be tested and the timing of the ESD valve closure shall be noted. The closing times and sequencing of the ESD valves shall be more than 15 and less than 30 seconds ensuring pressure surges do not occur. The FSRU ESD valves are timed to close within 30 seconds. The LNGC should set its valves to close within 25 seconds.

Prior to commencement of the cargo transfer (hose cool down), the linked ESD system shall be tested by both vessels in accordance with the IGC code. The ESD shall be tested once cargo transfer hoses are connected and purged. It is important that the ESD valves are not operated before purging has been completed since the cargo transfer hose and spool pieces may contain oxygen and moisture. The procedure for testing the linked ESD system shall be addressed in the Compatibility Study and confirmed at the pre-transfer safety meeting. The vessels shall agree to the sequence and number of tests to be conducted.

5.9 Mooring Integrity & Safety Checks

Prior to connecting the cryogenic flexible hoses/or commencement of the Pre-Cargo Transfer Safety Meeting the FSRU Master or his authorized deputy shall together with a responsible LNGC officer check and confirm that all moorings are tight, brakes properly hardened up and winches are out of gear, firefighting equipment is deployed, offshore manifolds are fully blanked and tight and other areas of general safety. On completion of confirming mooring integrity and safety,

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following the conclusion of the safety meeting, connection of STS flexible Hose may proceed. The Master of the FSRU and LNGC shall ensure the vessels are moored properly according to the approved mooring layout. Any deviations in the mooring arrangement shall be brought to the attention of the Terminal Manager with Pilot's report.

5.10 Water Spray Hull Protection System

Once the LNGC is moored to the FSRU, and before the cargo transfer hoses are connected, the water curtain should be started on both vessels. After completion of connecting the cargo transfer hoses, each vessel is responsible to establish a water bath and water cascade on the trunk deck slope under the cargo manifold. The fire main shall remain pressurised at all times on both the FSRU and the LNGC.

5.11 Communications Alongside

Communications between LNGC and FSRU shall be established before commencement of cargo transfer operations. Communications systems shall be included in the ship compatibility study and shall be confirmed during the pre-transfer safety meeting. The FSRU shall provide the communication links between the vessels. In addition the FSRU shall provide the LNGC with a hand held UHF or VHF Radio, spare battery and charger for use during the unloading operation. A receipt for the radio shall be signed by a responsible officer from the LNGC.

5.12 Gas Burning

Gas burning on board of the LNGC can be accepted related to commercial terms and condition outline in the commercial agreements. LNGC equipped with reliquefaction plant may use it as per their requirement but after approval of the BOTAŞ Dörtöl LNG Terminal Manager or LNG operations representative.

5.13 Opening Custody Transfer Measurement

Before the LNGC's manifold valves are opened at the start of line cooldown, the opening CTMS shall take place. The opening CTMS shall take place on both vessels simultaneously, therefore clocks on each vessel should be synchronized accordingly. This is usually done following the safety meeting. The CTMS on the LNGC shall be witnessed by an independent surveyor. The CTMS is conducted in compliance to the standard GIIGNL guidelines. Engine room fuel meters, GCU counter and other 'consumers' shall be recorded at the start of opening CTMS.

In the event of a primary gauging system failure, the secondary gauging system shall be used for CTMS. Vessels should not secure gas burning prior to or during gauging unless otherwise agreed.

5.14 Cargo Transfer Hose Specification and Testing

Flexible cryogenic cargo transfer hoses are stowed on board the FSRU and provided to the LNGC for cargo transfer. If not used for a long time, the hoses are stowed in a dedicated steel hose rack in a horizontal position, stowed with a slight positive pressure and protected from the elements by tarp.

The hose rack allows for:

- Storage of 7 hose lengths;
- Visual inspection and dew pointing of hoses at regular intervals;
- Pressure testing of hoses per Class and OEM requirements; and
- Ease of hose handling for the crew with the manifold crane.

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The cargo hoses are a nominal 10" (250 mm) diameter by 59' (18 m) long, composite hose, type approved for the transfer of LNG. The hoses are the similar to what is outfitted as part of the vessels' safety equipment for emergency cargo transfers. Class certificates for the cryogenic hoses may be found in a certificate.

Cargo Hose Transfer Specification

Quantity	8 ea
Equipment Type	<i>Dolphinflex STS LNG Hose and Gutteling MultiWhite STS LNG Hose</i>
Nominal Diameter	10"
End Terminations	10" ANSI 150 Lbs HUB-FF
Working Pressure (barG)	10.5
Test Pressure (barG)	15.75
Temperature Range	- 196°C ~ +50°C
Bend Radius	1500 mm
Hose Construction	SS316 wire Polyamide Fabric LNG type Floating Coupling
Length (m)	18

An annual pressure test of each hose shall be conducted and results recorded by the FSRU. Due to the construction of the hose it may not possible to stencil the test date to each hose. The annual pressure test shall be performed in accordance with the IMO IGC CODE 2016 Ed. 5.11.7or as per the manufacturer's recommendations. When the cargo transfer hoses are stowed and not in use, the hoses shall be stowed and maintained with a positive- pressure nitrogen blanket inside.

5.15 Emergency Release (Hose) Couplings

Each liquid and vapour hose used for the ship-to-ship transfer is fitted on FSRU side with a cryogenic 'dry break' emergency release coupling (ERC). The coupling is an emergency release device with internal double closure valves activated by an integrally mounted hydraulic release mechanism. The ERC are Class approved and are able to function with ice accumulation up to 25mm in accordance with IGC code requirements. The 10" ERC is an improved system, hydraulically actuated, and features a 'controlled closure-against- flow' feature which certified and Class approved. The ERC will function against full rate flow to prevent release of LNG in the event of an ESD-2 actuation. The ESD-2 is integrated into the ESD-1 function to ensure ESD-1 occurs first.

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Cargo Hose Support Saddles, LNGC

Hose support saddles are specially designed and fabricated for use in supporting the cargo transfer hoses as they cross the manifold hand railing of both vessels. The saddles are designed to support the loads of the cargo hose with the LNG volume, maintain the minimum bend radius of the hose and manage the dynamic loads transferred to the vessels manifolds. The saddles shall be placed in the correct location by the crew of both vessels.

The FSRU will have hose saddles on board that shall be transferred to the manifold of the LNGC.

The saddles rigged on the cargo manifold of the FSRU contain a braking system to allow the safe automatic descent of the cargo transfer hoses in the event of an ESD-2 emergency disconnection.

Cargo Hose Support Saddle Specification

Primary material:	Seawater resistant aluminum Base frame hot dip galvanized carbon steel
Plate thickness:	8mm (structural)
Other materials:	PTFE Teflon sheet (2mm) in way of flexible hose, 500mm wide PTFE sheet will be placed between base frame and saddle to prevent corrosion by bolting
Stability:	Provided by base plate
Weight:	590 kg dry

The Master of each vessel shall ensure the following prior to beginning hose connection:

- No visible damage to the Teflon sheet that could damage the hoses
- Horizontal securing starp and putting blocks are in place
- Vertical securing straps and wooden floor plate are in place with saddle properly adjusted for height
- The hose support saddle is stable

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5.16 LNG Cargo Hose Connection

STS equipment handling and hose connection shall be in compliance with the FSRU Cargo Operation issued to the LNGC by FSRU before arrival. It is of utmost importance that the instructions contained in the manual are followed by all personnel involved.

The crew of both vessels shall avoid external damage and excessive bending involved in rigging the cargo transfer system in a manner similar to other types of STS operations. Since the crew of the LNGC shall be actively involved in the hose connecting operation, a copy of the STS Equipment Handling Manual for FSRU shall be supplied to LNGC in advance of the operation. If the Master of the LNGC does not have the manual on board, it should be requested in advance and to be provided by agents.

The hose handling and connection process is supervised by the officers of each vessel however one officer from the FSRU will be present to assist the staff of the LNGC.

Hose buns designed to support and protect the composite hose when lifted by the crane shall be provided by the FSRU.

The wye-reducers, composite hoses and emergency release couplings (ERC's) shall be fitted between the respective liquid manifolds and the vapour manifold.

Insulation flange sets shall be installed on board the FSRU between the wye-reducer and the ERC in each hose string.

All bolted flange connections shall be set with a torque of 250 - 270 Nm, each with a new packing installed. The responsible LNGC officer shall verify the torque settings on the LNGC manifolds.

Liquid manifold connections not used for the cargo transfer shall remain blinded and secured with bolts / nuts in all flange connection holes. Usually the cargo transfer hoses shall be connected starting with the second liquid manifold connection (L-1) and working aft until all hoses are connected. On each manifold, the cargo hose string has a wye-reducer spool piece shall be bolted to each 16" manifold by 10" reducer, as applicable, with a new packing and all twelve (12) bolts properly torqued.

Wye-Reducer Spool Piece Specification	
Primary Material:	SUS316L
Pipie Thickness:	16" SCH.10 x 60L
Flanges:	ASME CL.150 16" SCH.10 WNRF ASME CL.150 10" SCH.10 WNRF
Weight:	210 kg
Lifting Sling:	There are 3 lifting eye nuts. The FSRU shall supply and transfer the wye-reducer, straight reducer and spool pieces to the LNGC and the guide pins or spuds (tapered bars with hand grips) are used to guide and align the hose flange bolt holes with the holes on the spool piece presentation flange.

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5.17 Cargo Hose Inerting and Flange Leak Test

Once the cargo hoses are connected, the manifolds, spools and hoses shall be purged of oxygen using nitrogen supplied by the FSRU. The pressure shall be raised to 5 bar in the liquid lines and 1.0 bar in the vapour line. The pressure shall be maintained while a leak test is carried out on the flanged connections using a soapy water solution. Once the leak test has been completed the pressure shall be released to atmosphere by the LNGC and the hose atmosphere shall be tested. Purging is considered complete once the O₂ is < 2% . All hoses shall be depressurized to 0,5-1.0 bar after the leak test and purge.

