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Re: **Marine Safety, Reliability and Efficiency Process:
Cargo Handling – Selective Unloading “Cherry Picking”**

The Marine Safety, Reliability and Efficiency Process, identifies the requirements and activities necessary to deliver world class marine services in Chevron’s Global Upstream operations throughout the world.

Selective unloading, also known as “cherry picking”, shall be avoided as part of our cargo planning. In the GoM, we have recently experienced a rash of incidents and near misses where cargo has been damaged during vessel unloading due to the practice of “cherry picking” and fortunately no one has been hurt. Cherry picking risks the safety of crew/riggers and risks damage to equipment and cargo. The Shore Bases have also been faced with this problem and experience the same risks.

In an effort to mitigate these types of incidents from reoccurring in the future, and to comply with the process outlined in GU MSRE, we are implementing the “Selective Unloading” guidelines outlined in the Cargo Handling process with the remainder of the procedures outlined in this process scheduled to be implemented within the next few months.

The Decision Support Center and Shore Bases will work in the development of a cargo plan that will address the requirements of the platforms/installations and the vessel’s schedule. This cargo plan should avoid selective unloading, or “cherry picking”, which is a deviation from the cargo plan. In the case of infield vessel activities currently outside the scope of the Decision Support Center/Shore Base, cargo planning shall be conducted and included in the JSA between the vessel Captain and facility Lift Team Leader, or Person in Charge to avoid selective unloading (cherry picking).

A deviation from the cargo plan which involves selective unloading, (a.k.a. cherry picking), will generally fall into one of the following categories:

1. A change in the vessel’s schedule that requires a deviation from the cargo plan at one or more platform(s) / installation(s).
2. The vessel arrives at a platform/installation to offload cargo which deviates from the cargo plan.
3. Back loading cargo onto a vessel which creates a deviation from the cargo plan on the vessel’s planned schedule. This could require a change in the offloading of cargo (deviation from the cargo plan) at the next scheduled delivery point including Shore Base locations.

If any of the above should occur, then the below process **shall** be adhered to:

Cargo Handling – Selective Unloading (Cherry Picking)

Selective unloading or “cherry picking” is when it is required for riggers/deck crew to climb on top of lifts (i.e. cargo containers, boxes, containers, etc.) or entering into unsafe deck areas (where confinement does not allow easy access to cargo and the opportunity for safe evacuation of this area, i.e. when cargo is secured closely to bulwarks not allowing sufficient access by riggers/deck crew). Reference is made to the United



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Kingdom Offshore Operators Association (UKOOA) publication "Guidelines for the Safe Management of Offshore Supply and Anchor Handling Operations" (Section 3 Operations and 3.3.6.3)

A cargo plan should be produced jointly by the Captain and the Decision Support Center/Shore Base. Consideration should also be given for backload space requirements. The cargo plan is to be developed to avoid selective unloading or what is commonly referred to as "cherry picking". In the case of infield moves where the Decision Support Center/Shore Base are currently not involved in cargo planning, the vessel Captain and Lift Team Leader shall incorporate into the Pre-Lift JSA a plan to avoid selective unloading (cherry picking).

When there is a departure from the agreed sequence of deck cargo offload (also known as cherry picking) then STOP WORK AUTHORITY must be exercised and the cargo plan is to be discussed, revised, and agreed upon with the Lift Team (Captain, Crane Operator and Riggers), the Person in Charge of the facility (or delegate), and other persons involved in the operation. A JSA which specifically addresses the hazards associated with the revised cargo plan must be completed and documented and a copy retained by the vessel crew. The JSA cannot be of a checklist version and must include an assessment of current weather, sea conditions, cargo on board and any other considerations particular to the situation.

Vessel Captains are to report incidents of selective unloading and confirm the JSA process has been completed to the Shorebase Coordinator.

Questions regarding the above processes should be directed to the Marine Advisor. Thank you for your cooperation.

Sincerely,

Roger C. Tucker

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Shorebase and Marine Transportation Manager

The following illustrates examples of selective unloading (cherry picking):



Example of cherry picking:

Note riggers climbing over cargo. This poses risk of injury to riggers/crew.

