



Docking Assist Tug Vetting

Marc Bayer

General Manager Shipping Operations

December 7, 2012



History



- February 2, 2006 Seabulk Pride incident Nikiski
 - January 9, 2007 Seabulk Pride departs dock due to ice
 - 2007 Voith Schneider tug Protector dedicated to Tesoro
 - 2008 Tug Vigilant replaces the Protector
 - 2012 Tug Millennium Star replaces the Vigilant
 - April 2013 Tug Bob Franco replaces the Millennium Star
-

Protector



- Built 1996
- Purpose built docking/Assist Tug
- VOITH-SCHNEIDER propulsion
- 5500 HP/60T BP
- ABS FFV CLASS 1
- Short notice deployment (2007)
- Not ideal for ice/silt conditions

Vigilant



- Built 2008
- Outfitted with ice band
- Suitable for cold weather ice operations
- 6772 HP/90T BP
- Emergency towing capability
- Raw water cooling system



KPL Tug Requirements/Lessons Learned



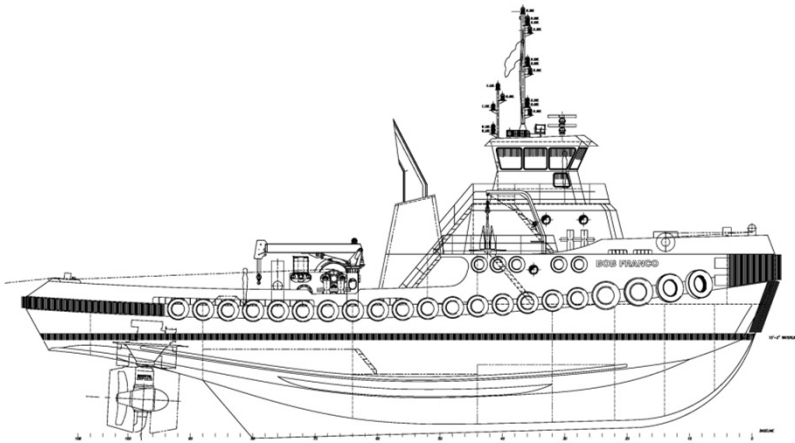
- Continuous rating bollard pull 60 tons
 - Twin Screw Z drive
 - Large capacity for fuel and fresh water
 - Ship assist winch
 1. Controlled from the wheelhouse
 2. Have render capabilities for the assist line
 3. Ability to self release from the tug
 - Tow winch
 1. Suitable for ocean towing/rescue
 2. Fitted with an Orville hook or equivalent
 - Modifications for operating in ice, cold weather and strong currents
 1. Complies with Cook Inlet USCG Phase 2 ice rules
 2. Increased scantling for operating in brash and pan ice
 3. Under deck heating for freezing spray
 4. Extra heating in the wheel house, accommodation spaces, heated bridge windows
 5. Heated ballast water/ fresh water tanks
 6. Keel coolers
 7. 4 ton SWL crane for spill response and able to reach a minimum of 10' over the tug rail
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Millennium Star



- Built 2002
- Retrofitted 2012
 - Ice band
 - Heated decks & tanks
 - Keel Coolers
 - Re-powered
 - Emergency towing capability

Bob Franco



DECK CRANE LOCATION (PENDING)
TUG BOB FRANCO
D.STEVENS 14AUG2012 SHIT 2 OF 2

- Complete in 2013
- Built to ABS Ice Class DO standards
- Ice Band
- Increased capability for response operations
 - Large aft work deck
 - 4 ton crane

Tug Comparisons



				
	PROTECTOR CLASS	VALOR CLASS	MARCO 105 CLASS	JENSEN 120 CLASS
YEAR BUILT	1996	2007	2002	2013
DIMENSIONS	120' X 41.5'	100' x 40'	99' X 34'	120' x 35'
HORSE POWER	5,500	6,800	4,400	5,500
CONTINUOUS BOLLARD PULL	NO	NO	YES	YES
BOLLARD PULL	60 TONS	90 TONS	64 TONS	≥ 70 TONS
PROPLUSION	CYCLOIDAL	ASD Z-DRIVE	ASD Z-DRIVE	ASD Z-DRIVE
KEEL COOLERS	YES	NO	YES	YES
OCEAN TOWING	NO	YES	YES	YES



Olympic Tug & Barge, INC



- Founded in 1987 in Seattle as Olympic Tug & Barge
- Harley Marine Services formed in 1998
 - Fleet of more than 75 vessels and 600 employees
 - Operations located in 8 U.S. and 2 Asian ports
- AWO RCP, ISO 9001 & 14001, and ISM certified
- Transportation partner with Tesoro since 1998
 - 4 Time chartered tugs and barges in Puget Sound
 - Works with Tesoro on a spot basis with other equipment on USWC
- HMS began Alaska operations in 1998
 - Tug Gyrfalcon stationed in Dutch Harbor
 - Recently introduced the new tug Kestrel in SE Alaska operating petroleum barge

Crew Training/Experience



- 3 Captains assigned to Nikiski tug, all have extensive Alaska experience
 - Capt. Ferguson-30+ years Alaska experience. Towed in Cook Inlet during ice season
 - Capt. Hinman-18+ years Alaska experience. Towed freight barges in Cook Inlet and Western Alaska during ice season
 - Capt. Pearson-20+ years Alaska experience. Towed barges in Cook Inlet and Western Alaska during ice season
 - Chief Mates all qualified Captains with Alaska experience
 - Support staff-General Manager, Port Captain, Director of Marine Operations
 - Flexible winter rotations
 - Captain Jack Jensen meeting with OTB crews in Seattle
 - Continue training with SWAPA in Seward, and at Pacific Maritime Institute in Seattle
-

Vetting



Why does Tesoro Vet?



- Safety and Reliability Assurance
- Tesoro's reputation as a member of the community, ***it is the right thing to do.***
- If Tesoro is involved in a major incident ...
 - Grounding
 - Allision/Collision
 - Oil Spill

.....it would be detrimental to the future of Tesoro.

When Does Tesoro Vet?



- Anywhere Tesoro holds title to the cargo or could be construed as having an interest in the cargo
 - Time Charter
 - Voyage Charter
 - Delivered ex-Ship (DES)
 - FOB
 - Lightering world wide – both vessels
-

Tesoro Vetting Team



1. Capt. Deb Cobb – Marine Assurance Manager (SA)
 2. Cody Miller – Inspection Coordinator (SA)
 3. Capt. Rob McCaughey – West Coast Shipping Manager (LAR) CAT 1
 4. Capt. Mark Nielsen – Superintendent (LAR) CAT 1
 5. Capt. Ed Irish – Superintendent (ANA) CAT 3
 6. Capt. Jack Jensen – Superintendent (KPL)
 7. Capt. John Schneider – Hawaii/Northern California Marine Operations Manager(HI) CAT 1
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Tesoro Vetting



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- Tesoro is committed to the safe handling of petroleum cargoes in high quality double hull tonnage
 - Tesoro and the Ship/Barge/Operator must collaborate continuously to maintain and improve safety
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Vetting Process



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- Every vessel is vetted for each nominated business transaction and given an approval , a rejection or released for that nomination only
 - No period approvals or approvals based on a Tesoro SIRE Inspection are granted except for Time Chartered tonnage
 - Tesoro Experience with Operator and Fleet
 - SIRE inspections must be published in SIRE and should not be older than 6 months
 - Past Performance with Tesoro - Marine Superintendent & Terminal Feedback
 - Port State Control History
 - Crew - Key officers meet language and experience expectations
 1. Time in rank
 2. Time on tankers
 3. Time with operator
 - Certification/licensing
 - SMS, ISSC, USCG COC, STS approved Ops Manual, California COFR, Class, P&I insurance, etc.
 - Appropriate USCG COFRs & COTP Vessel Response Plans
 - Tesoro Petroleum Tanker Questionnaire. Physical fit for port, berth
 - Vessel, Technical Operator, Owner, Commercial Operator must not be listed on US Government OFAC - SDN list
 - A Tesoro Approval always includes conditions
 - Vessel Operator, Master or Owner must confirm acceptance of approval conditions to vetting@tsocorp.com
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Typical Approval Conditions



