



UNITED RIVERHEAD TERMINAL, INC. MARINE INFORMATION HANDBOOK



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RIVERHEAD TERMINAL MARINE INFORMATION HANDBOOK

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PREFACE

This booklet is addressed to the Masters, owners, operators, and agents of vessels that call at the Riverhead Terminal. This booklet contains information that is applicable to the Riverhead Terminal and is not represented as complete in every aspect of safe and pollution-free cargo-transfer operations.

This information is not intended to relieve any vessel or Master of the responsibility to safely dock, moor, and sail the vessel and to use whatever assistance over and above these requirements he/she feels are necessary. This information does, however, represent the minimum requirements for the terminal personnel who will have authority in seeing that these requirements are met.

The Master or person in charge of any vessel, while at the terminal, shall have adequate knowledge of these rules and regulations and ensure that his crew members are fully informed of these requirements. Vessels that do not comply with all the requirements may not be permitted to dock or may be asked by the terminal representative to immediately disconnect and leave the berth.

1.0 TERMINAL AND PRE-ARRIVAL INFORMATION

1.1 LOCATION

Latitude:	41° 00' 01.3" North
Longitude:	72° 38' 49.6" West
Name:	Riverhead Terminal
Operator:	United Riverhead Terminal, Inc. (URT)
Street address:	212 Sound Shore Road
Town:	Riverhead
State:	New York
Zip:	11901
Phone:	631-284-2000

1.2 OFFSHORE PLATFORM DESCRIPTION

The Riverhead Terminal Offshore Platform consists of a 100 ft. by 45 ft steel platform structure with breasting dolphins and mooring dolphins providing two berths; one on the north side and one on the south side. The platform deck is 24.5 ft. above Mean Low Water.

1.3 BERTH DATA

The **north berth** can accommodate the following:

- Vessels up to 225,000 DWT.
- Max. LOA 1150 ft.
- Min. barge LOA 220 ft. with midship manifold

The **south berth** can accommodate the following:

- Vessels up to 42,000 DWT.
- Max. LOA 640 ft.
- Min. barge LOA 220 ft. with midship manifold

1.4 DOCKING DRAFTS

Maximum draft for the **north berth is 62 ft.**

Maximum draft for the **south berth is 42 ft.**

1.5 SHIP TRANSIT

Pilotage must be arranged by the vessel's agent. Vessels arriving from sea with a draft of 40 ft. or less shall pick up the pilot three miles SSE of Point Judith buoy no. 2. Deeper draft vessels will be instructed by the Pilot station to board the pilot further seaward. Vessels proceeding to Riverhead from New York Harbor will normally board the pilot at the NY anchorage or at a berth in New York Harbor.

URT has been advised by pilots rendering services to vessels coming to Riverhead Terminal that the recommended route to the Riverhead terminal is from the sea, east of Block Island or SSE of Point Judith buoy no. 2, through Block Island Sound between Point Judith and the north of Block Island, through The Race into Long Island Sound, clearing Horton Point and outlying shoals on approach to the Riverhead Terminal Platform.

URT requires that any vessel 100,000 DWT or more employ two pilots for docking at the offshore platform. ***Only pilots previously approved by the Riverhead terminal for docking at the offshore platform may be hired.*** Please contact the terminal if there is a question on who can dock ships at the facility.

All ships should maintain a minimum under-keel clearance of 2 ft in transit.

1.6 ANCHORAGE

Vessels awaiting berth at the Riverhead Platform will normally anchor north of the platform. The USCG has approved an anchorage site. Please check the approved coordinates of this anchorage.

1.7 LAUNCH SERVICE

Launch service is required for ships berthed at the facility. Launch service must be arranged for by the vessel's agent and may be obtained from:

Miller Marine Services, Port Jefferson NY PH: 631-331-5336

The launch service must be provided for the transportation of boarding officials and ship's personnel to and from the offshore platform. The launch service shall be maintained for the duration of the vessel's stay at the offshore platform. Miller Marine crews have trained with the Terminal operators in spill containment and boom deployment at the platform.

1.8 MINIMUM MOORING REQUIREMENTS

Minimum mooring requirements must be met in order to comply with the terminal wind limits for safe mooring and transfer of cargo.

1.8.1 Ships

A minimum of twelve mooring lines are required.