Example of cherry picking:

Note the position of the cargo with other cargo and bulwark of vessel. Cargo is wedged in between other cargo.

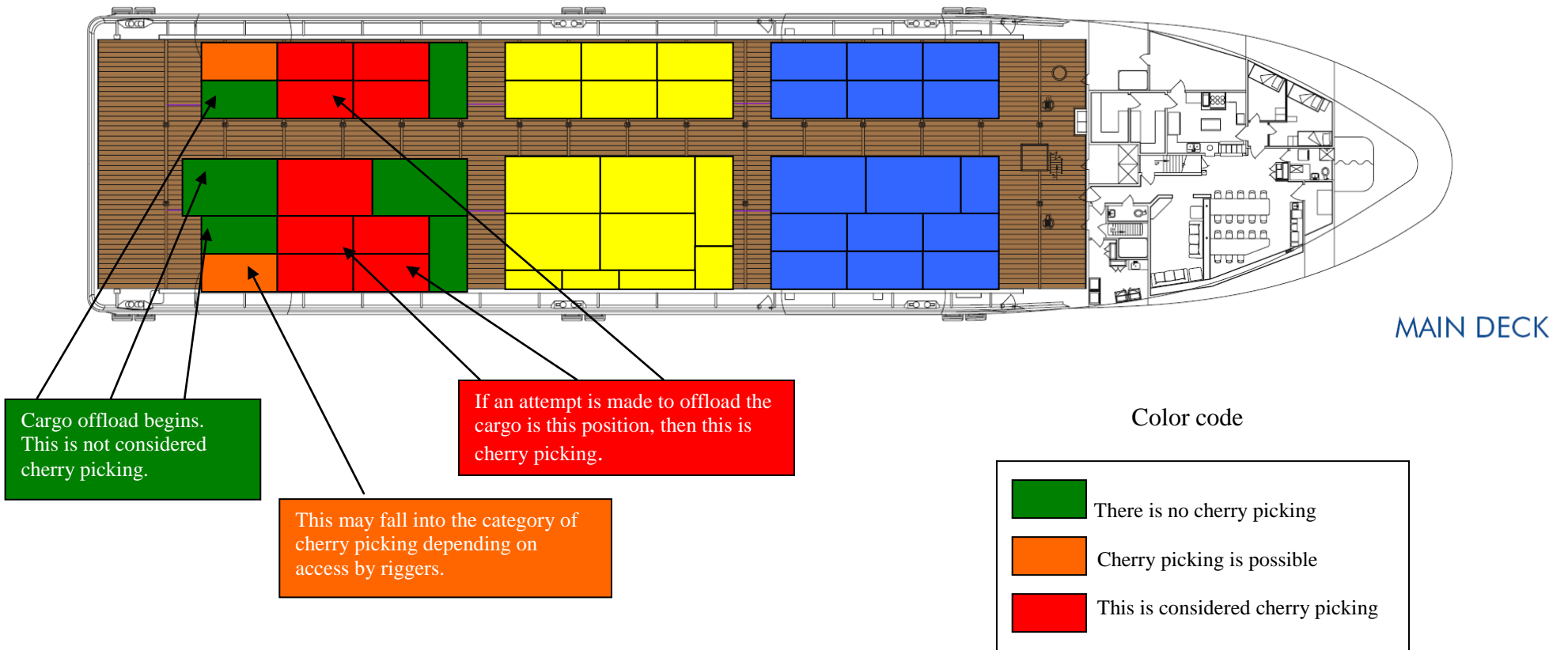


Selective Unloading (Cherry Picking)

Selective unloading or “cherry picking” is when it is required for deck crew to climb on top of lifts (i.e. cargo containers, boxes, containers, etc.) or entering into unsafe deck areas (where confinement does not allow easy access to cargo and the opportunity for safe evacuation of this area).



Example 1: Vessel at first Installation



Example 2: If the schedule changes while enroute and the vessel has to go to Installation 2 first:

