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

**VESSEL \_\_\_\_\_\_\_\_\_\_\_\_\_\_FLAG \_\_\_\_\_\_\_\_\_\_\_ PORT OF REGISTRY \_\_\_\_\_\_\_\_\_CALL SIGN \_\_\_\_\_ CREW\_\_\_\_\_ SDWT** \_\_\_\_\_\_\_ **MT GROSS \_\_\_\_\_\_\_ MT NET \_\_\_\_\_\_\_ MT LOA \_\_\_\_\_\_\_\_ M BEAM \_\_\_\_\_\_ M 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\_\_\_\_\_\_\_\_ AUTHORIRITES O.B.\_\_\_\_\_\_\_\_\_ FREE PRATIQUE\_\_\_\_\_\_\_ 1st HOLDS INSPECTION\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ HOLDS ACCEPTED / REJECTED 2nd HOLDS INSPECTION\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ HOLDS ACCEPTED / REJECTED ANCHOR UP\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ PILOT O.B.\_\_\_\_\_\_\_\_\_\_ TUG BOAT FASTED \_\_\_\_\_\_\_\_\_\_\_ 1st LINE ASHORE\_\_\_\_\_\_\_ ALL FAST\_\_\_\_\_\_\_\_\_\_ SHORE / SHIP’S GANGWAY DOWN \_\_\_\_\_\_\_\_\_\_\_\_ KEY MEETING\_\_\_\_\_\_\_\_\_\_\_\_ INITIAL DRAFT SURVEY COMM.\_\_\_\_\_\_\_\_\_\_\_ READING DRAFT\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ HOLDS INSPECTION\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ INITIAL DRAFT SURVEY COMP.\_\_\_\_\_\_\_\_\_\_\_ N.O.R. ACCEPTED\_\_\_\_\_\_\_\_\_ \*LOADING COMMENCED H-No.\_\_\_ \_\_\_\_\_\_\_\_\_ \*LOADING COMPLETED\_\_\_\_\_\_\_\_\_\_\_\_ FINAL DRAFT SURVEY COMM.\_\_\_\_\_\_\_\_ READING DRAFT\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_FINAL DRAFT SURVEY COMP.\_\_\_\_\_\_\_ CARGO DOCUMENTS O.B.\_\_\_\_\_\_\_\_ PILOT O.B.\_\_\_\_\_\_\_ UNMOORED\_\_\_\_\_\_\_\_\_SAILED\_\_\_\_\_\_\_\_\_ ETA TO \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_: \_\_\_\_\_\_\_\_\_\_\_\_**

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

**BUNKER**

**DROP ANCHOR ON BUNKER AREA\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ BUNKER BARGE “\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_” ALONGSIDE\_\_\_\_\_\_\_\_\_ BUNKERING COMMENCED\_\_\_\_\_\_\_\_\_ BUNKERING COMPLETED\_\_\_\_\_\_\_\_\_ UNDOCKED BUNKER BARGE\_\_\_\_\_\_\_\_\_\_\_\_ SAILED\_\_\_\_\_\_\_\_\_\_\_\_ ETA TO \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_: \_\_\_\_\_\_\_\_\_\_\_\_**

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

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

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

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

**LOADING WILL BE STOPPED BY\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ ============================================================================== FIGURES:**

**BILL OF LADING \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ MT**

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

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

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

**========================================================================= OBSERVACIONES :**

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