5.18 Warm ESD Test

In addition to any tests that may be carried out by the FSRU prior to the LNGC's arrival, ESD tests shall be conducted in conjunction with each arriving LNGC. When both FSRU and LNGC have confirmed ready for test, the LNGC shall initiate an ESD. After resetting the FSRU shall initiate an ESD test. ESD procedure shall be agreed at the Pre Cargo Transfer Meeting. All valves and equipment connected to the ESD system must be operating properly when the ESD System is released. Upon completion of a successful ESD test, the cool down operation is ready to commence.

6 Cargo (LNG) Transfer Operations

6.1 Hose and Manifold Cooldown

During LNGC arrival pilotage and hose handling operations the cargo lines shall be cooled down up to the inboard manifold double-block valve in order to avoid the risk of LNG passing across an ESD valve during flanging operations. Line cooldown is considered to be complete once the forward and aft liquid cross-over lines are < -110°C. Line cooldown can commence during LNGC pilotage so long as personnel are available for safely conducting the operation.

The line cooldown process shall be addressed during the vessel compatibility study and confirmed during the pre-transfer safety meeting. FSRU Master to advise LNGC Master regarding cool down. Vessel with re-liquefaction plant may be in running position however this must be confirmed from FSRU Master.

During hose and line cooldown, the integrity of the hoses, flanged connections and the manifold area shall be closely monitored. Cargo hose cooldown shall be performed by using one (two if required) of the LNGC's cargo spray pumps and should take a minimum of 90 minutes. The cooldown shall be conducted with the LNGC ESD valves open and the manifold double-block valves closed. The rate of cooldown shall be controlled with the cool down valves on the LNGC manifold coming from the spray header. The liquid manifold valves and the Double block on the FSRU shall remain open. Once achieving the desired temperature the cooldown is completed and stopped. The cold ESD test shall be conducted after which valve line-up takes place for the cargo transfer.

6.2 Cold ESD Test

Before initiating, the cold ESD test both LNGC and FSRU shall confirm their readiness to each other to conduct this test. The FSRU following a countdown will initiate the ESD. Both LNGC and FSRU will check their respective ESD valves for proper closure. Closing time of both LNGC and FSRU valves are to be recorded. One ESD is initiated from the LNGC and one from the FSRU (Pyle or Optical).

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6.3 Cargo Transfer

The FSRU will be in charge of the cargo transfer due to the FSRU being the receiving and production facility. The cargo operation will be executed in careful cooperation between the LNGC and the FSRU. Maximum manifold pressure to be clarified. Prevention of Rollover procedures is incorporated into FSRU's cargo operation manual and must be complied with at all times. These procedures are based upon best industry practice and SIGTTO recommendations. The FSRU and the LNGC will line up respectively for the cargo transfer. When all parties have completed the cargo pipe lineup and are ready for cargo transfer, both FSRU and LNGC Officers in charge of transfer will acknowledge to each other that cargo transfer can commence.

One of primary variables that dictate the LNG cargo transfer rate is the regasification rate of the FSRU into the pipeline. The LNG cargo transfer rate may have to be reduced in order to control FSRU tank pressure and levels within operating limits.

STS cargo transfer is designed for a rate of **up to 10.000 m3/hour**, however in its sole discretion the FSRU will advise on the maximum loading rate for the individual discharge. During the LNG cargo transfer a careful check of the tank pressure must be maintained throughout. To maintain tank pressure on the LNGC BOG from the FSRU will be returned via the vapour system utilizing the pressure difference. Simultaneously with the cargo transfer the LNGC will be ballasting and the FSRU will be de-ballasting accordingly. Both the FSRU and the LNGC must have a stability plan prepared for this operation.

Ramping up and down rates shall be discussed at the pre-transfer meeting. However the ramping up can be slowed down if either party feels uncomfortable with the situation. Normal ramp up is expected to take one (1) hour. Starting cargo transfer and subsequent increases in transfer rate shall be authorized by the FSRU to ensure that tank pressures are managed in a safe manner. During the transfer an hourly exchange of information shall take place between the vessels. This shall include (but not limited to) cargo transfer rate, tank pressure, cargo ROB quantities, mooring line status, etc. The ramping down process shall be discussed and agreed to at the pre-transfer safety meeting.

6.4 Vapour Management

LNGC will send cargo pressure and temperature on departure from loading terminal and confirm their LNG Vaporiser is fully operational and ready to use to be sent to FSRU.

Gas will be returned to the LNGC via a pressure control valve on the FSRU on free flow basis. The set point will be agreed during pre-discharge meeting however LNGC shall arrive with no more than **140 mbar(g)** in its tanks and will be allowed to burn BOG as necessary during STS operations. The operation pressure on the FSRU is set out by the overall operation of the terminal and independent from the individual discharge operation. It is the responsibility of the LNGC to monitor the pressure in its tanks. LNGC will control their Cargo Tank pressures and FSRU shall advise the incoming LNGC about cargo tank pressures. In the event that pressure in the return gas line falls to **80 mbar(g)** or below then the LNGC must adjust its unloading rate until pressures return to normal levels. It is important that FSRU Cargo Control Room is informed if there is any problem with the ship taking return gas in order that the FSRU can manage vapor pressure in the FSRU cargo tanks by other means (MSO compressor - gas combustion unit). In case of raising tank pressure on the LNGC side the FSRU Cargo Control Room needs to be informed immediately for further action.

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6.5 Topping Off

Topping off shall occur at the pre-agreed reduced rate, one tank at a time. A topping off rate of **500-800m³/hr** is normally agreed upon. There may be an increase in the effect boil off has on tank pressures whilst tanks are being topped off, this is due to the construction shape of the prismatic tanks. Adequate precautionary measures shall be taken in order to avoid possible venting.

6.6 Stripping / Heeling Out

Heeling out operation is permitted, if commercial terms and conditions are in agreement with this operation. Under no circumstance the contractual lay time should be exceeded due to the heeling out operation unless otherwise agreed with Terminal Operator.

Stripping pumps shall be started in ample time if the discharging vessel intends to heel-out (strip) cargo tanks. This shall ensure cargo consolidation can be completed if the main cargo pump loses suction due to liquid movement. The minimum LNG liquid level accounted in the custody transfer is the height of liquid, where the accuracy equal to or better than plus or minus **five (±5)** millimeters over the relevant measurement ranges of the cargo tanks as outlined in the calibration table of the vessel. Any liquid level below the minimal height may not be accounted for, therefore it is usually recommended to heel-out with some level of innage remaining. Heeling out operation shall be discussed during the pre - discharge meeting and vessels shall limit their trim to less than 3.0m throughout the stripping / heeling out operation.

6.7 Cargo Hose Drain and Purge

Once the cargo transfer operation has been completed, the ESD valves on the manifold of the FSRU shall be closed. On the LNGC the double-block valves shall be closed while the ESD valves remain open. Open to allow draining of the vertical risers and cargo transfer hoses. All cargo transfer hoses shall be drained from the LNGC towards the FSRU. Draining shall be conducted by repeatedly pressurizing the hoses using nitrogen until the pressure reaches four (4) to five (5) bars and then opening the FSRU manifold ESD bypass valves until the hoses are liquid free.

During this operation sea water spray shall be directed onto the LNG hose bight (catenary) to speed up de-icing and vaporization of remaining LNG in the hose. As the LNG boils-off, the line pressure increase will assist in displacing liquid in the lines. Both vessels shall conduct the drain and purge operation together. It may aid the operation if the FSRU can supply nitrogen, via a flexible hose, to the LNGC N2 rail to aid the pressurization of the cargo hoses from the LNGC side. This shall be discussed at the pre-transfer safety meeting or compatability study. Cargo hoses shall continue to be purged with nitrogen until they contain an atmosphere of less than 2% methane by volume. Hoses may then be disconnected, blind flanges installed and the hoses passed back to the FSRU.

6.8 Cargo Hose Disconnection

The cargo hoses shall be disconnected and handled in accordance with procedures in the STS Equipment Handling Manual for FSRU provided to the vessels.

After disconnection each hose flange shall be blanked prior to returning the hose to the FSRU. The purge valve on the blank to be slightly opened to prevent any pressure build up in the cargo transfer hoses.

FSRU cargo officer to inspect and confirm LNGC manifold strainers condition after disconnecting.

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6.9 Closing Custody Transfer Measurement

On completion of draining and purging of the cargo hoses and confirmation that all the LNGC's manifolds are closed, closing CTMS may commence. The independant surveyor shall be present at the closing of CTMS.

On completion of cargo calculation and agreement of the cargo quantity transferred, documentation will be prepared by the LNGC, for signing by all interested parties. Drain of main liquid header on board LNGC should be confirmed before CTMS.

Engine room fuel meters, GCU counter and other 'consumers' shall be recorded at the start of closing CTMS. In addition to standard CTM prints, the LNGC should provide screen prints from the control system to demonstrate vapor handling on board the LNGC for engine room, GCU or reliquifaction unit consumption.

6.10 Post Discharge Meeting

A post discharge meeting will be held immediately after the cargo unloading. The Terminal Operator on Duty, FSRU Officer and the ship's Master's designated person in charge shall attend this meeting.

All relevant information concerning departure will be exchanged by Terminal and LNGC

All required documents and records will be completed and agreed by Terminal/FSRU and LNGC

The Berth area will be inspected by terminal after completion of cargo unloading, securing of all cargo hoses and LNGC's unloading lines to ensure the Berth and LNGC to be free of pollution.

LNGC will return custody of any Terminal / FSRU's equipment borrowed.