1.8.2 Barges

A minimum of eight mooring lines are required..

1.8.3 Exceeding Minimum Mooring

Additional lines may be used at the discretion of the vessel Master or may be required depending on unfavorable weather conditions. Additional mooring can buoys are available SW and SE of the mooring dolphins.

1.8.4 Winches and Line Handling

The terminal has strategically placed motorized capstans for assistance in pulling in mooring lines. Terminal personnel will handle shoreside mooring operations.

1.8.5 Hand Signals

Following are recommended hand signals to be used by both parties during the mooring process:

Note—The instructions correspond to the numbers on Figure 1.

1. An outstretched arm with hand open and flat being waved downward means “slack off.”
2. A sharp upward movement of the arm with the hand cupped towards the signaler means “let go” or “cast off.”
3. Crossed arms in front of the body means “make fast” or “is made fast.”
4. A circular movement of the hand above the head means “heave away.”
5. Both hands raised above the shoulders, with open hands facing forward means “stop.”
6. A raised hand with the fist being clenched and unclenched means “heave or hoist slowly” (inching).



Figure 1: Hand Signals

1.8.6 Recommended Mooring Diagrams

The following are recommended mooring diagrams. Vessels unable to meet the recommended mooring arrangement must contact the terminal and propose an alternate mooring arrangement.

