

**“NEVSKAYA PIPE COMPANY”
LIMITED LIABILITY COMPANY**

**APPROVED BY
General Director
of LLC “Nevskaya Pipe Company”**



2025

**REGULATIONS
ON THE PROCEDURE FOR BUNKERING OPERATIONS
AT BERTHS No. 4, 5 OF LLC “NEVSKAYA PIPE COMPANY”
OF THE SEAPORT OF UST-LUGA
SO – 03- NTK – 001 - 1 - 25**

Ust-Luga Seaport

2025

FOREWORD

1. THESE REGULATIONS were developed by the Commodity and Transport Department of LLC "NEVSKAYA PIPE COMPANY".
2. APPROVED AND PUT INTO EFFECT BY ORDER OF LLC "NEVSKAYA PIPE COMPANY" No. 20/2025 dated « 06 » 03 2025.
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8. Annotation

These Regulations are a fundamental document of the standardization system of LLC "NEVSKAYA PIPE COMPANY". These Regulations were developed to work out the organizational and methodological documents of the standardization system of LLC "NEVSKAYA PIPE COMPANY". The document defines the requirements for the procedure for bunkering operations of vessels (tankers) standing at berths No. 4 and No. 5 of the Liquid Cargo Complex of LLC "Nevskaya Pipe Company" with marine fuel, as well as for the procedure for interaction between LLC "Nevskaya Pipe Company", agency companies, bunkering companies and other organizations during bunkering operations.

9. The department of LLC "NEVSKAYA PIPE COMPANY" responsible for the document is the Commodity and Transport Department, Head of the Dispatch Group.

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1. SPHERE OF APPLICATION

1.1. These Regulations were developed for organization of interaction of all interested parties in course of bunkering at berths No. 4 and No. 5 of the Liquid Cargo Complex of LLC "Nevskaya Pipe Company" in the seaport of Ust-Luga.

1.2. Bunkering of vessels shall be conducted according to the General and Special Rules for the Transportation of Liquid Cargo 7-M and amendments thereto, Mandatory Regulations in the Seaport of Ust-Luga (Order No. 6 of the Minister of Transport of Russia dated January 15, 2013), International Safety Guidelines for Tankers and Oil Terminals (ISGOTT), General Rules for the Navigation and Mooring of Vessels in the Seaports of the Russian Federation and on the Approaches to Them (approved by Order No. 395 of the Ministry of Transport of Russia dated November 12, 2021, registered with the Ministry of Justice of the Russian Federation on June 1, 2022, registration No. 68677), internal regulatory documents of LLC "Nevskaya Pipe Company".

1.3. These Regulations determine:

- the procedure for bunkering operations of vessels (tankers) standing at berths No. 4 and No. 5 of the Liquid Cargo Complex of LLC "Nevskaya Pipe Company" with marine fuel and lubricants from bunkering vessels.
- the procedure for interaction between LLC "Nevskaya Pipe Company", agency companies, bunkering companies, branch of the Federal State Budgetary Institution Baltic Sea Ports Administration in the seaport of Ust-Luga (hereinafter: branch of the Federal State Budgetary Institution Baltic Seaports Administration in the Seaport of Ust-Luga) and other organizations in organizing and conducting operations for bunkering and export of oil products in the mode of moving supplies outside the Russian Federation through the Oil Transshipment Terminal of LLC "Nevskaya Pipe Company" in the seaport of Ust-Luga.

1.4. These Regulations requirements are formulated in strict accordance with the legislation of the Russian Federation, international and national standards and rules for the operation of the port in force on the territory of the Russian Federation.

1.5. These Regulations requirements shall be mandatory for agency companies, bunkering companies and other participants of the procedure of bunkering operations of vessels (tankers) standing at berths No. 4 and No. 5 of the Liquid Cargo Complex of LLC "Nevskaya Pipe Company" according to their spheres of activities and authorizations.

2. TERMS AND DEFINITIONS

The following terms and definitions are used in these Regulations.

2.1. **Bunkering** is the process in the course of which marine fuel or lubricants are received in bulk from the bunkering vessel for the vessel's own needs.

2.2. **Terminal** is a technological facility of the port, consisting of a section for transporting oil from the Ust-Luga Oil Depot to berths No. 4, 5 of the Liquid Cargo Complex of LLC "Nevskaya Pipe Company" with a complex of structures designed for loading oil into tankers.

2.3. **LLC "Nevskaya Pipe Company"** is Nevskaya Pipe Company Limited Liability Company, a company that operates the Terminal, handles tankers and carries out loading and unloading operations with oil at berths No. 4 and No. 5 of the Oil Transshipment Terminal in the seaport of Ust-Luga.

2.4. **Dispatcher of LLC "Nevskaya Pipe Company"** is an official of LLC "Nevskaya Pipe Company", managing the technological equipment of the berths during pressure testing/drainage of loading arms, and also implementing interaction between LLC

“Nevskaya Pipe Company”, Branch of Transneft-Baltika LLC - Ust-Luga Oil Depot, shippers (representatives of shippers), forwarders, agents, Customs Authority, Border Authority, Seaport Administration and other organizations (services, parties) for servicing the tanker before its approach to the port, during its stay at the berth and before leaving the port.

2.5. **Seaport of Ust-Luga (or Ust-Luga seaport)** is the whole complex of structures, equipment, organizations, enterprises, services involved in vessels handling.

2.6. **Loading foreman** is an official of LLC “Nevskaya Pipe Company”, who checks the vessel's readiness for loading and ensures interaction with the dispatcher of the Branch of Transneft-Baltika LLC - Ust-Luga Oil Depot, the dispatcher of LLC “Nevskaya Pipe Company” and the tanker administration during cargo and auxiliary operations. He/she is an authorized representative of LLC “Nevskaya Pipe Company” ensuring the safe cargo operations conduct. In emergency situations, he/she coordinates the actions of the tanker crew and the shore personnel and shall be on board of the tanker if necessary.

2.7. **Vessel representative** is a responsible representative of the tanker, appointed by the master of the vessel, directly ensuring the safety of bunkering operations on the tanker. He/she maintains constant communication with the Terminal loading foreman (and the berth dispatcher). He/she ensures that bunkering operations are conducted according to these Regulations and the loading foreman's instructions.

2.8. **Ship owner** is a company/person operating a vessel on its own behalf, regardless of whether it is the owner of the vessel or uses it on another legal basis.

2.9. **Agent/Agency company** is a company that carries out legal and other actions in the seaport of Ust-Luga on behalf of and at the expense of the ship owner or the charterer on its own behalf, on behalf of the ship owner, or on behalf of the charterer.

2.10. **Surveyor** is an independent person who carries out inspection of the quantity and quality of cargo, inspection, verification of documentation, inspection of equipment and technical condition of vessels, and issues reports, conclusions and recommendations based on the results of the work.

2.11. **SMI Ust-Luga LLC** is Spetsmorpodrazdelenie Ust-Luga LLC, a company providing services for emergency rescue preparedness and liquidation of emergency spills of oil products in the water area.

2.12. **Bunkering vessel** is a vessel for supplying vessels with fuel in the port, which has equipment for pumping liquid fuel to bunkered vessels and devices for recording the amount of transferred fuel.

2.13. **Tanker/Vessel** is a sea vessel that conducts cargo operations with oil/oil products at one of the berths of the Terminal of LLC “Nevskaya Pipe Company”.

2.14. **Schedule of tonnage delivery and placement in the port of Ust-Luga** is a document approved by Transneft PJSC according to the established procedure and determining the sequence of shipments of tanker positions with a breakdown by dates, quantity and resources of shippers. The first date of the schedule determines the date of approach and placement of the tanker to the berth, the second - the date of loading (end of loading) of oil.

3. DESIGNATIONS AND ABBREVIATIONS

ISPC is the Inspection of the State Port Control of the branch of the Federal State Institution AMP of the Baltic Sea in Ust-Luga seaport.

ISGOTT is the International Safety Guidelines for Tankers and Oil Terminals.

LCC is the Liquid Cargo Complex.

Ust-Luga CP is the checkpoint "Ust-Luga" of the department in the village of Ust-Luga of the Service in the city of Sosnovy Bor of the Border Directorate of the FSB of Russia for St. Petersburg and Leningrad Region.

SWB is the Schedule of work of berths No. 4 and No. 5 of LLC "Nevskaya Pipe Company" in the port of Ust-Luga. It's a document containing the main official information on vessel handling. The schedule of work of berths No. 4 and No. 5 of LLC "Nevskaya Pipe Company" is compiled by the dispatcher of LLC "Nevskaya Pipe Company" and shall be adjusted when new information is received, at least four times a day.

THPP is the Tanker handling plan in the port of Ust-Luga. It's a document defining the time and sequence of tanker handling at berths No. 4, 5 of LLC "Nevskaya Pipe Company", compiled by TTS and OGD of the Branch of Transneft-Baltika LLC - Ust-Luga Oil Depot on the basis of SWB and based on the results of conference calls with the participation of all interested parties. THPP is agreed upon by customs representatives; OGD, TTO of the Branch of Transneft-Baltika LLC - Ust-Luga Oil Depot and LLC "Nevskaya Pipe Company"; representatives of agency and forwarding companies. The THPP is approved by the Ust-Luga Port Master, Deputy General Director for TTD of the Branch of Transneft-Baltika LLC - Ust-Luga Oil Depot and Deputy Director in charge of Manufacturing of LLC "Nevskaya Pipe Company".

4. GENERAL PROVISIONS

4.1 These Regulations were developed as an addition to the Regulations on Sea Tonnage Handling and Oil Transshipment at Cargo Berths No. 4 and 5 in the Seaport of Ust-Luga.

4.2 These Regulations govern interaction of all interested parties: LLC "Nevskaya Pipe Company", agency companies, bunkering companies and other organizations, when organizing and conducting operations on bunkering and export of oil products in the mode of movement of supplies outside the Russian Federation through the Oil Transshipment Terminal of LLC "Nevskaya Pipe Company" in the Ust-Luga sea trade port.

4.3 The tanker master and the bunkering vessel master are personally responsible for compliance with fire and industrial safety requirements, labor protection and measures to prevent environmental pollution during bunkering operations.

4.4 Conducting bunkering operations shall, in no way, affect the times approved in the Tanker handling plan in the port of Ust-Luga.

4.5 The Agent shall be responsible for organizational issues related to bunkering operations.

4.6 The Agent shall ensure coordination of work and interaction between the following enterprises, organizations and government agencies during bunkering operations:

- LLC "Nevskaya Pipe Company"
- Freight forwarders;
- Agents;
- Masters' office of Ust-Luga seaport;

- Pilots carrying out pilotage of tankers;
- Icebreaking Operations Headquarters (IOH);
- Operator of the vessel traffic control systems of the port of Ust-Luga of North-West Basin Branch of the FSUE Rosmorport;
- North-West Energy Customs Post;
- Ust-Luga Checkpoint;
- Kingisepp CVS;
- Territorial department of the Direction of Rospotrebnadzor in Leningrad Region in Kingisepp, Volosovo and Slantsy districts.

4.7 Pilotage, tug escort and tugboat operation of bunkering vessels during mooring, icebreaker assistance and other works related to ship support are organized by agents as agreed with LLC “Nevskaya Pipe Company” according to the Tanker handling plan in the port of Ust-Luga, Mandatory Regulations in Ust-Luga seaport, orders of the master of the port and instructions of ship freighters, etc.

4.8 The activities of border, customs, veterinary and sanitary quarantine control bodies are regulated in the order established by the legislation of the RF, by the legislation of the Customs Union, by current decrees of the Government of the RF, departmental instructions, Technological scheme for organization of the checkpoint for persons, vehicles, goods, cargoes and animals across the state border of the Russian Federation at the border post of the Russian Federation in the seaport of Ust-Luga.

4.9 Activities of forwarding, agency, surveyor, towing, pilotage and ship Chandler companies, as well as of companies rendering diving services to vessels, bunkering of vessels and other organizations related to vessel handling in the port of Ust-Luga, operating on the territory of the Bulk Cargoes Complex of LLC “Nevskaya Pipe Company” in the name and on behalf of third parties shall be performed by virtue of contracts concluded by these companies with ship owners and / or freighters, consignors, LLC “Nevskaya Pipe Company” in strict observance of regulatory documents, orders and instructions in force in the port of Ust-Luga and in LLC “Nevskaya Pipe Company”.

4.10 The activities of the Branch of FSBI AMP of the Baltic Sea in the seaport of Ust-Luga shall be performed by virtue of the Regulations on the Branch of FSBI AMP of the Baltic Sea in the seaport of Ust-Luga and Mandatory dispositions in the seaport of Ust-Luga.

