

**CALLING INSTRUCTIONS KINGSTON**

<b>A. AEGEAN BUNKERING (JAM) LTD</b>
Harbour Head Pen
Rockfort
Kingston 2,
JAMAICA, W.I..
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<b>B. SHIP PARTICULARS</b>
<b>Please provide agents a.s.a.p. with the following information:</b>
Type of vessel
Flag
Call sign
Inm. C / Email
Year of Built
GRT
NRT
Length over all
Extreme Breadth
Moulded Depth
Summer DWT
Draft at Summer DWT
Present cargo on board (Dangerous Cargo IMO NO.)
Quantity cargo on board
Draft at present loaded condition
Classification Society
P & I Club
Last port
Next port
ETA Kingston - Jamaica

<b>C. BUNKERING LOCATION</b>																						
Vessel calling Kingston for bunkers or other services shall anchor or stay in the designated area as proposed by the Agent. These area shall be described as the area within the below stated coordinates.																						
<b>1. Outer Anchorage area coordinates (BA Chart 456)</b>																						
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<b>2. Outer Anchorage (Deep Draft) area coordinates (BA Chart 456)</b>																						
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<b>3. Off Shore area coordinates (BA Chart 4402)</b>	
<b>Latitude</b> 17° 47.2' N	<b>Longitude</b> 076° 47' W, and within 10 nautical miles radius
<b>NOTICE:</b> Due to weather conditions and size of the ships, it might be needed to shift the ship to inner anchorage (BA Chart 454).	

<b>D. CALLING INSTRUCTIONS</b>
Pilotage is not compulsory within anchorage A & B as stated above. However if Pilot is requested or ship is shifted to inner anchorage where Pilot is compulsory, additional Pilot fees will incur.
For anchorages A & B as stated above, Notice of arrival should be given to Kingston Pilot Station 2 hours in advance on VHF Channel 16 or 11 and permission to enter the anchorage area and anchor will be requested.
Anchoring outside of this area is not allowed unless permission sought from the Harbour Master. Vessels leave the anchorage without a pilot after obtaining permission from Kingston Pilot Station on VHF Channel 11.
Vessels at inner anchorage wishing to leave should give 60 minutes notice to Kingston Pilot Station on VHF Channel 11. Maximum allowable time to stay at Anchorage A or B after completion of bunkering is 5 hours. Additional charges beyond this time incur.

<b>E. DELIVERY</b>
Subject to laws, regulations and any directions from time to time from the port authorities and to weather conditions, the Vessel shall be ready and able to take delivery 24 hours per day, Sundays and holidays included. In order to enable us to plan our own operations schedule for deliveries making the best use of our resources, the Ship or its Agents shall give seventy-two (72), forty-eight (48), twenty four (24), twelve (12) hours definite written advice of the Vessel's time of arrival; and
The Ship Captain shall ensure that its ship is in possession of all required certificates to comply with all relevant and applicable law and regulations pertaining to the Vessel and the delivery of the Marine Fuels at the place of delivery and shall instruct our Office in writing prior to delivery, of any special conditions, characteristics, difficulties, peculiarities, deficiencies, or defects in respect of or particular to the Vessel, which might in any manner adversely affect or which we ought to take into account in the process of delivery of the Marine Fuels, provide a free and safe berth alongside the Vessel so as to receive the Marine Fuels and to render all necessary assistance which may reasonably be required to safely moor and unmoor the Bunker Tanker.
Bunker Master is not obliged to deliver the Marine Fuels in any location or circumstances which in its sole opinion is unsafe for its Bunker Tanker or the delivery process.

<b>F. NAVIGATION SIGNALS</b>
Ship Captain shall ensure that all necessary visual and audible signals according to COLREG in force are indicated during entire bunkering operation.

<b>G. HEALTH, SAFETY, ENVIRONMENTAL PROTECTION AND SECURITY</b>
Ships Captain shall keep his vessel always ready to sail at any short time, and, in no any case the ship will be immobilized. Ships Captain, Officers and Crew must be familiar with, understands and shall at all times comply with the Health, Safety, Environmental and Security Procedures and regulations for the entire bunkering operation.
Delivery of Marine Fuels to any Vessel shall be conditional upon the acceptance of the Vessel, its condition including the condition of its plant and equipment by the Bunker tanker captain. Bunker Tanker Captain, may not supply Marine Fuels to a Vessel unless the Vessel is free of all conditions, difficulties, peculiarities, deficiencies or any other defects which in the sole opinion of the Captain might impose hazards to its vessel and or delivery facilities, its employees or agents, in connection with mooring, unmooring or bunkering.
Material Safety Data Sheets (MSDS) are available on board Bunker Tanker and hard copy can be made available to the Vessel during the delivery process.

<b>H. DOCUMENTATION</b>
<b>Ships Captain shall hand to the Captain of Bunker tanker before sailing the following ships documents,</b>
1 copy of Registry Certificate,
1 copy of International Tonnage Certificate,
1 copy Crew List
1 copy of Ship's Stores Declaration
1 copy of Crew Effects Declaration
1 copy of NIL list
1 copy of Crew Health Declaration
1 copy of Crew Vaccination List
1 copy of Cargo on board Declaration
1 copy of Last Port of Call showing the Next Port of call
1 copy of Undertaking letter stating that "NO GARBAGE WILL REMOVED FROM VESSEL WHILE IN JAMAICA TERRITORIAL WATERS"

<b>I. AGENCY SERVICES AVAILABLE</b>
<b>Crew Changes &amp; Transportation from/to vessels.</b>
Crew Medical Attendance & Transportation from/to vessels.
Ship Spares Clearance / Forwarding and delivery to vessel.
Lubricants Delivery
Stores / Provisions.
Fresh Water.