

1 Q. **Re: B-7, Upgrade Marine Terminal – Holyrood \$5,859,600 in 2012**

2 In Volume I, Tab 3, page 3, Hydro states that: *“Holyrood personnel have indicated*
3 *that this occurs during approximately 20% of the fuel deliveries.”* Please provide
4 evidence that over the past five years 20 percent of fuel deliveries have been
5 hampered by disconnections due to high winds.

6

7

8 A. After further review of the tanker reports from 2007-2011, it can be seen that
9 disconnection due to high winds and associated sea states have occurred during 5-
10 10% of fuel deliveries. This occurred during two of the thirty-one (31) deliveries
11 from 2007-2011. Overall, fuel deliveries are delayed by high winds and rough sea
12 states approximately 20% of the time during various stages of the delivery process.
13 These adverse weather conditions can delay berthing; connecting of the fuel arms
14 and cause a disconnection during the cargo offloading. Please refer to the attached
15 tanker reports from 2007-2011. The reports dated January 15, 2007 and January 31,
16 2011 illustrate the occurrence of a disconnection during transfer due to high winds.

INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: January 15, 2007

SUBJECT: MT Energy Chancellor

The **MT Energy Chancellor** arrived at the St. John's pilot station at 1500 hours January 12, 2007. The pilot boarded the vessel and proceeded to Conception Bay where the vessel anchored at 2000 hours, due to high winds. The pilot boarded the vessel at 0830 hours on January 13, 2007 and proceeded to the Holyrood Thermal Generation Station Marine Terminal where the first line was placed ashore at 1025 hours. All mooring lines were in place at 1222 hours. The Gangway was put into place at 1225 hours.

The oil spill containment boom was sent to Holyrood and deployed. Cargo arms were attached to the vessel's manifold at 1400 hours. Sampling of the vessels cargo was completed at 1500 hours, with calculations of cargo completed at 1520 hours.

The vessel's cargo pumps started at 1605 hours with an operating discharge pressure of 760 kpa attained at 1700 hours.

Discharge of cargo from the vessel stopped at 2340 hours due to questionable operating conditions as wind was high gusting to 70 km at that time. Pumps on board the vessel were restarted at 0045 hours January 14, 2007.

Pumps on board the vessel were shutdown at 1330 hours with transfer of cargo completed. Loading arms were disconnected from the vessel's manifold at 1415 hours and secured to the Marine Terminal.

The pilot boarded the vessel at 1530 hours and in consultation with the captain elected to sail. The last line was let go at 1615 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

Attach.

cc: Central File,
Mike Whelan
Mike Flynn

INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: February 16, 2007

SUBJECT: MT Falcon Carrier

The MT Falcon Carrier arrived at the St. John's pilot station at 0500 hours on 2007-02-13. The pilot boarded the vessel at 0530 hours and proceeded to Conception Bay. The vessel went to anchor off Long Pond at 0950 hours to await favourable docking conditions.

The pilot checked the conditions for docking at 0700 hours on 2007-02-14 but decided to remain at anchor for wind conditions to improve.

The pilot boarded the vessel at 1230 hours. The anchor was raised and the vessel proceeded to the dock.

The vessel placed its first line ashore at 1540 hours. All mooring lines were in place at 1824 hours. The gangway was in place at 1836 hours.

The oil spill contaminant boom was sent to Holyrood but not deployed due to ice conditions at the Holyrood Marina. Ice had cleared from the Marina by 1000 hours but was still being carried along the Eastern Shore of Holyrood Bay by wind and currents. By evening winds had increased preventing any deployment of the boom.

Both loading arms were connected at 2015 hours on 2007-02-14. Calculations of the vessel's cargo were completed at 2106 hours. Sampling of the vessel's cargo was completed at 2140 hours.

The vessel's cargo pumps started at 2230 hours with a maximum pressure of 780 kpa being reached at 2300 hours.

The vessel's cargo pumps were stopped at 2245 hours on 2007-02-15 and re-started at 2315 hours. Final stoppage of the cargo pumps was at 0400 hours on 2007-02-16.

The loading arms were disconnected at 0454 hours and secured at 0506 hours.

The pilot arrived at the dock at 0620 hours and boarded the vessel.

The last line was let to at 0730 hours. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor

/jk

Attach.

cc: Central File,
Mike Whelan

INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: March 28, 2007

SUBJECT: MT Georgios M

The MT Georgios M arrived at the St. John's pilot station at 1830 hours on 2007-02-23. The pilot boarded the vessel at 1930 hours, proceeding to Conception Bay where the vessel went to anchor at 0005 hours March 24, 2007; awaiting daylight berthing at 0630 hours.

Line crew was called to plant site for vessel tie-up. However, due to high winds, berthing was aborted and the vessel went to anchor at Long Pond.

On March 25, 2007 the pilot boarded the vessel and proceeded to the Holyrood Thermal Generating Station Marine Terminal where the first mooring line was placed ashore at 1028 hours. All remaining lines were secured at 1240 hours and gangway put into place at 1255 hours. Oil spill containment boom was delivered to the Holyrood Marina at 1315 hours. The oil boom was not deployed due to the presence of slob ice in Holyrood Harbour and wind/wave activity at the Generating Station Marine Terminal.

Cargo arms were connected to the vessels manifold at 1425 hours March 25, 2007. Sampling and calculations of the vessel's cargo was completed at 1442 hours. Pumps onboard the vessel were started at 1506 hours; with an operating pressure of 575 kpa attained at 1530 hours.

The vessel's cargo pumps were stopped at 1545 hours March 26, 2007, with transfer of cargo completed. Loading arms were disconnected from the vessel's manifold at 1610 hours, and secured to the Marine Terminal at 1618 hours.

The pilot boarded the vessel at 1800 hours intent of sailing. Extreme high wind conditions at this time causes cancellation of sailing, and resulted in the establishment of extra mooring lines. The vessel remained moored to the Holyrood Marine Terminal for the night of March 26; and all day March 27, due to high wind conditions.

March 28, 2007 the pilot boarded the vessel at 1130 hours and in consultation with the Captain, elected to sail. The last line was let go at 1215 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

Attach.

cc: Central File,
Mike Whelan
Joe Bennett

INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: May 8, 2007

SUBJECT: MT AGRARI

The MT Agrari arrived at the St. John's pilot station at 1700 hours on May 3, 2007. The pilot boarded the vessel at 1745 hours, proceeding to Conception Bay where the vessel went to anchor at 2142 hours. The vessel remained at anchor for the balance of May 3 & 4, 2007 awaiting berthing due to unstable conditions.

The pilot boarded the vessel again at 0710 hours May 5, 2007 and proceeded to the Holyrood Thermal Generating Station Marine Terminal where the first line was placed ashore at 0992 hours. All remaining lines were secured at 1056 hours. The gangway was put into place at 1130 hours. The oil spill containment boom was delivered to the Holyrood marina and deployed prior to cargo discharge operations.

Cargo arms were connected to the vessel's manifold at 1302 hours. Calculations of the vessel's cargo was completed at 1312 hours with sampling completed at 1345 hours. Pumps on board the vessel were started at 1500 hours; with an operating pressure of 550 kpa attained at 1510 hours.