- All cargo must be loaded, carried, discharged, sampled and gauged in a closed, inerted condition
- Vessel must affirm compliance with MARPOL Annex VI, Appendix VII effective 01 August 12 pertaining to the control of emissions from the main engine, auxiliary engine(s), and boilers while the vessel is operating in NA-ECA within 200 nautical miles of the shoreline of U.S. and Canada including Hawaii Islands, with Marine Fuel Oil (LSFO) maximum of 1.0 percent sulfur by weight. If requested, must provide Tesoro with a copy of the signed and stamped proof of compliance
- Vessel must have a valid USCG/COC with annual verification endorsement prior to calling at Tesoro and must provide a copy in advance

CALIFORNIA

- Vessel must affirm compliance with California Regulation 13 CCR, Section 2299.2, effective 01 January 12 pertaining to the control of emissions from the main engine, auxiliary engine(s), and boilers while the vessel is operating in regulated California waters within 24 nautical miles of the shoreline including 24 nautical miles of the shoreline of the Channel Islands, with either Marine Gas Oil (MGO), with a maximum 1.0 percent sulfur by weight, or Marine Diesel Oil (MDO) with a maximum of 0.5 percent sulfur by weight. If requested, must provide Tesoro with a copy of the signed and stamped proof of compliance
 - Vessel must affirm compliance with the Port of Long Beach Green Flag Program by reducing speed to 12 kts within a 40 nm radius of Pt. Fermin inbound and outbound
 - The vessel shall not transit the Santa Barbara Channel TSS if carrying persistent oil
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Typical Approval Conditions



ALASKA

- All documents and information requested by Tesoro for calling at Alaska must be provided within five working days from the date requested. The documents and information are required by Tesoro to obtain approval from the State of Alaska for the vessel to call at Alaska ports, and to obtain the Alaska COFR and the USCG VRP COTP approval for Western Alaska
- At KPL Nikiski when the vessel's mooring lines do not meet berth criteria the vessel will need to rent 12 mooring wires with polyester pennants. The mooring wires and pennants will need to be picked up at Homer and placed on mooring winches prior to arrival at KPL Nikiski

HAWAII

- Vessels agrees to flush the SPM hose(s) with seawater and/or other Terminal supplied product after partial discharge/load or upon completion of discharge/loading when requested to do so by the Terminal
- Maximum draft allowed at the Tesoro Hawaii SPM Terminal is 57 feet and the vessel must maintain 30% of its dwt at all times

OTHER

- Vessel must comply with local STS regulations and OCIMF STS guidelines
 - If calling at Vancouver BC vessel must provide two officer style cabins ensuite, one for each pilot.
 - Vessel shall not transit the Straits of Magellan
 - Incidents must be reported to Tesoro within 1 hour involving Spill to Water, Lost Time Injury, Causality followed up with Incident Investigation Report & Corrective Actions or any incident that causes the ship to lose time
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TASC Tesoro Assessment & Ship Clearance

Search: Vessel's Current Name Previous Name or IMO Number
Job Board Barges Vessel Inspections Tugs Port Information Addressbook Admin Help Log off

Logged on as: User: cody miller Group: Vetting

TASC SYSTEM

Job Board

CLEARANCE REQUESTS

Results: 50

C. ID	STATUS	PRIORITY	ENTRY DATE	VESSELNAME	CARGO	TRADING AREAS	ENTERED BY	DELETE
6576	PENDING	11/28	26-Nov-2012	Lama	ULSD	Coronel, Chile	Rich Caron	Delete
6562	PENDING	cob today	20-Nov-2012	Polar Resolution	ANS	San Francisco, CA	Colin Elliott	Delete
6596	APPROVED WITH CONDITIONS	ASAP after receipt/review of docs	30-Nov-2012	K. Amber	Delayed Petroleum Coke	Koch BAPT Terminal, Pittsburg, CA	Joanne DeGroot	Delete
6595	APPROVED WITH CONDITIONS	COB 30-Nov 2012	29-Nov-2012	Xanthos	Pazflor Crude	Long Beach	Scott Gooden	Delete
6594	APPROVED WITH CONDITIONS	EOB Today	29-Nov-2012	Spike	Napo	LA 84/86	Allison Madrid	Delete
6593	APPROVED WITH CONDITIONS	COB 30-Nov 2012	29-Nov-2012	Erik Spirit	Napo Crude	Long Beach	Scott Gooden	Delete
6592	APPROVED WITH CONDITIONS	COB 30-Nov 2012	29-Nov-2012	Sakura Princess	Napo Crude	Long Beach	Scott Gooden	Delete
6591	APPROVED WITH CONDITIONS	EOB Today	29-Nov-2012	Overseas Samar	Napo	LA 84/86	Allison Madrid	Delete
6590	APPROVED WITH CONDITIONS	11/29/12 1000	29-Nov-2012	NEW ENDEAVOR	ulsd	KM willbridge Pasco Tidewater	Long Beach Supply &	Delete

