



## REPSOL LA CORUÑA TERMINAL PRE-ARRIVAL REPORT FORM

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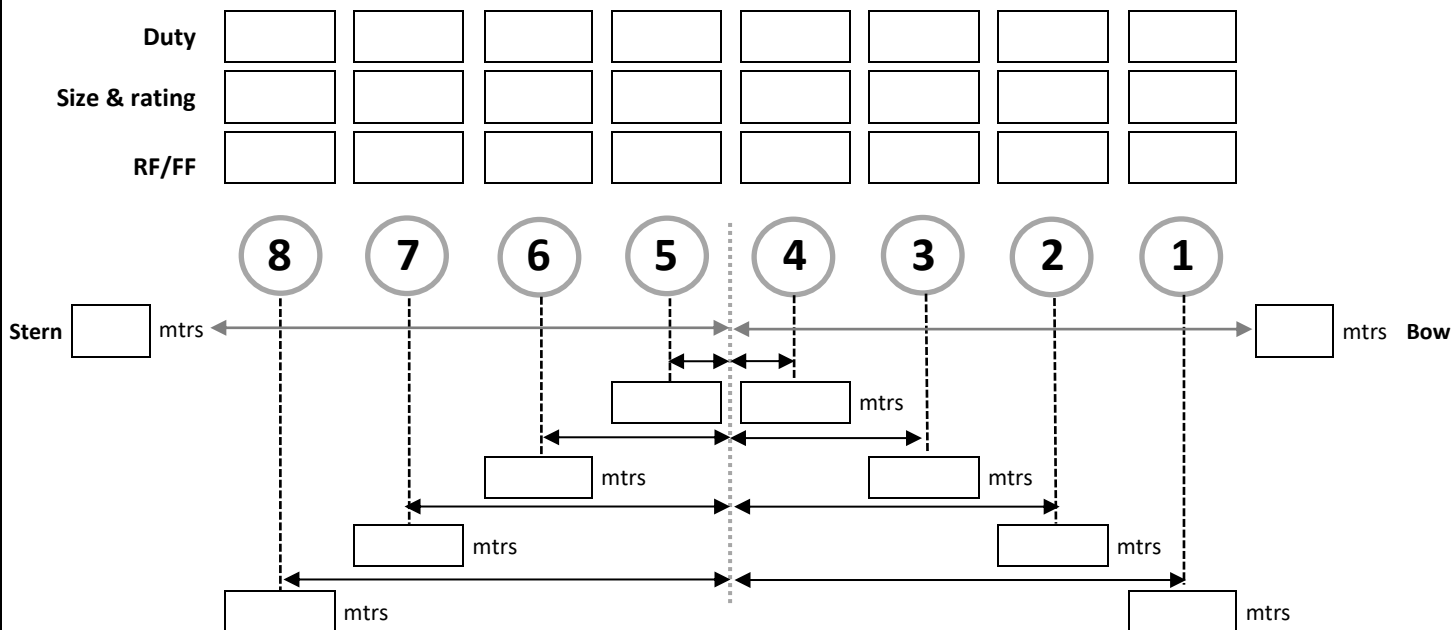
**Masters are requested to report Vessel ETA to Repsol Terminal immediately after leaving their last port of call. ETA confirmation must be sent 72, 48, 24, and 12 hours before arrival. Significant changes must be reported as well. Master's 72 hour or last message if 72 hours one was not sent, should have attached the following form fully filled**

<b>AAA</b>	<b>Ship's name</b>	<b>IMO Nr.</b>	<b>Call sign</b>	<b>Flag</b>	<b>LOA (m)</b>	<b>Beam (m)</b>		
<b>BBB</b>	<b>ETA La Coruña Pilot Station (dd/mm/yyyy hh:mm)</b>		<b>Last port of call</b>		<b>Destination</b>			
<b>CCC</b>	<b>Arrival drafts (m)</b>		<b>Departure drafts (m)</b>		<b>Max. draft alongside (m)</b>	<b>Max. DWT alongside (MT)</b>	<b>Gross Tonnage (GT)</b>	
	Fwd	Aft	Fwd	Aft				
<b>Discharge sequence information</b>								
<b>DDD</b>	Discharge sequence	Cargo grade/s	Quantity (MT)	Vac. dens. 15° C	Average Temp (°C)	Max. rate (m³/h)	H <sub>2</sub> S content ppm	Benzene %V
	1 <sup>st</sup>							
	2 <sup>nd</sup>							
	3 <sup>rd</sup>							
<b>Load sequence information</b>								
<b>EEE</b>	Load sequence	Cargo grade/s	Quantity (MT)			Max. rate m³/h		
	1 <sup>st</sup>							
	2 <sup>nd</sup>							
	3 <sup>rd</sup>							
	4 <sup>th</sup>							
	5 <sup>th</sup>							
<b>FFF</b>	<b>Previous last three cargoes</b>			<b>Transit cargoes (if any)</b>				
	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	<small>GRADE/S, QUANTITY &amp; FLASH POINT</small>				
<b>GGG</b>	<b>LPG carriers only</b> <span style="float: right;"><small>NO ACCEPTABLE TO OPERATE OVER 80% OF CARGO TANK RELIEF VALVE SETTING</small></span>							
	Cargo tanks condition on arrival	Liquid phase (MT)	Vapour phase (MT)	Maximum cargo tank relief valve setting				
<b>HHH</b>	<b>Have been all nominated cargo tanks inerted?</b>				<b>Inert gas/nitrogen production rate (m³/hr)</b>			
	<small>FLASH POINT&lt;60°C CARGOES MUST BE OPERATED BELOW 8% TANK OXYGEN CONTENT</small>				<small>INERT GAS OXYGEN CONTENT NOT MORE THAN 5%</small>			
<b>III</b>	<b>Loading operation nominated cargo tanks preparation (tank cleaning method, stripping, well drain...)</b>							
<b>JJJ</b>	<b>Crude oil tankers only: Is planned to carry out COW and, if so, COW Manual pre-arrival has been satisfactorily completed?</b>							
	<small>PORT AUTHORITY WARRANT MUST BE OBTAINED VIA AGENT AT LEAST 24 HOURS PRIOR ARRIVAL</small>							
<b>KKK</b>	<b>Operational info</b> Is the following equipment fully operational? Navigation, Lifesaving, Firefighting, Anchoring, Mooring, ETOP's, Cargo equipment, I.G.S. plant and C.O.W. equipment <span style="float: right;"><small>ETOP's REQUIRED BY PORT AUTHORITY</small></span>							
<b>LLL</b>	<b>Supply and services requirements</b>							
	Bunker grade/s & quantity	Fresh water	Dirty ballast quantity, composition & rate	Nitrogen	Slops to be discharged: quantity, rate & composition (grades, chemical additives, H <sub>2</sub> S...)			
	MGO							
<b>MMM</b>	<b>Ballast water to be discharged, if any, is clean?</b>				<b>Ballast to be handle</b>	<b>Time to ballast/deballast</b>		
	<small>Describe method or system used to comply with IMO regulation</small>				<small>m³</small>			
<b>NNN</b>	<b>Registered owner</b>		<b>Master's full name</b> <small>(SURNAME, NAME)</small>		<b>Ship's e-mail for document exchange</b>			



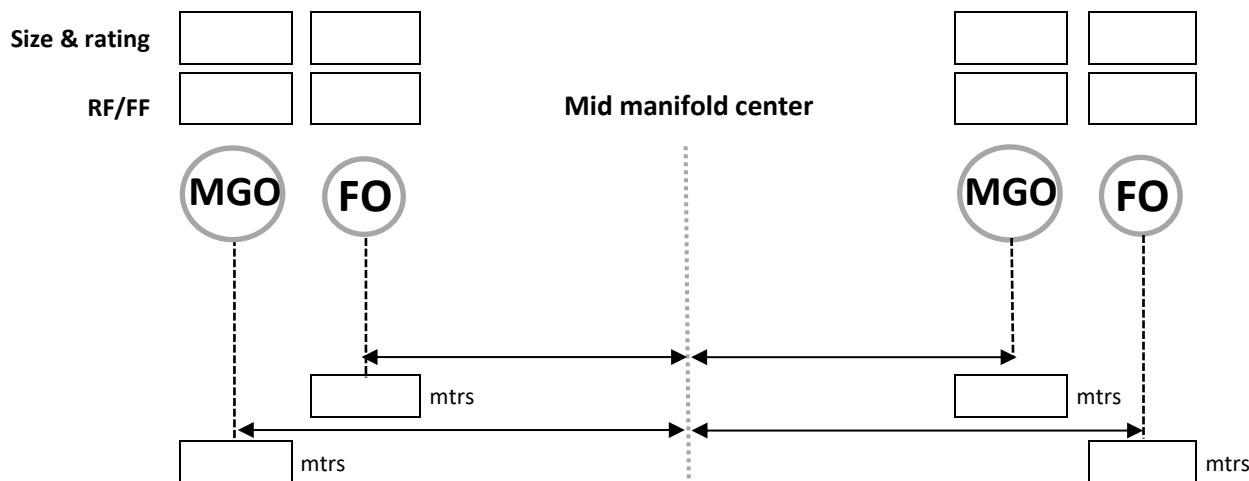
# REPSOL LA CORUÑA TERMINAL PRE-ARRIVAL REPORT FORM

## Cargo manifold arrangement



Duty: Cargo / Vapor lines / N<sub>2</sub> lines || Size in inches || Rating : Class 150 / 300 || RF/FF: RF= Raised flange FF= Flat Flange

## Bunker manifold arrangement



Size in inches || Rating : Class 150 / 300 || RF/FF: RF= Raised flange FF= Flat Flange

**Ship's representative**  
Digital signature