Pumps on board the vessel were stopped at 1915 hours May 6, 2007 with transfer of cargo completed. Loading arms were disconnected from vessel's manifold at 1945 hours and secured to the marine terminal at 1953 hours. Pilot advised availability to sail ship at 0600 hours May 7, 2007.

Pilot boarded the vessel at 0600 hours and elected to sail. Last line was let go at 0640 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

Attach.

cc: Central File,
Mike Whelan
Joe Bennett

**INTER – OFFICE MEMORANDUM**

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: July 03, 2007

SUBJECT: MT SAETTA

The **MT SAETTA** arrived at the St. John's pilot station at 1800 hours on June 29, 2007. The pilot boarded the vessel at 1830 hours proceeding to the Holyrood Generating Station marine Terminal where the first mooring line was placed ashore at 0006 hours June 30, 2007. The gangway to the vessel was put into place at 0214 hours. All mooring lines were secured at 0220 hours. The oil spill containment boom was delivered to the Holyrood Marine at 0330 hours, but not deployed until 0700 hours due to technical difficulties onboard the tanker support vessel.

Cargo Arms were connected to the vessel's manifold at 0353 hours. Calculations of the vessel's cargo was completed at 0430 hours with sampling completed at 0448 hours. Pumps on board the vessel were started at 0505 hours with an operating pressure of 550 kpa attained at 0530 hours.

Pumps on board the vessel were stopped at 0730 hours July 01, 2007 with transfer of cargo completed. Loading arms were disconnected from the vessel's manifold at 0805 hours.

Pilot boarded the vessel at 0930 hours and elected to sail. Last line was let go at 1003 hours. The vessel sailed.

During the course of this tanker off-loading, I questioned the adherence to established Guidelines/Policy as on occasion there were insufficient number of trained Operators available for this process.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

Attach.

cc: Central File,
Mike Whelan
Joe Bennett

INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: August 15, 2007

SUBJECT: MT GENMAR PROGRESS

The **MT GENMAR PROGRESS** arrived at the St. John's pilot station at 1100 hours on August 13, 2007. The pilot boarded the vessel and proceeded to Conception Bay.

The vessel arrived at the dock and placed its first line ashore at 1545 hours. All mooring lines were in place at 1800 hours. The gangway was in place at 1830 hours.

The oil spill containment boom was sent to Holyrood marina and deployed.

Both loading arms were connected at 2012 hours. Calculation of the vessel's cargo was completed at 2048 hours. Sampling of the vessel's cargo was completed at 2000 hours.

The vessel's cargo pumps were started at 2124 hours, with a maximum pressure of 725 kpa being reached at 2045 hours.

The vessel's cargo pumps were stopped at 2400 hours.

The loading arms were disconnected at 0024 hours on 2007-08-15 and secured at 0042 hours.

The pilot decided to await daylight for sailing. The pilot arrived at the dock at 0545 hours and boarded the vessel.

The last line was let go at 0700 hours. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor

/jk

Attach.

cc: Central File,
Mike Whelan

INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: November 20, 2007

SUBJECT: MT MARIBEL

The Marine Tanker **MT MARIBEL** arrived at the St. John's pilot station 0100 hours on November 17, 2007, and received a pilot at 0837 hours proceeding to Conception Bay. The vessel went to anchor at Long Pond at 1320 hours due to high winds and gale force warning in the marine forecasts.

The pilot boarded the vessel at 0850 hours November 18, 2007 and proceeded to the Holyrood Thermal Generating Station Marine Terminal where the first line was placed ashore at 1037 hours. All remaining mooring lines were secured at 1239 hours. The gangway was put into place at 1245 hours.

The oil spill containment boom was delivered to the Holyrood Marina and deployed previous to cargo discharge.

Loading arms were connected to the vessel's manifold at 1400 hours. Sampling of vessel's cargo was completed at 1530 hours. Calculations of cargo was completed at 1536 hours. Pumps on board the vessel were started at 1600 hours November 18, 2007 with a maximum operating pressure of 780 kpa attained at 1800 hours. Pumps on board the vessel were stopped at 1920 hours November 19, 2007; with transfer of cargo completed.

Loading arms were disconnected from the vessel's manifold at 2050 hours; and secured to the Marine Terminal at 2110 hours.

The pilot boarded the vessel at 0700 hours November 20, 2007 and elected to sail. The last line was let go at 0827 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File,
Mike Whelan

**INTER – OFFICE MEMORANDUM**

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: December 17, 2007

SUBJECT: MT SANKO COMMANDER

The Marine Tanker **MT SANKO COMMANDER** arrived at the St. John's pilot station 0700 hours on 2007-12-14. The pilot boarded the vessel and proceeded to Conception Bay.

The vessel arrived at the dock and placed its first line ashore at 1220 hours. All mooring lines were in place at 1445 hours. The gangway was in place at 1518 hours.

The oil spill containment boom was sent to Holyrood but not deployed at this time due to mechanical problems.

Both loading arms were connected at 1650 hours. Calculation of the vessel's cargo was completed at 1736 hours. Sampling of the vessel's cargo was completed at 1754 hours.

The vessel's cargo pumps were started at 1842 hours, with a maximum pressure of 720 kpa being reached at 1912 hours.

Repairs to correct problems with the oil spill containment boom began early morning on 2007-12-15. The docking support vessel was used to pull the boom from its reel and was deployed at 1045 hours. Repairs to the boom motor were then completed.

The vessel stopped pumping through the north loading arm at 1910 hours.

The north loading arm was disconnected at 2220 hours and secured at 2230 hours.

The vessel's cargo pumps were stopped at 2324 hours.

The south loading arm was disconnected at 2354 hours and secured at 2358 hours.

The pilot decided to await daylight and improved weather conditions for sailing. The pilot arrived at the dock at 0732 hours on 2007-12-16 and boarded the vessel.

The last line was let go at 0912 hours. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor

/jk
attach.

cc: Central File,
Mike Whelan

**INTER – OFFICE MEMORANDUM**

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: January 20, 2008

SUBJECT: MT STENA COMPASSION

The Marine Tanker **MT STENA COMPASSION** arrived at the St. John's pilot station 0700 hours January 16, 2008 and received a pilot at approximately 0745 hours. The vessel proceeded to Conception Bay where it went to anchor at approximately 1000 hours as a result of a pending storm condition (high winds). The vessel remained at anchor January 17, 2008 as a result of high winds and heavy seas.

The pilot boarded the vessel at 0545 hours January 18, 2008 proceeding to the Holyrood Thermal Generating Station marine terminal where the first line was placed ashore at 0805 hours. All remaining mooring lines were in place at 1120 hours. The gangway was put into place at 1130 hours.

The oil spill containment boom was delivered to the Holyrood marina, but not deployed due to moving slob ice between the shoreline and the vessel. High winds prevented boom deployment for the remainder of the cargo discharge.

