

1 Q. **Re: Refurbishment of Marine Terminal at the Holyrood Thermal Generating**
2 **Station (Tab 3)**

3 At Appendix B, page B-7, Hatch notes that, "In the last number of years there have
4 been a number of protest letters from the incoming vessels on the condition of
5 structure and the fuel offloading system." Please provide copies of these protest
6 letters referred to by Hatch.

7
8
9 A. From 2006-2011, there have been forty letters of protest addressing issues with the
10 fuel offloading system. The main issues addressed in these letters include:

- 11 • The availability of only two 12" flange connections at the Holyrood Marine
12 Terminal when many vessels are equipped with at least three 16" hoses for
13 cargo offloading.
- 14 • High back pressure at the manifold caused by considerable length of the
15 shore pipeline, fuel oil heat tracing not working properly, and the raised
16 location of shore tanks.
- 17 • Shore line has no non-return valve.
- 18 • Limiting discharge pressure to 100 psi as required by the Holyrood Marine
19 Terminal offloading system caused lower flow rate and prolonged
20 discharging time.
- 21 • Loading arms gravity drain back to the ship's tanks.
- 22 • No booster pumps.
- 23 • Delays after discharging due to unavailability of tug to assist in leaving berth.

24 There are no letters that address, specifically, the condition of the Marine Terminal
25 structure. Copies of the letters of protest are attached.

M/T " ALFIOS I "
MONROVIA

Port of **Holyrood, Canada** Date: **January 26, 2006**
Terminal: **Newfoundland & Labrador Hydro** Voyage #: **122**

To: **WESTPORT**
NEWFOUNDLAND & LABRADOR HYDRO
CANADIAN MARITIME AGENCY

Dear Sirs,

Master's protest for discharging rate

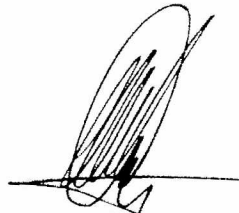
In accordance with C/P Pumping Clause my vessel has:

- maintained 100 psi.
- been restricted by shore in delivering cargo at vessel's full discharge rate due to:
- The vessel is capable of discharging through 3 x 16 inches arms/hoses with a rate of 33,000 bBLS/hr and at a pressure of 100 PSI.
- The connections offered by the Receivers for discharging were only 2 x 12 inches arms
- Maximum permitted by terminal pressure was 8.8 Kg

Due to the connection/s supplied by the terminal:

1. Discharging time was: 30 Hrs 55 Minutes
2. Rate: 9,515 Bbls/hour

Yours faithfully,



Master of the M/T "ALFIOS I" A. SLINCHAK

Acknowledge receipt:

 LOADING MASTER
full name and rank please

IONIA MANAGEMENT S.A
M/T DROMEAS
NASSAU

PORT:HOLYROOD/NEWFOUNDLAND
DATE: FEBRUARY 17TH, 2006

Messrs

NEWFOUNDLAND LABRADOR HYDRO TERMINAL.

LETTER OF PROTEST

RE : INADEQUATE HOSES CONNECTION

Dear Sirs,

The vessel has THREE (3) manifolds each of 16 inches diameter.
Your terminal has presented TWO (2) HOSES OF 12"

diameter for the discharging of cargo / cargoes.

The reduction in size and number of hoses presented by you, has imposed restrictions on the vessel's normal cargo handling capacity resulting in an increase in turn around time.

For the above reason, I note protest and advise you that you will be held responsible for any claims which could arise in the future. I reserve the rights of my owners and charterers to extend this protest in the future.

Kindly acknowledge receipt of this letter and oblige accordingly.

Yours truly,



The ship's Master
Capt. CHARILAOS A. VAFEIADIS

Received on Shipper's Behalf:

NAME :

Mike Flynn

SIGNATURE:

Mike Flynn
signed as received
only

ONIA MANAGEMENT S.A

M/T DROMEAS

PORT:HOLYROOD

NASSAU

DATE: MARCH 18, 2006

Messrs

NEWFOUNDLAND LABRADOR HYDRO TERMINAL

RE : SLOW DISCHARGING RATE

GRADE : FUEL OIL No 6

Dear Sirs,

Kindly be informed that my vessel's discharging at your terminal was restricted due to the fact that only TWO I.arms of 12 inches diameter connected to the ship's manifolds resulting discharging rate to be 1657.4 cub. mtrs per hour in average although the back pressure at ship's rails was 100 psi or 7.2 Kg/cm^2 during the all BULK discharging.

Also kindly be informed that my vessel disposes THREE (3) cargo pumps of 2000m3 per hour capacity each, against of 100 psi or 7.01 Kg/cm^2 , so the vessel could have achieve an average discharging rate of 6000 m3 per hour.

This resulting into an excess of the discharging rate for 18 H 05 MIN as follows :

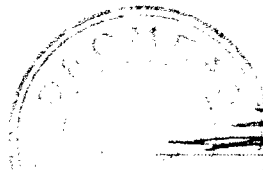
Actual disch. time : H MIN

Should have discharged : $48240,2 \text{ m3}$: $6,000 \text{ m3} = 11 \text{ H } 00 \text{ MIN}$ STRIPPING Included.

I, must, hereby, protest on behalf of the above vessel's owners and charterers, for all delays which due to the slow discharging rate performed by your terminal /installation, and hold you liable for all claims/disputes or delays arising out of the observed slow discharging rate as detailed above.

Kindly acknowledge receipt of this letter and oblige accordingly.

Yours truly,



[Handwritten signature]

The ship's Master
Capt. Charilaos A. VAFEIADIS

Received on Shipper's Behalf:

NAME : *[Handwritten signature]*

SIGNATURE: *[Handwritten signature]*
signed as received only

Messrs. _____
NL-HYDRO _____

To whom it may concern _____

VESSEL: BREGEN
VOY NO. 62 L
PORT: HOLYROOD
DATE: 10-JULY-2006

Dear Sirs,

Re: Discharging Capabilities

This is to advise you and put in record that the ship is equipped with 4 cargo pumps, all operational and with aggregate capacity of 6,000 m³/h (37,740 bbls/h). Therefore, in order to discharge the cargo by utilizing the full pumping capacity of the vessel, you are kindly requested to connect 4 x 16" cargo hoses/arms on ship's manifolds.

Failure to comply with this request will have serious repercussions on the discharge rate and discharge time will be prolonged. In the event if above condition/request is not satisfied, I will be compelled to hold you responsible for any delay which may arise therefrom.

You are also requested to appoint a representative to check the pressure at ship's manifolds every one/two hours together with the duty officer in order to avoid disputes when "Pumping Log" will be signed.

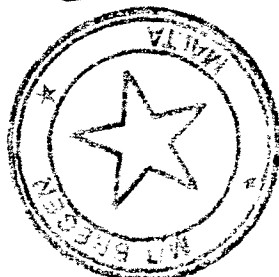
YOURS FAITHFULLY,
Cpt. V. VOMTADZE

MASTER of m/t "BREGEN"

RECEIVED BY: N.L. HYDRO

NAME: JOE BENNETT

SIGNATURE: [Signature]



Expedo Ship Management Ltd.

Vessel : New Century

Date: 24th Sept '06

Voyage # : CE 06-08

Port : Holyrood

Cargo Fuel Oil

To Hydro Holrood / Westport

Berth : Hydro

LETTER OF PROTEST

Gentlemen

On behalf of the vessel's Owners / Charterers, I hereby protest and hold you responsible for loss / delay resulting from:

- ☐ 1) Ship / Shore cargo quantity difference
- ☐ 2) Water in cargo amounting to in total
- ☐ 3) Cargo not to specification / quantity (details below)
- ☒ 4) Restrictions to discharge / loading rate. (details below).
- ☐ 5) Delay to vessel (details below)
- ☐ 6) Other (details below)


DETAILS: New Century is equipped to discharge cargo at an overall rate of 14,467 bbls/hr per loading connection, or 43,400 bbls/hr in total.


The cargo discharge at Hydro has been transferred at an average rate of 13,500 bbls per hour, in compliance with terminal imposed back-pressure restrictions, consequently extending the discharge period.


