# P O R T L O G (FN AMM)

**VESSEL\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ FLAG\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ PORT OF REGISTRY\_\_\_\_\_\_\_\_\_\_\_\_\_ CALL SIGN \_\_\_\_\_\_\_\_ CREW\_\_\_\_\_ SDWT\_\_\_\_\_\_\_\_ GROSS\_\_\_\_\_\_\_\_ NET\_\_\_\_\_\_\_\_\_ LOA\_\_\_\_\_\_\_ BEAM\_\_\_\_\_\_ MASTER\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ LAST PORT\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ NEXT PORT\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ CARGO TO LOAD\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ REQUIREMENTS: BUNKERS\_\_\_\_\_\_\_\_\_\_\_\_ FW\_\_\_\_\_\_\_ CASH\_\_\_\_\_\_CREW CHANGE\_\_\_\_\_\_\_ OTHERS\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**========================================================================= E.O.S.P\_\_\_\_\_\_\_\_\_\_\_\_\_ ARRIVED AT\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ N.O.R TENDERED\_\_\_\_\_\_\_\_\_\_ ANCHORED\_\_\_\_\_\_\_\_ ANCHOR UP\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ PILOT O.B.\_\_\_\_\_\_\_\_\_\_ TUG BOAT FASTED \_\_\_\_\_\_\_\_\_\_\_ 1st LINE ASHORE\_\_\_\_\_\_\_ ALL FAST\_\_\_\_\_\_\_\_\_\_ SHORE GANGWAY O.B\_\_\_\_\_\_\_\_\_\_\_\_ AUTHORITIES O.B.\_\_\_\_\_\_\_\_ FREE PRATIQUE\_\_\_\_\_\_\_ KEY MEETING\_\_\_\_\_\_\_\_\_\_\_\_ TANKS INSPECTED\_\_\_\_\_\_\_\_\_\_\_ CALCULATIONS COMPLETED\_\_\_\_\_\_\_\_\_\_OBQ=\_\_\_\_\_\_\_\_\_MT N.O.R. ACCEPTED\_\_\_\_\_\_\_\_ CONNECTED CARGO ARM \_\_\_\_\_\_\_ 1 HOSES BY 12” \*LOADING COMMENCED\_\_\_\_\_\_\_\_\_ \*LOADING COMPLETED\_\_\_\_\_\_\_\_\_ CARGO HOSES DISCONNECTED\_\_\_\_\_\_\_\_\_\_ TANKS INSPECTED\_\_\_\_\_\_\_\_\_\_\_ CALCULATIONS COMPLETED\_\_\_\_\_\_\_\_\_\_\_ CARGO DOCUMENTS O.B.\_\_\_\_\_\_\_\_\_\_ PILOT O.B.\_\_\_\_\_\_\_\_\_ UNMOORED\_\_\_\_ SAILED\_\_\_ ETA TO \_\_\_:\_\_\_\_\_\_\_\_\_\_ ==========================================================================**

**TERMINAL OFFERED \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**MASTER ACCEPTED \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**LOADING WILL BE STOPPED BY \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**==========================================================================**

**BUNKER**

**DROP ANCHOR ON BUNKER AREA\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ BUNKER BARGE “\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_” ALONGSIDE\_\_\_\_\_\_\_\_\_ BUNKERING COMMENCED\_\_\_\_\_\_\_\_\_ BUNKERING COMPLETED\_\_\_\_\_\_\_\_\_ UNDOCKED BUNKER BARGE\_\_\_\_\_\_\_\_\_\_\_\_SAILED\_\_\_\_\_\_\_\_\_\_\_\_**

**ETA TO \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_: \_\_\_\_\_\_\_\_\_\_\_\_**

**========================================================================== ARRIVAL CONDITION: SAILING CONDITION:**

**DRAFT FWD / AFT \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**F OIL / D OIL \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ MT \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_MT**

**F WATER / BALL. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ MT \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_MT =========================================================================**

**FIGURES: SHIP’S**

**BILL OF LADING \_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_ /\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**CARGO NAME AS PER B/L \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ /\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**TEMP \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ /\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**SHIPPER \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ /\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**CONSIGNEE \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ /\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**DISPORT \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ /\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**=========================================================================**

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