Loading arms were connected to the vessel's manifold at 1315 hours. Sampling of the vessel's cargo was complete at 1406 hours with calculations of cargo completed at 1426 hours.

Pumps on board the vessel were started at 1454 hours, with a maximum operating pressure of 500 kpa attained at 1500 hours. Pumps on board the vessel stopped at 2027 hours January 19 with transfer of cargo completed.

Loading arms were disconnected from the vessel's manifold at 2054 hours and secured to the marine terminal at 2110 hours.

Pilot boarded the vessel at 0630 hours January 20, and elected to sail. Last line was let go at 0738 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/jk
attach.

cc: Central File



INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: February 11, 2008

SUBJECT: MT Tanja Jacob

The marine tanker “**MT Tanja Jacob**” arrived at the St. John’s pilot station at 1006 hours on 2008-02-03. The pilot boarded the vessel and proceeded to Conception Bay. Due to high wind conditions the pilot decided to go to anchor off Long Pond to await more favorable conditions for docking.

On 2008-02-04 the pilot boarded the vessel at 0600 hours. The vessel raised its anchor and proceeded to Holyrood.

The vessel arrived at the dock and placed its first line ashore at 0900 hours. All mooring lines were in place at 1124 hours. The gangway was in place at 1142 hours.

Due to the unavailability of space for the vessel’s cargo in our shore tanks I decided to not connect the Loading Arms at this time. Therefore, there was no requirement to deploy the oil spill containment boom.

Since sufficient space for the vessel’s cargo would not be available until approximately noon on 2008-02-07, the pilot was requested to take the vessel from the dock to anchorage in Conception Bay.

The pilot arrived at the dock at 1400 hours and decided to not take the vessel off the dock due to wind conditions. He indicated he would check again the next afternoon when wind conditions were forecasted to improve.

On 2008-02-05, the pilot arrived at the dock at 1200 hours and boarded the vessel. The last line was let go at 1304 hours. The vessel proceeded to anchor off Long Pond to await a call to redock.

On 2008-02-08 at 1241 hours the pilot checked conditions for docking and decided not to leave anchor due to unfavorable winds.

The pilot boarded the vessel at 0600 hours on 2008-02-09. The vessel raised anchor and proceeded to the dock and placed its first line ashore at 0812 hours. All mooring lines were in place at 1048 hours. The gangway was in place at 1100 hours.

The oil spill containment boom was sent to Holyrood and deployed.

Both Loading Arms were connected at 1224 hours. Calculation of the vessel’s cargo was completed at 1230 hours. Sampling of the vessel’s cargo had already been completed at 1430 hours on 2008-02-04 when the vessel was previously tied up.

The vessel’s cargo pumps were started at 1318 hours with a maximum pressure of 750 kpa being reached at 1415 hours. Some delay in reaching maximum pressure resulted because of a blockage of cold oil in the base of the north Loading Arm left over from the last shipment when the Loading Arms were not pumped out immediately after completion of discharge.



INTER – OFFICE MEMORANDUM

The vessel's cargo pumps were stopped at 0004 hours on 2008-01-11.

The Loading Arms were disconnected at 0054 hours and secured at 0106 hours.

The pilot decided to await daylight and improved weather conditions for sailing. The pilot arrived at the dock at 0630 hours and boarded the vessel.

The last line was let go at 0748 hours. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File



INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: March 15, 2008

SUBJECT: MT Chaleur Bay

The marine tanker “MT Chaleur Bay” arrived at the St. John’s pilot station at 1900 hours on March 9, 2008. The pilot boarded the vessel at 1942 hours and proceeded to Conception Bay where the vessel went to anchor at 0030 March 10, 2008. The vessel remained at anchor until 0718 hours March 12, 2008, awaiting berthing due to the unavailability of space for the vessel’s cargo in the shore tanks located at the Generation Station.

On March 12, 2008, the vessel weighed anchor at 0718 hours, proceeding to the Holyrood Thermal generating Station Marine Terminal where the first line was placed ashore at 0938 hours. All remaining mooring lines were secured at 1300 hours. The gangway was put into place at 1324 hours.

The oil spill containment was delivered to the Holyrood Marina, but not deployed due to the presence of slob ice in the immediate vicinity of the marine terminal and Holyrood bay.

Loading arms were connected to the vessel’s manifold at 1500 hours. Sampling of the vessel’s cargo was completed at 1600 hours. Calculations of cargo was completed at the 1612 hours.

The vessel’s cargo pumps started at 1636 hours with a maximum operating pressure of 600 kpa attained at 1800 hours. Delays in reaching maximum discharge pressure were attributed to cold oil in the line to No. 4 tank. Pumps on board the vessel were stopped at 2230 hours March 13, 2008 with discharge of vessel’s cargo completed.

Loading arms were disconnected from the vessel’s manifold at 2306 hours and secured to the marine terminal at 2310 hours. High winds during the night and all day March 14 prevented the vessel from sailing.

The pilot boarded the vessel at 0700 hours March 15, 2008 and elected to sail. Last line was let go at 0814 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File

**INTER – OFFICE MEMORANDUM**

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: June 16, 2008

SUBJECT: MT Artemis

The marine tanker “MT Artemis” arrived at the St. John’s pilot station at 1910 hours on June 9, 2008. The Pilot boarded the vessel at 1930 hours and proceeded to Conception Bay where the vessel went to anchor at 2310 hours awaiting favorable berthing conditions. The vessel remained at anchor June 10 due to high winds and wave activity in Holyrood Bay.

The Pilot re-boarded the vessel at 0750 hours June 11, 2008 proceeding to the Holyrood Thermal Generating Station marine terminal where the first line was placed ashore at 1015 hours. All subsequent mooring lines were secured at 1300 hours. The gangway was put into place at 1255 hours, and secured to the vessel at 1310 hours.

The oil spill containment boom was delivered to Holyrood and deployed previous to commencing discharge of cargo from the vessel.

Loading arms were connected to the vessel’s manifold at 1530 hours. Calculations of vessels cargo was completed at 1600 hours. Sampling of cargo was completed at 1640 hours.

Pumps on board the vessel were started at 1650 hours with an operating pressure of 550 kpa attained at 1800 hours. Pumps were stopped at 2300 hours June 12, 2008 with transfer of cargo completed.

Loading arms disconnection from the vessel’s manifold commenced at 2340 hours, however due to high volumes of oil being experienced in the arm connected to No. 1 manifold this process was extended to 0250 hours June 13, 2008. The loading arms were secured to the marine terminal at 0255 hours.

At approximately 2000 hours, June 12, Canadian Maritime advised of the availability of a pilot for 0700 hours June 13 for sailing, based on completion of cargo discharge at 2300 hours. Hydro personnel - two Mechanics plus two Utility persons were scheduled and returned to work at 2200 hours to disconnect loading arms. Three Utility persons were likewise scheduled back to retrieve the oil spill containment boom at 2230 hours. These people had already worked eight hours during normal workday and as of 0400 hours were mandated to have an eight hour rest period before returning to work for next shift. (Corporate Policy maximum 14 hour day).