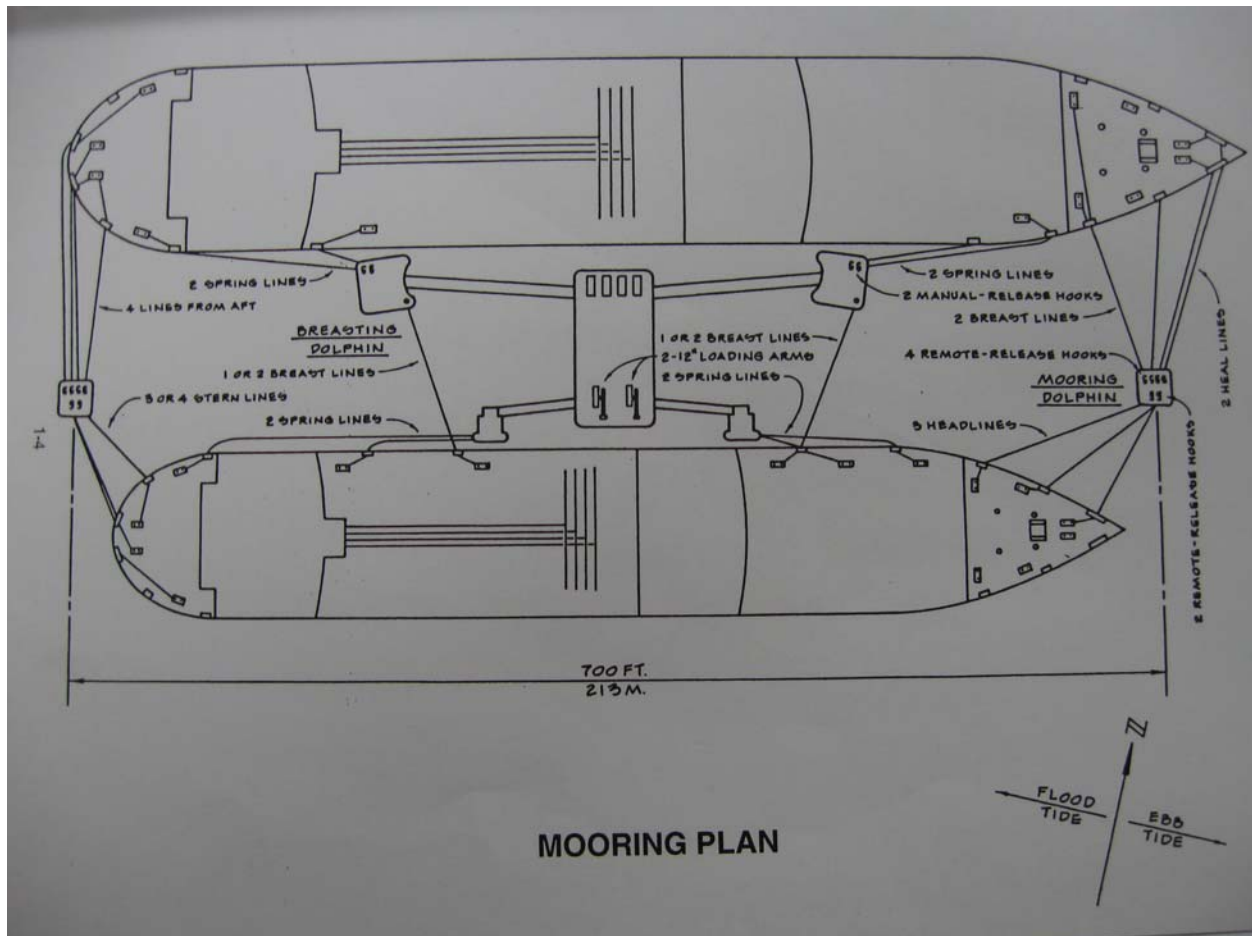


Figure 2: Recommended Mooring Arrangements and platform dimensions.