I hereby hold the terminal responsible for any delays, costs, charges and consequences resulting from this extended port stay.

I reserve the right to extend this protest at time and place convenient.

Yours faithfully



Shipper /Receiver Representative
(For receipt) 



Ian Davis, Master

ISSUE: JUNE 2006

ENTERPRISES SHIPPING & TRADING S.A

NOP – DELAY IN DISCHARGING
DUE TO SLOW PUMPING

SHIP'S NAME "Energy Chancellor"

Voyage No. 13/06

The original is to be given to the Terminal Representative, one copy is to be retained onboard and another copy is to be sent to the Head Office.

Port of Holyrood Nfld / Canada

Date on 14-Jan-07

Messrs. Hydro Terminal**NOTE OF PROTEST**Re: Delay In Discharging Due To Slow Pumping

Dear Sirs,

This is to inform you that, my vessel is discharging the parcel of No.5 Oil Light at slow rate because :

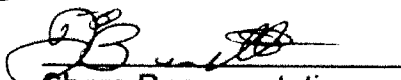
- (x) High back pressure, vessel maintained 115 PSI at ship's manifolds.
- () Your order for maximum allowed rate to be Bbls/hour, which is maintained.
- (x) Only 2 cargo arm of 12 inches bore connected on ship's manifolds and therefore I vessel can not utilize all the pumps at full rate.

In the light of above, I regret but hold you responsible for all delays, expenses and consequences arising therefrom.

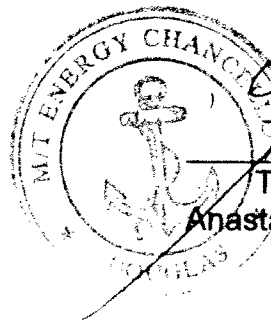
Acknowledged Receipt/AcceptedYours Faithfully,

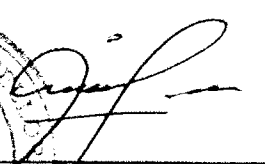
JOE BENNETT

LOADING MASTER

Shore Representative
(Full Name & Rank)

SIGNED AS RECEIVED




The Master
Anastasios G. Lilas

L.o.P. (Disch. port)

Voyage No.: 20

Letter of Protest

To Messrs.: HOLYROOD THERMAL GENERATING STATION JETTY
 Port of : HOLYROOD Terminal : HOLYROOD NL HYDRO
 Vessel : FALCON CARRIER Date : February 16-th 2007
 C/P Type : _____ C/P Date : _____

Sirs,

In connection with my vessel's discharging operation(s) at your terminal / berth the following discrepancies were observed and the overall discharging time delayed / prolonged due to the following reason(s) :

- ☒ Delay in berthing due to following reason(s) : From 13-02/07 05:00 till 14-02/07 12:48 Awaiting Berth.
- ☐ Delay awaiting shore readiness / commencement of discharge due to following reason(s) : _____
- ☐ Requirements from terminal / receiver(s) for vessel to pump at reduced rate due to following reason(s) : _____
- Rate requested by shore _____ cum/hr Vessel's capability : _____ cum/hr
- ☒ High / strong back pressure at manifold due to following reason(s) : Shore tanks are situated very high above sea level.
Shore line has no any non-return valve.
- Pressure required by shore 8.2 BAR / PSI Pressure kept at vessel's manifold 8.2 BAR / PSI
- ☒ Limited number of lines connected, small diameter connections etc. due to following reason(s) : _____
- Designation of the berth.
- Terminal/berth connected : 2 by 12 inches Vessel's connection capability : 3 by 16 inches
- ☐ Delay in unberthing _____
- ☐ Number of Grades / Separated quantities onboard were: _____ and were required to be discharged separately as follows: _____
- ☒ Stripping was carried out as per given instructions. Due to high back pressure the Vessel has suspended discharging for internal stripping from 15-02/07 22:45 till 15-02/07 23:15

The above stated delays and restrictions have impacted significantly on my vessel's turn around time at this call at this terminal / berth and on behalf of the Owners / Operators / Charterers I hereby lodge protest against the restrictions imposed on my vessel which in turn may result in this vessel's inability to comply with warranties given. Consequently I therefore also advise you that because of the receiving facilities are insufficient to utilize my vessel's full discharge capacity, the Owners / Operators / Charterers shall be released from any and all warranties given on the basis of my vessel's full capacities not being utilized.

Your terminal / berth is to be held accountable for all delays, costs etc. e.g. such as demurrage, arising out of the said restrictions and furthermore, I also reserve the right to extend this protest at any future date should it be deemed necessary in the interest of the Owners / Operators / Charterers.

Yours Sincerely

Master Igor Zavorin

Received / Accepted by :

Name in block letters :

Time / Date :

[Signature]

Mike Flynn

05 Feb 2007 - 02-16

Signed as received only

STYGA COMPANIA NAVIERA S.A.
PIRAEUS

M/T GEORGIOS M.
VALLETTA 9956

Port of : Holyrood CA
Date : 26/March/2007

Messrs. Holyrood (HYDRO – Oil Terminal)

Re : Delays due to Slow Discharging rate

Dear Sirs,

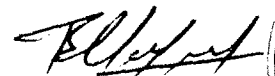
I, hereby protest on behalf of the above vessel's owners and charterers, for all delays which are due to the slow discharging rate performed due to Holyrood(HYDRO – Oil terminal) Facilities limitation:

In this respect kindly consider that:
Vessel equipped by 4 manifolds 16 inches each.
HYDRO Oil Terminal, provided only 2X12" transfer Arms.

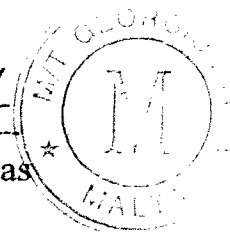
Given the vessel's maximum Discharging rate up to .22000 BBLS per hour and average achieved rate is only 10607BBLS per hour , we regret to have to hold you liable for all claims / disputes or delays arising out of the observed slow discharging rate as detailed above.

Kindly acknowledge receipt of this letter and oblige accordingly.

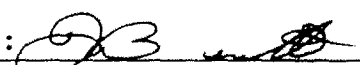
Truly Yours
MASTER



Vassilios Muzinas



Received on Shipper's behalf :

Name : JOE BENNETT	Date : MAR. 26. 2007
Signature : 	Time : 1637

OMEGA BUILDING
80, Kifissias Avenue,
GR-151 25 Amaroussion, GREECE
Phone: (210) 80.90.400
Fax: (210) 80.90.405
Telex: 215976 CARD GR, 215977 CARD GR,
215978 CARD GR, 215979 CARD GR

M/T AGRARI
MALTA

Port: Holyrood, Canada

Date: 06 May 07

Voy. 113/07

TO : NEWFOUNDLAND HYDRO
HOLYROOD

Subject: Delay due to Slow Discharge Rate

Dear Sirs,

On behalf of my Owners / Operators and Charterers, I hereby lodge protest for the Slow Discharge Rate due to the fact that you have not provided the necessary facilities in order to discharge within the time stipulated in Charter Party.

As per my letter dated 05th May 2007 Vessel requested 4 X 16" connections. Terminal has provided only 2 x 12" connection in the ship's manifolds with a result my vessel could not utilize her maximum pumping capacity.

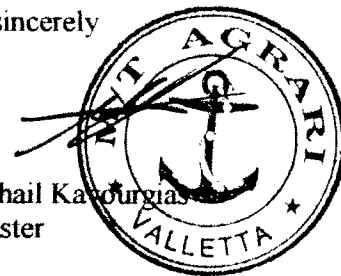
Therefore on behalf of my Owners/Charterers I regret having to hold you responsible for any and all claims / damages / costs, that may arise due to the above.

Received by : *JOE BENNETT*

[Signature]
SIGNED AS RECEIVED

Yours sincerely

Capt. Michail Kavounias
Master



LETTER OF PROTEST

TANKERS

To: HYDRO TERMINAL

Date: JUL 11, 2007

Vessel: N/T SAETTA

Port: HOLYROOD

I/We SIDERIS NIKOLAOS Master or Agents for above named vessel, do hereby protest that:

A) On completion of loading, an abnormal quantity of free water was found in the ship's cargo tanks being U.S. barrels / Cubic meters, which is likely it increase due to settlement during the voyage to discharge port.

