

TRINIDAD OFFSHORE CALLING INSTRUCTIONS

A. SUPPLIER FULL STYLE & CONTACT DETAILS

AEGEAN BUNKERING (TRINIDAD) LTD

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#3 French Street
Woodbrook, Port of Spain
Trinidad W.I.

Capt. Theodoros Motsenigos, Operations Manager

Mobile: +1 868 482 5102 / +1 868 354 6344

B. RECEIVING SHIP PARTICULARS

Please provide supplier a.s.a.p. with the following information:

1. Type of ship
2. Flag
3. Call sign
4. Inm. C / Email
5. Year of Built
6. GRT
7. NRT
8. Length Over All
9. Extreme Breadth
10. Moulded Depth
11. Summer DWT
12. Draft at Summer DWT
13. Present cargo on board (Dangerous Cargo IMO NO.)
14. Quantity cargo on board
15. Draft at present loaded condition
16. Classification Society
17. P&I Club
18. Last port
19. Next port
20. ETA Trinidad Offshore

C. SUPPLY SHIP PARTICULARS

1. Name of ship: KEFALONIA or AEGEAN FORCE
2. Call sign: A8RP7 or A8JZ2
3. IMO No.: 9382126 or 8007080

4. Flag/Port /Number of registry: LIBERIA, MONROVIA, 14132 or LIBERIA, MONROVIA, 13009
5. Type of ship/hull: OIL TANKER / DOUBLE HULL or OIL TANKER / DOUBLE HULL
6. Built date: 20/02/2009 or 31/01/1981
7. Classification Society: LLOYDS REGISTER or LLOYDS REGISTER
8. LOA: 102.70 m or 112.40m
9. Extreme Breadth: 17.80 m or 16.60m
10. Moulded depth: 8.80 m or 8.90m
11. Bow to centre manifold: 54.30 m or 51.50m
12. Bridge front to centre manifold: 27.50 m or 33.90m
13. SDWT: 6,272 M/T @ draft 6,62 m or 6,479 M/T @ draft 7.02m
14. P&I Club: AMERICAN P&I or AMERICAN P&I
15. Berthing side of: Port side or Port side
16. Cargo pumps: HFO: 2x750 – MGO: 1x300 m³/hr @100m head or HFO: 10X200 - MGO: 2X100 m³/hr @100m head
17. Cargo Hoses: HFO: 1x6" & 1X8" – MGO: 1x4" (ANSI 150 connections). Safety Factor 1:5 or 1x6" & 1X8" – MGO: 1x4" (ANSI 150 connections). Safety Factor 1:5
18. Security Level: 1 or 1

D. BUNKERING LOCATION

Ship will call Trinidad Offshore for bunkers at Latitude: 11° 03' N, Longitude: 061° 35' W or as otherwise be advised by supplier (BA Chart 493).

E. DELIVERY

Subject to laws, regulations and any directions from time to time from the port authorities and to weather conditions, the Ship To Be Bunkered (STBB) shall be ready and able to take bunkers 24 hours per day, Sundays and holidays included.

In order to enable us to plan our own operations schedule, making the best use of our resources, the STBB 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.

The Captain of the STBB 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

1. 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;
2. 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.

Supply Ship Captain is not obliged to deliver the Marine Fuels in any location or circumstances which in its sole opinion is unsafe for its Supply Ship or the delivery process.

F. HEALTH, SAFETY, ENVIRONMENTAL PROTECTION AND SECURITY

Captain of the STBB shall keep his ship always ready to sail at any short notice, and, in no any case the ship will be immobilized, Captain, Officers and Crew must be familiar with, and 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 ship shall be conditional upon the acceptance of the STBB, its condition including the condition of its plant and equipment by the Supply Ship Captain. Supply Ship Captain, may not supply Marine Fuels to a ship unless the ship 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 STBB upon request.

G. DOCUMENTATION

Captain of STBB shall hand to the Captain of the Supply Ship before sailing the following ships documents,

- 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 lists,
- 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