4.11 LLC “Nevskaya Pipe Company” shall familiarize official representatives of Agency companies with the regulatory documents, codes, rules, traditions and these Regulations in force on the territory of berths No. 4 and No. 5 of LLC “Nevskaya Pipe Company”.

4.12 Agency companies shall independently ensure access for employees, staff, officials of organizations, agency and forwarding companies, state control and supervisory bodies participating in and/or controlling the process of tanker handling in the port of Ust-Luga according to the rules, procedures, and instructions in force for access to the territory of LLC “Nevskaya Pipe Company”.

5. REQUIREMENTS TO BUNKERING VESSELS

5.1. Bunkering vessels shall meet all requirements imposed on vessels by the Russian Maritime Register of Shipping, the International MARPOL Convention, Rosprirodnadzor, the Mandatory Regulations of the Maritime Administration of the Port of Ust-Luga, the Regulations on Sea Tonnage Handling and Transshipment on Cargo Berths No. 4 and No. 5 in the Seaport of Ust-Luga and other applicable national and international regulatory documents.

5.2. To obtain permission for bunkering operations in the waters of berths No. 4 and No. 5 of LLC "Nevskaya Pipe Company", each individual bunkering vessel must undergo an assessment by an independent surveyor according to the Terminal form (Appendix No. 2 to the Regulations).

5.3. The list of independent surveyors accepted by LLC "Nevskaya Pipe Company" is provided in Appendix No. 1 to the Regulations, and is also published and updated on the website of the Oil Transshipment Terminal: <http://nevpipeco.ru>.

5.4. An assessment of bunkering vessels is carried out at the expense of the ship owner (technical or commercial operator, etc.).

5.5. A surveyor's report in respect of the assessment of the bunkering tanker shall be provided to LLC "Nevskaya Pipe Company" by the agency company.

5.6. Bunkering vessels with ratings of not lower than E, G and S in sections 2–6,7,8 and not lower than E in section 1 and not lower than G in section 9 of the surveyor's report may be admitted (accredited) to bunkering.

5.7. The accreditation is valid for 6 months.

5.8. If any significant deficiencies are discovered, the bunkering vessel may be denied the right for bunkering operations in the waters and berths of LLC "Nevskaya Pipe Company".

5.9. If the bunkering vessel meets the Terminal requirements (Appendix No. 6 to the Regulations), the agency company or a representative of an independent survey or shipping company sends to the Terminal address to the electronic mailboxes specified in Paragraph 6.2.1: Surveyor's report, Tanker technical condition report and Technical confirmation questionnaire, signed and certified by the seal of the survey organization.

5.10. Upon receipt from the agency company, the representative of the independent surveyor or shipping company of positive conclusions of the Surveyor's Report, Tanker technical condition report and Technical confirmation questionnaire, the Terminal shall:

- enter the bunkering vessel into the register of vessels admitted to operate in the area of responsibility of LLC "Nevskaya Pipe Company";
- send the register of vessels admitted to operate in the area of responsibility of LLC "Nevskaya Pipe Company", indicating the period of validity, to a specialist of the PR Department and the Berth Dispatcher.

5.11. The specialist of the PR Department of the Terminal shall publish the register of bunkering vessels admitted to operate in the area of responsibility of LLC "Nevskaya Pipe Company" on the website of the Oil Transshipment Terminal: <http://nevpipeco.ru>

5.12. After the bunkering vessel is admitted to operate in the area of responsibility of LLC "Nevskaya Pipe Company", any addition is possible to the requirements to the bunkering vessel based on the experience of bunkering operations.

6. PROCEDURE FOR BUNKERING OPERATIONS AT THE TERMINAL BERTHS

6.1. GENERAL PROVISIONS

6.1.1. All movements of bunkering vessels in the waters within the area of responsibility of LLC "Nevskaya Pipe Company" must be conducted with the permission of the Ust-Luga Seaport State Control Center and in agreement with the shift dispatcher of LLC "Nevskaya Pipe Company".

6.1.2. Bunkering of vessels should not be conducted to the detriment of the main cargo operations with oil carried out according to the approved THPP.

6.1.3. Bunkering of vessels and other operations connected to ensuring the functioning of the ships, shall be conducted after the relevant documents' execution by state supervisory and control bodies in the established order.

6.1.4. Bunkering of vessels standing at the Terminal berths shall be conducted from bunkering vessels. At that, bunkering shall be conducted using two variants:

- the bunkering vessel shall be moored immediately after the completion of the main loading of the tanker, disconnection of the cargo loading arms and removal of the boom around the tanker;

- the bunkering vessel shall be moored during the period after the completion of the vessel mooring to the berth until the vessel and terminal are ready for cargo operations. The bunkering vessel shall be unmoored after the completion of cargo operations, disconnection of the cargo loading arms and removal of the boom or during the accumulation of cargo at the Terminal, provided that the vessel has ceased cargo operations by closing the cargo sluice gates on the vessel's cargo lines and the shut-off valves of the shore loading arms.

6.1.5. Bunkering vessels approach to tankers moored at berths No. 4 and No. 5 of LLC "Nevskaya Pipe Company" shall be carried out before the installation of boom containment in the summer period and before the start of connecting cargo loading arms in the winter period.

6.1.6. Bunkering vessels departure from tankers standing at berths No. 4 and No. 5 of LLC "Nevskaya Pipe Company" shall be permitted only after the completion of the main cargo operations with oil, disconnection of cargo loading arms and removal of booms (in the summer period).

6.1.7. As exceptions (Accident, Emergency, etc.), by agreement with the loading foreman, the bunkering vessel unmooring is possible before the end of cargo operations. In this case, cargo operations should be suspended and resumed only after the bunkering vessel unmooring, and in the summer period also after fitting out.

6.1.8. All bunkering operations must be completed strictly within the time allotted for this purpose in SWB.

6.1.9. If bunkering exceeds the time allotted for this purpose in SWB, extension of bunkering time shall be agreed in writing with LLC "Nevskaya Pipe Company".

In this case, the agency company shall send a written request to LLC "Nevskaya Pipe Company" to extend the bunkering operation time.

6.1.10. LLC "Nevskaya Pipe Company" shall consider the received request and, if it does not affect subsequent tanker handling or planned works on servicing the equipment and structures of berths No. 4 and No. 5 carrying out, agree it.

In this case, if it is justified, the tanker and/or the bunkering vessel shall stop bunkering operations and leave the berth at the first request of LLC "Nevskaya Pipe Company".

6.2. PREPARATION FOR BUNKERING OPERATIONS

6.2.1 To agree bunkering operations and include them in SWB schedule, the agency company shall send a request to LLC "Nevskaya Pipe Company" at least 2 (two) days in advance, according to the form of Appendix No. 3 of the Regulations, to the following e-mail addresses: info@nevpipeco.ru; disp@nevpipeco.ru; disp.ntk@yandex.ru; nikishovvv@nevpipeco.ru; rodionovaiyu@nevpipeco.ru; SukhliaevaTY@nevpipeco.ru;

6.2.2 The request shall include the following information:

- Vessel name, flag and IMO number;
- Agent name and contact details;
- Bunkering time and place;
- Bunkering fuel on board name and quantity;
- Bunkering fuel to be supplied name and quantity;
- Surveyor name and contact details.

6.2.3 The grounds for the Terminal's refusal to conduct bunkering operations may be:

- Absence of a nominated surveyor;
- Lack of accreditation of a bunkering company/vessel;
- Existence of debt of a ship's agent to the Terminal;
- Inability to limit the main cargo operations for bunkering;
- Inability to include bunkering operations in THPP schedule;
- Failure of an agency company or a bunkering company/vessel to meet the requirements of these Regulations.

6.2.4 LLC "Nevskaya Pipe Company" shall send a response with the decision made in respect of the request to the e-mail address specified in the request.

6.2.5 No later than three hours before the planned placement of the bunkering vessel alongside the bunkered vessel, the ship's agent is obliged to send to the e-mail address of the shift dispatcher of LLC "Nevskaya Pipe Company" (confirming receiving by mobile phone) the confirmation of bunkering operation according to Appendix No. 4.

6.2.6 Upon receiving of the confirmation of bunkering operations, the shift dispatcher of LLC "Nevskaya Pipe Company" has the right to refuse to conduct bunkering in the event of:

- Failure of the agency company or the bunkering company/vessel to meet the requirements of these Regulations;
- In case of any significant changes concerning bunkering operations in respect of the information specified in the previously submitted Request (absence of a nominated surveyor or replacement of a bunkering operator with a bunkering operator not accredited by LLC "Nevskaya Pipe Company");
- Not favorable hydrometeorological conditions that make mooring/unmooring of the bunker vessel and bunkering operations unsafe (in winds over 15 m/s or thunderstorms);
- Malfunctions of fire alarm and fire extinguishing systems of ships;
- Malfunctions of the spark extinguishing system of the exhaust and smoke pipes of the bunkering vessel.

6.2.7 All operational information shall be recorded by the shift dispatcher of LLC “Nevskaya Pipe Company” in the operational log.

6.2.8 The master of the bunkering vessel accredited by Nevskaya Pipe Company, before mooring to the tanker, is obliged to obtain permission to move from the State Inspectorate of the Ust-Luga Seaport and agree the approach to berths No. 4 or No. 5 with the dispatcher of Nevskaya Pipe Company, LLC.

6.2.9 Immediately before mooring, the master of the bunkering vessel must also receive permission via VHF/telephone from the master of the tanker standing at the berth and the loading foreman of LLC “Nevskaya Pipe Company” for the possibility of double banking.

6.2.10 To reach the loading foreman and the tanker master, it is necessary to use channel 73 of the VHF marine range.

6.2.11 When the bunkering vessel approaches the tanker, the master of the bunkering vessel shall meet all safety measures in force in the port of Ust-Luga.

6.2.12 The bunkering vessel mooring to the tanker shall be carried out by the ships' crews.

6.2.13 The period of the bunkering vessel possible mooring from the moment of completion of the tanker's mooring at berth No. 4 or No. 5 of LLC “Nevskaya Pipe Company” until the start of installation of the boom and hose of cargo loading arms.

6.2.14 The time of the bunkering vessel mooring/unmooring shall be recorded in the operational logs of the dispatcher and the loading foreman of LLC “Nevskaya Pipe Company”.

6.2.15 To conduct bunkering operations at the berth of LLC “Nevskaya Pipe Company”, vessels (bunker and tanker) must be securely moored to prevent their movement along the berth/vessel and away from the berth/vessel, as well as the vessel's separation from the berth/vessel if weather conditions worsen.

6.2.16 After mooring, the master of the bunkering vessel and the person responsible for bunkering on the tanker shall complete the Safety Check Sheet according to ISGOTT.

6.2.17 The master of the bunkering vessel and the person responsible for bunkering on the tanker, in addition to the Safety Check Sheet, shall agree:

- procedure for bunkering alongside the tanker;
- bunkering operations plan;
- provision of access from the tanker to the bunkering vessel;
- signals for bunkering operation emergency stop (must be different from the terminal emergency signals);
- communication procedure, main and backup VHF communication channels.

– Checklist for the safety inspection of bunkering operations in the area of responsibility of the Oil Transshipment Terminal of LLC “Nevskaya Pipe Company” (Appendix No. 5).

6.3. CONDUCTING BUNKERING OPERATIONS

6.3.1 Bunkering operations shall be permitted only after all requirements of these Regulations are met.

6.3.2 Under no circumstances shall bunkering from the bunkering vessel be permitted during measurements of the vessel's cargo tanks.

6.3.3 Bunkering operations shall be conducted according to current international (ratified in the Russian Federation) and national safety requirements. Proper control of

bunkering shall be ensured by the administration of the bunkering vessel and the bunkered vessel, and the loading foreman of the Terminal.

6.3.4 Before bunkering operations start, all deck scuppers on vessels must be tightly closed, as any oil products accidentally spilled during operations may go overboard through them. Water accumulated on vessels' decks (rain, melting snow) must be removed promptly.

6.3.5 Before bunkering operations, the vessel receiving oil products shall agree with the bunkering vessel the bunkering operations plan.

6.3.6 The bunkering operations plan shall include the following information:

- operation date;
- vessel receiving oil products name;
- bunkering company name (bunkering company, vessel);
- brands of accepted oil products and numbers and capacity of vessel tanks in which they are accepted;
- information on the implementation of measures to prepare the vessel to receive oil products;
- vessel reliable mooring;
- notification of the crew about the reception of oil products;
- implementation of fire safety measures by the crew and prevention of water pollution;
- ensuring communication with the oil depot (bunkering vessel);
- instructing of the ship crew members participating in the reception of oil products;
- hose characteristics indicating the hose brand, its owner, hose certificate number, permissible oil product pressure, date of the last hose tests;
- low meter readings (levels in the bunkering vessel tanks) at the start and end of the transfer of oil products;
- positions and signatures of persons responsible for operations on the part of the vessel and the bunkering vessel;
- start, end and stop time of the transfer of oil products, names of representatives of the vessel and the bunkering vessel participating in the control samples of oil products collecting.