As the vessel's cargo tanks, lines and pumps were emptied, drained before loading, I hold you responsible for any claim which might arise against the vessel, her Owners or Charterers, for any damage to the cargo due to free water into cargo tanks.

B) On completion of loading the cargo measurements were found as follows:

..... Shore figures

..... Ship's figures

Difference..... shore over ship / ship over shore

API, Density Temperature

Accordingly, this letter of protest is lodged in lieu of endorsing the Bill of Lading with the ship's figures and the Bill of Lading must be taken only to acknowledge the shipment, the weight or quantity given in the vessel's measurements on completion of loading and to have been issued without prejudice to the rights of the Owners or the Charterers to rely on the ship's measurements aforesaid as evidence of the quality of cargo actually shipped.

C) The Terminal failed to load the requested cargo of and by stopping early a total cargo of only was loaded

I/We hereby give you notice that you will be held liable to indemnify the Owners or Charterers or Both, for any loss they or either of them may suffer, by reason of your failure to notify the transfer and any subsequent holder of the Bill of Lading of the contents of this letter of protest.

* D) Terminal connected..... $2 \times 12''$ hoses instead of $3 \times 16''$ hoses requested by the Master.

E) Discharge was restricted by the Terminal to maximum..... PSI or to maximum..... m3/hour.

♦ As the Master / Agents for the above named vessel, I/We reserve all rights and privileges on behalf of Master / Owners / Charterers to refer to the above matter (s) at a later date.

DELETE THE ABOVE WHERE APPLICABLE

Yours faithfully,

Received: 

Master / Agent



Time / Date: 08:15 July 01, 2007

NOTE OF PROTEST

CARGO	GENMAR PROGRESS	VOYAGE	2006-06/23
	FUEL OIL # 6	CARGO REF. NO.	WESTPORT C/P 07/30/2007
PORT	HOLYROOD	BERTH/TERMINAL	HYDRO
DATE	2007-AUG-14 th	TIME	

Please be advised that:

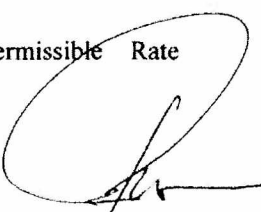
- ☐ On receipt of the cargo documents presented that there is a discrepancy between ship's and terminal/lightering vessel cargo figures
- ☐ On receipt of the cargo documents presented that there is a discrepancy between ship's and the Bill of Lading figures
- ☒ The rate of ~~loading~~ / discharging is 12,600 BBL/H (FOR BULK DISCHARGE)
- ☐ The berth of fendering arrangements are inadequate
- ☐ Dockers are misusing ship's equipment and ignoring Duty Officer's advice
- ☐ Passing vessels are causing the vessel to range whilst
- ☐ Due to the restrictions you have placed on the vessel's Discharging rate, it is not possible for the vessel to comply with the discharging or pumping clause of the Charter Party
- ☒ Due to reasons outwith the vessel's control, loading is proceeding at a rate below the vessel's maximum permitted loading rate — MAXIMUM ALLOWABLE PRESSURE ON THE MANIFOLDS $\neq 7.3 \text{ KG/cm}^2$.
- ☒ VESSEL OFFERED 4x16" CONNECTION 3 2x12" WERE USED BY SHORE SIDE.

and I hereby lodge protest accordingly, and we, including my disponent owners, hold you / or Charterers responsible for delays and consequences. On behalf of the I hereby reserve the right to take such further action as may be considered necessary to protect the interest of these parties. I reserve the right to refer to this Letter of Protest at a future date and place convenient to the

Shore Figure Ship Figure Difference

Actual Rate

Vessel Permissible Rate


(Signed)

Signed
Receipt

For



Master

MANUEL CHAZARA


Company

NLH Hydro

(Vessel's Stamp)



signed as received only

 <p>THOME SHIP MANAGEMENT PTE LTD</p>	<h2>Letter of Protest</h2>	<p>Quality Assurance into the 21st Century and beyond</p> <p>TSM Form No. 026</p>
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Vessel :	MARIBEL	Date :	19 November 2007
Port :	HOLYROOD	Voyage No :	008

Messrs.,

NEWFOUNDLAND AND LABRADOR HYDRO

Dear Sirs,

Please be advised that the cargo handling equipment provided by this vessel consists of 6

Lines of 12" diameter, enabling a handling rate of 6000 m³/h per hour.

The connection offered by this Terminal were 2 lines of 12" diameter,

enabling a rate of 1635.8 BBLS per hour.

Therefore on behalf of Owners, Charterers, Third Parties and others with interests relating to the Cargo I hereby Protest the discharging rate and reserve the right(s) to claim for any costs that may arise, either directly or otherwise as a result.

Yours faithfully

Received on Behalf of:

the Charterers / Receivers / Shippers

Capt.

Rino Skjold

Master




JOE BENNETT

Please Print Name

Filling

Onboard

File No. 11.2 / 15.1

 THOME SHIP MANAGEMENT PTE LTD	Letter of Protest (Pumping Restriction)	Quality Assurance into the 21st Century and beyond
		TSM Form No. 026

Messrs.,

NEWFOUNDLAND AND LABRADOR HYDRO

Vessel :	Maribel	Date :	19th Nov 2007	Time :	
Port :	HOLYROOD	Berth :	NL Hydro	Voyage No :	008


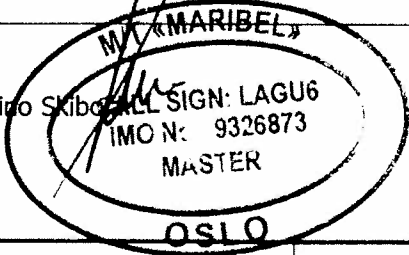
Dear Sirs,

On behalf of my Owners, Charterers and Cargo Owners, I hereby draw your attention to the matters of : -

Pumping restrictions encountered by my vessel at your terminal at NL HYDRO Jetty as:

- The discharging pressure was limited to 100 PSI only which caused lower flow rate and prolonged discharging time.

On behalf of my Principals, I hold you responsible for all costs and delays attributable to the restrictions stated above. I reserve the rights of my Principals to extend this protest as may be required.

Yours faithfully	Received on behalf of: the Charterers / Receivers / Shippers
Master Capt. Rigo Skibstad  	
	JOE BENNETT Please Print Name
	Date: <u>Nov. 19/07</u> Time: <u>21:15</u>
Filing	Onboard
File No. 11.2 / 15.1	

LETTER OF PROTEST

LOADING MASTER
NEW FOUNDLAND AND
LABRADOR HYDRO TERMINAL

VESSEL: SANKO COMMANDER
VOY : 73

DATE : 16.DECEMBER.07

PORT : HOLYROOD

C/P- CONOCO - 27th NOVEMBER 2007

Dear sirs,

This is to inform you that during my vessels call at HOLY ROOD for loading Fuel Oil at NEW FOUNDLAND AND LABRADOR HYDRO TERMINAL, my vessel formally protests as undermentioned


1.DISCHARGE ARM CONNECTION AND SLOW DISCHARGING

My vessel presented 3 X 16" manifold connections. The terminal provided 2 X 12" hoses for DISCHARGING, Due to the above mentioned restrictions the vessel was only able to achieve average Discharge rate of 9908 BBLs/hr.

The above have led to obvious delays to the vessel.

Therefore, on behalf of my Principals, Owners, Charterers and any or all Third parties that are or may be concerned, I formally protest these delays and hold you and your Principals responsible for the consequences, damages or losses, if any, caused due to the same.

I further reserve the rights of my vessel , Principals, Owners, Charterers and any or all Third parties that are or may be concerned, to refer to this matter at a later date, time or place.