6.11 Removal of ESD Cable

The ESD Cable should be disconnected after the cargo hoses have been disconnected and water curtains are secured.

6.12 Pilots

Pilots must be ordered by Terminal no later than one and a half (1,5) hours before the LNGC's intended departure time.

If the order for the pilot is placed a significant time before the one and a half (1) hour pilot order deadline, LNGC Master should ensure that the pilot order is reconfirmed one and a half (1) hour before the intended departure time.

6.13 Delivery of Stores

LNGCs will be permitted to supply basic requirements with service boats such as provisions, stores, spares supply and garbage disposal before or after completion of cargo operations provided that

- 1) terminal will be advised of the intention beforehand heavy spares and dangerous good such as chemicals only to be supply at anchorage area
- 2) ship's crew involved in supply are different than the ones involved in cargo handling
- 3) service boats of BOTAŞ that are well-maintained, properly equipped, manned with efficiently trained crew used.

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7 Access & Security

7.1 Security Berth/ FSRU & LNGC Access Control

No person other than the pilots, customs officials, immigration officer, Ship's Agent, Maritime Authorities or Terminal Representative is allowed to board or disembark from FSRU and LNG Carrier until clearance has been obtained from the Maritime Authorities having jurisdiction over the Terminal, The FSRU and the LNG Carrier. Prompt notice is to be received by all parties involved from LNGC local agent of Clearance issued time.

The Terminal Operator and Security Guard, among other things:

- Reserves the right to request that personnel produce personal identification,
- Reserves the right to escort to or from the lng carrier, fsru any visitors or persons whose conduct may present a hazard to personnel or terminal property,
- Reserves the right in order to ensure that the terminal regulations are being observed to board the lng carrier and the fsru at any time with a nominated person.
- Has the sole responsibility of controlling access to the terminal area and the exclusion zone. lng carrier or fsru crew personnel access to the terminal is not permitted without prior approval from the terminal manager or operation manager. If it is permitted, it will be exclusively with a terminal personnel escort.

7.1.1 Restriction of Number of Transferred Personnels with Basket

During hose connections and disconnections between FSRU and LNGC, number of transferred personnels from FSRU to LNGC will be restricted to avoid Crane outage.

7.2 Access Between the FSRU and Terminal

The Terminal is fitted with Gangway. The Gangway will land suitable area of the FSRU.

On completion of mooring, the Pilot and FSRU's Master will confirm to the terminal that the FSRU is securely moored ("All Fast") and that Gangway can now be operated and land on the FSRU's deck.

Before accessing the personnel on to the FSRU, a responsible FSRU's Officer must agree with the Terminal representative.

7.3 Access Between the FSRU and LNGC

If the FSRU is fitted with personnel transfer basket. The personnel transfer basket will land aft of the LNGCs cargo manifolds -arrival compatibility checks.

On completion of mooring, the Pilot and LNGC's Master will confirm to the FSRU Master that the LNGC is securely moored ("All Fast") and that the personnel transfer basket can now be operated and land on the LNGC's deck.

Due care and caution shall be exercised when transferring personnel between vessels using the personnel transfer basket. The crane utilized to lift this basket shall be certified for lifting personnel and the crane operator and supervisor properly trained. Certification of the crane(s) used for personnel transfer shall be confirmed during the STS compatibility process.

Before landing the personnel transfer basket on to the LNGC, a responsible LNGC's Officer must agree with the FSRU Officer who operates the equipment that it is safe to land the personnel transfer basket. Thereafter boarding of FSRU personnel can take place.

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7.4 LNG Carrier Emergency Escape

The following pertains to emergency escapes:

A pilot ladder or accommodation ladder shall be rigged or positioned on the outboard side of the LNG Carrier. The accommodation ladder shall be swung outboard ready for immediate lowering in case an emergency escape is required. The port side lifeboat, if fitted and unless it can depart from a stowed position with all personnel inside, shall be lowered to the embarkation level or be ready for immediate use in case of emergency.

The Terminal Representative will review with the LNG Carrier Master during the pre-transfer meeting emergency evacuation arrangements, including reciprocal arrangements in case of the need to evacuate the FSRU and remove the LNG Carrier from the FSRU.

7.5 Security And ISPS

All security related questions should be addressed to the Terminal Representative. The Terminal Representative will act as "deputy port facility security officer" (DPFSO) and is authorized to sign the "Declaration of Security" which shall be signed also by the LNG Carrier security officer or the Master and will concur with the LNG Carrier security officer on any additional security measures in case the LNG Carrier or Terminal is at a security level other than 1.

The LNGC and FSRU could be at a higher security level than the Terminal, but never at a lower level.

7.5.1 Security Level 1

Unloading shall be carried out as usual, in accordance with Terminal's regulations and procedures for unloading

7.5.2 Security Level 2

Unloading shall be carried out as usual, in accordance with Terminal's regulation and procedures for unloading taking into consideration following additional measures.

A declaration of security (DOS) shall be prepared.

No maintenance work (hot/cold) shall be carried out; only works supporting the unloading following the issuance of a special permit.

- Security Guard's vessel may patrolling the restricted sea zone.
- Security staff increased.
- Increased CCTV monitoring.
- Increased jetty patrols.
- Visitor entry to the facility shall be allowed only by PFSO permission.
- Ongoing communication with public authorities for information exchange and likely joint action.

7.5.3 Security Level 3

If security is set at level 3 before the vessel arrives, no access shall be allowed. When security is set at level 3 during unloading:

- Unloading of the vessel shall stop
- Vessel shall be disconnect and unberthed immediately, If necessary
- The facility shall be evacuated and only a minimum personnel shall remain
- The involvement of public authorities shall be immediately required to control and monitor air, marine and underwater zone

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8 Safety

The safety requirements have been developed based on OCIMF (ISGOTT), SIGTTO and other industry accepted standards. The LNG Carrier's and FSRU personnel are responsible for the safety of Ships. The Masters and crews MUST take all necessary safety precautions (whether or not so advised by the Terminal Representative), keeping in mind the hazards of LNG discharge and send out operations, weather conditions and any other circumstances requiring special care or caution.

The main engine shall be kept ready for immediate use. Immobilization and Urgent repairs may only be undertaken with written form approval from the Terminal Manager.

Repairs which are restricting the maneuverability of the vessel may only be carried out and will be conditional on the Master hiring sufficient standby tugs to move the vessel if so required. All consequential costs resulting from repair work carried out on the vessel while it is moored at the Terminal shall be borne by the vessel.

Should the repair works represent a risk for the terminal or should the conditions of the approval be compromised, the Terminal Manager may require that the vessel be removed from the berth at the owners costs.

8.1 Hazard Situations & Emergency Response

The Masters shall at all times retain sufficient crew on board to operate their vessels in compliance with the vessel's safe manning certificate.

8.2 FIRE AND SAFETY

8.2.1 Repair Work and Maintenance

No boiler cleaning, chipping, scaling and scraping of steel work or work likely to cause sparks shall be undertaken on any vessel (and no iron or steel hammers or other instrument capable of causing sparks shall be used for the purpose of opening or closing hatches), unless the previous written permission of the Terminal Manager has been obtained. Non spark tools to be used only on board.

8.2.2 Engineer on Duty

In addition to the supervision required on deck a competent Engineer must be on duty in the engine room and or boiler room at all times whilst the vessel is berthed of the Terminal.

8.2.3 Excessive Funnel Smoking

Soot blowing and excessive funnel smoking is prohibited and immediate steps must be taken to eliminate sparking from funnels.

8.2.4 Fire and Fire Fighting

For an emergency on shore, jetty or FSRU, the siren shall be raised.

8.2.5 Fire Fighting Equipment

Vessel(s) shall be adequately manned at all times for fire fighting and for vacating the berth in case of an emergency. The following fire fighting precautions shall be ready:

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- Fire hoses to be run out fore and aft, ready for use
- Fire main must be under pressure
- Dry chemical extinguishing equipments of adequate capacity must be stationed near the vessel's manifold

A Stand by FiFi 1 Tug will be provided by BOTAS during the STS operations.

8.2.6 In The Event Of A Fire Ashore

All cargo operations and/or ballasting operations must be stopped immediately and the Master shall prepare the vessel for immediate departure and await instruction from the Terminal Manager or Terminal Representative. Master may request assistance from the FiFi tugs available in the port for cooling ship's hull and deck.

8.2.7 In The Event Of Fire Aboard

Advise jetty operator, FSRU / LNGC as applicable and sound the alarm. Shutdown cargo operations and activate the water spray system as necessary.

In case of fire on board of a vessel at the Dörtöyl LNG TERMINAL facility, the responsibility for fire fighting onboard remains with the Master. The vessel Master may request assistance from the FiFi tugs available in the port. Generally the fire brigade will be on the scene first and will on request of the Master assist in combating the fire.

8.2.8 Venting Gas To Atmosphere

Venting of natural gas to atmosphere is not permitted during normal operations. The need for emergency venting shall be minimized through the process of tank pressure management and the use of 'consumers' on board the FSRU or LNGC.

In the case of emergency venting, the gas shall be heated as far as possible and cold venting avoided. The water spray deluge systems shall be in use and all ventilation systems secured during any venting event.

8.2.9 Thunderstorms/Electrical Storms & Suspension of Operations

Lightning hazards may be associated with several severe weather conditions. During periods when lightning/thunderstorms pose a threat, personnel shall be expected to use prudent judgment and proceed indoors and withdraw from exposed locations. When lightning/thunderstorms are in close proximity to LNG/RLNG transfer operations, operations must be temporarily halted until determined that the lightning strikes no longer pose a hazard to personnel working outdoors.

Transitions in operations may represent moments of increased risk. Careful evaluation of the circumstances and potential for release of gas should be considered when determining whether to shut down or continue cargo transfer operations with electrical storm activity in the vicinity.