There are likewise rules/regulations applicable for notification pilots; (cannot be done on short notice). Agent had to tender notification of time required by 0200 hours in order to secure a pilot for sailing on June 13. The delay experience with disconnecting loading arms resulted in rescheduling the pilot from the original 0700 hour window to 1200 hours. In trying to schedule vessel movements consideration must be given to all major players in the equation, e.g. pilots, ship’s agent, support vessel operator; ship’s owner. These considerations combined with the absolute 14 hour maximum workday has high potential for Hydro being responsible for demurrage cost associated with tanker delays on a go forward basis.



File 102.81.54/5

INTER – OFFICE MEMORANDUM

The Pilot boarded the vessel at 1200 hours June 13, 2008 and in consultation with the vessel's captain elected to sail. Last line was let go at 1305 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/jck

attach.

cc: Central File



INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: November 23, 2008

SUBJECT: MT Minerva Virgo

The marine tanker **MT Minerva Virgo** arrived at the St. John's pilot station at 2100 hours on Nov. 13, 2008. The pilot boarded the vessel and proceeded to Conception Bay.

Due to ongoing repairs to the dock fenders, the vessel was instructed to anchor off Long Pond to await completion of the repairs. The vessel went to anchor at 0030 hours on Nov. 14, 2008.

Repairs were completed at the dock at 0330 hours November 19, 2008.

The pilot checked conditions at 1040 hours on Nov. 19, 2008 and decided to remain at anchor to await more favorable wind conditions for docking.

Agent called at 1054 hours on Nov. 20, 2008 to inform me that the pilot would board vessel at 1500 hours to check on docking vessel. I informed him that it would not be possible to dock vessel at that time due to time constraints of the 14 hour workday limitation at Hydro.

On Nov. 21, 2008 the pilot boarded the vessel at 1136 hours. The vessel raised anchor and proceeded to the dock. The first line was placed ashore at 1330 hours. All mooring lines were in place at 1600 hours. The gangway was in place at 1606 hours.

The oil spill containment boom was sent to Holyrood Marina and deployed. However, due to wind and current conditions, as well as darkness in the area, the boom became entangled in the breakwater causing it to break. After much effort both pieces were retrieved.

Both loading arms were connected at 1800 hours. Calculation of the vessel's cargo was completed at 1848 hours.

The vessel's cargo pumps were started at 1912 hours with a maximum pressure of 710 kpa being reached at 1936 hours. Note that the cargo pumps were started before sampling of the vessel's cargo was completed because it was estimated by Saybolt personnel that the sampling would not be completed until after 2200 hours which would put us over Hydro's 14 hour workday limitations. Oil would only be pumped out of cargo tanks that had already been sampled.

Sampling of the vessel's cargo was completed at 2124 hours.

Repairs to the oil spill containment boom were started at 0800 hours on Nov. 22, 2008. Repairs to the boom were completed at 1330 hours. At this point there wasn't any point in deploying the boom due to high winds and the estimated time of 1630 hours for cargo discharge completion.



INTER – OFFICE MEMORANDUM

The vessel's cargo pumps were stopped at 1754 hours on Nov. 22, 2008.

The loading arms were disconnected at 1848 hours and secured at 1900 hours.

The pilot decided to await daylight and better wind conditions for sailing.

The pilot arrived at the dock at 0700 hours on Nov. 23, 2008 and boarded the vessel.

The last line was let go at 0736. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File

**INTER – OFFICE MEMORANDUM**

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: December 18, 2008

SUBJECT: MT Minerva Xanthe

The marine tanker **MT Minerva Xanthe** arrived at the St. John's pilot station on December 14, 2008 receiving a pilot at 1848 hours. The vessel proceeded to Conception Bay where it went to anchor at 2300 hours awaiting daylight berthing.

On December 15, 2008 the vessel weighed anchor at 0712 hours proceeding to the Holyrood Generating Station Marine Terminal where the first line was placed ashore at 0748 hours. All remaining lines were secured at 0950 hours. The gangway was put into place at 0955 hours.

The oil spill containment boom was delivered to Holyrood, and deployed previous to commencing discharge of cargo.

Sampling and calculations of the vessel's cargo commenced at 1100 hours and completed at 1330 hours. Cargo arms were connected to the vessel's manifold at 1125 hours. Pumps on board the vessel were started at 1342 hours with an operating pressure of 650 kpa attained at 1400 hours.

Pumps on board the vessel were stopped at 1200 hours December 16, 2008 with transfer of cargo completed.

Disconnecting of the Loading Arms from the vessel's manifold started at 1220 hours but was not completed until 1448 hours due to excessive accumulations of oil remaining in the arms. Draining inadequacies associated with the newer line of ships and the absence of a forced blowing arrangement at the Holyrood Marine Terminal contributed to this excessive disconnect time. This situation will need assessing going forward as the Generating Station appears to be not keeping pace with more modern carriers. Normally 20-25 minutes would have sufficed to have this disconnect procedure completed.

The inability to drain cargo arms through the small bore piping (11/2"-11/4") into the vessel's cargo tanks; results in extended person hours of involvement both shore crew and vessel personnel. This also resulted in a very messy situation onboard the vessel with a heightened risk to the environment.

The vessel remained in port overnight December 16, 2008 due to high winds and sea state. The pilot boarded the vessel at 1030 hours December 17 and in consultation with the vessel's captain elected to sail. Last line was let go at 1113 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File



INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: January 6, 2009

SUBJECT: MT HIGH PERFORMANCE

The marine tanker **MT HIGH PERFORMANCE** arrived at the St. John's pilot station at 0730 hours January 2, 2009. The pilot boarded the vessel at 0754 hours proceeding to Conception Bay. The vessel went to anchor at 1148 hours, awaiting improved weather conditions for berthing.

The pilot boarded the vessel at 1300 hours January 3, 2009 proceeding to the Holyrood Thermal Generating Station Marine Terminal. First line was placed ashore at 1515 hours. All subsequent lines were secured at 1700 hours. The gangway was put into place at 1706 hours.

The oil spill containment boom was delivered to Holyrood, but not deployed due to restricted visibility and sea state at this time. Loading Arms were connected to the vessel's manifold at 1854 hours.

Sampling and calculations of the vessel's cargo commenced at 1800 hours; with calculations completed at 2000 hours, and sampling at 2010 hours.

Pumps on board the vessel were started at 2024 hour January 3, 2009 and stopped at 2248 hours January 4, 2009 with transfer of the cargo completed.

Disconnecting of the Loading Arms from the vessel's manifold started at 2308 hours with disconnect completed at 0006 hours January 5, 2009. The design of the piping on the newer line of ships now arriving at Holyrood is not conducive to efficient draining of cargo arms. The marine terminal at Holyrood must be equipped with a forced blowing system for our outboard loading arms.

This inability to effectively drain cargo arms results in extended time; unnecessary lengthy exposure of personnel to cold temperatures; and a heightened environmental risk.