CAPT. M.S. NALEU
MASTER
M/T SANKO COMMANDER



RECEIVED:


TERMINAL REPRESENTATIVE

Signed as received only

LETTER OF PROTEST



Vessel: Stena Compassion

Port: Holyrood

Voyage No.: 2008 - 01

Terminal: Hydro generating station

Charterer Voy No.:

Dear Sirs:

In order to protect the interests of my owner and charterer, I must protest the following circumstances, checked as applicable:

- ☒ berth was occupied on arrival / Not available
- ☐ terminal shortloaded nominated cargo
Cargo loaded by terminal:
my requested nomination:
- ☐ terminal overloaded nominated cargo
- ☐ free pratique was not granted on arrival
- ☐ port authority delays were incurred
- ☐ cargo was loaded slower than ship's capability
- ☐ an average pumping pressure of 7 bar / 100 psi was not possible because terminal limit was 100 psi or less.
- ☒ the terminal connection to my manifold was inadequately restricted.
Vessel presented 3 x 16" lines.
Terminal connected 2 x 12"
- ☐ more than one cargo grade was loaded, and vessel was not permitted to load all grades simultaneously.
- ☐ shipper/receiver did not sign my documents
- ☐ agent could not sign vessel's timesheet
- ☐ agent did not present me with a timesheet
- ☐ terminal did not provide a time sheet
- ☒ this terminal will not accept slops
- ☐ sheen on water seen on arrival
- ☐ cargo was presented at an excessive temperature
- ☐ water was found or will likely be found in the cargo and vessel tanks had nil obq water at start of loading

DOCUMENTATION PROTESTS:

- ☐ The shipper forced the following bills of lading be issued with figures we do not believe to be accurate.
- | BL FIGURES | SHIP FIGURES | DIFFERENCE |
|------------|--------------|------------|
| MT | MT | MT |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

In order to prevent further delays these bills were issued under protest. If these bills are negotiated you must provide that third party with notice of this protest.

- ☐ I was not provided a certificate of origin for this cargo
- ☐ I was not provided a quality certificate for this cargo.

☒ ADDITIONAL PROTESTS AND DETAILS:
DELAYS :

16/1124 to 18/0530: Vessel awaiting berthing

REMARKS :

MASTER SIGNATURE:

VESSEL STAMP:

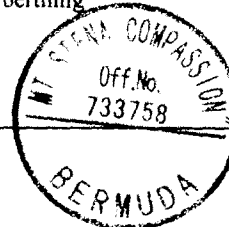
19-Jan-08

AGENT SIGNATURE:

SHIPPER / RECEIVER SIGNATURE:

SHIPPER / RECEIVER PRINTED NAME:

If shipper / receiver refuse to sign, please mark "REFUSED TO SIGN"



JOE BENNETT

SIGNED AS RECEIVED



Ernst Jacob (GmbH & Co)
Süderhofenden 12
24937 Flensburg
Germany

To Messrs.: Holyrood Generation Station
Port: Holyrood
Date: 9.02.2008

From: Master M/T Tanja Jacob
Voy.No.: 06-008

**LETTER OF RESERVE
DELAY - UNSUFFICIENT CARGO CONNECTIONS**

Dear Sirs,

This is to advise you that prior to commencement of loading at your Terminal, the captioned vessel requested 3 x 16" connections.

However, the vessel was provided with 2 X 12 " connections only,

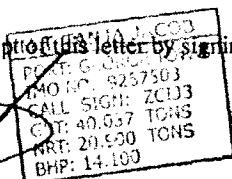
which has led to an obvious delay of the vessel.

On behalf of my Owners / Operators and/or Charterers, I am holding you responsible for any claim, damage or loss that may arise due to the above facts, and I hereby reserve the right of my Owners / Operators and/or Charterers to refer to this matter at a later time and to take such action as may be deemed necessary.

Please acknowledge receipt of this letter by signing and returning the duplicate copy.

Yours faithfully,

Capt.J.Romanov
Master M/T Tanja Jacob



For receipt only / Accepted

Terminal Representative

[Signature]
Signed for receipt only

Ernst Jacob (GmbH & Co KG) - P.O.Box 1943 - D-24909 Flensburg - Tel +49 (0)461 8604 27 - Fax +49 (0)461 8604 28 - Tlx 22694

M/T CHALEUR BAY
GEORGE TOWN

Port: HOLYROOD, NEWFAUNDLAND
Operation: DISCHARGING
Grade : FUEL OIL
Voy.no.: 592058 CHAL
Date: 13-Mar-2008

LETTER OF PROTEST

RESTRICTED DISCHARGING PERFORMANCE

TO: NEWFAUNDLAND AND LABRADOR HYDRO
TO: WHOM IT MAY CONCERN

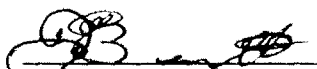
Gentlemen,

With reference to the discharging operation of 45,104 MT of FUEL OIL to your Terminal, I hereby note a protest for the following, and reserve the right to extend it at a time and place convenient.

1. The Terminal connected only 2 x 12 inches discharging arms while vessel was able to discharge through 5 x 16 inches cargo manifolds, which has led to an obvious restriction of the discharge rate.

On behalf of Her Owners / Charterers or Any third party that may be concerned, I hold you and your principals responsible for all losses, claims and/or delays that might arise from above mentioned facts and reserve the right of Her Owners / Charterers to refer to this matter at a later date , time or place.


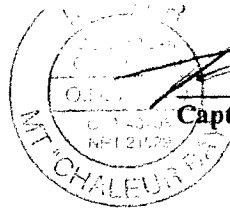
Received by:


Signature

JOE BENNETT
Name in block letters

NL HYDRO
Representing

MASTER:


Capt. Stamatov T.


SIGNED AS RECEIVED



Vessel : **M/T ARTEMIS**
Port of Registry : **NASSAU**

Port : **HOLYROOD**
Date: **12.06.2008**

Messrs: **Holyrood Generating Station**
TO WHOM IT MAY CONCERN

LETTER OF PROTEST
(Slow Discharge & Discharging Facilities)

Dear Sirs,

On behalf of my Owners/Operators and Charterers, I hereby lodge protest for the fact that you haven't provided the vsl with necessary facilities in order to discharge her cargo within the minimum time. You provided vsl with **2x12 inch** cargo hoses

The average back pressure maintained on ship's manifold was **7.0 bar** as per Pumping Record which will be attached to the Statement of Facts. Average discharge rate was **1345 m³/h** excluding stripping.

For your information the vessel was vsl capable to discharge her cargo using 6 pumps with aggregate capacity of **3600 m³/h** via **6 x 12"** cargo arms/hoses .

Under these circumstances, I reserve the right of my Owners/Operators/Charterers to refer to this letter when laytime/demurrages are calculated.

Yours Faithfully,

Capt. *Sergey Gruzdev*



Received by : **N.L. HYDRO**

Name : **JOE BENNETT**

Signature : *[Signature]*

SIGNED AS RECEIVED

VESSEL : Fax: 764 442 918 Tel: 764 442 917 Telex: 431 193 110 E-mail: master.artemis2@amosconnect.com

OPERATORS : **TSAKOS SHIPPING & TRADING S.A.**
Makedonia Building, 367 Syngrou Ave.,
Paleo Faliro, Athens 175 02 Greece

Tel No : 30 10 9480700-9
Fax No : 30 10 9480710-12
Tlx No : 220550-52 STAR GR
MAIL@TSAKOSHELLAS.GR

MINERVA MARINE INC.

141-143 VOULIAGMENIS AVENUE & AELOU 1 STREET, VOULA 16673, ATHENS - GREECE
PH: 210-8907570, TLX: 214544/214545 MIMA GR, FAX: 210-8907670, E-MAIL: op@minervatank.gr

VESSEL M/T MINERVA ZANTHE

Port HOLYROOD

Date 16th DECEMBER 2008

TO: RECEIVERS-HYDRO HOLYROOD

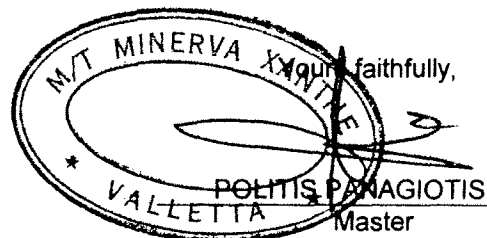
NOTE OF PROTEST

RE: DELAY IN DISCHARGING DUE TO HIGH BACK PRESSURE

This is to protest against the fact that my vessel, although maintaining a constant pressure of kgr kgs/cm² at ships' rails is unable to exercise her maximum discharging capability as indicated in my letter dated 14/12/2008, and it is being restricted by high back pressure attributed to the following reasons:

- ☒ Limited number of hoses 2 x 12" mm and their small bore.
- ☒ Considerable length of the shore pipeline and the raised location of the shore tanks.
- ☒ Limited number of hoses and their small bore, combined with the considerable pipe line distance and high location of shore tanks.