6.3.7 The bunkering operations plan shall be made in two copies, one shall be kept on the vessel, another one – on the bunkering vessel.

6.3.8 Before bunkering starts the vessel administration shall agree with the responsible representative of the bunkering vessel the following issues:

- bunkering (loading) intensity - initial, maximum, when moving from one group of tanks to another, at the end of operations;
- maximum allowable pressure in hoses;
- time required to start, stop or change the bunkering intensity;
- at whose command the bunkering will be stopped;
- measures to prevent pollution of the sea;
- procedure for performing emergency actions in case of oil spills;
- persons responsible for bunkering operations from the vessel and the shore and their location during bunkering operations.

6.3.9. When all necessary preparatory operations are completed, including the safety procedures provided for in the International Safety Guide for Oil Tankers and Terminals (6th edition), the signed **Checklist for the safety inspection of bunkering operations in the area of responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe Company"**

(Appendix No. 5), the master of the bunkering vessel and the person responsible for bunkering on the tanker shall report to the loading foreman about readiness to conduct bunkering operations.

6.3.10. Before bunkering starts the copies of the loading plan, checklist and the tax body permission to conduct bunkering shall be passed to the loading foreman of LLC “Nevskaya Pipe Company”.

6.3.11. Permission to start bunkering shall be given by the loading foreman of LLC “Nevskaya Pipe Company” after checking the adequacy of measures to ensure the safety of bunkering and the completeness of the documents submitted.

6.3.12. The loading foreman of LLC “Nevskaya Pipe Company” shall inform the shift dispatcher of LLC “Nevskaya Pipe Company” about the fact of permission, and an entry shall be made in the operational logs.

6.3.13. During the period without ice navigation, bunkering is permitted only after the tanker and the bunkering vessel are fitted out.

6.3.14. Under bad weather conditions: wind speed of the South-West, West, North-West, North directions of 10 m/sec or more, wave height of 0.7 m or more, and also upon receipt of a storm warning signed by the master of the port (Appendix to Order No. 15/10 of the master of the seaport of Ust-Luga dated August 18, 2010) bunkering is allowed without boom protection, in which case a written agreement with the master of the port of Ust-Luga is required.

6.3.15. The master of the bunkering vessel shall inform the shift loading foreman via radio station about the start and end of bunkering operations, who shall record them in the operational log.

6.3.16. To communicate with the loading foreman, the master of the bunkering vessel shall be obliged to ensure constant duty on channel 73 of the VHF marine range.

6.3.17. During bunkering operations, the loading foreman has the right to stop the operation if he or the tanker crew notices any violations on the part of the bunkering tanker that may lead to any emergency situation.

In this case, bunkering operations will be continued when the bunkering tanker crew members eliminate all possible causes of the emergency situation and receive additional permission from the loading foreman. Otherwise, the bunkering operation will not be resumed.

6.4. COMPLETING BUNKERING OPERATIONS

6.4.1. After bunkering operations completion, the bunkering vessel and/or the tanker crews shall:

- Notify the loading foreman of LLC “Nevskaya Pipe Company” of bunkering operations end time;
- Drain the remaining oil products from the cargo hose onto one of the vessels;
- Close the manifold valves;
- Disconnect the cargo hose from the manifold, taking measures to prevent the spillage of oil products from them;
- Securely plug the flange of the bunkering hose and manifold;
- While observing safety measures, lower the bunkering hose to its original position onto the bunkering vessel;

- Clean up the work areas in the area of the oil receiving station immediately after the bunkering hose is released;
- Report to the loading foreman on the work completion.

6.4.2. Upon bunkering operations completion, the master of the bunkering vessel is obliged to provide a copy of the bunkering receipt to the loading foreman of LLC “Nevskaya Pipe Company”.

6.4.3. After signing all necessary documents confirming the bunker receipt:

- procedure for releasing of mooring lines is agreed upon between the tanker and the bunkering tanker;
- ladder is removed;
- permission is obtained from the loading foreman to conduct unmooring.

6.4.4. The bunkering vessel shall be unmoored from the vessel side after receiving permission from the loading foreman and removing the boom.

6.4.5. The loading foreman shall inform the Terminal dispatcher about the time of unmooring of the bunkering vessel from the tanker.

6.4.6. After the tanker bunkering completion and departure of the bunkering vessel, the loading foreman shall:

- scan all originals and copies of documents related to the bunkering operation and send them to the electronic mailboxes specified in Paragraph 6.2.1.
- pass the originals and copies of documents to the Terminal dispatcher.

6.4.7. The CTD engineer (or his/her substitute) shall fill in the bunkering registration table in electronic form. He/she shall monitor the bunkering operations registering by loading foreman in the electronic folder “Bunkering”. At the end of each month, he/she shall reconcile with a responsible accountant the number of the bunkering operations performed in the area of responsibility of the Terminal of LLC “Nevskaya Pipe Company”.

6.5. SAFETY REQUIREMENTS FOR BUNKERING OPERATIONS

6.5.1 When conducting bunkering, the vessel and the bunkering vessel are obliged to meet all requirements of these Regulations, the Mandatory Regulations for the Ust-Luga Seaport, the General Rules for the Navigation and Mooring of Vessels in the Seaports of the Russian Federation and on the Approaches to Them and other regulatory documents in force on the territory of the Russian Federation.

6.5.2 All cargo hoses of the bunkering vessel must be marked and in good condition, the relevant certificates of the hose manufacturer and valid test reports must be kept on board at all times.

6.5.3 During the entire period of the bunkering vessel’s stay alongside the tanker, the spark extinguishing system for the exhaust and smoke pipes must be turned on.

6.5.4 Both vessels must be equipped with additional fire stations, as well as stations to combat emergency spills of oil products.

6.5.5 Communication between the vessels must be organized (a ceremonial ladder, a storm ladder, or a gangway ladder must be installed).

6.5.6 Both vessels must have designated crew members who shall visually monitor the condition of the bunker hose, mooring lines and gangway.

6.5.7 During the bunkering process on the bunkering tanker, a watchman with a VHF radio station must be constantly present at the pump control panel.

6.5.8 Good lighting must be provided in the area where the hose lines are located.

6.5.9 All unused manifold flanges on the tanker and the bunkering tanker shall be securely plugged and scuppers shall be securely closed.

6.5.10 Trays must be installed under the flange connections used.

6.5.11 To prevent cargo hose rupture during bunkering, it is necessary to constantly monitor the tension of the mooring lines so that the mooring lines are well taut and the likelihood of the vessel moving is reduced to a minimum.

6.5.12 Before giving the command to start bunkering, the tanker and the bunkering vessel masters (or persons replacing them) must check that the following requirements are met:

- notification of the beginning of bunkering (cargo) operations to the vessel and the shore personnel;
- presence of prohibitory signs "No smoking" and "No entry" on vessels and at gangways;
- removal of unauthorized persons from the vessel;
- removal from the board of watercraft that do not have permission for that;
- termination of ship operations using impact tools;
- termination of operation of ship radio transmitters and locators;
- readiness of ship lines and systems for bunkering operations.

6.5.13 Bunkering should begin at minimum feed rate and after the valves (pipe) have been checked, normal feed rate can be established.

6.5.14 When selecting the fuel supply intensity, the viscosity and temperature of the fuel being received, the number of tanks open for receiving at the same time, the temperature of the outside air and seawater shall be taken into account.

6.5.15 Before the tanks are filled to completion, the feed rate must be reduced again. The bunkering vessel must be warned in good time about the reduction in speed. The filling of double bottom tanks must be completed by gravity from the deep tanks, if possible. In cases where two different grades of bunker are to be received simultaneously, one grade must be received first and only after confirmation has been received that fuel of this grade is being delivered to the tank intended for this purpose, the other grade may be received.

6.5.16 During fuel reception, all bunker tanks should be checked, and it should be ensured that fuel is supplied to the tanks intended for this purpose. The level in the tank must be checked 15-20 minutes after filling the tank and closing the receiving valves. A change in the level indicates unreliability of the valves closing.

6.5.17 Bunker levels in tanks should be monitored regularly to ensure bunkering rates agreed with the barge. When information is received from the barge that fuel supply has been completed, the engineer responsible for bunkering should ensure that bunkering into the relevant tank has ceased.

6.5.18 An overflow tank (if any) must be kept ready to receive any excess fuel at the end of bunkering.

6.5.19 The discharge of cargo hoses must be carried out only after they have been drained and the shut-off valves on the receiving line have been closed. In this case, an empty tray must be installed under the connection of the bunkering hose and the flange of the ship's receiving Pipe. Immediately after the hoses discharge, a plug must be installed on the flange of the receiving branch. Cleaning of workplaces in the area of the fuel and/or oil receiving station shall be carried out immediately after the bunkering hose discharge.

6.5.20 During the bunkering vessel' staying alongside the tanker, they both must be fitted out in the absence of ice in the water area.

6.5.21 The bunkering tanker must be ready for immediate departure at the request of the Terminal.

6.5.22 In case of serious comments found out during bunkering and having a high degree of risk, until the results of the investigation and the measures taken from the ship owner are received, the bunkering tanker shall not be allowed to conduct bunkering at the berths of LLC "Nevskaya Pipe Company".

7. ACTIONS OF VESSEL AND TERMINAL CREWS IN THE EVENT OF OIL SPILLS

7.1 In the event of an actual or probable spill of oil products during bunkering operations, persons responsible for bunkering are obliged:

- immediately cease fuel receiving.
- notify the loading foreman of LLC "Nevskaya Pipe Company" and the watch assistants of the vessel master about the fact of the spill.

7.2 Watch assistants shall be obliged:

- notify masters and raise the alarm for Oil Spill Liquidation (OSL);
- take all possible measures to prevent oil products from getting overboard.

7.3 Tanker crews shall act on the general alarm signal according to the Ship's Oil Pollution Response Plan.

7.4 Representatives of the Terminal shall act according to the "Plan for the prevention and elimination of oil and oil product spills during the activities of LLC "Nevskaya Pipe Company" for the transshipment of oil and oil products in the waters of the Ust-Luga Sea Trade Port".

8. RESPONSIBILITY

8.1 The ship owners of the bunkering vessel and the bunkered vessel shall bear responsibility for safety and compliance with environmental requirements in general during bunkering.

8.2 The ship owners of the bunkering vessel and the bunkered vessel shall bear responsibility for damage to the environment and property of persons/companies participating in bunkering and/or third parties.

8.3 The masters of the bunkering vessel and the bunkered vessel shall bear responsibility for bunkering.

8.4 The masters of the vessels participating in bunkering operations shall bear full responsibility for the implementation of a set of measures on board to prevent pollution of the sea during bunkering.

8.5 The master of the bunkering vessel shall be responsible for the proper condition of the cargo hoses.

8.6 The shift personnel of SG CTD LLC "Nevskaya Pipe Company" shall bear responsibility for controlling the process of bunkering.

8.7 The ship owners of the bunkering vessel and the bunkered vessel shall take obligations to reimburse all expenses incurred by LLC "Nevskaya Pipe Company" for the purpose of eliminating the oil spill and eliminating the consequences of the spill, including, but not limited to, expenses for paying for the services of Ust-Luga Special Marine Unit LLC under the contract for the provision of emergency rescue preparedness services necessary for the implementation of the activities of LLC "Nevskaya Pipe Company" during loading and unloading operations on tankers in the area of responsibility of the waters of berths No. 4 and No. 5.

8.8 The Agent and the Surveyor shall be responsible for the quality of the services they provide, including the accuracy and completeness of the reports provided under of these Regulations. If any damage arises due to improper performance by the Agent or Surveyor of the obligations specified in these Regulations, the latter shall be obliged to reimburse for the damage caused.

9. FINAL PROVISIONS

9.1 The provisions of these Regulations are subject to regular revision aiming at improving them in the course of work, as well as in connection with changes in current business tasks and the external environment.

9.2 These Regulations come into effect from the date of their approval.

9.3 Amendments and additions to these Regulations shall be made by decision of the General Director of LLC "Nevskaya Pipe Company".

10. APPENDIXES

Appendixes, which are an integral part of these Regulations, are:

Appendix No. 1 – List of accredited survey companies.

Appendix No. 2 – Form of Surveyor's report.

Appendix No. 3 – Request for bunkering operations in the area of responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe Company"».

Appendix No. 4 – Confirmation for bunkering operations in the area of responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe Company"».

Appendix No. 5 - Checklist for checking the safety of bunkering operations in the area of responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe Company".