The pilot boarded the vessel at 0020 hours January 5, 2009 and in consultation with the vessel's caption elected to sail. Last line was let go at 0115 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File



INTER – OFFICE MEMORANDUM

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: February 5, 2009

SUBJECT: MT Kandilousa

The marine tanker **MT Kandilousa** arrived at the St. John's pilot station at 2220 hours January 30, 2009. The pilot did not board the vessel until 0640 hours on January 31, 2009 for sailing to Holyrood.

At 1015 hours on January 31, 2009, the pilot decided to go to anchor off Long Pond due to expected 50 knot winds forecasted for the following day, February 1, 2009. The pilot checked conditions at 1100 hours on February 2, 2009 and decided not to dock due to wind conditions.

On February 3, 2009 the pilot boarded the vessel at 0710 hours and proceeded to the dock. The first line was placed ashore at 0936 hours. All mooring lines were secure at 1124 hours. Due to the configuration of the ships gangway and the aft spring lines it was necessary to relocate the aft spring lines to allow safe passage to and from the gangway. All mooring lines were again secured at 1208 hours. The gangway was in place at 1215 hours.

The oil spill containment boom was sent to Holyrood and deployed.

Both loading arms were connected 1410 hours. Calculations of the vessel's cargo were completed at 1400 hours. Sampling of the vessel's cargo was completed at 1350 hours.

The vessel's cargo pumps were started at 1500 hours with a maximum pressure of 700 kpa being reached at 1605 hours.

The vessel's cargo pumps were stopped at 1250 hours on February 4, 2009.

The loading arms were disconnected at 1348 hours and secured at 1400 hours.

Pilot was scheduled for 1600 hours, and then rescheduled for 1700 hours. Agent called at 1650 hours to inform me that the pilot decided not to sail this evening due to high winds. Pilot to be rescheduled for a later time.

Agent called 2050 hours, pilot scheduled for 0700 hours on February 5, 2009.

The pilot arrived at dock at 0635 hours and boarded the vessel.

The last line was let go at 0740 hours. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File

**INTER – OFFICE MEMORANDUM**

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: March 02, 2009

SUBJECT: MT Halki

The MT Halki arrived at the St. John's pilot station at 1836 hours February 20, 2009 but did not receive a pilot until 0730 hours February 21, due to ice conditions. The pilot boarded the vessel and proceeded to Conception Bay where the vessel went to anchor at 1140 hours due to high winds and sea state. The vessel remained at anchor under weather watch for February 22, 2009.

On February 23, 2009 the pilot again boarded the vessel at 0615 hours and proceeded to the Holyrood Thermal Generating Station Marine Terminal where the first line was placed ashore at 0832 hours. All remaining mooring lines were secured at 1040 hours. The gangway was put into place at 1030 hours. The oil spill containment boom was delivered to Holyrood and deployed previous to commencement of discharge.

Loading arms were connected to the vessel's manifold at 1252 hours. Calculations of the vessel's cargo was completed at 1324 hours. Sampling of cargo was completed at 1418 hours. Pumps on board the vessel were started at 1448 hours and shutdown at 1920 hours. This shutdown was related to the failure of a generator on board the vessel. Loading Arms were isolated at the shore side valves and pumped out while repairs were made. Pumps on board the vessel restarted at 2348 hours February 23, with an operating pressure of 550 kpa attained at 0012 hours February 24, 2009.

Pumps on board the vessel were stopped at 0006 hours February 25, 2009 with transfer of vessel's cargo completed.

The Loading Arms were disconnected from the vessel's manifold at 0420 hours and secured to the marine terminal. Disconnect of the loading Arms took an excessive period of time due the inability to drain cargo as a result of temperature and vessel design (small drains). There is genuine need to assess a system of force blowing these arms or insulating the outboard section of arms to maintain heat generated by the transfer of cargo.

The vessel remained moored to the marine terminal February 25, 2009 due to high winds. The pilot boarded the vessel at 0758 hours February 26, 2009 and in consultation with the vessel's captain elected to sail.

The last line was let go at 0922 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: March 10, 2009

SUBJECT: MT Ravnanger

The **MT Ravnanger** arrived at the St. John's pilot station at 1100 hours March 6. The pilot boarded the vessel at 1320 hours and sailed for Conception Bay. Due to lateness that the vessel would reach Holyrood dock and the constraints of the 14 hour workday rule at Hydro, I instructed the pilot to go to anchor until the following morning. The agent called at 2045 hours to confirm a line crew for 0800 hours, March 7, 2009.

The pilot boarded the vessel at 0630 hours, raised anchor and proceeded to Holyrood dock.

The vessel placed its first line ashore at 0854 hours. All mooring lines were in place at 1140 hours. The gangway was in place at 1200 hours. The oil spill containment boom was sent to Holyrood but not deployed due to high wind and sea conditions. Winds were still high at 0900 hours on March 8, 2009 prevent deployment of the boom. Conditions did not improve enough for deployment until 1700 hours at which time it was too late due to the predicted stoppage of pumping operations at 1830 hours.

Both Loading Arms were connected at 1400 hours on March 7, 2009. Calculations of the vessel's cargo was completed at 1640 hours. Sampling of the vessels cargo was completed at 1503 hours.

The vessel stopped pumping through the north Loading Arm at 2220 hours on March 8, 2009. The north Loading Arm was disconnected at 2318 hours and secured at 2324 hours.

The vessel's cargo pumps were stopped at 0030 hours on March 9, 2009. The south Loading Arm was disconnected at 0110 hours and secured at 0115 hours.

Due to the small drain lines on the vessel, it took considerable time and effort to drain the Loading Arms to allow for disconnection.



File 102.81.54/5

The pilot was scheduled for 0300 hours. The pilot arrived at the dock 0245 hours. It was decided not to sail due to high winds. At the request of the captain of the vessel we attached two extra forward spring lines from the vessel to dock due to the forecasted high winds.

The pilot was rescheduled for 1400 hours on March 10, 2009. The pilot arrived at the dock at 1330 hours. At 1345 hours it was decided to wait until 1800 hours when conditions for sailing were expected to improve.

The pilot arrived at the dock at 1710 hours and boarded the vessel.

The last line was let go at 1820 hours. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Joe Bennett
Mechanical Maintenance Supervisor

DATE: March 30, 2009

SUBJECT: MT North Point

The **MT North Point** arrived at the St. John's pilot station on March 23, 2009 receiving a pilot at 0812 hours. The vessel proceeded to the Holyrood Thermal Generating Station marine Terminal where the first line was placed ashore at 1246 hours. All mooring lines were secured at 1532 hours. The gangway was put into place at 1550 hours. The oil spill containment boom was delivered to Holyrood, but not deployed due to high winds and sea state.

Sampling and calculations of the vessel's cargo commenced at 1630 hours but were not completed until 2230 hours and 2300 hours. This extended time resulted from shipboard sampler design/capacity associated with securing Bunker 'C' samples in a cold environment.

Typically a request is made to the vessel's master to open tank hatches in order to secure samples here at Holyrood. This request contravenes policy/regulations of ship owners. On this particular vessel, the captain was unwilling to adhere to this request until some 2.5 hours of unsuccessful attempts at sampling had expired. An order to vent, open, and close one hatch at a time was issued following a written request/justification by the Marine Terminal Supervisor at approximately 1900 hours.