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It is to note, shutting down regas operations may pose increased risks and therefore may dictate that continuing regas operations to be the safest course of action.

In the case of STS cargo transfers, the transfer shall be suspended until the lighting passes. During the suspended period, the cargo transfer hoses may be maintained cold by use of a small spray/stripping pump.

The vessel Master is responsible for the safety of the vessel and is responsible for the actions necessary to protect the vessel. Masters should take into account weather factors associated with the lightning/thunderstorms as well as the potential increased risk of gas release during a regas plant shutdown. It is the Masters decision to stop or continue regas operations.

8.2.10 Personnel Emergency Escape

The vessel's offshore lifeboat shall be ready for immediate lowering as an emergency escape means for personnel.

An accomodation/pilot ladder rigged on the offshore side of the vessel shall be ready for immediate lowering as means of escape in the event of an emergency.

Personnel working on the Dortyol LNG Terminal shall normally use the jetty to evacuate toward the shore but in cases where they are trapped, they should consider boarding the FSRU as a means to escape. In the same way the crew can be evacuated over the jetty using the gangway.

8.2.11 High Pressure (HP) Gas Fire

Gas leaking from a pipeline under pressure, if ignited, will give rise to a jet flame. The first action to be taken in case of a high pressure leak is to isolate the leak and secure the source of gas. Activation of the Emergency Shutdown (ESD) system is the preferred method of action, as the systems are designed to fail safe or shut down into a safe condition.

The action taken to manage high pressure leak or fire shall include:

- Activation of the ESD system on the FSRU;
- Isolate and secure the gas source;
- Dispersing or controlling the vapor cloud;
- Securing potential sources of ignition;
- Activation of the FSRU's high pressure gas blow down system
- Alarm sound jetty and ship's side and proceed with agreed emergency actions & Monitor the vapor cloud translation if visible;

In some cases, if ignition has occurred and the fuel source has been isolated and secured, it may be best to allow the gas fire to burn itself out. Adequate spray and/or deluge of water to protect adjacent structures is needed to provide thermal protection.

It is of prime importance to consider the ability to secure the fuel source for all gas fires before extinguishment is attempted. A gas fire consuming fuel in one location that can be managed is a far better consequence than a gas cloud that may find an ignition source somewhere else.

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8.3 Natural Gas Fire

Natural Gas fires can occur when LNG is released, warmed up, forms a vapor cloud that mixes with an oxygen sufficient atmosphere (the mixture can neither be too lean or too rich) and then comes in contact with an ignition source. Natural gas fires can be either an “open” type fire, where the vapor cloud is open to the surrounding environment, or the “closed” type where the vapor cloud is held within a confined space such as an enclosed compartment or furnace, or both. The resultant size of a vapor cloud after a LNG release is directly proportionate to the amount of LNG released.

In any case, if a natural gas fire breaks out, the first action is to secure the source of fuel to the fire, then create a means of cooling adjacent equipment and exposures using large volumes of water spray. Evacuate personnel as necessary. The decision should be made whether to attempt to extinguish the fire or let it burn itself out.

8.3.1 Category I Fire

A Category I gas fueled fire is identified as a fire that will probably remain contained, within the specific area of origin, has a limited fuel supply, and does not possess the ability to spread further.

The action taken to manage Category I Natural Gas Fire shall include:

- Primary Firefighting Equipment typically utilized is hand portable dry chemical fire fighting extinguisher.
- Water Spray and/or water deluge systems may be employed for thermal protection of personnel and surrounding structure. Additional water spray may be provided by the FSRU's firefighting monitors.
- Confirm limited fuel supply source to decide whether to extinguish the fire or allow total consumption of available fuel (burn-out).

8.3.2 Category II Fire

A Category II gas fire is identified as a fire that has migrated outside of the area of origin or initial containment area, has a substantial fuel supply, and if not addressed quickly, could develop into a Category III gas fire. Emphasis on managing unnecessary exposure of unprotected personnel and risk of escalation should be of paramount importance.

Emergency response requires containment of the fire and management of the fuel supply source. This will usually be accomplished by isolation of the involved piping or system and controlled vaporization of the LNG released that will typically be associated with this category fire.

The action taken to manage Category II Natural Gas Fire shall include:

- Primary Firefighting Equipment typically utilized is fixed fire fighting extinguishing equipments such as total flooding CO2 systems or large dry chemical systems capable of managing substantial fire threat utilizing protected response personnel.
- Hand portable fire fighting equipment must be available as back-up.
- Water Spray and/or water deluge systems may be employed for thermal protection of personnel and surrounding structure. Additional water spray may be provided by the FSRU's firefighting monitors.
- Consider additional resources external to the FSRU such as local offshore service vessels to assist.

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- Confirm fuel supply source to decide whether to extinguish the fire or allow total consumption of available fuel (burn-out).

In any case, after extinguishment of a Category I or II fire:

- A re-flash watch shall be set and adjacent structural cooling shall continue;
- All involved or damaged equipment or systems shall be inerted/isolated;
- A damage assessment of the involved equipment or system shall be made;
- A determination of the root and secondary cause of the fire, including the source of the fuel leak and location of the ignition source shall be made;
- Corrective actions to prevent recurrence shall be taken before cargo operations are allowed to resume.

8.3.3 Category III Fire

A Category III gas fueled fire is identified as a fire of catastrophic proportion that has major or total involvement of the FSRU. With a Category III fire, personnel evacuation and preservation of life is of utmost importance.

Although, the FSRU involved in a Category III gas fueled fire may be saved from total constructive loss, it is beyond the capability and resources of the FSRU and Dörtöyl LNG TERMINAL personnel. Dörtöyl LNG TERMINAL Terminal's response to catastrophic Category III gas fueled fire shall be to manage the resources necessary to facilitate the evacuation of Dörtöyl LNG TERMINAL personnel and the FSRU crew at the Master's request. This evacuation of personnel shall include the employment of the FSRU's lifeboats and life rafts, service vessels in the vicinity, Dörtöyl LNG TERMINAL Authority, and or other qualified local response services.

8.4 LNG Spill / LNG Release

LNG is a cryogenic liquid, hazardous to personnel due to low temperature. LNG does not burn. Any LNG released to atmosphere will warm and vaporize into Gaseous Natural Gas GNG. GNG is a non-toxic, flammable gas, lighter than air at ambient temperatures. In an open atmosphere/non-contained condition, GNG is non explosive. The flammable limits of GNG in air are between 5 % and 15 %. There may be slight variation to the flammable limits due to the actual composition of the GNG.

The action taken to manage an LNG Spill/GNG Release may include:

- The use of water spray as the primary means of liquid vaporization and vapor cloud control.
- The source of the LNG/GNG release shall be immediately isolated and secured.
- Consideration to force vaporize the LNG with water taking into account prevailing wind conditions and ability of response personnel to control the direction of movement of the GNG vapor cloud that will be generated.
- Consideration to activate the FSRU's water deluge system and/or water spray from support vessels to provide protection to personnel, vessels and/or support structures as well as provide control of vapor cloud movement and vaporization of LNG.

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8.5 Cryogenic Burns - Cold Liquid Contact

The effects of cold liquid upon the skin are very rapid and can cause frostbite and freezing. The injury received can be severe, can occur in seconds, and is the same as a burn injury of 1st, 2nd, or 3rd degree.

Indications;

- 1st degree injuries can cause numbing of the skin which may turn white in color. Skin may feel stiff to the touch, but underlying tissue is still soft.
- 2nd degree injuries can cause skin to turn white or blue in color and feel hard and frozen. The underlying tissue is still undamaged, blistering is likely.
- 3rd degree injuries can cause skin to be white, blotchy, and/or blue in color. The underlying tissue is hard and cold to the touch.

Treatment;

- Immediately flush affected areas with clean, cool water.
- Wrap affected areas with loose, clean bandages.
- Do not rub affected areas. Seek immediate medical assistance.

8.6 Precautionary Measures;

The adverse effect of LNG upon the skin can be minimized by utilizing the proper personal protective equipment (PPE). These items include but are not limited to:

- Rain Slickers / Foul Weather Gear
- Face shields and goggles
- Hard hat
- Rubber coated gloves
- Rubber boots

8.7 Threat To Surrounding Area / Evacuation Routes

The area surrounding the Dörtöyol LNG Terminal is largely populated. An incident at the terminal, FSRU and/or attending LNGC could pose a threat to public safety, hazard/damage to property and/or significantly disrupt key assets located within that area.

In the event that an uncontrolled emergency poses a threat to the general public or vessel transit route, Dörtöyol LNG Terminal Management will recommend that an off-site evacuation be ordered.

When the order to evacuate is received, Dörtöyol LNG Terminal Management shall alert local law enforcement and emergency response agencies to organize a public evacuation of the areas surrounded by the impacted area. Dörtöyol LNG Terminal Authority shall assist in determining the impacted waterways, necessary broadcasts to mariners, and any necessary additional safety zones and / or waterway restrictions. The evacuation should be in the most direct route away from the incident.

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9 Environmental Protection

9.1 Prohibition Of Pollution

The release of pollutants at the Dörtöyol LNG Terminal facility and within the port is strictly prohibited. Soot emission and any excessive exhaust emissions from the funnel or exhaust lines are prohibited.

9.2 Ballasting / De Ballasting

As long as the vessel is moored at the berth, only designated ballast tanks may be utilized for ballast operations.

9.3 Tank Cleaning/Gas Freeing

Tank cleaning and/or gas freeing operations are prohibited while alongside the berth without the express permission of the Terminal Manager.

9.4 Product Spillage And Leakage

Prior to any handling of cargo or bunkers, all scupper holes shall be plugged in such a manner as will make them leak proof. All pipes, valves, connections and fittings, etc. used for handling cargo shall be kept free from leakage. When transfer operations have been completed, the cargo transfer hoses shall be drained, purged and disconnected in accordance with the Cargo Hose Handling Manual. Drip trays shall be used when flange connections are leaking.