Appendix No. 6 - Technical confirmation questionnaire.

Appendix No. 1
to the Regulations on the procedure for bunkering operations in the area of
responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe
Company" in the Ust-Luga Sea Port
approved by the Order of LLC "Nevskaya Pipe Company"
20/2025 No. dated "*00*" *03.2025*

List of accredited survey companies

No.	Company name	Address	Contact phone
1	MARINA LOGISTICS LLC	198097, St. Petersburg, Stachek pr., 48, build. 2, lit. A, office 2208a	+7 921 3309073 +7 921 9471055
2	CARGO MARINE SURVEYS LLC	198035, г St. Petersburg, Gapsalskaya ul., 1, build. 2 lit. o, office 402.	+7 812 335-76-45, +7 812 401-43-77
3	CARGO INSPECTION GROUP RUS LLC	194100, St. Petersburg, Vyborgskaya nab., 55, build. 3 lit. A, office 612.	+7 921 996-43-92, +7 921 955-90-14

Note:

The conclusions of survey companies not specified in the above list may be accepted by LLC "Nevskaya Pipe Company" after an additional assessment of the surveyor's reputation.

Appendix No. 2
to the Regulations on the procedure for bunkering operations in the area of
responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe
Company" in the Ust-Luga Sea Port
approved by the Order of LLC "Nevskaya Pipe Company"
20/2025 No. dated *"06" 05.2025*

Форма
СЮРВЕЙЕРСКОГО ОТЧЕТА
SURVEYOR'S REPORT FORM
(Пожалуйста ознакомьтесь с руководством к осмотру)
(Read Guidance Notes first)

НАЗВАНИЕ СУДНА / NAME OF VESSEL: НОМЕР ИМО / IMO NUMBER:		
ТИП СЮРВЕЙЕРСКОГО ОСМОТРА (подчеркните нужное) PURPOSE OF SURVEY (please tick):	Одобрение терминала ООО «Невская трубопроводная компания» для проведения бункеровочных операций	Nevskaya Pipe Company Terminal's approval for bunkering operations
ТИП ВЫПОЛНЕННОГО ОСМОТРА (подчеркните нужное) (если осмотр является последующим – укажите причину): NATURE OF SURVEY CARRIED OUT (please tick): (If a follow-up survey please indicate here the reason for the survey):	Первичный (для вновь заключаемых или возобновляемых) Entry survey (for new insurance or renewal of insurance)	Последующий (по любой причине) Follow-up survey (follow-up for any reason whatsoever)

Обозначения: E = Отлично G = Хорошо S = удовл-но P = неуд. D = высокая опасность риска
(Пожалуйста отметьте необходимыми символами)

Summary: E = Excellent G = Good S = Satisfactory P = Poor D = Dangerous
(Please tick where appropriate)

Секция №. Section No.	Название / Section of the Report	E	G	S	P	D
1	Судовые сертификаты/лицензии/страховки Vessel's Certificates					
2	Палубные механизмы, набор судна и общее состояние Main Deck and General					
3	Машинно-котельное отделение (МКО) Engine Room					

Секция №. Section No.	Название / Section of the Report	E	G	S	P	D
4	Радионавигационное оборудование Navigation & Communication Equipment					
5	Шлюпочное и противопожарное оборудование Life Saving & Fire Fighting Equipment					
6	Экипаж судна Manning					
7	Публикации и инструкции Publications & Manuals					
8	Грузовые механизмы и помещения /краны / стрелы Cargo handling machinery /Cranes / Derricks					
9	Специальные требования терминала Terminal's special requirements					

Сюрвейерский отчет (продолжение)
Surveyor's Report (continued)

Комментарии / Comments:	
Дополнительные комментарии (описать не обследованное оборудование / помещения. Причина.) Additional comments (to include equipment/ areas not surveyed and why?)	
Место осмотра: Place of survey:	Дата осмотра: Date of survey:
Сюрвейерская компания: Survey company:	ФИО Сюрвейера: Name of surveyor:
ФИО Капитана или Представителя: Name of Master/Owners Rep:	

АКТ О ТЕХНИЧЕСКОМ СОСТОЯНИИ СУДНА.

SURVEY REPORT.

ОБЩАЯ ИНФОРМАЦИЯ.

GENERAL INFORMATION.

Название судна Name of vessel	
Предыдущие названия Previous names	
Номер ИМО IMO number	
Порт приписки / Флаг Port of registry / Flag	
Зарегистрированный Владелец (Адрес и контакт.информ.) Registered Owners (Address an contact information)	
Менеджер судна (Адрес и контакт.информ.) Managers (Address an contact information)	
Оператор судна (Адрес и контакт.информ.) Operators (Address an contact information)	
Тип судна Vessel type	
Год постройки Date of build	
Основные размерения Main dimensions	
Построено ли судно с исп. элементов другого судна? Did the vessel was build with using of construction elements of other vessels?	
Место постройки Country of build	
Классификационное общество Classification Society	
Брутто-регистрационный тоннаж Gross tonnage	
Дедвейт Deadweight	
Дата последнего докования Date of Last Dry-Docking	

Дата следующего докования Date of Next Dry-Docking	
Главный двигатель Main Engine Description	
Количество грузовых танков Number of Holds / Hatches or Tanks	
Состояние судна (в грузу / порожнем / в балласте / в ремонте) Vessel Status (Laden / Light / Ballast / Under repair)	

СЕКЦИЯ 1: СУДОВЫЕ СЕРТИФИКАТЫ (ДОЛЖНЫ БЫТЬ ПРЕДСТАВЛЕНЫ ОРИГИНАЛЫ)
SECTION 1 : SHIP'S CERTIFICATES (ALL TO BE ORIGINALS)

Сертификаты Certificate	Выдано: Дата и Место Issued: Date & Place	Срок Действия Date of Expiry	Комментарии Comments
Сертификат об управлении безопасностью (если применимо) Safety Management Certificate (For Vessels having ISM)			
Сертификат соответствия (если применимо) Document of Compliance (For Vessels having ISM)			
Международный сертификат по обеспечению безопасности ISPS ISS Certificate			
Свидетельство о праве собственности Certificate of Registry			
Свидетельство о безопасности судна по конструкции Safety Construction			
Свидетельство о безопасности судна по оборудованию и снабжению Safety Equipment Certificate			
Свидетельство о безопасности судна по радиооборудованию Safety Radio Certificate			
Международное свидетельство о грузовой марке International Loadline			
Международное мерительное свидетельство International Tonnage Certificate			
Сертификат по противопожарному оборудованию Firefighting Appliances			
Сертификат по спасательным шлюпкам и плотам Liferaft Servicing			
Классификационное св-во по корпусу (специальное) Hull Special Survey			
Классификационное св-во по корпусу (годовое) Hull Annual Survey			

Сертификаты Certificate	Выдано: Дата и Место Issued: Date & Place	Срок Действия Date of Expiry	Комментарии Comments
Классификационное св-во по корпусу (промежуточное) Hull Intermediate Survey			
Классификационное св-во по механической установке (специальное) Machinery Special Survey			
Классификационное св-во по механической установке (годовое) Machinery Annual Survey			
Классификационное св-во по механической установке (промежуточное) Machinery Intermediate Survey			
Доковый осмотр Drydock Survey			
Сертификат по освидетельствованию грузовых устройств Cargo Gear Certificate			
Международный сертификат по предотвращению загрязнения нефтью I.O.P.P.			
Сертификат по предотвращению загрязнения моря бункерным топливом Bunkering C.L.C			
Судовой план по борьбе с розливом нефтепродуктов SOPEP			
Журнал нефтяных операций (Машинный и палубный) Oil Record Books (ER & Deck)			
Свидетельство о предотвращении загрязнения мусором Garbage Certificate			
Классификационное свидетельство (холодильная установка) Class Certificate Refrigerating Plant			
Лицензия на погрузочно-разгрузочную деятельность применительно к опасным грузам на внутреннем водном транспорте, в морских портах (с приложением) License for the loading and unloading operations relating to dangerous goods on inland waterways, seaports			

Сертификаты Certificate	Выдано: Дата и Место Issued: Date & Place	Срок Действия Date of Expiry	Комментарии Comments
Договор страхования за ущерб от загрязнения нефтью; за ущерб от загрязнения опасными веществами и ущерб от загрязнения бункерным топливом. Contract of insurance for oil pollution damage; for damage caused by hazardous substances and damage caused by bunker oil pollution.			

ТЕКУЩЕЕ СОСТОЯНИЕ КЛАССА И ЕГО РЕКОМЕНДАЦИИ
CONDITIONS OF CLASS & CLASS RECOMMENDATIONS -

No	Состояние Condition	Место выдачи Port Imposed	Дата выдачи Date Imposed

ОСМОТРЫ, ПРОВЕДЕННЫЕ КАПИТАНЕЙ ПОРТОВ (ПОСЛЕДНИЕ ТРИ ПРОВЕРКИ) -
PORT STATE CONTROL SURVEYS (LAST THREE INSPECTIONS) -

Дата Date	Порт Port	Замечания Deficiencies notes	Комментарии (замечания устранены?) Comment (deficiencies deleted?)

СЕКЦИЯ 2 : ПАЛУБНЫЕ МЕХАНИЗМЫ, НАБОР СУДНА И ОБЩЕЕ СОСТОЯНИЕ

SECTION 2 : MAIN DECK & GENERAL

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
2.0.	Водонепроницаемые двери, вентиляционные и противопожарные заслонки и закрывающие мех-мы в рабочем состоянии Watertight doors, Fan&Fire flaps and ventilator closures in good working order	Да/Нет Yes/No	
2.1.	Промерочные и воздушные трубы в хорошем рабочем состоянии и должным образом промаркированы. Все промерочные трубы снабжены закручивающимися крышками. Sounding and air Pipes in good working order and properly marked. All sounding Pipes to have screwed caps in place.	Да/Нет Yes/No	
2.2.	Рейлинги, ступени, поручни и трапы, сходни. В хорошем состоянии и снабжены соответствующей сетью. Guard rails, steps, ladders & gangways to good condition and to be fitted with adequate and efficient safety nets.	Да/Нет Yes/No	
2.3.	Грузовые трюмы/ танки и помещения годны для перевозки соответствующих грузов. Cargo holds and compartments to be fit for the carriage of the goods intended in every respect.	Да/Нет Yes/No	
2.4.	Льальные колодца осмотрены, чисты и свободны от мусора. Bilges to be clean and free of debris, to be tested successfully.	Да/Нет Yes/No	
2.5.	Настил и стены трюмов/ танков не повреждены и не имеют следов ремонта. Любые ремонтные накладки, настилы и швы имеют одобрения регистра и указаны в классификационных документах. Tanktops to be free of damage or temporary repairs. Any doublers fitted to be Class approved and noted as a Condition of Class on the Class quarterly listing.	Да/Нет Yes/No	
2.6.	Палубные механизмы, включая брашпиль, шпиль, швартовые и прочие лебедки, в рабочем состоянии и укомплектованы тормозными механизмами и должным образом смазаны. Deck machinery, including anchor windlass/s capstans, mooring & warping winches capstans in good condition with good brake linings being well lubricated and maintained.	Да/Нет Yes/No	
2.7.	Швартовы в рабочем состоянии. Mooring ropes & wires are all in good condition.	Да/Нет Yes/No	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
2.8.	Все судовые краны, стрелы вместе с тросами в хорошем состоянии. Гидравлические механизмы не имеют подтеков масла из гибких трубопроводов и находятся в рабочем состоянии. All cranes, and/or derricks, including associated wires and ropes in good condition. Hydraulic machinery to free of oil leaks with flexible hoses in good serviceable condition.	Да/Нет Yes/No	
2.9.	Балластные танки опрессовывались? (Балластные танки могут быть опрессованы по решению сурвейера в зависимости от их состояния) Если нет – укажите причину. If ballast tanks to be successfully hydrostatically tested? (Depending on his finding, and at the surveyors discretion) If No – state the reason.	Да/Нет Yes/No	
2.10.	Состояние металла корпуса, палубы и надстроек визуально осмотрено (где возможно) на наличие дефектов и состояние лакокрасочного покрытия. Shell plating, decks and superstructure to be visually examined where possible for defects and condition of paint coverage.	Да/Нет Yes/No	
2.11.	Дата ультразвукового теста толщин металла корпуса судна (наружная обшивка и грузовых переборок) Date vessel last thickness measurements taken (wind & water strake and cargo hold bulkheads)	----	