This delay in sampling caused a significant delay in commencement of cargo discharge as both the crew and Marine Terminal Supervisor for Hydro were extended beyond the established maximum fourteen hours of work in any twenty four hour period without an eight hour rest period.

Loading Arms were connected to the vessel's manifold at 1736 hours March 23, and disconnected at 2110 hours the same day as a result of the above mentioned delay in sampling /calculations. Loading Arms remained secured to the Marine Terminal all day March 24 as a result of extremely high wind conditions and sea state.



File 102.81.54/5

On March 25, 2009 the wind and sea state conditions delayed connection of the Loading Arms to the vessel's manifold until 1650 hours. Pumps on board the vessel were started at 1730 hours and shutdown at 2030 hours under orders by the vessel's Captain as cold oil in the shoreline could not be overcome by pump pressure without serious risk of pump overheating and possible pump damage or explosion on board the vessel.

Upon request the pumps were restarted again at 2036 hours as a final attempt. This time the cargo slowly migrated through the shoreline to shore tanks. This situation clearly identifies how critical. Functioning heat tracing is on this fuel oil line.

Pumps on board the vessel stopped at 2030 hours March 26 in order to facilitate stripping operations on board the vessel (#4 to #2 tanks). The north Loading Arm was disconnected from the vessel's manifold at 2145 hours as the remaining cargo was to be transferred through one arm only.

Pumps on board the vessel were restarted at 2240 hours, March 26 and shutdown at 0048 hours, March 27 with transfer of cargo completed. The south Loading Arm was disconnected from the vessel's manifold at 0200 hours. Both Arms were secured to the Marine Terminal at 0210 hours.

The pilot boarded the vessel at 0635 hours, March 27 and in consultation with the vessels Captain elected to sail. The last line was lots go at 0816 hours. The vessel sailed.

Joe Bennett
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Bill Kilfoy
Mechanical Maintenance Supervisor

DATE: November 13, 2009

SUBJECT: MT KANDILOUSA

The **MT Kandilousa** arrived at the St. John's pilot station at 2045 hours November 5, 2009. The pilot did not board due to unsuitable weather conditions for berthing.

November 6, 2009 pilot boarding delayed due to unsuitable weather conditions for berthing. Estimated pilot on board November 7, 2009, 0700-0900 hours.

November 7, 2009 pilot boarding cancelled due to unsuitable weather conditions for berthing. Estimated pilot on board November 9, 2009 0700 hours.

November 8, 2009 pilot on board at 0725 hours. Pilot decided to anchor at Long Pond at 1205 due to high winds. November 9, 2009 MT Kandilousa remained at anchorage due to high winds.

November 10, 2009 pilot on board 1305 hours. First line was placed ashore at 1515 hours. All mooring lines were secure at 1730 hours. Gangway secured at 1740 hours. Agents on board at 1745 hours.

The oil spill containment boom was sent to Holyrood at 1840 hours. It was not deployed until 0800 hours November 11 due to shortage of crew on pilot boat.

Cargo survey started 1845 hours and completed 1925 hours. Calculation of the vessels cargo was completed at 1945 hours. Loading arms were connected at 1955. The vessel cargo pumps were started at 2100 hours with maximum pressure of 700kpa reached at 2145 hours.

November 11, 2009 completed discharging cargo at 1925 hours. Both loading arms disconnected 2140 hours. Commenced tank inspection 2000 hours. Calculations completed 2030 hours. All cargo documentation completed 2145.



File 102.81.54/5

November 12, 2009 pilot on board at 1400 hours. Last line 1435 hours. The vessel sailed at 1440 hours.

Bill Kilfoy
Mechanical Maintenance Supervisor

/ms

attach.

cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: December 17, 2009

SUBJECT: MT Chang Hang Tan Suo

The marine tanker **MT Chang Hang Tan Suo** arrived at the St. John's pilot station at 11:00 hours December 10, 2009. The pilot boarded the vessel at 11:20 hrs. Due to constraints of the 14 hour work rule at Newfoundland and Labrador Hydro, the vessel was advised to go to anchor.

Permission for docking was confirmed for 02:00 hrs on December 11, 2009. The pilot decided he would check on conditions for docking in the afternoon. Vessel remained at anchor on weather watch until December 14, 2009 due to high winds.

The pilot boarded the vessel at 06:36 hrs, raised anchor and proceeded to the dock. The vessel placed it's first line ashore at 09:06 hrs. All mooring lines were secured at 10:36 hrs. The gangway was in place at 10:52 hrs.

The oil spill containment boom was sent to Holyrood but not deployed due to ice at the dock and along the eastern shore of Holyrood Bay.

Both loading arms were connected at 12:45 hrs. Calculation of the vessel's cargo was completed at 13:18 hrs. Sampling of the vessel's cargo was completed at 13:18 hrs.

The vessel's cargo pumps were started at 13:54 hrs with a maximum pressure of 600 kpa being reached at 14:36 hrs.

The vessel's cargo pumps were stopped at 20:24 hrs on Dec 15, 2009.

The loading arms were disconnected at 22:24 hrs and secured at 22:45 hrs. Note that due to small drain lines on the vessel it took considerable time and effort to drain the loading arms. If these types of ships are to continue we need to have an air compressor at the dock to facilitate draining of the loading arms.



File 102.81.54/5

The pilot was scheduled for 07:00 hrs on December 16, 2009.

The pilot had not shown up at the dock by 07:25 hrs. At this time I called Canadian Maritime only to learn that he had cancelled sailing at 06:30 hrs due to wind conditions. He would re-assess conditions later in the day.

Pilot scheduled for 07:00 hrs on December 17, 2009.

Pilot arrived at the dock at 06:55 hrs and boarded the vessel. The last line was let go at 07:38 hrs. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor

/bak

attach.

cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: January 15, 2010

SUBJECT: MT Minerva Vaso

The marine tanker **MT Minerva Vaso** arrived at the St. John's pilot station at 09:24 hrs on January 13, 2010. The pilot boarded the vessel at 10:00 hrs and proceeded to Holyrood.

The vessel placed its first line ashore at 14:30 hrs. All mooring lines were in place at 16:18 hrs. The gangway was in place at 16:30 hrs.

The oil spill containment boom was sent to Holyrood but not deployed due to ice at the deployment area. The ice had cleared off by 07:30 hrs on January 14, 2010, however high winds prevented deployment at this time.

Both loading arms were connected at 18:00 hrs. Calculation of the vessel cargo was completed at 18:24 hrs. Sampling of the vessel's cargo was completed at 19:00 hrs.

The vessel's cargo pumps were started at 19:18 hrs with a maximum pressure of 700 kpa being reached at 19:42 hrs.

The vessel's cargo pumps were shutdown at 17:42 hrs on January 14, 2010.

The loading arms were disconnected at 18:42 hrs and secured at 19:00 hrs.

The pilot was scheduled for 20:00 hrs. The pilot arrived at the dock at 19:40 hrs and boarded the vessel.



File 102.81.54/5

The last line was let go at 20:24 hrs. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor

/bak

attach.

cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Bill Kilfoy
Mechanical Maintenance Supervisor

DATE: February 8, 2010

SUBJECT: MT Butterfly

The marine tanker **MT Butterfly** arrived at the St. John's pilot station at 14:30 hrs February 3, 2010. Pilot onboard 15:00 hrs. Vessel anchored 18:45 hrs and pilot disembarked 19:00 hours.

February 4, 2010 at 05:50 hrs received call from Canadian Maritime. Pilot on board at 07:00, tie up crew required for 08:30hrs. Received call from Canadian Maritime at 07:00 hours due to impending forecast berthing had been cancelled for the day.

February 5, 2010 contacted Canadian Maritime at 07:00 hrs, due to impending weather berthing cancelled for today.

February 6, 2010 contacted Canadian Maritime at 07:00hrs, due to impending weather condition berthing was cancelled for today. Received call from Canadian Maritime at 21:00 hrs for pilot on board 11:00 am February 7, 2010.

February 7, 2010 at 09:00 hrs Canadian Maritime confirmed pilot to board vessel at 11:00 hours and requested tie-up crew for 13:00 hours. First line was tied up 13:42 hrs. All fast 15:12 hrs. Gangway in place 15:18 hrs. Loading arms connected 17:06 hours. Sampling and calculations completed 17:28 hrs. Commenced discharging cargo at 18:06 hrs. Pumps at full discharge pressure 18:45 hrs. Oil containment boom sent to Holyrood deployment site. Boom not deployed due to high winds and seas. Also poor ice conditions at deployment site.



File 102.81.54/5

February 8, 2010, checked on boom at deployment site 08:00 hours. Ice conditions preventing boom from being deployed. Cargo discharge completed at 19:00 hrs. Both loading arms disconnected at 19:30 hrs. Commenced tank inspection 19:30 hrs. Calculations completed 19:45 hrs. All cargo documentation completed 20:00 hrs. Pilot on board 21:00 hrs. Last line off 21:30 hrs. The vessel sailed 21:35 hrs.

Bill Kilfoy
Mechanical Maintenance Supervisor

/bak

attach.

cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Bill Kilfoy
Mechanical Maintenance Supervisor

DATE: February 17, 2010

SUBJECT: MT Aris

The marine tanker **MT Aris** arrived at the St. John's pilot station at 19:30 hrs on February 14, 2010. The Pilot advised he will not berth the vessel. Vessel will anchor in Conception Bay on arrival and tentatively pilot will board for berthing February 15, 06:00 hrs.

February 15, 05:00 hrs Canadian maritime confirmed pilot to board at 0600 hrs and tie up Crew required for 07:30 hrs. First line 0752 hrs... All fast at 0918 hrs. Gangway in place 09:20 hrs. Loading arms connected 10:45hrs. Sampling & calculation complete at 11:20 hrs. Commenced discharging cargo at 12:48 hrs. Pumps at full discharge pressure 13:08 hrs. Oil containment boom sent to Holyrood deployment site & deployed.

February 16, cargo discharge completed at 11:48hrs. both loading arms disconnected at 12:42 hrs. Commenced tank inspection 1230 hrs. Completed calculation 1250 hrs. All cargo documentation completed 1315 hrs. Pilot on Board 13:50 hrs. Last line off 14:26. Vessel sailed 14:30 hrs

Bill Kilfoy
Mechanical Maintenance Supervisor

/clm

attach.

cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: March 3, 2010

SUBJECT: MT Aris

The marine tanker **MT Aris** arrived at the St. John's pilot station at 0230 hrs on March 1, 2010. The pilot boarded and the vessel proceeded to Holyrood.

The vessel placed its first line ashore at 0824 hrs. All mooring lines were in place at 0930 hrs. The gangway was in place at 0930 hrs.

The oil spill containment boom was sent to Holyrood and deployed.

Both cargo loading arms were connected at 1035 hrs. Sampling of the vessel cargo was completed at 1050 hrs. Calculations of the vessel's cargo were completed at 1120 hrs.

The vessel's cargo pumps were started at 1200 hrs with a maximum pressure of 525 kpa being reached at 1225 hrs.

The vessel's cargo pumps were stopped at 1400 hrs on March 2, 2010.

The loading arms were disconnected at 1454 hrs and secured at 1500 hrs.

The pilot arrived at the dock at 1600 hrs and boarded the vessel. The last line was let go at 1637 hrs. The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor
/clm
attach.
cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Bill Kilfoy
Mechanical Maintenance Supervisor

DATE: November 9, 2010

SUBJECT: Minerva Grace

The marine tanker **Minerva Grace** arrived at the St. John's pilot station at 12:00 hrs on November 7, 2010. The pilot advised vessel will not berth and will anchor in Conception Bay. Waiting for availability of tug for berthing. Tentatively pilot will board for berthing November 8, 2010 10:00 hrs.

November 8, 2010 hrs pilot on board. Tie up crew requested for 11:00 hrs. First line 11:48 hrs, all fast 13:25 hrs. Gangway in place 13:30 hrs. Loading arms connected 15:54 hrs, sampling and calculations complete 17:42 hrs. Commenced discharging cargo 17:00 hrs. Pumps at full discharge pressure 17:20 hrs. Oil containment boom sent to Holyrood and deployed.

November 9, 2010 cargo discharge completed 14:18 hrs and tank inspection started. Tank inspection completed 14:42 hrs; calculations completed 15:00 hrs. Cargo arms disconnected 15:24 hrs. All cargo documentation completed 16:00 hrs. Pilot on board 17:00 hrs. Last line off 17:38 hrs. Vessel sailed 17:40 hrs.

Bill Kilfoy
Mechanical Maintenance Supervisor
/bak
attach.
cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: December 9, 2010

SUBJECT: M T Acor

The marine tanker **Minerva Grace** arrived at the St. John's pilot station at 2230 hrs on December 7, 2010. The pilot boarded the vessel at 2254 Hrs and proceeded to anchorage in Conception Bay to await daylight for berthing. The pilot disembarked the vessel at 0312 Hrs on December 8, 2010.

The pilot boarded the vessel at 08:50 Hrs. The anchor was raised and the vessel proceeded to Holyrood dock. The vessel placed its first line anchor at 1036 Hrs. All mooring lines were in place at 1130 Hrs. The gangway was in place at 1142 Hrs.

The oil spill containment boom was sent to Holyrood and deployed.

Both cargo loading arms were connected at 1324 Hrs. calculations of the vessel's cargo was completed at 1418 Hrs. Sampling of the vessel's cargo was completed at 1512 Hrs.

The vessel's cargo pumps were started at 1524 Hrs. with a maximum pressure of 650kpa being reach3d at 1600Hrs.

The vessel's cargo pumps were stopped at 1224 Hrs on December 9, 1020.

The cargo loading arms were disconnected at 1312 Hrs. and secured at 1324 Hrs.

The pilot arrived at the dock at 1800 Hrs and bounded the vessel. The last line was let go at 1452 Hrs.

