

1. SUPPLY SHIPS PARTICULARS

Name of ship	BALTIC PROSPERITY
Sat phone:	+870 77394 8467
Email	baltic.prosperity@alisonmanagement.gr
Call sign	D5TC9
IMO No	636019140
Flag/Port/Number of registry:	Liberia/Monrovia/19140
Type of ship/hull	Double Hull
Built date	June. 30 2012
Classification Society	American Bureau Of Shipping
LOA	142.5 m
Extreme Breath	23.0 m
Moulded depth	12.6 m
Bow to centre manifold	70.7 m
Stern to centre OF manifold (SCM)	70.8 m
SDWT	18,041.95
P&I Club	Gard, P&I (Bermuda) Ltd
Berthing side of	Port
Cargo pumps	Framo 335 cbm/hrs
Cargo Hoses	(4 inches -2hoses L= 40 m each / one hose 20 m) (6 inches two hoses L=40 m)
Security Level	1

VHF ch.: Communication: VHF channels 15 + 16 + 17 or as agreed by masters on first call

Berthing Side: Fenders rigged on port side, your starboard side alongside

Please update your ETA at 08:00hrs on daily basis + thereafter 24/12/6 Hrs in advance to:

- panama.bunkers@trafigura.com
- Master of Bunker Ship

Please keep a lookout on your AIS/Radar in order to locate exact position of bunker tanker. Please always stay close to bunker tanker and follow the instructions given by master of bunker tanker.

BUNKER BARGE CANNOT FORWARD BUNKER SAMPLES TO ANY TESTING SERVICE PROVIDERS

2. DELIVERY

- 2.1. Master, C/O, and/or C/E to be transferred to bunker barge for checking flowmeter, ullaging and sounding together with Supercargo. All tanks to be inspected even engine room tanks. Supercargo and C/E must allow Master, C/O, and/or C/E to inspect. Flowmeter pictures and Ullage report etc to be signed and stamped by both receiving and supplying vessel. If any trouble or problems pls call office.
- 2.2. Supercargo to be transferred to bunker barge for ullaging and sounding together with Master, C/O, and/or C/E. All tanks to be inspected even engine room tanks.

Master, C/O, and/or C/E must allow Supercargo to inspect. Ullage report to be signed and stamped by both receiving and supplying vessel. If any trouble or problems pls call office.
- 2.3. In the event that weather conditions do not allow transfer, pls call office. Both vessels will stay alongside and await weather improvement and/or daylight in order to inspect tanks on both vessels in order to make sure all is in good order prior commencement.
- 2.4. Bunker operation can only commence after all figures and documents has been agreed and signed for.
- 2.5. Bunker ops will be performed via bunker barge's flowmeter (if available)
- 2.6. In the event of any dispute re-ullaging of both receiving vessels are required.
- 2.7. Master, C/O, and/or C/E to be transferred again to bunker barge for checking flowmeter, re-ullaging and sounding together with Supercargo. All tanks to be inspected again even engine room tanks. Supercargo and C/E must allow Master, C/O, and/or C/E to reinspect and investigate the issue.
- 2.8. Supercargo to be transferred to bunker barge for re-ullaging and sounding together with Master, C/O, and/or C/E. All tanks to be re-inspected even engine room tanks. Master, C/O, and/or C/E must allow Supercargo to reinspect and investigate the issue. If any trouble or problems pls call office.
- 2.9. In the event that weather conditions do not allow transfer, Trafigura's office must be called immediately. Both vessels will remain alongside and await weather improvement and/or daylight in order to re-inspect tanks on both vsls in order to make sure all is in good order prior commencement.