If a product spillage occurs, the spill shall be contained, area cleaned and refuse shall be disposed by a method agreed by the Terminal Manager. Under no circumstances shall product be washed or swept overboard. All product spillage whether on to the deck of the vessel or into the sea must be reported immediately to the jetty operator who will contact the responsible Dörtöyol LNG TERMINAL departments. The concerned officer of Dörtöyol LNG TERMINAL will visit and observe the spillage / prepare spillage report for onward submission to Dörtöyol LNG TERMINAL higher authorities. Every possible action must be taken by the vessel to stop spillage, reduce spreading and recover the product.

9.5 Bilge and Sewage Discharge

The discharge of bilge and sewage effluents, oil, or any mixture containing oil to the sea is strictly prohibited. Bilge overboard valves shall be visibly locked and sealed shut. The list of locked sealed valves is to be forwarded to the Terminal Representative. Should any seal replacement take place immediate updated list will be e-mailed to terminal manager stating reasons for the change.

There are adequate lines for Bilge, Sewage and Fresh Water on the jetty for the transfer from/to FSRU.

9.6 Discharging Material Overboard

It is strictly prohibited to throw any material, papers, waste or goods either solid or fluid overboard.

9.7 Bathing / Swimming / Fishing

Bathing / swimming / Fishing will not be permitted from the platform and approaches or from the vessel whilst berthed at the Terminal. BOTAS Dörtöyol Terminal is a privileged sheltered water area with 800 meter diameter in accordance with the provisions of Article 3 and 4 of Law No. 2565 Military Forbidden Zones and Security Zones.

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10 ANNEX 1 – CONDITION OF USE

All facilities and assistance of any kind whatsoever provided by the BOTAS Dortyol LNG Terminal Management or its Representative/s to LNG carriers visiting BOTAS Dortyol Lng Terminal for any purpose whatsoever are subject to the following Conditions of Use (Conditions). These conditions are applicable regardless of whether or not any or all charges/costs are paid or are actually or impliedly due from or on account of any visiting vessels of any flag. Without prejudice to the generality of the foregoing, the following shall be deemed to have been specifically accepted by any vessel visiting Botas Dortyol LNG Terminal regardless of whether such acceptance is specific, in writing or otherwise.

For the purpose of these Conditions, the following definitions or interpretations shall apply:

1. Interpretations and Definitions

- 1.1 “Terminal” – means the jetty, the onshore pipeline send-out equipment and associated helping facilities established at Dörtyol, Hatay, Turkey and means the dedicated LNG Terminal as defined in the respective Implementations Agreements between the Terminal and LNG Terminal developers/ operators
- 1.2 “Terminal Facilities” means all the infrastructure, equipment and installations at the Terminal which includes, but is not limited to, channels, channel markings, buoys, jetties, berths lines, gangways and bunkering facilities or the unloading facilities at the LNG Terminals.
- 1.3 “Terminal Services” means any service rendered by the Terminal or by the Terminal Representative/s which included, but is not limited to, mooring or unmooring or raising or lowering of the loading lines or loading or discharging or otherwise, but excluding pilotage and towage services which provided by third party in line with local regulations.
- 1.4 “Terminal Operator” means “BOTAS DORTYOL LNG TERMINAL” representing the Terminal Interests.
- 1.5 “FSRU” - means vessel built as a floating storage and regasification unit.
- 1.6 “LNG Carrier or Ship” – means LNG Carriers or vessels using the Terminal Facilities that is party to these Conditions
- 1.7 “Terminal Interests” means (i) the owner of the jetty, the onshore pipeline send-out facilities, and related supporting facilities positioned at Dörtyol, Hatay, Turkey and its Affiliates, (ii) the Terminal Services Provider and its Affiliates, (iii) the owner and operator of the Terminal and their respective Affiliates, (iv) all persons employed at or providing services at the Terminal other than any person providing services to the LNG Carrier and (v) the employees and agents of the foregoing.
- 1.8 “Owner” means the owner and/or operator and/or manager of the LNG Carrier or Ship.

2. Acceptance of LNG Carrier

All LNG Carriers calling at the terminal must be fully entered with a P & I Association which is a member of the International Group of P & I Associations. In addition LNGCs are subject to acceptance by the terminal and must be in compliance with International Standards [which means the standards and practices from time to time in force applicable to the ownership, design, equipment, operation or maintenance of LNG Carriers established by the rules of one of the International Association of

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Classification Societies (IACS) member Classification Society with no outstanding Surveys & Condition of Class or as may otherwise be acceptable to The Terminal, the conventions, rules, guidelines and regulations laid down by the International Maritime Organization (IMO), the Oil Companies International Marine Forum (OCIMF), International Group of Liquefied Natural Gas Importers (GIIGNL), Society of International Gas Carriers and Terminal Operators (SIGTTO) or any successor body of the same and any other internationally recognized agency or organization with whose standards and practices it is customary for international operators of such vessels or terminals to comply, including holding a recent OCIMF Ship Inspection Reporting system (SIRE) report with no adverse observations.]

2.1 The Terminal's decision whether to allow a LNG Carrier to berth at the Terminal may also depend upon any of the prevailing or forecasted environmental conditions, as well as the size, trim, and handling qualities of the LNG Carrier.

2.2 Should a LNG Carrier be rejected by The Terminal for any reason, The Terminal will supply the LNG Carrier's Master or the Ship's Agent with written reasons for the rejection. The Terminal overridingly reserves the right at all times to direct a LNG Carrier to leave the Terminal if the Harbor Master determines that the continued presence of the LNG Carrier poses a risk or danger to the Terminal safety or the environment. In such circumstances, where possible, the LNG Carrier's Master will first be consulted.

3. Master's Responsibility

The Master of an LNG Carrier calling at the Terminal is solely responsible on behalf of its owners, operators or charterers for the safe navigation and operation of their LNG Carrier. Nothing contained in the Terminal Regulations relieves a Master of his responsibilities including taking precautions to prevent:

- Fire / LNG release
- Tank over pressurization or vacuum
- grounding and damage to Terminal Facility
- environmental pollution

The Master remains at all times fully responsible for the LNG Carrier and for its complement, including crew and any supernumeraries. The Terminal (including its servants, agents and contractors) shall, in any way, not be responsible for the availability or provision of support services contracted by or on behalf of the LNG Carrier with parties other than the Terminal and not included in the Terminal Charges.

4. Agency

Terminal and its personnel do not perform any LNG Carrier agency functions. The LNG Carrier's owner or the LNG Carrier Operator must arrange for a Ship's Agent or any other local agency services. It is recognized that a representative of the agency may need to board or be onboard the LNG Carrier.

5. Government Officials

It is recognized that Turkey government officials may need to attend onboard the LNG Carrier within the premises of the Terminal and that these may include:

- Customs Officer, Immigration Officer
- Maritime Authorities' representative / Coast Guard

The LNG Carrier or the Ship's Agent should advise the Terminal when such need arises.

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6. Anti-Pollution

It is the responsibility of the LNG Carrier's Master to prevent pollution and to ensure that the LNG Carrier complies with all applicable laws and regulations in relation to cargo, bunkers, bilge water, sewage, dirty ballast, plastics, garbage, or any other materials that may cause pollution of the sea or atmosphere.

The LNG Carrier must have in place a Shipboard Oil Pollution Emergency Plan (SOPEP) approved by its flag state and have records to substantiate that the personnel onboard have received training and are proficient in responding to emergency situations.

Any fines imposed by any administration or government for pollution arising from or caused by the LNG Carrier or for which the LNG Carrier is liable for under any applicable law and involving the fault, wholly or partially, of the Master, officers, crew or management of the Vessel, including negligent navigation, shall be for the account of and remain with the LNG Carrier and the Owner (including its owner, operator, manager, or Master).

7. Terminal Hours of Operation

Subject to the prevailing and expected sea and weather conditions, and at the full discretion of the Harbor Master or representative of BOTAŞ Terminal, all movements of LNG Carriers in the navigation channel and the Terminal is restricted to daylight hours only for berthing and day/night for unberthing.

8. Marine Terminal Closure

Terminal Representative may direct the suspension of the Terminal operations due to adverse prevailing or expected sea or weather conditions or otherwise based upon the decision by the Harbor Master with consultation of the Terminal Manager. The Terminal will keep the LNG Carrier informed about the times during which the Terminal operations are to remain suspended. LNG Carriers required to leave the Terminal during periods of Terminal closure must maintain contact with Botas Pilot via VHF 22 and the Terminal via VHF 17 so as to be ready and available when the Terminal becomes operational again. The Terminal (including its servants, agents and contractors) shall not be in any way be liable for any financial losses as a result of delay, suspension or refusal to permit cargo operations under this Clause.

9. Terminal Services

- 9.1 All movements in the navigation channel and the Terminal inclusive of berthing, mooring, and unmooring operations are to be conducted with the Terminal Management's approved Pilot(s) on-board. Notwithstanding the presence of a Pilot, the Master always remains in command of the LNG Carrier and is responsible for its safe navigation and operation.
- 9.2 The Terminal shall exercise reasonable care, skill and diligence to ensure the proper rendering of Terminal Services and provision of Terminal Facilities to the Ship, The Terminal shall not be responsible for any loss or damage to the Ship actual or consequential which is related to the use of the Terminal Services and Terminal facilities by the Ship, except for actual direct damages and to the extent such actual direct damages is caused by the fault or negligence of the Terminal or its servants or its agents.
- 9.3 The Terminal shall not be responsible for any loss, personal injury or death suffered by the master, officers or crew unless such loss, personal injury or death is caused, in whole or in part, by the gross negligence or willful misconduct of the Terminal, its servants or its agents.

