

OVERVIEW OF THE SHIP-TO-SHIP AMMONIA TRANSFERS IN PILBARA PORTS

DAY 1

The *Green Pioneer*, a 35,000 cbm ammonia carrier is anchored at the anchorage of Port Dampier.

The *Coral Knight* moves alongside the *Green Pioneer*. Equipment is loaded onto the *Green Pioneer*.

DAY 0

Supply vessel, the *Coral Knight* loads equipment at berth and sails to the anchorage of Port Dampier.

DAY 2

Fenders are installed on the starboard side of the *Green Pioneer*.

The *Navigator Global*, a 22,500 cbm ammonia carrier, arrives at the anchorage of Port Dampier.

Mooring operations commences.

Two tugboats arrive to manoeuvre the *Navigator Global* alongside the anchored *Green Pioneer*.

Hoses are connected between the two gas carriers for ammonia transfer.

DAY 3

The first transfer of 4,000 cbm (about 2,700 tonnes) of ammonia commences from the *Green Pioneer* to the *Navigator Global* at a flow rate of 700 – 800 cbm/hr.

After surveyors verify the transferred volume, reverse transfer of ammonia takes place from the *Navigator Global* to the *Green Pioneer*.

The *Coral Knight* stays upwind of operations, ready to assist in an emergency.

DAY 4

Unmooring operations commences.

Two tugboats arrive to assist in the unmooring of the *Navigator Global* from the *Green Pioneer*.

The *Navigator Global* sails off to its next destination.

Meanwhile, the *Coral Knight* retrieves the fenders from the *Green Pioneer*.

Unloading of equipment from the *Green Pioneer* to the *Coral Knight* commences.

DAY 5

The *Coral Knight* departs from the *Green Pioneer* and returns to the jetty.