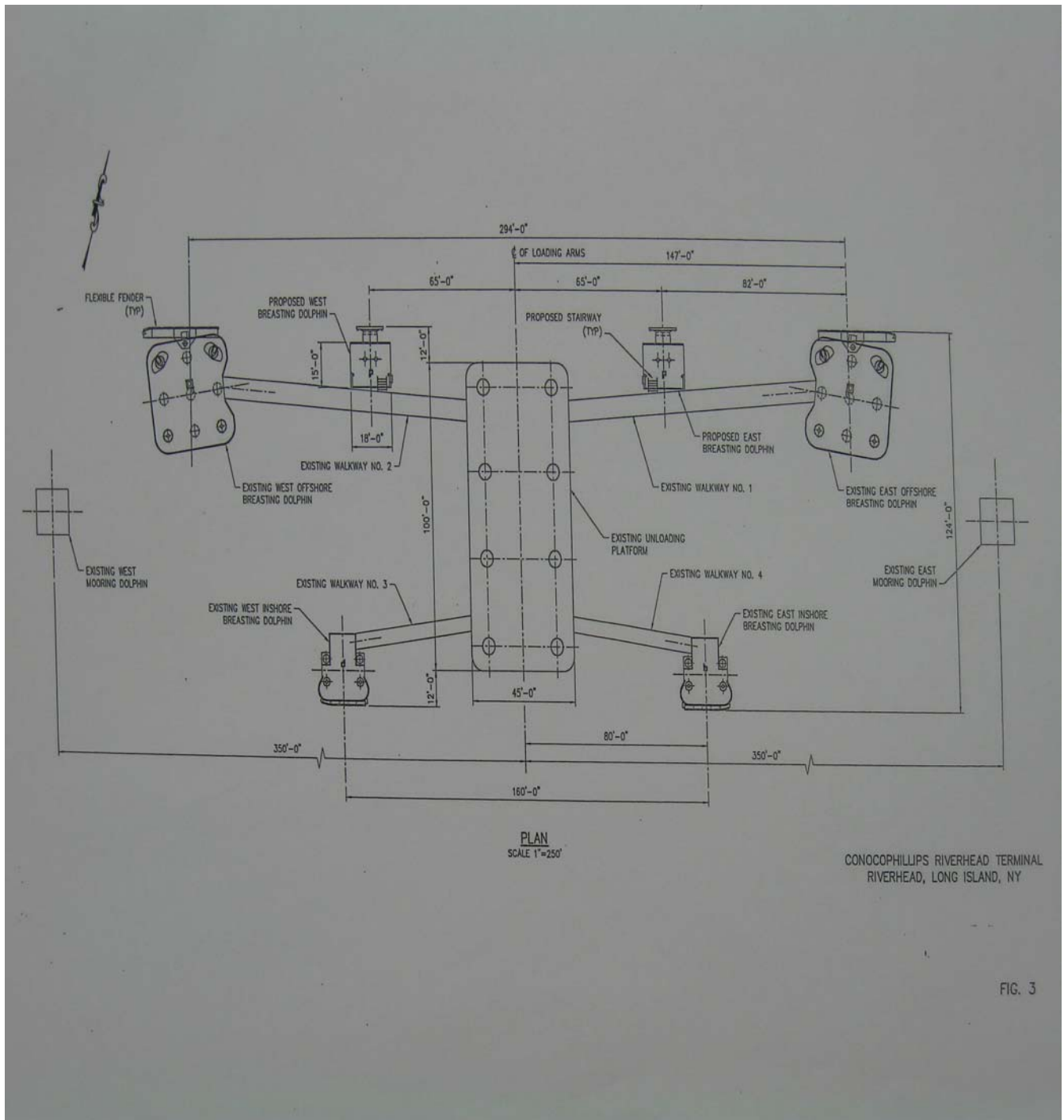


FIG. 3

Platform Dimensions

1.9 TUG REQUIREMENTS

Docking at the Offshore Platform will require a minimum of two (2) tugs and dependant on the size of the vessel, four (4) tugs may be required. Typical undocking maneuvers will require a minimum of two (2) tugs. The size of tugs utilized will be determined and agreed upon by the docking pilot and Master.

Barges shall utilize adequately powered tug(s) to ensure control of barges during maneuvering, always considering prevailing conditions. Tugs must stay in close proximity to the barges while they are moored to the platform.

1.10 BERTHING MANEUVERS

Vessels need to approach the platform at an approximate angle of 5 degrees or less. Velocity cannot exceed .262 ft per second. Barges utilizing the north barge berth may not exceed a .65 ft per second velocity of approach.

No docking will take place at the offshore platform when wave heights are 4ft or greater. (see section 2.1 for additional weather restrictions).

All vessels calling on, attending to, or are under contract providing support to the Riverhead Marine Terminal must ensure that "Hand Steering" is used when inside a 500 meters radius of the Offshore Platform. The use of "auto" pilot inside this radius is prohibited unless permission is given by the terminal. Nothing in this requirement shall prevent the Master from taking such action deemed necessary and prudent, in the ordinary practice of good seamanship, for the safety of the vessel or crew.

Two submarine pipelines connect the platform to the shore tank farm. These pipelines lay on the bottom of the L.I Sound. All vessels, tugs and barges are cautioned to stay well clear of these pipelines. Anchoring between the Platform and the shore is prohibited. Two privately maintained yellow can buoys mark the western edge of the pipelines.

Barges cannot be left unattended by their tugboats.

1.11 EVACUATION ROUTE

The terminal's launch. 'LC McKay' is standing by the platform during all transfer operations. It will be used to evacuate personnel from the platform at the key locations shown. Ladders are fixed at the mooring breasting dolphins and at the main platform landing for access to the launch. The launch monitors VHF channel 16 and also the UHF channel in use for the operation.

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Figure 3: Evacuation Routes for the Riverhead Offshore Platform

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1.12 PRE-ARRIVAL INFORMATION

Vessels and their cargos are nominated by Customer's, and that information is passed on to terminal personnel with an estimated time of arrival.

While vessels are enroute, the owner or agent shall provide an ETA daily. The agent will handle required U.S. Coast Guard (USCG) notification, coordinate other port authorities, and pass on the ETA to the terminal.

Once in port, contact with the terminal shall be maintained for confirmation of berthing time.

Ships are required to respond to the terminal's pre-arrival questionnaire 48 hr before arrival. This questionnaire will be forwarded to the ship by the vessel's agent.

All verbal communications should be made to the terminal's 24-hr number 631-284-2000 / 2015 or written communications to the terminal via fax number 631-284-2053. Information can also be emailed. Call the 24-hr number for current email addresses.

2.0 OPERATIONAL INFORMATION

2.1 WIND LIMITS

Docking or undocking will normally not be conducted when wind speeds are in excess of 25 knots from either the W, NW, N, NE or E. Sea conditions are also taken into account as they may negatively affect a tugs ability to work alongside a vessel. Southerly winds normally do not affect docking or undocking due to the protection from bluffs shoreside. Impending storms will be taken into account and discussed with the vessel operator prior to arrival. Docking or undocking may be delayed till the threat of a severe storm has passed. If needed, cargo operations may be stopped to expedite a vessel departure due to and impending storm. This would be decided on a case by case basis, taking into account all available information to ensure the continued safety of the vessel and the terminal crew. In any event, all maneuvers shall be based on mutual agreement of the Master and docking pilot, subject to assessment of the effects of current and weather on the ability to conduct safe ship handling. Cargo operations will be stopped when sustained wind speeds reach 30 kts. for barge operations and 35 kts. for ship operations. Loading arms will be disconnected and stored when the sustained wind speed reaches 35 kts. Vessels will be required to leave the platform prior to expected wind speeds of 55 kts for the north berth and 42 kts for the south berth.