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9.4 The Terminal shall not be responsible to the ship for any loss associated with strikes or other labor disturbances whether the Terminal, it's Servants or Agents are parties there to or not.

9.5 The Master and the Owner shall hold harmless and indemnify the Terminal against any claim, cost or expense arising from:

9.5.1 Any loss suffered by the Terminal with respect to damage to the Terminal Facilities or injury to its personnel which is associated with the use of The Terminal by the Ship and which involves the fault, wholly or partially, of the Master, officers or crew, including negligent navigation;

9.5.2 Any loss suffered by third parties with respect to damage to their property or injury to their personnel which is related to the use of the Terminal by the Ship and which involves the fault, wholly or partially, of the Master, officers or crew, including negligent navigation;

9.5.3 Any loss suffered by the Terminal with respect to a hazard under section 12 – Removal of Wrecks; and involving the fault, wholly or partially, of the master, officer, or crew of the vessel, including negligent navigation or operation of the vessel;

9.5.4 Any loss or damage to the Ship while in Terminal, including consequential losses and all claims, damages and costs arising therefrom, unless such losses, claims, damages and costs are caused by omission, fault or neglect on the part of the Terminal;

9.5.5 Any personnel injury or property loss suffered by the Master, officers or crew of the Ship while in the Terminal, including consequential losses and all claims, damages and costs arising therefrom, provided such person or property losses involving the fault, wholly or partially of the master, officers or crew (or any person serving on board the vessel including all supernumeraries) of the vessel, including but without limitation, negligent navigation or operation of the vessel.

10. Drugs and Alcohol

As part of the prequalification requirements before the LNG Carrier is permitted to call at the Terminal the owners or operators of the LNG Carrier must have in place an effective drug and alcohol abuse policy, a copy of which must be posted onboard. This drug and alcohol abuse policy must meet or exceed the standards specified in the OCIMF 'Guidelines for the Control of Drugs and Alcohol Onboard LNG Carrier'. Whilst the LNG Carrier is within the Terminal operational limits, this drug and alcohol abuse policy must be strictly observed and the LNG Carrier's Master must ensure that no restricted drugs (other than those in the medical locker) are onboard and that no alcohol is used or is available for use.

Note: the LNG Carrier's crew is reminded that they must have a zero blood alcohol level.

11. Visitors attending the LNG Carrier

The LNG Carrier (including its owners, operator or Master) shall be responsible for ensuring that all visitors attending within the Terminal premises, including representatives of Users, Terminal, independent surveyors and Ship's Agents, fully comply with the Terminal Regulations and other procedures. The Terminal personnel that need to attend or remain onboard the LNG Carrier during berthing and off-loading operations shall be provided with food and accommodation of the standard usually provided for the LNG Carrier's senior officers.

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12. Removal of Wrecks

If the Ship or any object on board becomes, or is likely to become, an obstruction, threat, or danger to navigation, operations, safety, health, environment or security of the Terminal (a "hazard"), the Master and the Owner shall, at the option of the Terminal Management, take immediate action to clear, remove or rectify the hazard as the Terminal Management may direct, or the Terminal Management shall be entitled to take such reasonable measures as it may deem appropriate to clear, remove or rectify the hazard and the Master and Owner shall be responsible for all costs and expenses associated therewith, save where the same has been caused by the sole negligence of the Terminal.

13. Provision of Services

13.1 Compliance with laws: all services, facilities and assistance provided by or on behalf of Terminal, its servants or contractors their parent companies, subsidiaries, or affiliates, or its or their servants, agents, or contractors whether or not any charge is made by Terminal thereof are provided subject to the Terminal Regulations and all applicable laws and regulations for the time being in force.

13.2 The Terminal Representative on LNG Carrier: the services of the Terminal Representative are provided to the LNG Carrier with the express understanding and condition that the Terminal Representative becomes for such purposes the agents/servant of the LNG Carrier (including its owners, operator and charterers) and the Terminal (including its servants, agents and contractors) shall not in any way be liable for any loss, damage or personal injury (of any nature whatsoever including death) incurred by any person whomsoever, resulting from or in any way contributory to or connected with, the advice or assistance given or for any action taken by the Terminal, whether negligent or otherwise.

13.3 LNG Carrier Navigation: in all circumstances the Master of the LNG Carrier shall remain solely responsible on behalf of its owners, operators or charterers for the navigation and operation of the LNG Carrier. Save to the extent set out in clause 9.5, The Terminal (including its servants, agents and contractors) shall in no way whatsoever be responsible or liable for any contribution with respect to any loss, damage, or delay from whatsoever cause arising whether directly or indirectly in consequence of any assistance, advice or instructions whatsoever given or tendered in respect of any vessel whether by way of the provision of navigation facilities (including berthing aids) or otherwise howsoever and irrespective of neglect on the part of the Terminal.

14. Changes to the Conditions of Use

By signing these Conditions of Use, the LNG Carrier including its owners, operator and Master are bound by the Conditions of Use then in force and any changes that:

- 14.1 were already scheduled to come into force and for which advance notice has been given.
- 14.2 arise from the coming into force of new legal or statutory provisions or regulations issued by the Terminal's Management or other competent bodies that have, or may have, a direct or indirect influence on Terminal or its operation; such new provisions or regulations shall be applied fully from the date of their entry into force. Where changes to any part of the Conditions of Use are made no compensation of any sort shall be due.

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15. Pollution

For any oil pollution caused by the LNG Carrier, its Master, or crew, and involving the fault, wholly or partially, of the Master, officers, crew or management of the Vessel, including negligent navigation; the LNG Carrier and its owners shall protect, defend, indemnify, and hold harmless Terminal Interests from and against any loss, damage, liability, suit, claim, or expense arising there from.

16. Parties and Related Parties

It is hereby expressly agreed that no servant or agent of Terminal Interests shall be under any liability whatsoever for any loss, damage, or delay of whatsoever kind arising or resulting directly or indirectly from any act or neglect or default on its part while acting in the course of or in connection with its employment.

Without prejudice to the generality of the foregoing provisions in this Article, every exemption, limitation, condition, and liability herein contained and every right, exemption from liability, defense, and immunity of whatsoever nature applicable to Terminal Interests or to which Terminal Interests are entitled hereunder shall also be available and shall extend to protect every such servant or agent of Terminal Interests acting as aforesaid, and for the purpose of all the foregoing provisions of this clause, Terminal Interests are or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons who are or might be its servants or agents from time to time, and all such persons shall to this extent be or be deemed to be parties to this agreement.

17. Resolution of Disputes

Any dispute or differences of any kind whatsoever ("the Dispute") arising out of or in connection with Terminal Regulations, including these Conditions of Use, shall (regardless of the nature of the Dispute) be referred to arbitration by arbitrators one to be appointed by each party and an umpire appointed jointly by the arbitrators before entering upon the reference in accordance with Turkey Arbitration Act, any amendment or re-enactment thereof. The venue of the arbitration shall be the city of Hatay, Turkey and the arbitration proceeding shall be held in English language.

18. Governing Law and Jurisdiction

Terminal Regulations, including these Conditions of use, shall in all respects be read and construed and shall operate in conformity with the Laws of Turkey and subject to Resolution of Disputes by arbitration provided herein the courts at Hatay, Turkey shall have sole jurisdiction for adjudicating any disputes hereunder.

Name of the Ship _____

Name of the Master _____

Ships Stamp _____

Signature of the Master _____

Dated _____

BOTAS Pilot will not moor any vessel to BOTAS Dortyol LNG Terminal wharves unless they have the master's signature the acknowledgement above.

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11 ANNEX 2 – SAFETY LETTER

SAFETY LETTER

Dear Sir,

Responsibility for the safe conduct of operations while your ship is at this terminal rests jointly with you, as Master of the ship, and with the responsible Terminal Representative. We wish, therefore, before operations start, to seek your full co-operation and understanding on the safety requirements set out in the Ship/Shore Safety Check-List, which are based on safe practices that are widely accepted by the gas and tanker industries. We expect you, and all under your command, to adhere strictly to these requirements throughout your ship's stay alongside this terminal and we, for our part, will ensure that our personnel do likewise, and co-operate fully with you in the mutual interest of safe and efficient operations. Before the start of operations, and from time to time thereafter, for our mutual safety, a member of the terminal staff, where appropriate together with a Responsible Officer, will make a routine inspection of your ship to ensure that elements addressed within the scope of the Ship/Shore Safety Check-List are being managed in an acceptable manner. Where corrective action is needed, we will not agree to operations commencing or, should they have been started, we will require them to be stopped. Similarly, if you consider that safety is being endangered by any action on the part of our staff or by any equipment under our control, you should demand immediate cessation of operations. There can be no compromise with safety. Please acknowledge receipt of this letter by countersigning and returning the attached copy.