**БАЛЛАСТНЫЕ ТАНКИ -
BALLAST TANKS**

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
2.12.	Балластные танки покрашены? Are tanks coated?	Да/Нет Yes/No	
2.13.	Дата выполненных работ по покраске танков (в соответствии графиком покрасочных работ на судне) Date of Original application (From vessels original Painting Schedule)	Да/Нет Yes/No	
2.14.	Процент нарушения покрытия Percentage breakdown of coating		%:
2.15.	Анодные пластины установлены? Если да, дата последней их замены. Are Sacrificial anodes fitted.. If yes, date last renewed & percentage wastage	Да/Нет Yes/No	Дата/Date: %:

СЕКЦИЯ 3 : МАШИННО-КОТЕЛЬНОЕ ОТДЕЛЕНИЕ
SECTION 3: ENGINE ROOM

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
3.0.	Эксплуатируется ли МКО без вахтовым методом. Does the vessel operate UMS?	Да/Нет Yes/No	
3.1.	Общее состояние МКО, включая чистоту механизмов, помещений, кладовых, мастерских и т.д. The general condition of the engine room, including cleanliness of machinery and spaces, bilges stores & workshop and purifier spaces		Уточнения по разделу при необходимости можно указать отдельно. Provide details and append on separate sheet if necessary
3.2.	Трапы и проходы оборудованы соответствующей защитой (лесра, нескользящее покрытие) Access ladders and walkways fitted with adequate protection?	Да/Нет Yes/No	
3.3.	Аварийные выходы обозначены? Emergency escape routes well signed?	Да/Нет Yes/No	
3.4.	Подъемные устройства в МКО протестированы? Is lift operational with a current test certificate?	Да/Нет Yes/No	
3.5.	Уровень освещенности МКО, румпельного отделения и др. помещений достаточная? Is the lighting level in machinery rooms, steering gear compartment and stores good?	Да/Нет Yes/No	
3.6.	Система трубопроводов промаркирована разноцветным кодом. Клапана снабжены бирками. Pipe systems labelled or colour coded, valves with tallies?	Да/Нет Yes/No	
3.7.	Дейдвудное уплотнение, дата последней замены Stern Seal, when last renewed.		Дата / Date
3.8.	Износ дейдвудного уплотнения – дата последнего замера и значение. Stern Seal Wear/Down, last readings & date taken		Дата/Date: Значение/Reading:

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
3.9.	Забортные входные отверстия и клапана. Клапана легко вращаются. Заплатки и заглушки на заборных ящиках недоступимы. См. заметки для Сюрвейера Seawater inlets & discharge valves. Valves to be free to operate, No spool pieces allowed to be directly on sea chest. See Notes to Surveyor.	Да/Нет Yes/No	
3.10.	Рулевая машина. Соответствие СОЛАС в части ограждающих поручней, решеток и противоскользкой поверхности. Steering gear. Complies with SOLAS requirement in respect of handrails, gratings and non-slip surfaces?	Да/Нет Yes/No	
3.11.	Дистанционное отключение топливного насоса. Дата проверки. Remote switches of fuel pump. Last date tested	Да/Нет Yes/No	Дата/Date:
3.12.	Котлы, внешний вид и состояние, особенно изоляция. Сигнализация уровня воды установлена и протестирована. Boiler/s, general appearance and condition, especially lagging. Water level alarm fitted and tested.	Да/Нет Yes/No	
3.13.	Имеет ли судно классификационный сертификат по планированию обслуживания систем и механизмов. Дата выдачи. Does the vessel have a Classification Society approved Planned Maintenance system? Date of Certificate - if applicable:	Да/Нет Yes/No	Дата/Date:

**ВЕДЕНИЕ СООТВЕТСТВУЮЩИХ ЗАПИСЕЙ В ЖУРНАЛАХ И ДР. ДОКУМЕНТАХ -
ARE SATISFACTORY RECORDS KEPT FOR THE FOLLOWING -**

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
3.14.	Кол-во ГД Numbers of ME		Кол-во / Numbers:
3.15.	Сорт топлива для ГД и ДГ Fuel viscosity for ME and AG		ГД / ME ДГ / AG

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
3.16.	Записи по обслуживанию ГД и ДГ Main Engine & Generator maintenance	Да/Нет Yes/No	
3.17.	Наработка ГД после постройки, час Total running hours ME		Часов / Hours:
3.18.	Наработка ГД после последнего ремонта, час Running hours since last overhaul ME		Часов / Hours:
3.19.	Кол-во часов, определенное производителем между ремонтами, час Running hours between overhaul (as per manufacture requirements)		Часов / Hours:
3.20.	Наименования фирм, производивших ремонт ГД за последние 5 лет Name of companies who did the repairs during last 5 years ME	Да/Нет Yes/No	Наименования / Name:
3.21.	Если коленвал ГД заменялся, указать дату замены и его наработку с даты замены If crankshaft of ME was changed, please note date of changing and running hours	Да/Нет Yes/No	
3.22.	Записи анализа масла ГД и ДГ а так же всех механизмов, рулевого и палубных устройств и т.д.). Дата последнего проведенного анализа масла на берегу. Название лаборатории? Lub oil analysis records (Main & Auxiliary engines, stern tube, steering gear and deck hydraulic systems where fitted). Date of last Lub shore oil analysis and by whom analysed?	Да/Нет Yes/No	Дата/Date: Кем/By whom:
3.23.	Сигнализация ГД (снижение оборотов, остановка)? Дата теста? Main engine slowdowns/shutdowns & alarms last tested?		Дата/Date:
3.24.	Записи по обслуживанию котлов и проверки Boiler feed water treatment & tests	Да/Нет Yes/No	
3.25.	Проверки и тесты питьевой воды. Jacket fresh water treatment & tests	Да/Нет Yes/No	
3.26.	Тесты по промеру изоляции Electrical Machinery & switchboard insulation tests	Да/Нет Yes/No	
3.27.	Машинный и маневренный журналы Engine room log, movement/bell book	Да/Нет Yes/No	
3.28.	Проверка сигнализации. Последняя дата проверки? Alarm system, Testing schedule in operation last tested?		Дата/Date:

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
3.29.	Топливные клапана быстрого закрытия. Последняя сертификация или тест. Fuel Quick Closing valves, surveyor to witness test.	Да/Нет Yes/No	
3.30.	Газотурбонагнетатель. Нарботка после постройки, час Turbo-charger : Total running hours	Да/Нет Yes/No	Часов / Hours:
3.31.	Газотурбонагнетатель. Нарботка после последнего ремонта, час Turbo-charger : Running hours since last overhaul	Да/Нет Yes/No	Часов / Hours:
3.32.	Масляный сепаратор (на 15 ppm) протестирован? 15 ppm Oil water separator, surveyor to witness test.	Да/Нет Yes/No	
3.33.	Сигнализация льяльных вод функционирует и протестирована Bilge alarms, confirm all functional and date last tested:		Дата/Date:
3.34.	Гребной вал: дата последней выемки / ремонта Tailshaft: last drawn / repair.		Дата/Date: Ремонтная организация / By whom repaired:

**ДИЗЕЛЬ-ГЕНЕРАТОРЫ -
AUXILIARY GENERATORS -**

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
3.35.	Кол-во, тип, производитель Number, maker and type:		
3.36.	Все генераторы проверены под полной нагрузкой? Если не возможно провести полную нагрузку – укажите ее а так же нагрузку, при которой тестировались. All generators full load tested? If generators are unable to carry full load, state designed full load - give load attained	Да/Нет Yes/No	Load:
3.37.	Автоматический пуск аварийного генератора проведен? Emergency generator auto start tested?	Да/Нет Yes/No	
3.38.	Дата последнего теста по обесточиванию? Date last blackout test carried out?		Дата Date:

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
3.39.	Кол-во отработанных часов с даты последнего капитального ремонта. Нужное кол-во часов (в соответствии с инструкцией производителя). ПО КАЖДОМУ ГЕНЕРАТОРУ Hours since last major overhaul of all generators? Hours recommended by manufacturer between specified overhaul. FOR EACH AG		№1 Часы / Hours: №2 Часы / Hours: №3 Часы / Hours: №4 Часы / Hours:
3.40.	Валогенератор в рабочем состоянии Shaft alternator in good order condition	Да/Нет Yes/No	
3.41.	АДГ. Протестирован в присутствии Сюрвейера Emergency Generator. Tested under supervision of Surveyor	Да/Нет Yes/No	
3.42.	Тест на срабатывание сигнализации на протечку топлива (Для судов сертифицированных для без вахтового метода) Fuel Pipe leakage alarm tested operational (UMS Ships)?	Да/Нет Yes/No	

СЕКЦИЯ 4 : РАДИОНАВИГАЦИОННОЕ ОБОРУДОВАНИЕ
SECTION 4 : NAVIGATION & COMMUNICATION EQUIPMENT

По мнению Сюрвейера ниже перечисленное оборудование в рабочем состоянии и все необходимые записи ведутся своевременно
 In the opinion of the Surveyor are the following items in good working order and are records complete and up-to-date?

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
4.0.	Гирокомпас в рабочем состоянии? Gyro compass in good working order?	Да/Нет Yes/No	
4.1.	Репитеры гирокомпаса, включая азимутальные кольца в рабочем состоянии? Gyro repeaters in good working order including azimuth rings?	Да/Нет Yes/No	
4.2.	Главный (Путевой) компас в рабочем состоянии? Дата последней калибровки? Standard (Steering) Magnetic compass in good working order? Date last swung.	Да/Нет Yes/No	Дата/Date:
4.3.	Таблица девиации – дата составления? Deviation card - date of adjustment?	Да/Нет Yes/No	Дата/Date:
4.4.	Журнал поправок компаса. Как часто заполняется? Дата последней записи? Compass error book - Were regular errors taken? Date of last entry?	Да/Нет Yes/No	Дата/Date:

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
4.5.	Радар. Кол-во. САРП установлен? Radar: How many? ARPA fitted?		Кол-во / Quantity: Детали / Details:
4.6.	Радарный журнал. Дата последней записи Radar log. Date of last entry?	Да/Нет Yes/No	Дата/Date:
4.7.	ГМССБ: в рабочем состоянии? GMDSS: In good working order?	Да/Нет Yes/No	
4.8.	ГМССБ: процедуры и информация вывешена в рубке? GMDSS: Procedures, notice displayed on bridge?	Да/Нет Yes/No	
4.9.	Эхолот в рабочем состоянии? Бумага заправлена? Echo sounder/s in good working order with spare paper?	Да/Нет Yes/No	
4.10.	Курсограф в рабочем состоянии? Бумага заправлена? Course recorder in good working order with spare paper?	Да/Нет Yes/No	
4.11.	Рекордер записи ходов ГД в рабочем состоянии? Бумага заправлена? Engine movement recorder in good working order with spare paper?	Да/Нет Yes/No	
4.12.	Указатель угла отклонения пера руля от ДП судна в рабочем состоянии? Rudder angle indicator in good working order?	Да/Нет Yes/No	
4.13.	Лог в рабочем состоянии? Speed log in good working order?	Да/Нет Yes/No	
4.14.	Хронометр в рабочем состоянии? Chronometer, in good working order?	Да/Нет Yes/No	
4.15.	Журнал поправки хронометра. Дата последней записи? Chronometer rate book? Date of last entry	Да/Нет Yes/No	Дата/Date:
4.16.	Индикатор оборотов в рабочем состоянии (рубка, крылья рубки)? Revolution indicators satisfactory, bridge and bridge wings?	Да/Нет Yes/No	
4.17.	Маневренные характеристики включая маневренный круг вывешены в рубке? Manoeuvring data, including emergency turning curve, displayed on Bridge?	Да/Нет Yes/No	
4.18.	GPS: Сколько? В рабочем состоянии? GPS: How many? Confirm in good working order?	Да/Нет Yes/No	Кол-во/Number:

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
4.19.	Навигационные карты для текущего рейса на борту и откорректированы по последней дате? Charts for current voyage on board, corrected to date?	Да/Нет Yes/No	
4.20.	Коллекция карт: дата последней корректуры и кем выполнена. Chart Outfit: Date last corrected and by whom?		Дата/Date: Кем/By whom:
4.21.	Извещения мореплавателям регулярно поступают на судно? Дата последнего извещения? Are notices to Mariners provided to the vessel on a regular basis? Date of last notice on-board?	Да/Нет Yes/No	Дата/Date:
4.22.	Случайная выборка и проверка минимум двух карт по текущему рейсу проведена на предмет выполненной корректуры (обязательно) A random check on at least 2 charts for forthcoming voyage is to be carried out to ensure properly and fully correct. [This is mandatory]	Да/Нет Yes/No	
4.23.	Судно снабжено системой электронной картографии? Данная система одобрена к использованию? Is vessel fitted with ECDIS? Is it Type approved?	Да/Нет Yes/No	
4.24.	Экипаж ознакомлен с системой электронной картографии и имеет доступ работы с ней? Are the crew familiar with the operation of ECDIS and have they attended the appropriate training courses?	Да/Нет Yes/No	
4.25.	Текущее издание по сигналам и знакам на борту? Откорректирована? Is current list of lights on board? Corrected up-to-date?	Да/Нет Yes/No	
4.26.	Лодии для следующего рейса на борту? Откорректированы? Are pilot books for next voyage on-board? Corrected up-to-date?	Да/Нет Yes/No	
4.27.	Флаги международного свода сигналов? Signal flags?	Да/Нет Yes/No	
4.28.	Судно подключено к системе приема погоды на рейс? Is the ship provided with a weather routing service?	Да/Нет Yes/No	
4.29.	Издание по радиосигналам на борту судна откорректировано? Is current list of radio signals on-board corrected up to date?	Да/Нет Yes/No	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
4.30.	НАВТЕКС приемник погоды в рабочем состоянии? Navtex receiver fitted and in good working order?	Да/Нет Yes/No	
4.31.	Уст-во по приему факсимильных карт погоды в рабочем состоянии? Weather Fax on board and in good working order?	Да/Нет Yes/No	
4.32.	Ручная сигнальная переносная лампа на месте? Запасные батареи в рабочем состоянии? Daylight signalling lamp (aldis) lamp on board? Has it spare batteries and is it working?	Да/Нет Yes/No	
4.33.	Система ИНМАРСАТ установлена? В рабочем состоянии? INMARSAT fitted and in good working order?	Да/Нет Yes/No	
4.34.	Система АИС установлена? В рабочем состоянии? AIS transponder/receiver fitted and in good working order?	Да/Нет Yes/No	
4.35.	Информация в АИС вводится экипажем регулярно? Does the crew update the information on the AIS as required?	Да/Нет Yes/No	
4.36.	Аварийный приемник и приемник 500 кГц установлены? Emergency watch receiver & 500 Khz Auto Alarm?		
4.37.	УКВ радио включая портативные ГМССБ радиостанций? VHF Radios on board including Handheld GMDSS sets?		
4.38.	ЕПИБВ Срок годности батарей? EPIRB, Battery expiry date?	Да/Нет Yes/No	Дата/Date:
4.39.	Аварийные батареи? Emergency batteries?	Да/Нет Yes/No	
4.40.	Инструкция по переводу рулевого управления с автомата на ручное вывешено в рубке и румпельном отделении? Instructions for changing over steering gear displayed on bridge & steering compartment?	Да/Нет Yes/No	
4.41.	Помощники капитана могут продемонстрировать переключение управления судна с автопилота на ручное и обратно? Deck officers can demonstrate changing over steering positions?	Да/Нет Yes/No	
4.42.	Тесты по проверке рулевого управления вносятся в судовый журнал Steering gear tests entered in bridge logbook?	Да/Нет Yes/No	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
4.43.	Журнал распоряжений капитана вывешен рубке и подписан всеми помощниками капитана? Master's standing orders displayed on bridge & signed by present officers on board?	Да/Нет Yes/No	
4.44.	Журнал ночных приказов ведется? Дата последней записи? Master's night order book maintained? Date of last entry	Да/Нет Yes/No	Дата/Date:
4.45.	Запись т руда и отдыха команды вывешен (в соответствии с конвенцией STCW 95)? STCW 95, records of watchkeeping hours displayed?	Да/Нет Yes/No	
4.46.	На судне есть секстан? Is the vessel supplied with a sextant?	Да/Нет Yes/No	
4.47.	Планирование рейсов используется (от причала к причалу)? Are voyage/passage plans used for each voyage (berth-to-berth)?	Да/Нет Yes/No	

СЕКЦИЯ 5 : ШЛЮПОЧНОЕ И ПРОТИВОПОЖАРНОЕ ОБОРУДОВАНИЕ
SECTION 5 : LIFE SAVING APPARATUS & FIRE FIGHTING EQUIPMENT

По мнению Сюрвейера ниже перечисленное оборудование в рабочем состоянии? Да/Нет/НП (Не представлено)
 In the opinion of the Surveyor is the following equipment in good working order and satisfactory? Yes/No/NP (Not Present)

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
5.0.	Общее состояние и обслуживание спасательных шлюпок? General cleanliness/maintenance of boats?	Да/Нет/НП Yes/No/NP	
5.1.	Кол-во, тип и вместимость шлюпок. Троса шлюпок переставлялись обратными концами? Number and type & capacity of boats fitted, open/enclosed on davits or free fall? Have the wires been "end-to-ended"? If so, date:		Кол-во/Number: Тип/Type: Дата/Date:
5.2.	Двигатель (если установлен) в хорошем состоянии? Дата последнего проверочного старта? Is the engine (if fitted) in good working order? Dates engines last tested and how often engines are tested?	Да/Нет/НП Yes/No/NP	Дата/Date: Как часто/How often:
5.3.	Сигнальные огни и аккумуляторы? Signal light & batteries?	Да/Нет/НП Yes/No/NP	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
5.4.	Пиротехника? Срок годности? Pyrotechnics? Expiry date?	Да/Нет/НП Yes/No/NP	Дата/Date: Сколько раз/How many:
5.5.	Линеметательные аппараты: Сколько? Срок годности? Line Thrower apparatus: How many? Expiry date?	Да/Нет/НП Yes/No/NP	Дата/Date:
5.6.	Обязанности по тревогам и места сборов вывешены в помещениях? Muster list & drills notices displayed?	Да/Нет/НП Yes/No/NP	
5.7.	Судовые тревоги записываются в судовой журнал? Дата последней записи? Are drills mustered and entered in log book and date of last entry?	Да/Нет/НП Yes/No/NP	Дата/Date:
5.8.	Пожарная сигнализация протестирована успешно? Fire alarm bells, tested satisfactory?	Да/Нет/НП Yes/No/NP	
5.9.	Спасательные плоты. Дата последнего сервисного обслуживания? Life rafts, date last serviced		Дата/Date:
5.10.	Спасательные жилеты оборудованы огнями и свистками? Кол-во и тип Life jackets, all fitted with lights & whistles? Number & type?	Да/Нет Yes/No	Кол-во/Number: Тип/Type:
5.11.	Спасательные круги (суда свыше 100 м. но не более 150 м. – 10 шт, от 150 м до 200 м. – 12 шт, свыше 200 м. – от 14 шт. Lifebuoys (ships over 100mtrs and under 150mtrs 10, over 150 but under 200 12, 200mtrs + 14)?	Да/Нет Yes/No	
5.12.	Термокостюмы (по одному на каждого члена спасательной шлюпки) TPFA's. (one for each member of rescue boat)?	Да/Нет Yes/No	
5.13.	Устройства для спуска шлюпок в рабочем состоянии? Lifeboats & davits/launcher, in good safe working order?	Да/Нет Yes/No	
5.14.	Спасательные шлюпки – дата последнего спуска на воду? Lifeboats: Date last lowered into the water?		Дата/Date:
5.15.	Главная пожарная магистраль тестово опрессована и не имеет подтеков? Fire main pressurised and free of leaks	Да/Нет Yes/No	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
5.16.	Гидранты системы в хорошем состоянии и не текут? Hydrants in good order and leak free	Да/Нет Yes/No	
5.17.	Пожарные шланги в хорошем состоянии и правильно уложены? Hoses in good condition and correctly stowed	Да/Нет Yes/No	
5.18.	Пожарные стволы в рабочем состоянии? Hose nozzles in good working order?	Да/Нет Yes/No	
5.19.	Международное пожарное береговое соединение с болтами в наличии? International shore connection, bolts & packing sighted.	Да/Нет Yes/No	
5.20.	План по борьбе с пожаром (актуальный) вывешен внутри надстройки и с наружи надстройки по бокам? Fire plan up to date and displayed inside the accommodation with copy outside accommodation	Да/Нет Yes/No	
5.21.	Переносные огнетушители – дата последнего теста/обслуживания Portable extinguishers, date last inspected/serviced		Дата/Date:
5.22.	Углекислотная система пожаротушения – дата последнего теста. Fixed CO2 system date last inspected/level checked		Дата/Date:
5.23.	Баллоны углекислотной системы пожаротушения – дата последней опрессовки? Fixed CO2 system date bottles last pressure tested?		Дата/Date:
5.24.	Дыхательные аппараты в рабочем состоянии? Self Contained Breathing apparatus in good order?	Да/Нет Yes/No	
5.25.	Запасные баллоны сжатого воздуха полные/пустые? Компрессор в наличии и в рабочем состоянии? Spare compressed air bottles empty/full Compressor on board and operational	Да/Нет Yes/No	
5.26.	Журнал обслуживания дыхательных аппаратов Breathing apparatus maintenance log	Да/Нет Yes/No	
5.27.	Аппарат для промывки глаз (Сколько и состояние) Eye washing stations (How many and are all working)	Да/Нет Yes/No	Кол-во / Number: Состояние / Condition:

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
5.28.	Реанимационные кислородные баллоны. Срок годности Oxygen resuscitation equipment. Date of expire	Да/Нет Yes/No	Дата / Date
5.29.	Пожарные костюмы и доп оборудование в рабочем состоянии? Кол-во? Fireman suits and ancillary gear In good condition? Number	Да/Нет Yes/No	Кол-во/Number:
5.30.	Достаточное кол-во медицинских препаратов и лекарств на борту и не просрочены по срокам годности? Are there adequate medical facilities on board - In good order and all medicines in date?	Да/Нет Yes/No	

СЛЕДУЮЩИЕ ПУНКТЫ ВЫПОЛНЯЮТСЯ ЭКИПАЖЕМ?

ARE THE FOLLOWING PROVIDED FOR THE CREW?

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
5.31.	Ежедневно комбинезоны, каски, перчатки, защитные очки, ботинки с защитой пальцев ног, наушники и беруши и др. защитное повседневное снаряжение используется экипажем? Everyday safety equipment, overalls, helmets, gloves, safety shoes, ear defenders and safety goggles.	Да/Нет Yes/No	
5.32.	Оборудование для входа в закрытые помещения, газосварки, работы за бортом и на воде. Is there a satisfactory safe working system for entry into enclosed spaces, for hot work, working aloft and over the side.	Да/Нет Yes/No	
5.33.	Аварийные дыхательные аппараты используются для работы в танках? Are ELSA (Emergency Life saving Apparatus) sets available for tank entry?	Да/Нет Yes/No	
5.34.	Заполняются ли проверочные листки (чек-лист)? Is the marine safety card in use (Check List)?	Да/Нет Yes/No	
5.35.	Химические растворители и реагенты хранятся в хорошо проветриваемом помещении и соответствующей противопожарной защитой? Is there satisfactory stowage of chemicals and solvents with good ventilation, safety equipment and firefighting equipment adjacent?	Да/Нет Yes/No	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
5.36.	Маларное помещение в рабочем состоянии, оборудованное противопожарной системой (углекислотной или водяной) Is the paint stowed satisfactorily in a paint locker provided with fixed firefighting equipment (water spray or CO2)	Да/Нет Yes/No	
5.37.	* Записи обслуживания шлюпочного и противопожарного оборудования ведутся регулярно? * Is the LSA/FFE maintenance record kept and up to date	Да/Нет Yes/No	

СЕКЦИЯ 6 : ЭКИПАЖ

SECTION 6 : MANNING

РЕКОМЕНДАЦИЯ СЮРВЕЙЕРУ

Дипломы всех офицеров судна должны быть продублированы на английском языке, посредством выдачи Администрацией подтверждений, что владелец диплома знаком с конвенцией STCW 95. Такое подтверждение должно являться самостоятельным документом. Дипломы должны иметь подтверждение от Администрации флага, если выдающая Администрация не принадлежит флагу судна.

NOTES FOR SURVEYOR.

The Certificates of Competency for all officers should be endorsed in English, by the issuing authority to indicate that the holder meets STCW 95 standards. Such endorsement may be on a separate document. The certificates should have the flag state endorsement if issuing authority is not vessel's flag.

КАПИТАН:

MASTER:

ФИО Name	
Национальность Nationality	
Возраст Age	
Диплом, дата выдачи и окончания Certificate, class, issued by & date of expiry	
Подтверждения (танкерные, газовозы, химовозы) Endorsements, (i.e. oil, gas, chemical)	

Опыт Experience	
Разговорный английский Command of English	
Круинговая компания Company employee or from manning agency	
Является ли владельцем или совладельцем судна? Owner or part owner of vessel?	

**СТАРШИЙ МЕХАНИК:
CHIEF ENGINEER OFFICER:**

ФИО Name	
Национальность Nationality	
Возраст Age	
Диплом, дата выдачи и окончания Certificate, class, issued by & date of expiry	
Подтверждения (танкерные, газовозы, химовозы) Endorsements, (i.e. oil, gas, chemical)	
Опыт Experience	
Разговорный английский Command of English	
Круинговая компания Company employee or from manning agency	
Является ли владельцем или совладельцем судна? Owner or part owner of vessel?	