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2.2 ELECTRICAL STORMS

When an electrical storm is in the vicinity, all cargo discharge or loading operations will cease. All compartment hatches and loading headers will be closed. The vessel and terminal will remain in this inactive state until the electrical storm has moved out of the area.

2.3 PERSONAL PROTECTIVE EQUIPMENT (PPE)

Contractors are required to follow the URT PPE policy while working on the platform. The URT PPE policy requires the following:

- Safety glasses
- Sturdy work shoes
- Hard hat as required
- US Coast Guard approved Personal Flotation Devices (PFD), minimum Type 3, to be worn when onboard the 'LC McKay', and when traversing the pier.

2.4 TERMINAL CONTACT INFORMATION

For mailing or contact information, please refer to the following:

United Riverhead Terminal
212 Sound Shore Road
Riverhead, NY 11901

Operations and marine scheduling: 631-284-2000 /2015 (24-hr number).
Manager, Terminal Operations: 631-284-2080.

All correspondence regarding the management and operations of the Riverhead Terminal should be directed to the Manager, Terminal Operations

2.5 OFFICIAL LANGUAGE

The official language of the terminal is English. All vessels must have personnel on duty at all times who can communicate in and understand English with the dock personnel.

2.6 COMMUNICATIONS

During the pre-transfer conference, a handheld UHF terminal radio set to Channel 1 will be issued to the PIC of the ship/barge. Terminal operations personnel will

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have similar radios monitoring the same channel. The following will be required of the vessel:

- The radio will be kept on at all times and in the possession of a person who understands and speaks English.
- Radio checks will be conducted every hour to ensure communications are working.
- VHF Ch. 16 is also monitored by the platform crew and the 'LC McKay'

2.7 RESPONSIBILITY OF OWNER AND MASTER

The owner and/or the operator of the vessel, as well as the Master of each vessel using the terminal facilities, is responsible for the condition of that vessel, and the Master shall be responsible for the safe and business-like conduct of personnel and operations onboard the vessel while alongside our terminal.

The terminal takes no responsibility for the condition of any vessel alongside the terminal, whether inspected or not, nor does the terminal take any responsibility for the safe conduct of operations onboard the vessel. At a minimum, all procedures used by the vessel must conform to the latest editions of the *International Safety Guide of Oil Tankers and Terminals (ISGOTT)* and *Mooring Equipment Guidelines (MEG)* as well as all applicable state, local, and federal regulations.

2.8 VESSEL COMPLIANCE

All ships and barges loading or unloading at the Riverhead Terminal must comply with all federal, state, and local laws, as well as company regulations and policies.

If the vessel is boarded by the U.S. Coast Guard and does not pass inspection or is found to be unfit to transfer product, the vessel may be asked to leave the platform. This also applies to all other government agency regulations such as U.S. Customs and Border Protection. The terminal also reserves the right to cease operations and ask the vessel to leave the berth if any safety or compliance issues are noted.

Before arriving at the Terminal, all equipment on the vessel to be used for mooring, cargo handling, and fire protection should be inspected and confirmed safe for use.

It is the shipping company's responsibility to contact the terminal, either directly or through an agent, should the vessel be non-compliant with any federal, state, or local laws, rules or regulations, or with any part of this manual. The shipping

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company must ensure that any conflict is resolved before the vessel's arrival at the terminal.

2.9 PRE-TRANSFER CONFERENCE

Before the transfer of any cargo, a conference will be conducted between the vessel PIC and the platform PIC. The purpose of the conference is to ensure that the vessel and the terminal are fully informed and advised of the entire transfer plan and that all security and safety requirements are in place.

During the conference, the following will be discussed:

- Products and amounts to be transferred
- Cargo load/discharge plan
- Rates and pressure requirements
- Any unusual safety or security requirements
- Communications
- Completion of the Declaration of Inspection (DOI) and Declaration of Security (DOS).
- Applicable security measures for current MARSEC level.