Sort Order

Sort results by:

entry date,priority

Clearance report

File Library

- [Period Approvals 05-23-12.xls](#) [delete](#)

Attach file:

TASC SYSTEM

Vessel details for Eastern Force - 9544592 - [TESORO Q](#) (30-Jul-2009) Questionnaire

ACTIONS

[View Vessel Particulars](#)
[Request Clearance](#)
[Request Vessel Inspection](#)
[Add to Red List](#)
[Add to Vessel White List](#)

[View QSS](#)

[Terminal/Superintendent Feedback](#)

LINKS

[AMSA detention list](#)
[Black Sea MOU](#)
[CFR](#)
[EQUASIS](#)
[Glossary of Terms](#)
[Indian MOU](#)
[LMIU](#)
[Paris MOU](#)
[QSS](#)
[Riyadh](#)
[SDN List](#)
[SIRE](#)
[Tokyo MOU](#)
[USCG - COFR](#)
[USCG - P&X database](#)
[USCG VRP Plans](#)
[Vina Del Mar](#)
[Virtual Agent Portal](#)

FLEET

[Argent Bloom](#)
[Argent Cosmos](#)
[✓ Eastern Force](#)

PAST CLEARANCES

▼ 2012:
 • [29-Oct-2012](#)
 ▶ 2011:
 ▶ 2010:
 ▶ 2009:
 ▶ 2008:
 ▶ 2007:

PAST QUESTIONNAIRES

▼ 2012

PARTICULARS	
Vessel	Eastern Force
Ex Vessel Name	
IMO Number	9544592
Flag	Panama
Year Built	
Vessel Type	Oil Tanker
Hull Type	Double Hull
LOA	179.9
BEAM	32.2
GRT	28777
DWT	48056
Max draft	12.616
KTM	45
MOULDED DEPTH	19.05
CLASS	American Bureau of Shipping
COMMERCIAL OPERATOR	AVV SHIPHOLDING S.A.(LMIU)
TECHNICAL MANAGER	MEC CO., LTD. 1-16-4 TORANOMON, 3/F URBAN TORANOMON BLDG., MINATO-KU, TOKYO, 105-0001, JAPAN Tel: +81 3 3595 6420 Fax: +81 3 3595 6421 Email: mec@imk.co.jp
Last Drydock	
ISBC Expires	2009-12-10
COFR Expires	
*Data from Q	

STATUS
 Last decision: APPROVED WITH CONDITIONS
 Decision date: 29-Oct-2012

BUSINESS RULES

CASUALTIES

There are no casualties as of 03-Dec-2012

DETENTIONS

There are no detentions as of 03-Dec-2012

P&C INSPECTIONS

▶ 2012 Inspections:
 ▶ 2011 Inspections:
 ▶ 2010 Inspections:
 ▶ 2009 Inspections:
 ▶ 2008 Inspections:
 ▶ 2007 Inspections:

TERMINAL/SUPERINTENDENT FEEDBACK

▶ 2012 Feedback:
 ▶ 2011 Feedback:
 ▶ 2010 Feedback:
 ▶ 2009 Feedback:
 ▶ 2008 Feedback:
 ▶ 2007 Feedback:

COMMENTS

Attach a Document: [Browse...](#)

Document type:

Document Expiration:

[Add comment](#)

