

TRINIDAD OFFSHORE CALLING INSTRUCTIONS

A. SUPPLIER FULL STYLE & CONTACT DETAILS

AEGEAN BUNKERING (TRINIDAD) LTD

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Trinidad W.I.

Capt. Nikolaos Spyridis, Operations Manager

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B. RECEIVING SHIP PARTICULARS

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

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

C. SUPPLY SHIP PARTICULARS

1. Name of ship: KEFALONIA
2. Call sign: A8TU4
3. IMO No.: 9382188
4. Flag/Port/Number of registry: LIBERIA, MONROVIA, 14430
5. Type of ship/hull: OIL TANKER / DOUBLE HULL
6. Built date: 15/10/2009
7. Classification Society: LLOYDS REGISTER
8. LOA: 102.70 m
9. Extreme Breath: 17.80 m
10. Moulded depth: 8.80 m

11. Bow to centre manifold: 53.30 m
12. Bridge front to centre manifold: 35.75 m
13. SDWT: 6,300 M/T @ draft 6,61 m
14. P&I Club: AMERICAN P&I
15. Berthing side of: Port side
16. Cargo pumps: HFO: 2x750 – MGO: 1x300 m³/hr @100m head
17. Cargo Hoses: HFO: 1x6" & 1X8" – MGO: 1x4" (ANSI 150 connections). Safety Factor 1:5
18. Security Level: 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 twenty four hour ETA is the time that the ship scheduled to be bunkered. If the STBB fail to arrive on declared time then it will be served on best endeavors basis.

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