Terminal Representative

Terminal Representative on duty is:

Position or Title:

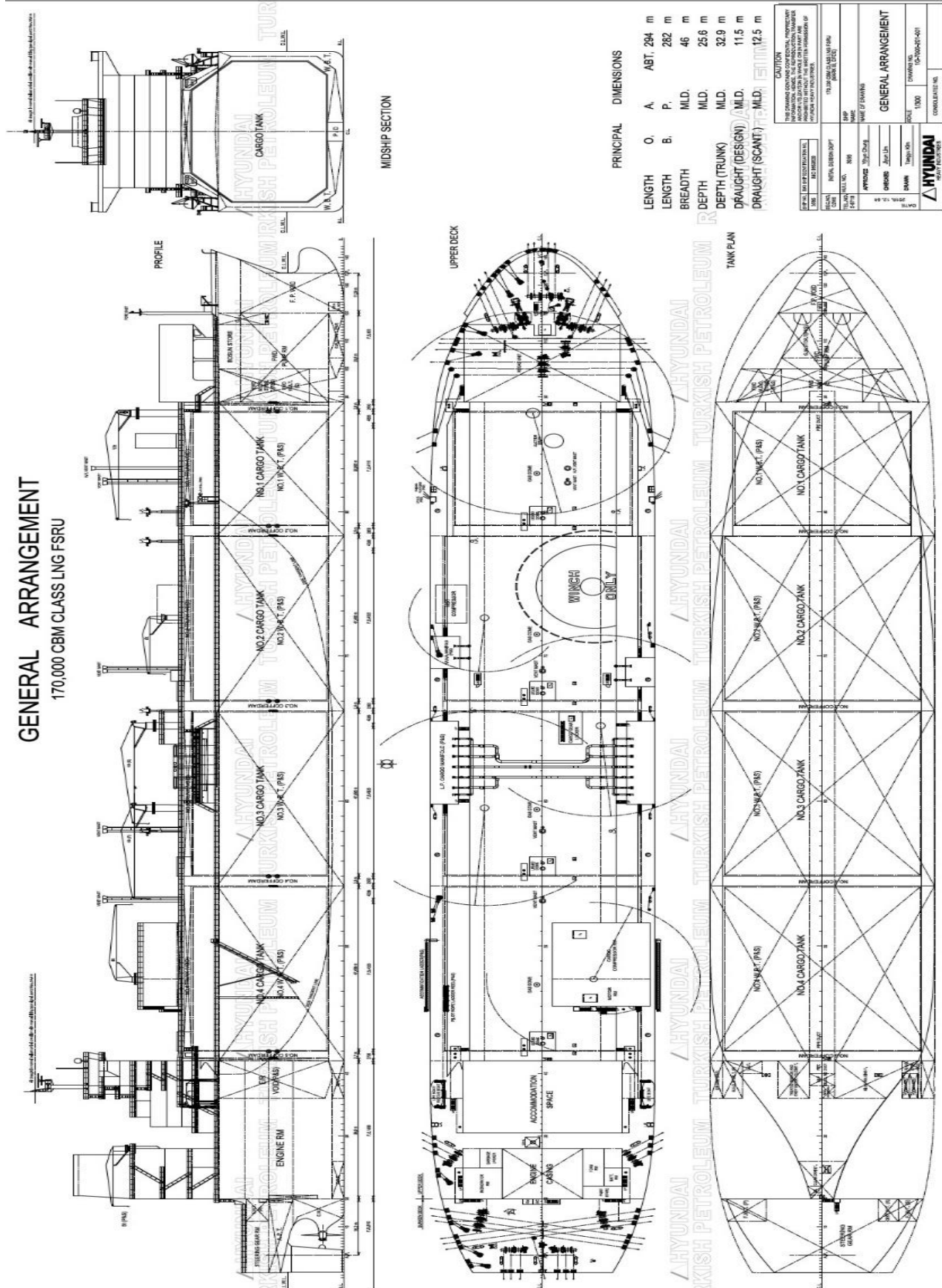
Contact Details:

Signed: _____

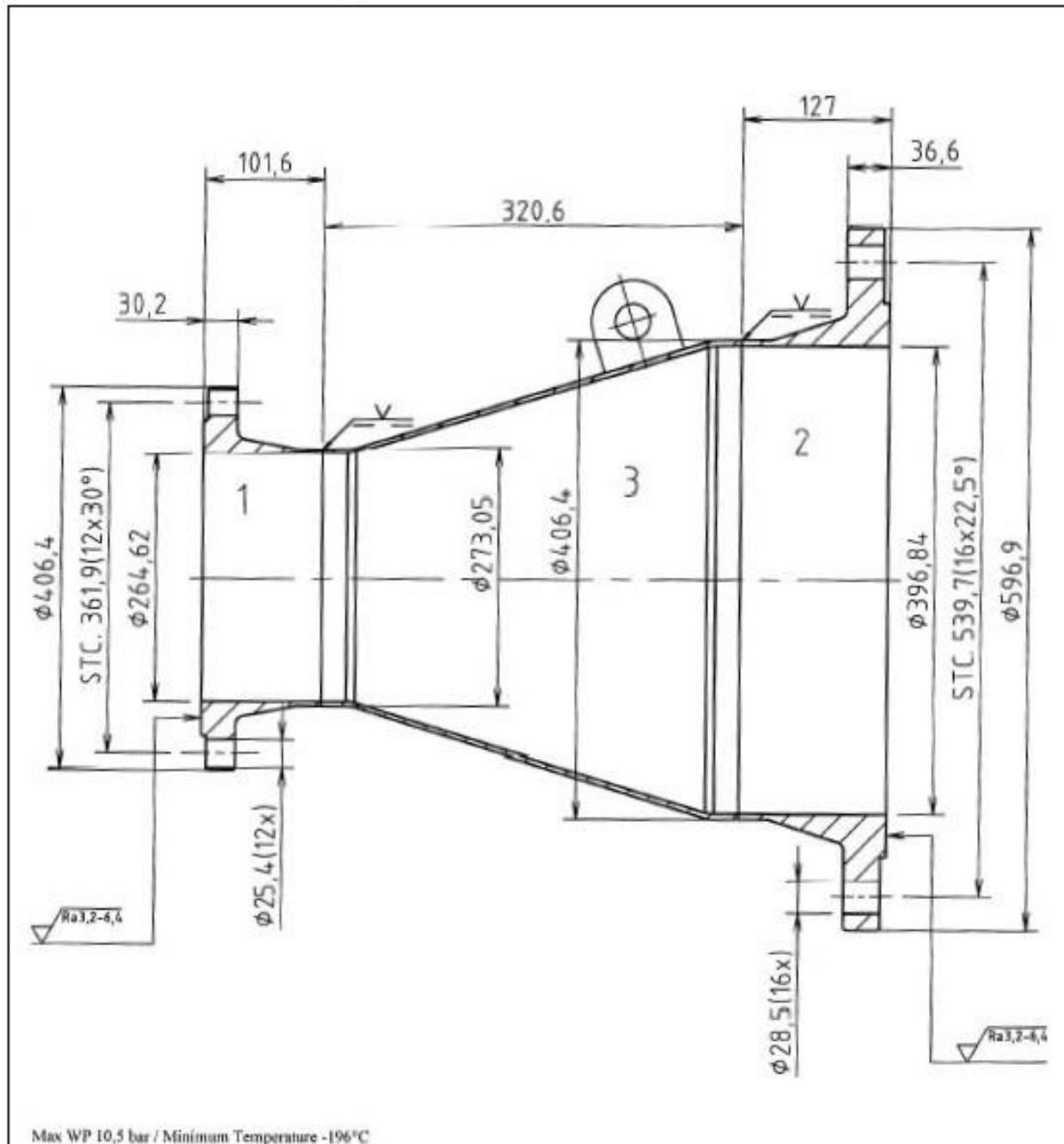
LNG Carrier Master

Date: _____

12 ATT-1 FSRU General Arrangement



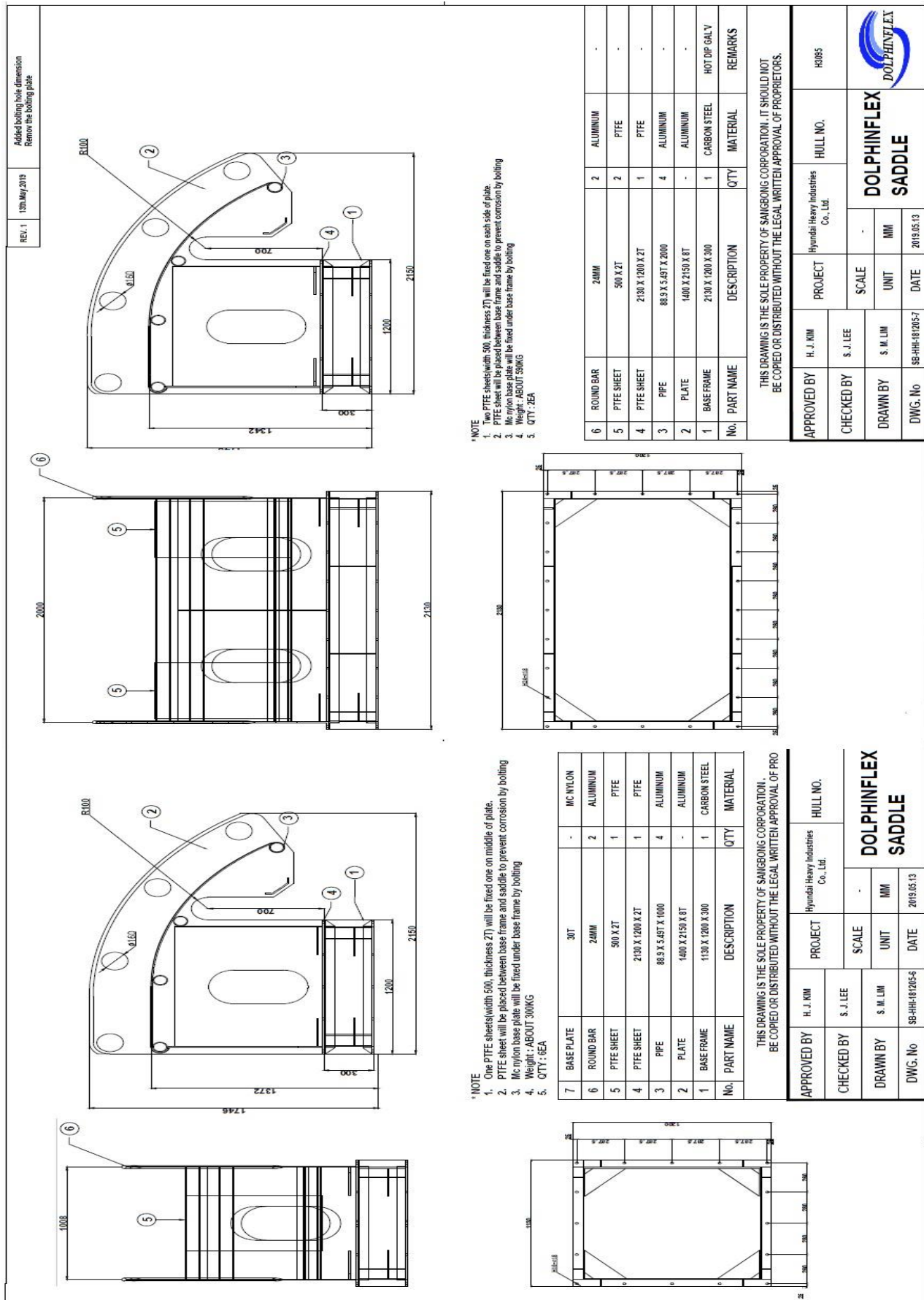
13 ATT-2 FSRU – LNGC SIDE STRAIGHT REDUCER DIAGRAM