2.10 DECLARATION OF INSPECTION (DOI)

A DOI must be completed before any cargo transfers. The following instructions must be followed:

1. All items must be discussed and initialed by each PIC.
2. All areas must be filled in, including start times and dates. This includes the use of "not applicable" (N/A) if appropriate.
3. The DOI must be signed by both PICs.
4. Relieving personnel must read and initial the DOI.
5. When the transfer is completed, the platform PIC must enter the finish time and date on the DOI.
6. DOIs will be retained in the terminal main office.

2.11 ISGOTT SAFETY CHECK LIST

A ship/shore safety check list must also be completed to meet the requirements of ISGOTT. This is completed in conjunction with a ship's officer by the PCR (see

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sect. 2.15), who will remain on board the ship throughout the loading/unloading procedures.

A barge/shore safety check list will also be completed by the barge and terminal PIC.

2.12 GANGWAYS AND LADDERS

The platform crew will rig and use the platform accommodation ladder for access to/from ships and barges. Ships should rig their offshore accommodation ladder for direct access to their hired launch service. If necessary, due to weather, access to the launch service can be made via the platform accommodation ladder and platform boat landing.

2.13 TERMINAL SMOKING REGULATIONS

No smoking is permitted at the offshore platform .

2.14 HEALTH AND ENVIRONMENTAL HAZARDS ASSOCIATED WITH CARGO

Vessels should have available on request an MSDS for the cargoes being transferred. Information on any toxic substances in the cargo should be highlighted during the pre-transfer conference to enable the adoption of proper precautions, if needed, to minimize the impact on personnel.

2.15 CARGO TRANSFER

Vessels will use either 1 (one) or 2 (two) 12 inch L/U arms for transfers. The terminal will connect the arm(s) to the vessel. The maximum allowable discharge pressure at the rail is 125 psi, (minimum is 45 psi) and ships can anticipate a 10,000 BPH discharge rate. A Pollution Control Rep.(PCR), is assigned by the terminal and will assist in coordinating mooring and cargo operations for the customer and the terminal.

High pour product must be discharged at a min. 4,500 BPH. If the discharge rate falls below 4,500 BPH for more than two consecutive hours, the vessel may be shutdown and considered having completed discharge operations. This is required to ensure the 1.2 mile long submarine pipelines are sufficiently displaced of the high pour product at any given time. The No. 6 F.O or other viscous products shall be heated before discharge to at least 120° F (49° C) or at least 30°F (17°C) above the pour point of the product, whichever temperature is higher. (For example: product with a pour point of 75°F must be heated to 120°F.

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Oil with a pour point of 100°F must be heated to 130°F). The temperature of the cargo to be transferred shall not be more than 150°F. At completion of operation, vessels may be required to take a line flush from the terminal to ensure proper line displacement and loading arm clearing.

2.16 PERSON IN CHARGE (PIC)

Both the terminal and the vessel must have a trained, qualified, and designated PIC on duty at all times.

2.17 REQUIREMENTS DURING TRANSFER

URT requires the following during the transfer:

- The vessel will have a person on the deck and in line of view of the transfer piping and hoses at all times.
- Moorings must be tended conscientiously and kept taut at all times.
- If the vessel experiences excessive movement away from the dock or in either direction along the dock, all cargo transfer operations shall be stopped and manifold valves closed. Operations will not be resumed until the mooring situation has been corrected.
- Transfer arms must be checked periodically for leaks, and proper positioning with the fore and aft and up and down movement of the vessel.
- The waters around the vessel will be checked periodically for any evidence of spilled product or sheen.
- Ship 'fire wires' are no longer required to be rigged for use.

2.18 DANGEROUS CARGO SIGNAL

The vessel shall display a red warning light by night and a red flag by day to advise passing traffic that the vessel is transferring dangerous cargo.

2.19 VESSEL-TO-SHORE VOLUME COMPARISONS

Vessels either loading or unloading will conduct periodic volume and flow rate comparisons with the terminal. Frequency and timing of these comparisons will be discussed and agreed upon during the pre-transfer conference.

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2.20 TANK CLEANING/TANK ENTRY

Tank cleaning is not allowed at any time the vessel is alongside the Terminal. Any tank entry must be pre-approved by the terminal.