СТАРПОМ:**CHIEF OFFICER:**

ФИО Name	
Национальность Nationality	
Возраст Age	
Диплом, дата выдачи и окончания Certificate, class, issued by & date of expiry	
Подтверждения (танкерные, газовозы, химовозы) Endorsements, (i.e. oil, gas, chemical)	
Опыт (включая в перевозке груза на данных судах) Experience (including experience of carrying on present type of the vessel)	
Разговорный английский Command of English	
Крутинговая компания Company employee or from manning agency	

2-Й МЕХАНИК**2ND ENGINEER OFFICER:**

ФИО Name	
Национальность Nationality	
Возраст Age	
Диплом, дата выдачи и окончания Certificate, class, issued by & date of expiry	

Подтверждения (танкерные, газовозы, химовозы) Endorsements, (i.e. oil, gas, chemical)	
Опыт Experience	
Разговорный английский Command of English	
Крутинговая компания Company employee or from manning agency	

**ДРУГИЕ ЧЛЕНЫ КОМАНДЫ
OTHER OFFICERS * CREW**

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
6.0.	Does the present manning conform to minimum laid down on the Safe Manning Certificate?	Да/Нет Yes/No	
6.1.	Пожалуйста приложите стандартный лист ИМО - список членов экипажа Please attach a copy of the standard IMO crew list as an appendix to this questionnaire	Да/Нет Yes/No	
6.2.	Какой язык используется на судне? What is the common language used on the vessel?		
6.3.	Члены экипажа понимают язык, используемый на судне? Do all the Crew understand the common language?	Да/Нет Yes/No	
6.4.	Какой язык использует Оператор/Менеджер судна при общении по эксплуатационным вопросам? What is the principal language used by the vessels managers to communicate with the vessel?		
6.5.	Существует ли в на судне Офицер по безопасности? Если да – укажите его должность и ФИО Is there a designated Safety Officer on board? If so please state name & position.	Да/Нет Yes/No	
6.6.	Извещения, инструкции, пособия и т.д. понятны экипажу? Are safety notices, tags, tallies, instruction books and technical manuals in a language understood by the Officers?	Да/Нет Yes/No	

СЕКЦИЯ 7: ПУБЛИКАЦИИ И ИНСТРУКЦИИ
SECTION 7 : PUBLICATIONS AND MANUALS

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
7.0.	СОЛАС. Последнее полное издание на борту? SOLAS. The latest consolidated edition must be on board	Да/Нет Yes/No	
7.1.	МАРПОЛ 73/78. Последнее полное издание на борту? MARPOL 73/78 . The latest consolidated edition must be on board	Да/Нет Yes/No	
7.2.	Судовой план чрезвычайных мер по борьбе с загрязнением нефтью. Для танкеров свыше 150 БРТ и для других судов свыше 400 БРТ – требования по конвенции МАРПОЛ. SOPEP. All tankers of 150 GRT and above, and other vessels of 400 GRT and above are required Under MARPOL to have A Shipboard Oil Pollution Emergency Plan.	Да/Нет Yes/No	
7.3.	Расчет остойчивости Intact Stability Book	Да/Нет Yes/No	
7.4.	Инструкция по ведению грузовых операций (обязана быть заверена Администрацией или Классом судна) Loading manual (must be approved and stamped by vessels Statutory Authority or Class if acting on their behalf)	Да/Нет Yes/No	
7.5.	Грузовая марка Loadline Regulations	Да/Нет Yes/No	
7.6.	Инструкция по поиску и спасению MERSAR Manual	Да/Нет Yes/No	
7.7.	Правила предупреждения столкновения судов Collision Regulations	Да/Нет Yes/No	
7.8.	Опасные грузы I.M.D.G (International Maritime Dangerous Goods Guide)	Да/Нет Yes/No	
7.9.	Журнал ведения грузовых операций Cargo record book	Да/Нет Yes/No	
7.10.	Руководство для танкеров Tanker Safety Guide	Да/Нет Yes/No	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
7.11.	Международный морской кодекс по опасным грузам (ММПОГ) International Maritime Dangerous Goods Code	Да/Нет Yes/No	
7.12.	Инструкции по обслуживанию ГД, включая сервисную книжку Main Engine Instruction & Maintenance manuals on Board, to include Service letters to date	Да/Нет Yes/No	
7.13.	Кодекс по безопасной работе для моряков Code of Safe Working Practices for Merchant Seamen	Да/Нет Yes/No	
7.14.	План ликвидации аварийных разливов нефтепродуктов Oil spill emergency plan	Да/Нет Yes/No	

СЕКЦИЯ 8 ГРУЗОВЫЕ МЕХАНИЗМЫ/КРАНЫ/СТРЕЛЫ
SECTION 8 CARGO HANDLING MACHINERY/CRANES/DERRICKS

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
8.0.	Краны или стрелы на судне. Тип, кол-во и грузоподъемность Crane or Derrick type and Number & SWL.		Тип/Type: Кол-во/Number: Грузоподъемность/SWL:
8.1.	Грузовые блоки (отмаркированы разрешенной грузоподъемностью и датой проверки) Cargo Blocks (to be stamped with SWL & Test date)	Да/Нет Yes/No	
8.2.	Троса в рабочем состоянии Wires good condition	Да/Нет Yes/No	
8.3.	Троса, входящие в подъемный механизм имеют сертификат Регистра Wire entered in Lifting gear register with Test Certificates	Да/Нет Yes/No	
8.4.	Лебедки: тип и кол-во Winches: Type & number		Тип/Type: Кол-во/Number:
8.5.	Предупреждающие знаки и символы вывешены Safety Notices/Warning posters substantial and fitted	Да/Нет Yes/No	
8.6.	Если краны гидравлические – отсутствие подтеков. If Hydraulic, confirm free of hydraulic leaks.	Да/Нет Yes/No	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
8.7.	Дата последнего освидетельствования грузовых механизмов Date of last cargo gear survey:		Дата/Date:
8.8.	Дата следующего освидетельствования грузовых механизмов Date next cargo gear survey due:		Дата/Date:

СЕКЦИЯ 9 : СПЕЦИАЛЬНЫЕ ТРЕБОВАНИЯ ТЕРМИНАЛА
SECTION 9 : OIL TANKERS, CHEMICAL CARRIERS

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
9.1.	Бункеровочные соединения, клапана, заглушки шпигатов, закрытия танков и манифольдов в рабочем состоянии Bunkering connections, valves, scupper plugs, closure bunker tank and manifold save alls empty	Да/Нет Yes/No	
9.2.	Процедуры по бункеровке вывешены и доступны для экипажа? Written procedures for bunkering sighted and available to personnel bunkering?	Да/Нет Yes/No	
9.3.	Существует ли план по ликвидации разлива? Is there an "Oil Spill Reaction" contingency plan?	Да/Нет Yes/No	
9.4.	Журнал нефтяных и бункеровочных операций ведется должным образом? Has the Oil Record Book been correctly completed?	Да/Нет Yes/No	
9.5.	Бункеровочная станция оборудована аварийным выключателем насоса, расположенным рядом с манифольдом? Is the bunker transfer pump fitted with an emergency stop adjacent the manifold?	Да/Нет Yes/No	
9.6.	Информационные постеры вывешены Safety/Warning signs posted	Да/Нет Yes/No	
9.7.	Спасательное снабжение, включая дыхательные аппараты в наличии Rescue Equipment including BA sets available	Да/Нет Yes/No	
9.8.	Стационарная газоанализаторная система в рабочем состоянии Fixed gas detection system fitted and in good order	Да/Нет Yes/No	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
9.9.	Пожарная система орошения: тип, инструкция и сигнализация Drenching system, Type fitted, warning notice & alarm	Да/Нет Yes/No	Тип/Type:
9.10.	Освещение – одобрено и газонепроницаемо, в рабочем состоянии Lighting: all of approved gas tight type in good order	Да/Нет Yes/No	
9.11.	Трапы, лесера и переходные мостки в хорошем состоянии и не повреждены Ladders and guard-rails: good condition & undamaged	Да/Нет Yes/No	
9.12.	Льяльные воды: глубина под сланами в насосной станции Bilges: depth from floor plate to bottom of Pumproom		Глубина/Depth:
9.13.	Состояние льяльных вод – присутствуют ли нефтепродукты и в каких кол-вах Bilge condition: oil present and how much	Да/Нет Yes/No	
9.14.	Состояние магистралей: хорошее/удовлетворительное/плохое Pipe Condition: Good/fair/poor		
9.15.	Насосы: Кол-во и производственная мощность Pumps: Number fitted : Capacity/hour		Кол-во/Number: Производственная мощность/Capacity:
9.16.	Балластные насосы – кол-во и расположение (в насосной или МКО) Ballast pumps Number of and position (in Pumproom or engine room)		Кол-во/Number: Местоположение/Position:
9.17.	Редукционный клапан грузового насоса – дата последнего теста Date cargo pump relief valves last tested		Дата/Date:
9.18.	Все насосы в рабочем состоянии и не имеют подтеков Cargo pump and pump shaft bulkhead seals (if applicable) tight and leak free	Да/Нет Yes/No	
9.19.	Аварийный выключатель грузового насоса – протестирован. Где установлен? Cargo pump emergency stops: Tested & where fitted?	Да/Нет Yes/No	Дата/Date: Местоположение/Location:
9.20.	Зачистные насосы: кол-во и тип Stripping pump/s: number of and type.		Кол-во/Number: Тип/Type:
9.21.	Льяльные и сепарационные воды отводятся через манифольд Oily/water bilge discharge to manifold	Да/Нет Yes/No	

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
9.22.	Измерительные и показательные приборы, а так же пульт управления операциями функционирует Instrumentation, Gauges and controls all operational	Да/Нет Yes/No	
9.23.	Связь между грузовым офисом и МО протестирована и находится в рабочем состоянии Communications to CCR & Engine room tested OK	Да/Нет Yes/No	
9.24.	Тип окраски танков Type of Tank Coatings		Тип/Type:
9.25.	Руководство по совместимости грузов Cargo compatibility guide	Да/Нет Yes/No	
9.26.	Руководство по зачистке танков Tank Cleaning Guide	Да/Нет Yes/No	
9.27.	Руководство по грузовым операциям, одобренное Классом судна Class approved Cargo Loading manual	Да/Нет Yes/No	
9.28.	Дата последней проверки системы трубопроводов и маркировка. Date Pipe systems last tested and whether marked	Да/Нет Yes/No	Дата/Date:
9.29.	Оборудование по контролю за грузовыми операциями ODME Oil discharge monitoring equipment found operational	Да/Нет Yes/No	
9.30.	Инертная система Inert gas system		Тип / Type
9.31.	Стационарная кислородная система Fixed O2 measuring equipment	Да/Нет Yes/No	
9.32.	Переносная кислородная система Portable O2 measuring equipment	Да/Нет Yes/No	
9.33.	Датчик регистрации давления системы у поста и в грузовом офисе Pressure recording equipment Local and CCR	Да/Нет Yes/No	
9.34.	Система зачистки грузовых танков. Тип. Tank washing system: Type fitted		Тип: Type:

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
9.35.	Система зачистки грузовых танков: в рабочем состоянии Tank washing system: in good working order	Да/Нет Yes/No	

ПАЛУБНЫЕ СИСТЕМЫ И ТРУБОПРОВОДЫ

DECK PIPEWORK & SYSTEMS

No	Описание Description	Да/Нет Yes/No	Комментарии Comments
9.36.	Клапана танков: автоматические или ручные Tank Valves: Automated or manual		Тип / Type:
9.37.	Клапана манифольда: автоматические или ручные Manifold Valves: Automated or manual		Тип / Type:
9.38.	Система трубопроводов – в рабочем состоянии, без подтеков и коррозии Pipes: good appearance with no leaks/ corrosion	Yes/No	
9.39.	Поддон манифольда снабжен дренажными каналами и заглушками. Manifold savealls: fitted with drains & plugs	Yes/No	
9.40.	Клапана (вакуумные и напорные): дата последнего теста Pressure/vacuum valves, date last tested		Дата последнего теста / Date last tested:
9.41.	Система по предотвращению перелива: местная или местная с удаленным доступом в грузовом офисе Fixed ullaging equipment: local or local & remote in CCR		Тип / Type:
9.42.	Сигнализация высокого и низкого уровня протестирована и находится в рабочем состоянии High & Lo level alarms tested and in good order	Yes/No	

СЮРВЕЙЕРСКИЙ ОТЧЕТ – ЛИСТ ЗАМЕЧАНИЙ
SURVEYOR'S REPORT - LIST OF DEFICIENCIES:

Всего замечаний на..... листах.
There are total deficiencies listed on pages.