Following above, I hold you fully responsible for any direct or indirect damage, delays and other consequences including but not limited to demurrage to be incurred.



☒ Tick as necessary

ACKNOWLEDGED

NAME: JOE BENNETT DATE: DEC 16/2008 TIME: 1305

SIGNATURE: [Signature]



MINERVA MARINE INC.

141-143 VOULIAGMENIS AVENUE & AELOU 1 STREET, VOULA 16673, ATHENS - GREECE
PH: 210-8907570, TLX: 214544/214545 MIMA GR, FAX: 210-8907670, E-MAIL: op@minervatank.gr

P2-CA-NLH-7 Attachment

Page 20 of 40

VESSEL M/T MINERVA XANTHE

Port HOLYROOD

Date 16th DECEMBER 2008

TO: RECEIVERS-HYDRO HOLYROOD

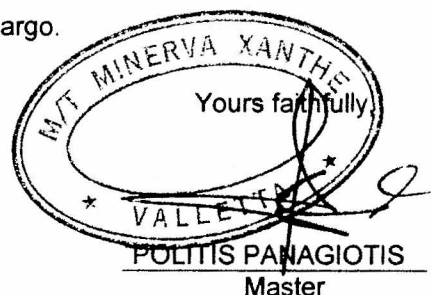
NOTE OF PROTEST

RE: SHORE LINE CHECK (DISPLACEMENT) BEFORE LOADING / DISCHARGING

This is to protest against the fact, that you have denied to perform shore line check / displacement in order to verify the condition of the shore line before ~~loading~~ / **discharging** commencing.

Furthermore due to the size/length of the shore line, I consider it of utmost importance to establish beyond any doubt whether same is fluff, partly empty or empty as its capacity has serious effect to the loading quantity / discharging outturn quantity.

This protest is to serve as notice for any claim that might arise against the Vessel, her Owners or Charterers for any damage including but not limited to loss of cargo.


POLITIS PANAGIOTIS
Master

ACKNOWLEDGED

NAME: JOE BENNETT DATE: DEC. 16 / 2008 TIME: 1302

SIGNATURE: 



LETTER OF PROTEST

LETTER OF PROTEST FOR LOW DISCHARGE RATE

M/T. HIGH PERFORMANCE

PORT : HOLYROOD

DATE : 04.01.2009

VOY : 033

TERMINAL : HOLYROOD

BERTH: NL HYDRO

LETTER OF PROTEST

To Messrs : NEWFOUNDLAND & LABRADOR HYDRO

And

To whom it may concern

Subject: Low discharge rate

Dear Sirs,

I wish to inform you that in connection with the discharging operations of the cargo FUEL OIL at your terminal Berth No. NL HYDRO from 03.01.2009 / 2024 hr LT to 04.01.2009 / 2248 hr LT.

We found an average discharging rate of FUEL OIL: 1480 cbm per hour / 1499 mt per hour ur which means a very low discharge rate and shore hose/chicksan connections used as follows :

FUEL OIL : 2 x 12"

As you are well aware the discharge rate advised by the vessel is 3600 cbm/hrs as per the Discharge Capacity letter dated 03.01.2009

Max pressure of Approximate 7.0 Bar maintained throughout discharge as per Charter Party.

Vessel is equipped to connect 6 shore hoses/chicksan of any size.

On behalf of my Owners and Charterers I hold you fully responsible for any claim and /or expenses which may arise therefrom

Please acknowledge receipt of this letter

For receipt and acknowledgement

Yours faithfully,
Capt. Stellario Caruso
Master to MT High Performance



Eletson Corporation

M/T KANDILOUSA
PIRAEUS 10262
IMO NO 9081813

PORT: HOLYROOD
DATE: 04th FEB 2009

To Receivers/Terminal Installation

Messrs: NEW FOUNDLAND & LABRADOR HYDRO

Re : Delay in discharging due to limited number of arms

Dear Sirs,

I hereby do lodge protest in respect of :

My vessel is equipped with 3 main cargo pumps, each capable of discharging a quantity of 1500 M3/hour or 9435 bbls/hour.

Further, my vessel is providing3..... manifolds of ...16... inches.

You have connected only 2 arms of 12 inches, which is restricted vessel's capacities to discharge her cargo.

On behalf of my owners, I hereby Protest the restrictions imposed on my vessel, which has resulted in my vessel's inability to comply with warranties given.

Following above I hold you fully responsible for any direct or indirect damage delays and other consequences including but not limited to demurrage to be incurred.

Kindly acknowledge receipt of this letter and oblige accordingly.

Yours faithfully
MASTER

A handwritten signature of Papadimitriou Pantelis is written over a circular stamp. The stamp contains the text "M/T KANDILOUSA" around the top edge and "PIRAEUS" around the bottom edge, with an anchor symbol in the center.

PAPADIMITRIOY PANTELIS

Received on Receivers behalf :

Name : Mike Ryan	Date : 2009-02-04
Signature : Mike Ryan	Time : 1412

*Signature
received only*



Eletson Corporation

M/T KANDILOUSA
PIRAEUS 10262
IMO NO 9081813

PORT: HOLYROOD
DATE: 04th FEB 2009

To Receivers/Terminal Installation

Messrs: NEWFOUNDLAND & LABRADOR HYDRO

Re: Delay in discharging due to shore restrictions.

Dear Sirs,

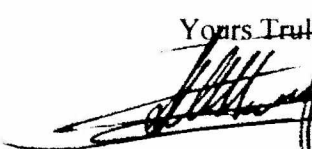
This is to protest against the fact that my vessel was restricted to extend her maximum discharge capacity by the facts:

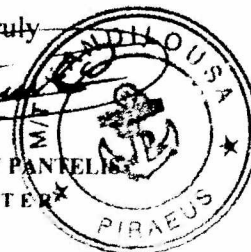
- a) That only two (2) arms by 12 inches shore was connected, still 3 manifolds of 16 inches are available as per my letter dated 03rd February 2009.

Following above I have to hold you responsible for any direct or indirect damage, delays and other consequences including but not limited to demurrage if any.

Kindly acknowledge receipt of this letter and oblige accordingly.

Yours Truly


PAPADIMITRIOY PANTELIS
MASTER



Received on Receivers behalf

Name : Nike Telyon

Date : 2009-02-04



Eletson Corporation

PORT : *HOLYROOD TERMINAL*DATE : *25-Feb-2009**M/T HALKI*
PIRAEUS

TO : THE RECEIVERS / INSTALLATION
Messr : *NEWFOUNDLAND & LABRADOR HYDRO*
HOLYROOD TERMINAL

Dear Sirs,

PROTEST FOR LOW DISCHARGING RATE**Re : MY LETTER DD.: 23-Feb-2009 DISCHARGING AT YOUR TERMINAL/INSTALLATION**

This is to protest against the fact that my vessel was not able to use her maximum discharging capacity, as per my reference in caption letter, being restricted by :

- 1 Inadequate size of the shore hose/s, limited number of hoses Terminal connected :
2 X 12 Inches
- 2 The distance and/or height of the Shore tank(s) : (836 Meters)
- 3 The Terminal/Installation requested vessel not to exceed (see letter date 23-Feb-2009 (100 P.S.I. - Max Terminal Requested or M3 per Hour Maximum) - discharge rate, which vessel maintained through out discharging operations (Please see attached Back). Pressure Report through out discharging operations.

REMARK:

* Please see also attached "Hourly Back Pressure Statement" duly signed by cargo officers

The fact that back pressure of : **7.20 Kg/cm2** recorded hourly, and you are kindly requested to have signed the same by you as a verification of the fact that the back pressure and/or discharging rate recorded therein has been maintained.