3.0 SAFETY AND SECURITY INFORMATION

3.1 EMERGENCY DEPARTURE

During an emergency situation at the Riverhead Terminal, a vessel may be required to leave the dock on short notice. Masters will ensure that the vessel is ready at all times to sail on short notice after cargo hoses are disconnected.

3.2 FIRE AND SAFETY

3.2.1 Emergency Equipment

Vessels must maintain all emergency equipment required by U.S. Coast Guard regulations. The equipment must be inspected and maintained in a safe, ready-to-use condition. All deck hands must be trained in the use of this equipment.

The terminal uses oil spill response organizations for spill response and has 1000 ft. of 36in. sea boom and 600 ft. of 26in. harbor boom staged in containers at each end of the platform on the lower deck of the north breasting dolphins.

3.2.2 Terminal Fire System

The fire/evacuation alarm consists of voice communication via radio or loud hailer.

Main terminal firefighting at the Riverhead Terminal is handled by the Riverhead Town Fire Department.

There is a fixed fire water and foam hydrant system in operation at the offshore platform. Monitors will be directed toward the manifolds prior to cargo operations.

Portable fire extinguishers are also available.

3.2.3 Fire and Smoking Safety Notices

Warning notices are to be posted on the vessel for the following:

- Visitor restrictions

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- No open lights, matches, or lighters
- Smoking restriction and designated areas

3.3 EMERGENCY STOP

An emergency situation is considered to have arisen when any of the following occur:

- Oil is released on the deck of the vessel or the dock.
- Oil is released into the water.
- Fire occurs on the vessel, dock, or anywhere in the terminal.
- Any other major incident that seriously affects safety of the vessel or the terminal.

As soon as an emergency situation is declared over the radio, the vessel shall immediately cease all transfer operations, secure the deck, and stand by to drain and disconnect all hoses. Resumption of the transfer will begin only with the agreement between vessel and terminal personnel and with the approval of the USCG if applicable.

3.4 TERMINAL SECURITY

Access to the URT Riverhead Terminal is strictly limited to URT personnel, vessel crews, pre-approved maintenance or store contractors, government agencies, ship's agents, and cargo inspectors. Any other visitors must be first approved by URT personnel. Listed below are the requirements for entrance to the URT Terminal.

- Contactor list and visitor list must be faxed to terminal 24 hr before arrival of the vessel. Visitors must be escorted through the facility by an approved vendor. Miller Marine Launch Services can provide this service.
- Contactors and visitors must have picture ID. Visitors desiring unescorted access must possess a TWIC.
- Visitors must be willing to submit to a search of their vehicles by security personnel before entry to the dock will be allowed.
- All URT rules and regulations concerning safety must be adhered to by personnel entering the marine dock area.

Security procedures for URT at the varying MARSEC levels are in the URT Security Plan. If the MARSEC level is raised from 1 to a higher level, the URT Facility Security Officer will notify all customers doing business at the terminal

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of the increased level and any additional security procedures. The current MARSEC level will be displayed inside the dock office.

3.5 VESSEL/FACILITY SECURITY INTERFACE

After the arrival and docking of the vessel, security procedures required will be discussed before any other action is taken. The discussion will include the current MARSEC level (terminal/vessel/USCG requirements under the current level), Declaration of Security, and any other security measures deemed necessary by the vessel or terminal.

3.6 PHOTOGRAPHS

Permission to take photographs must be given by the terminal management and will only be approved under special circumstances.

3.7 TIDES AND CURRENTS

Tides have a mean range of 5.4 ft. Currents can reach a maximum 3.0 kts for flood or ebb .

3.8 WEATHER FORECASTS

Vessels should maintain a weather watch and monitor forecasts. Any weather alerts received by the terminal will be passed on to the vessel.

3.9 ELECTRICAL EQUIPMENT

Any electrical equipment powered by generators, fixed power sources, or batteries that are not classified as intrinsically safe are not allowed to be used while at the Riverhead Terminal. This includes radios, pagers, cell phones, portable lighting, or any other equipment that is electrical but not approved for use in hazardous areas.

4.0 ENVIRONMENTAL INFORMATION

4.1 PRODUCT CONTAINMENT

4.1.1 Platform

The Riverhead Terminal Platform has a steel containment area encompassing the manifold areas and connecting containment tanks for spill containment.