НАЗВАНИЕ СУДНА / NAME OF VESSEL: _____

ДАТА / DATE: _____

Подготовлено (название компании) / Issued by (Survey company):	Представитель судна / For receipt of behalf of vessel:
ФИО Сюрвейера / Surveyors name:	ФИО и Должность / Name & Position:
Подпись / Signature:	Подпись / Signature:

Appendix No. 3
to the Regulations on the procedure for bunkering operations in the area of
responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe
Company" in the Ust-Luga Sea Port
approved by the Order of LLC "Nevskaya Pipe Company"
No. dated " "

Company logo

**To Deputy Director General in charge of
Manufacturing of LLC "Nevskaya Pipe Company"**

REQUEST

**for bunkering operations in the area of responsibility of the Oil Transshipment Terminal of LLC
"Nevskaya Pipe Company"**

Hereby we ask you to agree bunkering operations during the period of the tanker's staying for processing at
berths No. 4 and 5 of LLC "Nevskaya Pipe Company":

Item No.	Name	Information		
1	2	3		
1	Vessel agent			
2	Vessel name			
3	Vessel flag			
4	IMO number			
5	Bunkering place (berth No.)			
6	Bunkering fuel to be supplied name and quantity	IFO-380 HS	MGO	ULSFO
7	Bunkering fuel on board quantity			
8	Bunkering vessel name			
9	Nominated surveyor			
10	Responsible person and contact phone number of the bunkering company			
11	Bunkering period (mark the appropriate one with a "V")	Interruption in cargo operations needed		
		No interruption in cargo operations needed		

list. Hereby we guarantee payment of the fee for the bunkering operation according to the current price

Authorized person _____ / _____ /
signature full name

Appendix No. 4
to the Regulations on the procedure for bunkering operations in the area of
responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe
Company" in the Ust-Luga Sea Port
approved by the Order of LLC "Nevskaya Pipe Company"
20/2025 No. dated "*06.03.2025*"

Company logo

**To Dispatcher
of LLC "Nevskaya Pipe Company"**

CONFIRMATION

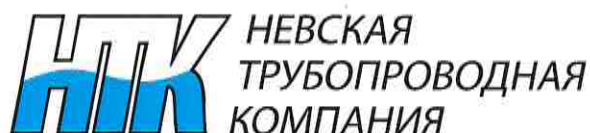
**for bunkering operations in the area of responsibility of the Oil Transshipment Terminal of LLC
"Nevskaya Pipe Company"**

Item No.	Name	Information		
1	2	3		
1	Vessel agent			
2	Vessel name			
3	Vessel flag			
4	IMO number			
5	Bunkering place (berth No.)			
6	Planned date and time of arrival of the bunker vessel	Date		Time
7	Bunkering fuel to be supplied name and quantity	IFO-380 HS	MGO	ULSFO
8	Bunkering vessel name			
9	Nominated surveyor			
10	Responsible person and contact phone number of the bunkering company			
11	Bunkering period (mark the appropriate one with a "V")	Interruption in cargo operations needed		
		No interruption in cargo operations needed		

Authorized person _____ / _____ /
signature full name

ООО «Невская трубопроводная компания»	Регламент о порядке проведения бункеровочных операций в зоне ответственности терминала перевалки нефти ООО «Невская трубопроводная компания» в Морском порту Усть-Луга	CO-03-HTK-001-1-17
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Appendix No. 5
to the Regulations on the procedure for bunkering operations in the area of
responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe
Company" in the Ust-Luga Sea Port
approved by the Order of LLC "Nevskaya Pipe Company"
20/2025 No. dated "*06*" *03 2025*



NEVSKAYA PIPE COMPANY LLC
INN 4707029837, KPP 470701001
F-I "Sankt-Peterburgsky" AO "Alfa-bank" BIC 044030786
Current account 40702810932000016518, correspondent account
30101810600000000786

Checklist



**for checking the safety of bunkering operations in the
area of responsibility of the Oil Transshipment Terminal**

LLC "Nevskaya Pipe Company"

Liquid Cargo Complex

Ust-Luga Seaport

2025

Контрольный лист

проверки безопасности проведения букеровочных операций в зоне ответственности терминала
перевалки нефти

ООО «Невская трубопроводная компания»

Checklist

for checking the safety of bunkering operations in the area of responsibility

of the Oil Transshipment Terminal

LLC “Nevskaya Pipe Company”.

1. Дата и время бункеровочной операции/ Date, time bunker operation _____
2. Номер причала КНГ ООО «Невская трубопроводная компания»/ Berth № LLC "Nevskaya Pipe Company" _____
3. Название бункеруемого судна (танкер)/ Ship's name _____
4. Название судна-бункеровщика/ Name of the bunkering vessel _____
5. Наименование и количество бункерного топлива к поставке/ Name and quantity of bunker fuel for delivery _____

№ п/п	Выполнены ли следующие действия перед началом бункеровки? Have the following steps been taken before starting bunkering?	Да/Yes	Нет/No
1.	Заблаговременно убрано боновое ограждение для швартовки судна-бункеровщика к борту танкера. The boom was removed in advance for mooring the bunkering vessel to the side of the tanker.		
2.	Судно-бункеровщик надежно ошвартован к борту танкера. The bunkering vessel is securely moored to the side of the tanker		
3.	Боновое ограждение выставлено вдоль судна-бункеровщика. The boom barrier is exposed along the bunkering vessel.		
4.	Место приема топлива обеспечено первичными средствами ликвидации аварийного разлива нефтепродуктов и пожаротушения. The place for receiving fuel is provided with primary means of liquidating an emergency oil spill and firefighting.		
5.	Место приема топлива ограждено и обозначено знаками безопасности: "Запрещается пользоваться открытым огнем", "Запрещается курение", "Проход воспрещен". The fuel receiving place is fenced and marked with safety signs: "It is forbidden to use open fire", "Smoking is prohibited", "Passage is prohibited".		
6.	На танкере двери и иллюминаторы борта швартовки закрыты на весь период приема топлива. On the tanker, the doors and portholes of the mooring side are closed for the entire period of receiving fuel.		

7.	Грузовые шланги промаркированы, находятся в хорошем состоянии и правильно присоединены с приемным устройством судна. Cargo hoses are labeled, in good condition and correctly connected to the ship's receiver.		
8.	По судну объявлено о предстоящей бункеровочной операции. An upcoming bunkering operation has been announced for the vessel.		
9.	Место приема топлива освещено в темное время суток. The place of reception of fuel is lit in the dark.		
10.	Организовано постоянное наблюдение за ходом бункеровки. Organized continuous monitoring of the progress of bunkering.		
11.	Надежная радиосвязь между терминалом, танкером и судном - бункеровщиком установлена. Reliable radio communication between the terminal, the tanker and the bunkering vessel has been established.		
Выполняются ли следующие действия во время бункеровки? Are the following actions performed during bunkering?			
1.	Судно бункеровщик надежно ошвартован к борту танкера. The bunkering vessel is securely moored to the side of the tanker.		
2.	Грузовой шланг надежно закреплен и имеет достаточную слабинку. В местах изгибов установлены корзины. The cargo hose is securely fastened and has sufficient slack. Baskets are installed in places of bends.		
3.	Организовано постоянное наблюдение за ходом бункеровки и акваторией. Organized continuous monitoring of the progress of bunkering and the water area.		
4.	Радиосвязь между терминалом, танкером и судном - бункеровщиком устойчива. The radio communication between the terminal, the tanker and the bunkering vessel is stable.		
5.	Течь нефтепродуктов через грузовой трубопровод, шланг или фланцевые соединения отсутствует. There is no leakage of oil products through the cargo Pipe, hose or flange connections.		

6.	Давление на входе в судовой трубопровод, а следовательно – давление в шланге не превышает допустимое значение. The pressure at the inlet to the ship's Pipe, and therefore the pressure in the hose, does not exceed the permissible value.		
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Выполнены ли следующие действия по окончании бункеровки? Have the following actions been taken after bunkering is completed?			
1.	Грузовые шланги отсоединены и приняты на борт судна-бункеровщика. Cargo hoses are disconnected and taken on board the bunkering vessel.		
2.	Наружные соединения трубопроводов танкера заглушены после отсоединения грузовых шлангов. The tanker's external piping connections are plugged after the cargo hoses are disconnected.		
3.	На акватории отсутствуют следы нефтепродуктов. There are no traces of oil products in the water area.		
4.	Копия бункерной расписки передана с борта бункеровщика мастеру погрузки. A copy of the bunker receipt was handed over from the bunkerer to the loading master.		
5.	Заблаговременно убрано боновое ограждение для отшвартовки судна-бункеровщика от борта танкера. The boom barrier for unmooring the bunkering vessel from the side of the tanker was removed in advance.		

Мастер погрузки ООО «Невская трубопроводная компания»

Loading master LLC "Nevskaya Pipe Company"

_____/_____/

Представитель танкера

Tanker Representative

_____/_____/

Капитан бункеровщика /Вахтенный ПК

Bunker Captain / Watch officer

_____/_____/

ЗАПИСЬ О ПРОВЕДЕННЫХ ПОВТОРНЫХ ПРОВЕРКАХ

[illegible]

SAFETY MEASURES DURING BUNKERING OPERATIONS

Bunkering of vessels standing at the berths of LLC "Nevskaya Pipe Company" with fuel and lubricating oils from bunkering vessels shall be when the following safety measures are taken:

- the bunkering vessel must be securely moored to prevent the bunkering vessel from moving under the influence of wind, current and waves, the influence of tides, as well as due to changes in draft during cargo (bunkering) operations to avoid rupture of bunkering hoses;
- bunkering hoses must be in working order and have adequate support and sufficient mobility;
- the cargo deck scuppers and the portholes on the fuel receiving and delivery side must be closed;
- an unused hopper feed/receive pipes must be plugged;
- the connecting flanges of the bunkering pipeline are tightened with all bolts and the constant tightness of the bunkering connection is ensured;
- a container should be installed under the connection of the bunkering pipeline in case of a leak of bunker fuel;
- a reliable connection between the bunkering vessel and the bunkered vessel should be ensured;
- in the absence of an emergency stop device for the cargo pumps, the emergency stop button of the cargo pump should be transferred to the bunkered vessel;
- the place of acceptance and delivery of fuel should be fenced;
- additional fire extinguishers should be placed at the place of acceptance and delivery of fuel and two fire hoses should be connected to the fire hydrants (horns);
- the spark extinguishing system of the exhaust and smoke pipes of the bunkering vessel should be turned on for the entire time of mooring at alongside the vessel;
- the cargo hoses of the bunkering vessel should be marked and in good condition, the relevant certificates of the hose manufacturer and current certificates of their tests should be on board at all times. The master of the bunkering vessel shall be responsible for the proper condition of the cargo hoses;
- the master of the bunkering vessel shall be responsible for the proper condition of the cargo hoses.

Terminal

Bunkering vessel master

Appendix No. 6
to the Regulations on the procedure for bunkering operations in the area of
responsibility of the Oil Transshipment Terminal of LLC "Nevskaya Pipe
Company" in the Ust-Luga Sea Port
approved by the Order of LLC "Nevskaya Pipe Company"
20/2025 No. dated "06" 03.2025



ООО «Невская трубопроводная компания»/ LLC "Nevskaya Pipe Company"

Technical Confirmation Questionnaire

1	Filling in date		2	Name			
3	Позывной		4	IMO Number		5	Flag
6	Port of registry					7	Год постройки
8	Master name						
9	Ice class						
10	Bunkering tanker not older than 30 years	yes no					
11	Possibility of reception and transmission via VHF-11, 34 (marine range)	yes no					
12	Deadweight not less than 3500 tons	yes no					
13	The presence of at least 2 segregations.	yes no					
14	Possibility of 2 types of bunker fuel simultaneous dispensing.	yes no					
15	Average pump capacity during bunkering is not less than 250 m3/h	yes no					
16	Availability of own emergency response force or location of contracted emergency response force and assets directly in the port of Ust-Luga.	yes no					
17	Availability of a certificate for the right to navigate without a pilot in the waters of the Ust-Luga port of the master of the bunkering vessel.	yes no					
18	Availability of a license to work with flammable liquids of all hazard classes of the bunkering vessel.	yes no					
19	Availability of a record of accident-free operation over the past 5 years (accident-free statistics) of the company.	yes no					

Authorized person _____ signature/seal

Please note that all vessels must impeccably comply with the requirements of the Order of the Ministry of Transport of the Russian Federation dated November 12, 2021 N 395 On approval of the General Rules for the navigation and mooring of vessels in the seaports of the Russian Federation and on the approaches to them.