Installation / Terminal requested Maximum Back Pressure or Discharging rate of:
100 P.S.I. - Max Terminal Requested which vessel maintained during the whole discharging.
(As per above and also hourly signed back pressure report).

ON BEHALF OF RECEIVERS/INSTALLATION

Yours Truly

Signature

NAME : *JOE BENNETT*

DATE : 25-Feb-2009

Capt. STEFANATOS S. Athanasios

MASTER

M/T HALKI
PIRAEUS

Port : HOLYROOD TERMINAL
Date: 25 FEBRUARY 2009

To : RECEIVERS / INSTALLATIONS/AGENTS

Messrs : NEWFOUNDLAND & LABRADOR HYDRO

Re : Inadequate Cargo Arms Connection

Dear Sirs,

Kindly note that vessel is equipped with four (4) cargo lines and four (4) manifolds at each side of 12 inch each one.

During discharging above said port and date, terminal has connected (2) Two cargo Hoses by 12" inch. The reduction in size and number of Cargo Arm presented by terminal has imposed restrictions on the vessel's normal cargo handling capacity resulting in an increase in turn around time.

Therefore I hereby tendered my protest, disclaiming any liability for the vessel and holding you accountable for any delays and costs, expenses and/or damage incurred thereby.

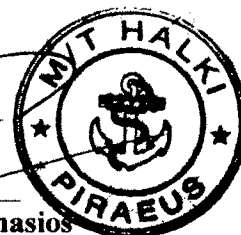
In addition hereby reserve my owners and/or any other party concerned the right to refer to this matter at a future date.

Kindly acknowledge receipt of this letter and oblige accordingly.

Yours Truly,

MASTER

Stefanos S. Athanasios



Received on Receiver's behalf :

Name :	JOE BENNETT	Date :	FEB 25 2009
Signature :		Time :	0405

SIGNED AS RECEIVERS

PROTEST LETTER FOR SLOW DISCHARGING

Vessel: RAVNANGER

Port: HOLYROOD

Terminal: NL HYDRO

Date: 09.03.2009

Voy: 200901A

Cargo: Fuel Oil

To: NL HYDRO

To: Whom it may concern

Dear Sirs,

On behalf of my Owners / Operators and Charterers, I hereby lodge protest for the low discharging rate due inadequate discharging facilities.

The average discharge rate was 1400 m³ /h. The vessel can discharge 3600 m³ /h against 100 psi. through 6 x 14" manifolds. We have consequently not been allowed to use the vessel's full pumping capacity due to 2 x 12" cargo hoses connected.

Therefore on behalf of my Owners and/or the Charterers I hold you fully responsible for low discharge rate and vessel's delay and all detrimental consequences and claims arising therefore.

Protest lodged by:

Master of m/t RAVNANGER

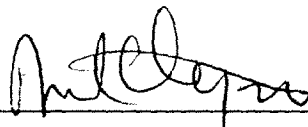
Capt. D. Senterjovs

Signed for receipt:

Date/time: 09.03.2009



(Signature and vessel's stamp)

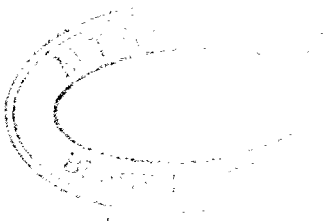


(Signature and title)

Loading master.

Signed as received only

(Original to local terminal - copies to office/ship's agent/ship's file)





VESSEL: M/T NORTH POINT
DATE: 27 MARCH 2009
PORT: HOLYROOD - CANADA
VOY. #: 03/09

TO: NL Hydro Terminal

LETTER OF PROTEST

SLOW DISCHARGING RATE

Dear Sirs,

On behalf of my Owners, and operators, I hereby lodge a protest against below listed delays and hold You responsible for all consequences, damages, expenses, loss or claims whatsoever which may arise there from, reserving also the right to revert on this matter at a later date.

M.T.NORTH POINT is equipped with 6 x 16" manifold connections and is capable of DISCHARGE FUEL OIL cargo at a maximum rate of 3600 cu.m/hr (**22,643 bbls/hr**) through 6 lines.

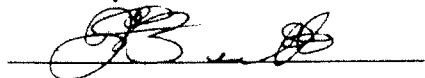
However, your ship provided 2 x 12" connections. This limited the ability of the vessel to utilize her full discharging capability and resulted in a average discharging rate of **7049.0 Bbls/hr.**



Respects,

CAPT. SANTO RAPISARDA.
MASTER

AGENT\TERMINAL REPRESENTATIVE



SIGNED AS RECEIVED

VESSEL: M/T NORTH POINT
DATE: 25 MARCH 2009
PORT: HOLYROOD - CANADA
VOY. #: 03/09

TO: NL Hydro Terminal

LETTER OF PROTEST

DOCK'S EQUIPMENT

Dear Sirs

The dock's was equipped with:

- 2 manifold connection of 12" into one pipeline of 18";
- Tanks of 75 feet above sea level;
- Discharge line distant 2745 from dock to tanks;
- No Non-Return valves;
- No Booster Pumps;
- Loading Arms Gravity drain back to ship's tanks.


Today on 17.30 l.t. start discharge by 6 cargo pumps, reached manifolds pressure Of 6.0 kg/cm², shore confirm of warming of shore lines as well were the cargo arms Connected on ship's manifolds. After 3 hrs pushing on shore continuously, there is no results of continuous discharge, Line pushing stop at 20.30 hrs l.t.

On shore request at 20.36 hrs resumed pressure at 6.7 kg/cm on ship's manifolds and Shore gets true their lines receiving cargo from our vessel.

On behalf of my Owners, and operators, I hereby lodge a protest against a dock's equipment and hold You responsible for all consequences, damages, expenses, loss or claims whatsoever which may arise there from, reserving also the right to revert on this matter at a later date.

Without any prejudice,

Best Regards.



CAPT. RAPISARDA SANTO
MASTER

TERMINAL REPRESENTATIVE 

SIGNED AS RECEIVED

VESSEL: M/T NORTH POINT
DATE: 23 MARCH 2009
PORT: HOLYROOD - CANADA
VOY. #: 03/09

TO: NL Hydro Terminal

LETTER OF PROTEST

DOCK'S EQUIPMENT

Dear Sirs,

On behalf of my Owners, and operators, I hereby lodge a protest against a dock's equipment and hold You responsible for all consequences, damages, expenses, loss or claims whatsoever which may arise there from, reserving also the right to revert on this matter at a later date.

The dock's was equipped with:

- 2 manifold connection of 12" into one pipeline of 18";
- Tanks of 75 feet above sea level;
- Discharge line distant 2745 from dock to tanks;
- No Non-Return valves;
- No Booster Pumps;
- Loading Arms Gravity drain to ship.


Without any prejudice,

Best Regards.




CAPT. RAPISARDA SANTO
MASTER

TERMINAL REPRESENTATIVE


JOE BENNETT

SIGNED AS RECEIVED

M/T KANDILOUSA
PIRAEUS

PORT : **HOLYROOD, NF, CANADA**
DATE : **10-Nov-2009**

TO : THE RECEIVERS / INSTALLATION
Messr : **NEWFOUNDLAND &**
LABRADOR HYDRO TERMINAL

Dear Sirs,

Re: DISCHARGING OPERATIONS
And relative Informations as per C/P dated: 22/Oct/2009

Purpose of this letter is to bring to your attention the following :

1. The vessel is equipped with Three (3) main Cargo pumps each having a capacity of 1.500 cm³/hour, also 1 stripping pump of 300 m³/hour at 8 kg/cm³ and cargo eductor of 400 cm³/hour.
2. The vessel is provided with Three (3) manifolds of 16 inches and various reducers to which a corresponding number of hoses can be connected.
3. The back pressure as per Charter Party is to be kept at ship's rails at a maximum of 7,2 7,2 Kg/cm² throughout the entire operation and relative back pressure report will be compiled in this respect.

