

# Convent Marine Terminal

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Convent Marine Terminal Highwater Loading Plan to be followed when Carrollton Gauge exceeds 12 feet

## General requirements:

- All vessels will drop their anchors out of pocket, have a manned forecastle, and have anchors ready to work including operation of the windless.
- Bow lines will be moored to both the 90 ton and 225 ton upriver mooring dolphins
- Breast lines will be used on both bow and stern
  - Breast lines will be doubled up on the bow
- Loading plans will be developed for any vessels exceeding an LOA of 740' to ensure that shifting will be in the downriver direction only
  - Pilot will be required during shifting
  - All vessels under 740' can be loaded without the need for shifting
- Rules and Regulations defined in Exhibit 3 will be adhered to at all times

## Vessel specific requirements:

- 0 to 60,000 DWT
  - No pilot needed
  - No holding tug needed
  - Holding tug will be required when the mid draft reaches 35' and will remain until the vessel departs the berth
- 60,001 – 100,000 DWT
  - No pilot needed
  - 1 holding tug needed at all times
  - Additional holding tug will be added when the mid draft reaches 35' and will remain until the vessel departs the berth
- ~~100,001~~ >100,001 DWT
  - No pilot needed
  - 2 holding tugs needed at all times
  - Additional holding tug will be added when the mid draft reaches 35' and will remain until the vessel departs the berth

**When the Carrollton Gauge exceeds 14 feet then a pilot will remain on the vessel at all times with tugs of adequate horsepower.**

This will be a minimum standard that can be exceeded at any time if the Master feels his ship is unsafe. As in the past we will help coordinate any additional holding tugs, pilot, or line handlers the vessel Master may require while at our berth.