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4.1.2 Vessel

Vessels must plug all scuppers and drains before transfer to prevent any drippings or spills from draining to the river. Vessel must have a means of draining, pumping, or cleaning up any oil on the deck.

4.2 POLLUTION RESPONSE

In accordance with federal- and state-mandated oil spill response measures, the terminal is equipped with containment boom and other spill response equipment, which can be readily deployed in the case of an oil spill. Response vessels, as required, will be provided by the local oil spill response organization.

Any vessel moored at the URT Riverhead Terminal is required to have and maintain all pollution control equipment mandated by federal and state regulations for use in case of an oil spill.

4.2.1 Pollution Reporting Procedures

In the event of any oil spill into the water, the following government agencies will be notified immediately:

National Response Center

U.S. Coast Guard, Sector Long Island Sound

New York State D.E.C.

If a spill is from the vessel, terminal personnel will assist with notifications and response. Additional facility notification information is in both the *Facility Response Plan* and the *U.S. Coast Guard Marine Terminal Operations Manual* located in the dock office.

Important: In the event of an incident—spills to deck or water, groundings, collisions, allisions, fires, explosions, loss of propulsion or steering, fatalities or serious injuries (emergency evacuations from the vessel or man overboard), or any incident that results (or may result) in media coverage—immediately call the Manager, Terminal Operations: at 631-284-2080.

Upon calling this number, you will be asked some basic questions about the vessel and nature of the incident. You will be required to provide a contact name and number for further detail. A written summary of the incident and a summary of the investigation report, including corrective action(s) planned, shall be submitted within 30 days of the event directly to URT via the Manager, Terminal Operations.

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4.2.2 Action Taken in the Event of a Spill

The following actions will be taken in the event of a spill.

1. Shut down all transfer operations.
2. Notify terminal/vessel/agent personnel immediately.
3. Start management, response, and agency notifications.
4. Initiate a site safety plan.
5. Start documentation of actions taken.
6. Obtain USCG approval before restarting the transfer.

4.3 BALLAST DISCHARGE

The Riverhead Terminal does not have a ballast reception system, and discharge of ballast from cargo tanks to the Long Island Sound is prohibited.

4.4 GARBAGE RECEPTION

The terminal is required by the Certificate of Adequacy to provide a means for reception of non-hazardous vessel garbage. The vessel's agent can make the necessary arrangements for removal if needed.

5.0 MISCELLANEOUS INFORMATION AND REQUIREMENTS

5.1 DRUG, ALCOHOL, AND FIREARMS POLICY

No alcohol or illegal drugs are allowed to enter the terminal. Crew members under the influence of drugs or alcohol will be detained at the main office and their company notified. Reasonable cause for detaining crew members is speech, manner, behavior, and/or general appearance that may indicate that an individual is under the influence of drugs or alcohol. If a crew member is detained for reasonable cause, the shipping company must have the person tested for drugs and alcohol and cleared before entry to the terminal will be granted.

Firearms of any kind are not allowed on URT property, except for those carried by authorized law enforcement officers.

Vessels and barge companies doing business at the Riverhead Terminal must have an alcohol and drug policy that meets or exceeds the standard as described in "The Oil Companies International Marine Forum Guidelines for the Control of Drugs and Alcohol on board Vessels" (*OCIMF Guidelines*).

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5.2 REPAIR WORK PERMISSION

Repairs that involve hot work are not allowed at any time the vessel is alongside the Platform. Any repairs or maintenance not requiring hot work must be pre-approved by the terminal. A list of any additional personnel and parts required to complete the repairs must be supplied to the terminal before their arrival.

5.3 LOADING PROVISIONS AND STORES

Loading of provisions and stores is not allowed at the Platform. This may be handled at anchorage prior to or following the vessels stay at the Platform

5.4 OTHER CRAFT ALONGSIDE

No craft is authorized to come alongside or remain alongside a vessel while handling hazardous cargo without permission from the terminal. The operator of the craft must be fully aware of all safety rules and regulations applying to the vessel/terminal and must comply.

5.5 BUNKERING/FUELING

The Terminal does not allow bunkering at the Platform. The terminal does not have capability for fueling of tugs.

5.6 POTABLE WATER

Potable water is not available.