**** From your side please kindly let us have in writting the following informations :

1. Any restrictions or request, related to pumping / discharging rate or maximum permissible back pressure at ship's manifolds: **Kg/Cm2 - Max Terminal Requested**
2. Number and size of hoses and same of lines to be provided : x **Inches**
and x **Inches**
3. Number of shore tanks into which cargo will be pumped : **Tanks**
4. Distance of tanks from vessel's manifolds : **Meters**
5. Height of tanks above sea level : **Meters**
6. Whether a booster pump is to be used throughout discharging or at a certain stage :

Kindly acknowledge receipt and oblige

ON BEHALF OF RECEIVERS / INSTALLATION

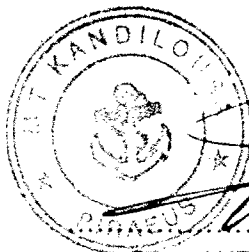
YOURS TRULLY

Signature

NAME 0

DATE 10-Nov-2009

TIME 0:00



Capt. ANTONIOS LINAKIS
MASTER



M/T KANDILOUSA
PIRAEUS

Port: HOLYROOD,NF,CANADA
Date: 11/NOV/2009

To Receivers / Installation

Messrs: NEWFOUNDLAND & LABRADOR HYDRO TERMINAL

Re: Delay in discharging due to shore restrictions.

Dear Sirs,

This is to protest against the fact that my vessel was restricted to extend her maximum discharge capacity by the facts:

- a) that only 2 hose(s) by 12 inch bore was connected, still three manifolds of 16 inch are available as per my letter dated 10/NOV/2009 .
- b) due to shore request to maintain maximum **8.5 Kgr/cm2** at ship's manifolds

Following above I have to hold you responsible for any direct or indirect damage, delays and other consequences including but not limited to demurrage if any.

Kindly acknowledge receipt of this letter and oblige accordingly.



Antonios N. Linakis
MASTER

Received on Receivers behalf

Name: Bill Kilfooy

Date: Nov 11/09

Signature: [Signature]

Time: 1945



M/T KANDILOUSA

PIRAEUS

Port: HOLYROOD,NF,CANADA

Date: 11/NOV/2009

To Receivers / Installation

Messrs: NEWFOUNDLAND & LABRADOR HYDRO TERMINAL

Re: Indirect delay due to reduction of discharge rate, per shore request.

Dear Sirs,

I wish to refer to verbal request dated 10/NOV/2009 in regard to your request for reducing the rate, which I regret to state, remained without reply on your behalf.

According to your verbal request the vessel (*) :

☒ has reduced the back pressure down to 7 kgs/cm2 from 21:00-19:25 on 10-11/NOV/2009

☐ has cancelled hose(s) and operation is being effected by hose(s) only.

Following above, I fold you fully responsible for the delays, direct or indirect damage and other consequences including but not limited to demurrage to be incurred.

(*) Tick as necessary.

Kindly acknowledge receipt of this letter and oblige accordingly.



Received on Receivers behalf

Name:

Bill Kilfoy

Date:

Nov 11/09

Signature:

[Signature] spil co
with only

Time:

1945



M/T KANDILOUSA
PIRAEUS

Port: HOLYROOD,NF,CANADA
Date: 11/NOV/2009

To Receivers / Installation
Messrs: NEWFOUNDLAND & LABRADOR HYDRO TERMINAL

Re: Indirect delay due to reduction of discharge rate.

Dear Sirs,

I wish to refer to my *discharging information letter* dated 10/NOV/2009 in regard to your request for reduced discharge rate.

According to your verbal request which, confirmed in writing through the aforementioned letters, vessel had to keep her pumping rate as follows:

1. For the initial parcel of about 37,628 Cubic Meters, Back Pressure not to exceed 8,5 Kgs/cm²
2. For the second parcel of about Metric Tons discharge rate not to exceed cubm/hr
3. For the balance cargo of about Metric Tons discharge rate not to exceed cubm/hr.

As clearly stated in my informatory letter dated on 10/NOV/2009, vessel is able to perform a rate of 4.500 cubm/hr therefore entire cargo should have been discharged within 08 hours and 24 minutes. (slow pumping due to stripping included). Due to shore restrictions, discharge operation lasted for 22 hrs and 25 minutes, having a significant delay of 14 hrs and 01 minutes. Following above, I have to hold you fully responsible for the delays, direct or indirect damage and other consequences including but not limited to demurrage to be incurred.

Kindly acknowledge receipt of this letter and oblige accordingly.



Received on Receivers behalf

Name: Bill M

Date: Nov 11/09

Signature: Bill Kilfoy *with receipt only*

Time: 1945

MINERVA MARINE INC.

141-143 VOULIAGMENIS AVENUE & AELOU 1 STREET, VOULA 16673, ATHENS - GREECE
PH: 210-8907570, TLX: 214544/214545 MIMA GR, FAX: 210-8907670, E-MAIL: op@minervatank.gr

VESSEL MINERVA VASO

Port HOLYROOD/CANADA

Date 14/01/2010

TO: RECEIVERS / TERMINAL /INSTALLATION

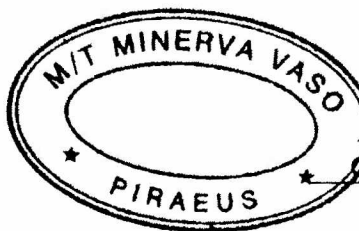
NOTE OF PROTEST

RE: DELAY IN DISCHARGING DUE TO HIGH BACK PRESSURE

This is to protest against the fact that my vessel, although maintaining a constant pressure of 7.2 kgs/cm² at ships' rails is unable to exercise her maximum discharging capability as indicated in my letter dated 13/01/2010, and it is being restricted by high back pressure attributed to the following reasons:

- ☒ Limited number of hoses 2 x 12 mm and their small bore.
- ☒ Considerable length of the shore pipeline and the raised location of the shore tanks.
- ☒ Limited number of hoses and their small bore, combined with the considerable pipe line distance and high location of shore tanks.

Following above, I hold you fully responsible for any direct or indirect damage, delays and other consequences including but not limited to demurrage to be incurred.



Yours faithfully,

Capt Ioannis G. Linardos
Master

☒ Tick as necessary

ACKNOWLEDGED

NAME: Mike Flynn

DATE: 26/01-14

TIME: 1906

SIGNATURE: [Signature]

Signed as received only

MINERVA MARINE INC.

141-143 VOULIAGMENIS AVENUE & AELOU 1 STREET, VOULA 16673, ATHENS - GREECE
PH: 210-8907570, TLX: 214544/214545 MIMA GR, FAX: 210-8907670, E-MAIL: op@minervatank.gr

VESSEL MINERVA VASO

Port HOLYROOD/CANADA

Date 14/01/2010

TO: RECEIVERS / TERMINAL / INSTALLATION

NOTE OF PROTEST

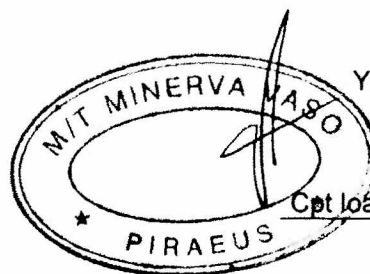
RE: POTENTIAL CONTAMINATION DUE TO "FLUSHING" OF SHORE LINES INTO VESSEL'S TANKS / SUBSEQUENT DELAYS

Purpose of this letter is to inform you that after completion discharging operation, YOUR Terminal was unable to drain their discharging arms back into shore tanks as resulting shore discharging arms were drained into vessel's residues tank.

Furthermore, please note that all delays and expenses for the above operation will be for Charterers' / Receivers' account.

Following above, I hereby strongly protest against the receivers / terminal and render them fully responsible for the delays and any relevant direct or indirect damages arising out of this fact including demurrage if any.

Also please note that all delays and expenses for the above operations/delays will be for receivers and terminal account.