SIRE	MATRIX	ISSC/ASP	COC	FED COFR	FED VRP	AK COFR	CA COFR	SMC	CLC	DOC	IAPP	IDPP
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TYPE	ENTRY DATE	EXPIRATION DATE	DELETE
	11/21/2012		X
BMA	10/23/2012		X
CA COFR	10/23/2012	8/30/2013	X
CAPACITY PLAN	10/23/2012		X
CLC	10/23/2012	2/20/2013	X
COC	10/23/2012	8/27/2013	X
DOC	10/23/2012	10/9/2013	X



TASC SYSTEM

CLEARANCE DECISION FOR: - SAKURA PRINCESS - 9358541

APPROVED SUBJECT TO CONDITIONS BELOW

VESSEL NAME:	Sakura Princess - 9358541
GENERAL BASIS:	3rd Party Vetting
LAYCAN:	START: 25-Dec-2012 END: 27-Nov-2012
TESORO FACILITY:	LAR Berths 84A and 86
LOAD PORT(S):	PORT NAME CARGO TYPE CARGO VOLUME Long Beach Napo Crude 268,000
DISCHARGE PORT(S):	PORT NAME CARGO TYPE CARGO VOLUME
VESSEL TO VESSEL TRANSFER:	NO
RESPONSE NEEDED BY:	COB 30-Nov 2012
REQUESTED BY:	Scott Gooden
REQUEST DATE/TIME:	11/29/2012 @ 12:20 CST
COMMENTS:	Vetting requested from Eugenio Ferrero @ Astra Oil 714-989-8589

APPROVED

Approved to load at Tesoro Long Beach berths 84-A and 86 subject to the approval conditions listed below.

Approval is not final until the vessel's Technical Operator or Master confirms that the vessel agrees to the approval conditions below. Confirmation must be sent to the originator of this vetting clearance request with copy to vetting@tsocorp.com

APPROVAL CONDITIONS

- All cargo must be loaded, carried, discharged, sampled and gauged in a closed, inerted condition.
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- Vessel must have a valid USCG/COC with annual verification endorsement prior to calling at Tesoro and must provide a copy in advance.
- Vessel must affirm compliance with California Regulation 13 CCR, Section 2299.2, effective 01 January 12 pertaining to the control of emissions from the main engine, auxiliary engine(s), and boilers while the vessel is operating in regulated California waters within 24 nautical miles of the shoreline including 24 nautical miles of the shoreline of the Channel Islands, with either Marine Gas Oil (MGO), with a maximum 1.0 percent sulfur by weight, or Marine Diesel Oil (MDO) with a maximum of 0.5 percent sulfur by weight. If requested, must provide Tesoro with a copy of the signed and stamped proof of compliance.
- Vessel must affirm compliance with the Port of Long Beach Green Flag Program by reducing speed to 12 kts within a 40 nm radius of Pt. Fermin inbound and outbound.

[REVISE CLEARANCE DECISION](#)

TASC SYSTEM

Tesoro Terminal/Superintendent Feedback Details - OVERSEAS NIKISKI - 9353577

DELETE FEEDBACK

REPORT SUBMITTED: 21-Nov-2012

By: Roger Sing

Port, Berth or Anchorage	Hawaii SPM
Date(s) of Boarding	11/10/2012
General Basis	TC
Operation	Both
Cargo, Grade, Volume(s)	Decant, HSFO, gas
If Ship to Ship transfer - Name STS Provider	
Mooring Equipment and Procedures	Suitable
Cargo Manifold Arrangements	Suitable
Cargo Tanks, Equipment and procedures	Suitable
COW Equipment, Condition and Operation	Suitable
Ballast Handling	Suitable
Pollution Prevention, Safety Awareness and Management	Suitable
Crew Communications and Cooperation	Suitable
Bridge Procedure and Vessel Handling Characteristics	Suitable
Overall Performance	Suitable
Was vessel advised of unsuitable observation(s)	NA
If Barge, Identify Tug	
If Tug, Identify Barge:	
Feedback Comments	Vessel called at the SPM in between the two Aqualegend berthings. Crew was asked to assist with butterfly valve changeout on crude and product floating hoses after completion of cargo operations. Found officers and crew to be accomodating and willing to assist with the hose maintenance. All deck officers displayed confidence and knowledge with respect to cargo operations. All transfer operations were completed as per refinery's plan.

Questions