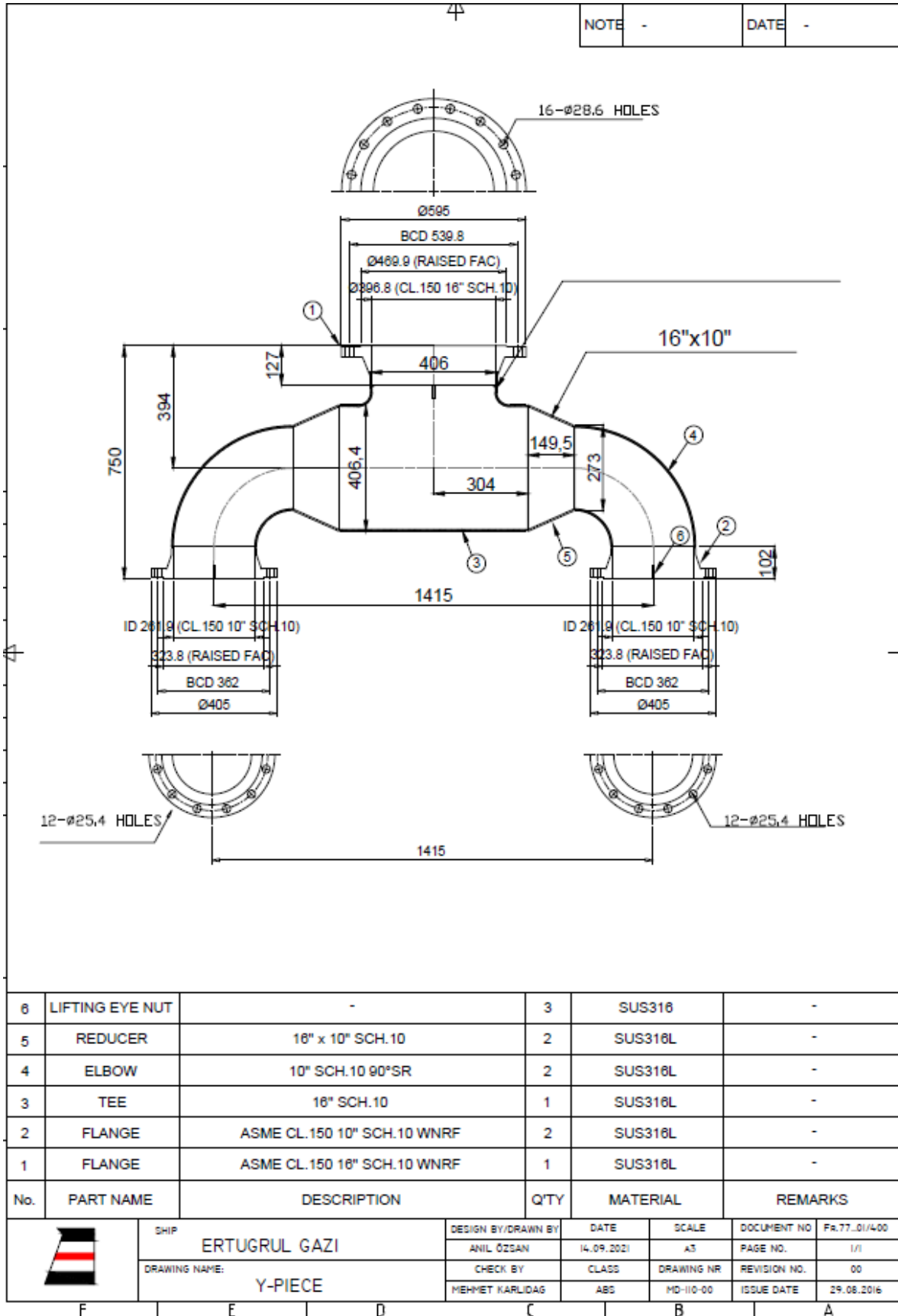


3	1	Concentric reducer	S.S. 316L	Ø406,4x320,6	16"-10"
2	1	Welding neck flange 16"	S.S. 316L	Ø596,9x127	Schedule 10 S
1	1	Welding neck flange 10"	S.S. 316L	Ø406,4x101,6	Schedule 10 S
Pc. nr.	Number	Name	Material	Standard indication or dimensions	Remark

BOTAS DORTYOL LNG TERMINAL

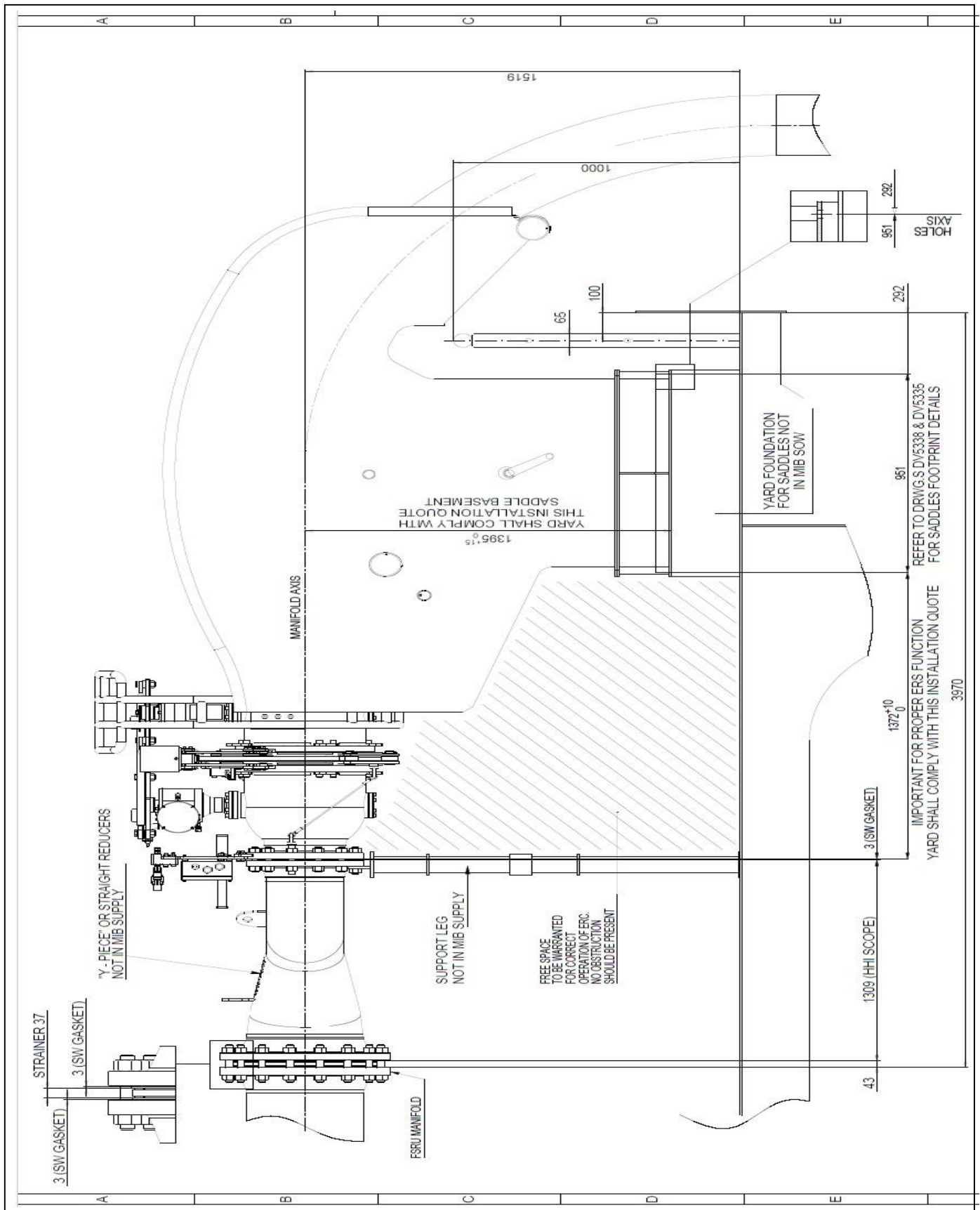
14 ATT-3FSRU – SUPPORT SADDLE DRAWING LNGC SIDE



BOTAS DORTYOL LNG TERMINAL
15 ATT-4 FSRU / LNGC SIDE Y-PIECE REDUCER DIAGRAM


BOTAS DORTYOL LNG TERMINAL

16 ATT-5 FSRU COMPLETE LAYOUT FOR STS LNG TRANSFER SYSTEM 1/2



17 ATT-6 FSRU COMPLETE LAYOUT FOR STS LNG TRANSFER SYSTEM 2/2