Yours faithfully,

Cpt Ioannis G. Linardos
Master

ACKNOWLEDGED

NAME: Mike Flynn DATE: 2010-01-14 TIME: 1906

SIGNATURE: [Signature]
Signed as Receiver



SAMOS STEAMSHIP COMPANY
PROTEST FOR SLOW DISCHARGING
RATE – NO 1

PP-CA-NL-7 Attachment
Form of Protest
Page 36 of 40
Effective date: 01/02/01
Page: 1 of 1

VESSEL: M/T "BUTTERFLY"

TO: NL HYDRO TERMINAL
TO WHOM IT MAY CONCERN
.....

PORT: HOLYROOD, CANADA
DATE: 08TH OF FEBRUARY, 2010

Dear Sirs,

Re: Protest for slow discharging rate

My vessel is equipped with 4 (four) pumps each capable to discharge a quantity of 1000 m³ of cargo specific gravity 0.85 per hour. Furthermore vessel has 4 (four) manifolds each of 12 inches. You have connected only 2 (TWO) 12 inch cargo arm, which is restricting vessel's ability to discharge within the guaranties given.

In accordance with pre-discharging agreement Shore maximum pressure limitation was 6.9 bars

On behalf of my Owners I hereby protest the restrictions imposed on my vessel holding you entirely responsible for all consequences delays/expenses would be arisen therefrom.

Kindly acknowledge receipt by signing and returning the attached copies herewith.

Yours faithfully,

[Handwritten signature]



...../Capt. S. Kilov

Master of m/t "BUTTERFLY"

[Handwritten signature]
Acknowledge receipt by: (Terminal representative)
(Signature / Name)

[Handwritten signature]
Sign & Receipt only

Voyage #: 08
Port : HOLYROOD, CANADA
Date : 16 February 2010
Terminal : HOLYROOD NL HYDRO TERMINAL
Cargo : FUEL OIL

To Messr : HOLYROOD NL HYDRO TERMINAL
To Messr : Whom it may concern

LETTER OF PROTEST

Re: Low Discharge Rate


On behalf of my Owners be advised this letter is to serve notice that I formally protest for the following:

The Ship was capable to discharge the above mentioned cargo with a maximum Discharging rate of 3600 cub m per hour provided 6 X 16" Manifolds connection. Terminal connected 2 x 12" cargo arms only, with an average Discharging rate of 11207 Bbls per hour (excluding stripping)

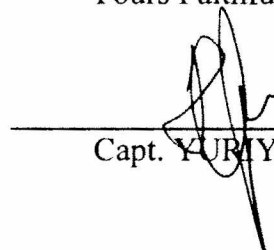
All rights are reserved to revert to this matter at a later date.

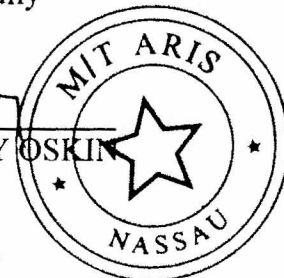
You are kindly requested to confirm the receipt of this Letter of Protest by signing it.

On Behalf of Terminal


Signed as per print only

Thanking you in advance
Yours Faithfully


Capt. YURIY OSKIN



oyage # : 03
Port : HOLYROOD, CANADA
Date : 02 March 2010
Terminal : HOLYROOD NL HYDRO TERMINAL
Cargo : FUEL OIL

To Messr : HOLYROOD NL HYDRO TERMINAL
To Messr : Whom it may concern

LETTER OF PROTEST
Re: Low Discharge Rate

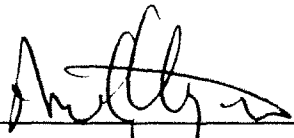
On behalf of my Owners be advised this letter is to serve notice that I formally protest for the following:

The Ship was capable to discharge the above mentioned cargo with a maximum Discharging rate of 3600 cub m per hour provided 6 X 16" Manifolds connection. Terminal connected 2 x 12" cargo arms only, with an average Discharging rate of 9881 Bbls per hour (including stripping)


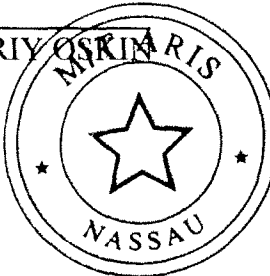
All rights are reserved to revert to this matter at a later date.

You are kindly requested to confirm the receipt of this Letter of Protest by signing it.

On Behalf of Terminal


Signed as per usual
only

Thanking you in advance
Yours Faithfully


Capt. YURIY OSKINIKOV


Vessel: MT ACOR Date: 08.01.2011
Voyage: 058
Port: HOLYROOD, CANADA
Terminal: HYDRO BERTH, HOLYROOD To: _____
Cargo: FUEL OIL B/L fig. 31,667,534 MT Air



LETTER OF PROTEST

M/s HYDRO BERTH, HOLYROOD
WHOMSOEVER IT MAY CONCERN

SUB: **Slow DISCHARGING rate**

Dear Sirs,

This letter is to bring to your notice that M/T ACOR can provide **6 x 12"** connections for DISCHARGING the cargo mentioned above.
In addition, vessel is capable of discharging at a bulk rate of 3000 cbm/hr when discharging single homogenous grade. However vessel was provided with only **2 X 12** inches connection.
Therefore average discharge rate achieved was only **1378** m3/hr.

On behalf of my Owners & Charterers I hereby protest for the restrictions placed on the ship as stated above and hold you responsible for any and all delays, expenses and claims that may arise due to same. I reserve the right to extend this protest to a future date, time and place convenient. Kindly acknowledge receipt of this protest by signing at the place provided below.

Thanking you.

Yours Sincerely,


For & On behalf of Terminal & Receivers

Norient Product Pool Aps, 52, Strandvejen, DK-2900 Hellerup.
Telephone + 45 32 71 23 00; Telefax + 45 32 71 23 49
www.norientpool.com

PP

COR



Vessel: MT ACOR Date: 08.01.2011
Voyage: 058
Port: HOLYROOD, CANADA
Terminal: HYDRO BERTH, HOLYROOD To: _____



LETTER OF PROTEST

Restrictions in discharge performance

As per the charter party the vessel must discharge the entire cargo (all ports) within 24 hours or maintain a backpressure at the manifold of 100 psi (7 bar). During the discharge at your terminal my vessel has:

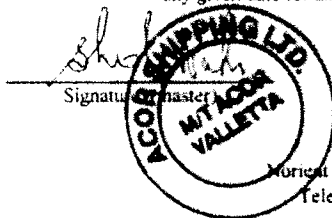
- ☒ Maintained 100 psi (7 bar) throughout the discharge operation, except for 1.1 hours of stripping time.
☒ Discharged the entire cargo on this voyage within 24 hours.

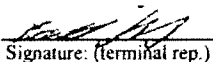
My vessel has not been able to meet either of the above requirements due to the following restrictions from the terminal and/or charterers:

- ☒ The maximum backpressure allowed by the terminal was 7.0 bars / _____ psi
☐ The maximum discharge rate allowed by the terminal was _____ cbm/hour
☐ Due to the high viscosity of the cargo it is not physical possible for the vessel to obtain the required backpressure on the manifold. However, on the delivery side of the cargo pumps the back pressure has been the maximum possible throughout the discharge operations.
☐ Due to the high viscosity of the cargo the stripping operation has been prolonged and has lasted for _____ hours. With a lower viscosity (higher temperature) of the cargo the stripping operation could have been performed much more efficiently and faster.
☐ The terminal did not allow the vessel to discharge more than one grade/parcel simultaneously.
☐ The terminal was using booster pumps ashore.
☐ High vapour cargo. Vessel needs to discharge at reduced rate to prevent "gassing up" cargo pumps.
☐ Other reasons and stoppages (please specify): _____

In addition to the above my vessel has been restricted in her discharge performance because the terminal has only provided 2 x 12 inch shore arms/hoses whereas my vessel has the capability to discharge through 6 x 12 inch shore arms/hoses.

In view of the above I reserve the rights of my owners, charterers, operators and any other party to revert at any given date for any delay, expenses and consequences caused by to the above restrictions.


Signature: (master)
MT ACOR
VALLETTA


Signature: (terminal rep.)

Signature: (surveyor)

Norient Product Pool
FOR RECEIPT ONLY
Telephone + 45 32 71 23 00. Telefax + 45 32 71 23 49
<http://www.norientpool.com>