The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor
/clm



File 102.81.54/5

attach.

cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Bill Kilfoy
Mechanical Maintenance Supervisor

DATE: January 8, 2011

SUBJECT: M T Acor

The marine tanker **MT Acor** arrived at the St. John's pilot station at 0406hrs on January 4, 2011. Pilot on board at 0748 hrs. 0900hrs Master advised that the Pilot deemed Tug unsuitable for docking. 1224hrs vessel anchored awaiting further information on Tug availability.

Jan 05-06, 2011

Vessel remained at anchor awaiting information from terminal regarding tug for docking.

January 7, 2011

Pilot on board 0710hrs. 0825hrs tugs all passed for berthing (North Atlantic Osprey) & (Nauti Boy). 0900hrs first line ashore. All fast and gangway secured at 1033hrs. Loading arms connected 1200hrs. Sampling complete at 1254hrs. Commenced discharging cargo at 1300hrs. Pumps at full pressure 1320hrs. Oil containment boom sent to Holyrood and deployed.

January 8, 2011

Cargo discharge completed at 1236hrs and tank inspection started. Tank inspection completed 1318hrs, calculations completed 1324hrs. Cargo arms disconnected 1430hrs. All cargo documents completed 1436hrs. Pilot on board 1502hrs. Last line off 1546hrs. Vessel sailed 1548hrs.

Bill Kilfoy
Mechanical Maintenance Supervisor
/dbb
attach.
cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: January 31, 2011

SUBJECT: M T Aris

The marine tanker **MT Aris** arrived at the St. John's pilot station at 0100hrs on January 25, 2011. The pilot boarded the vessel at 0912hrs and proceeded to Conception Bay. The vessel anchored off Long Pond at 1254hrs to await the arrival of a tug boat to assist with docking.

On January 27, 2011 the pilot boarded the vessel at 0708hrs and proceeded to Holyrood dock. The vessel placed its first line ashore at 0900hrs. All mooring lines were in place at 1136hrs. The gangway was in place at 1154hrs.

The oil spill containment boom was sent to Holyrood but not deployed due to safety concerns raised by the support vessel operator. These concerns included high wind and wave action at the dock as well as forecasted higher winds to come. There was also ice in Holyrood Harbour as well as heavy snow falling which reduced visibility.

Both cargo arms were connected at 1354hrs. Calculation of the vessels cargo was complete at 1400hrs. Sampling of the cargo was complete at 1430hrs. The vessel's cargo pumps were started at 1520hrs with a maximum pressure of 690kpa being reached at 1606hrs.

At 0135hrs on January 28 the vessel's cargo pumps were stopped and the captain requested that the loading arms be disconnected due to high winds. The Shift Supervisor notified me at 0145hrs. I arrived at the dock at 0245hrs. The loading arms were disconnected at 0336hrs and secured at 0345hrs to await favourable conditions for re-connection.

The loading arms were re-connected at 1700hrs. The vessel's cargo pumps were started at 1718hrs with a maximum pumping pressure of 700kpa being reached at 1736hrs.



File 102.81.54/5

The vessel's pumps were stopped at 0800hrs on January 29.

Both loading arms were disconnected at 0948hrs and secured at 1000hrs.

The pilot arrived at the dock at 1030hrs. The last line was let go at 1136hrs.

The Vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor
/dbb
attach.
cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Bill Kilfoy
Mechanical Maintenance Supervisor

DATE: February 24, 2011

SUBJECT: M T Aris

The marine tanker **MT Aris** arrived at the St. John's pilot station at 1600hrs February 14, 2011. Pilot on board 1625hrs. 2015hrs notice of readiness tendered, vessel anchored awaiting daylight hours for berthing.

Feb 15, 2011

0700hrs pilot boarding cancelled, vessel remained at anchor due to high winds.

Feb 16-18, 2011

Vessel remained at anchor due to high winds.

Feb 19, 2011

0700hrs pilot onboard. 0850hrs first line ashore, all fast at 1200hrs and gangway secured at 1230hrs. Loading arms connected at 1410hrs. Sampling complete at 1448hrs. Commenced discharging cargo at 1530hrs. Discharging shut down at 1800hrs due to malfunction in heat tracing on fuel oil lines to shore tanks.

Feb 20, 2011

Maintenance Department found and made repairs to problem with heat tracing on fuel oil line. Cargo discharge delayed until fuel oil line temperature increases.

Feb 21, 2011

Cargo discharge delayed until Feb 22, 2011 am to let temperature of fuel oil line reach acceptable temperatures for discharging.

Feb 22, 2011

Commenced discharging cargo at 1010hrs.



File 102.81.54/5

Feb 23, 2011

Cargo discharge completed at 1530hrs and tank inspection started. Tank inspection completed 1612hrs, calculations completed 1630hrs. All cargo documents completed 1740hrs. Cargo arms disconnected at 1810hrs. 1740hrs pilot advised vessel will not be sailing today due to high winds.

Feb 24, 2011

Pilot on board 1000hrs. Last line off 1100hrs. Vessel sailed 1102hrs.

Bill Kilfoy
Mechanical Maintenance Supervisor
/dbb
attach.
cc: Central File



File 102.81.54/5

TO: Terry LeDrew
Manager – Thermal Generation

FROM: Mike Flynn
Mechanical Maintenance Supervisor

DATE: March 30, 2011

SUBJECT: M T Chang Hang Tan Suo

The marine tanker arrived at the St. John's pilot station at 0830hrs on March 20, 2011. The pilot did not board the vessel due to poor sea conditions. The vessel remained off St. John's until the following morning

On March 21, 2011 the pilot boarded the vessel at 0752hrs and the vessel proceeded to Conception Bay. At 1145hrs the vessel anchored off Long Pond to await arrival of tugs to assist in berthing at Holyrood

On March 22, the scheduled pilot boarding was cancelled due to high winds. The vessel remained at anchor off Long Pond to await favourable docking conditions. Winds continued to be high until March 27. There was no pilot available at that time so the vessel remained at anchor.

On March 28, the pilot boarded the vessel at 0700hrs and proceeded to Holyrood dock. The vessel placed its first line ashore at 0856hrs. All mooring lines were in place at 1006hrs. The gangway was in place at 1006hrs.

The oil spill containment boom was sent to Holyrood and deployed. The boom received significant damage during retrieval due to high wind and sea conditions which occurred quickly during the process.

Both cargo arms were connected at 1205hrs. Calculation of the vessel's cargo was complete at 1212hrs. Sampling of the cargo was complete at 1200hrs. The vessel's cargo pumps were started at 1248hrs with a maximum pressure of 550kpa being reached at 1318hrs.

The vessel's cargo pumps were stopped at 1545hrs on March 29

Both loading arms were disconnected at 1645hrs and secured at 1650hrs.



File 102.81.54/5

The pilot was scheduled and arrived at the dock at 1800hrs. After discussion with myself and the captain of the vessel, the pilot decided not to sail due to high wind conditions.

The pilot was tentatively scheduled for 0700hrs on March 30 and later rescheduled for 0800hrs.

The pilot arrived at the dock at 0800hrs on March 30, 2011 and boarded the vessel. The last line was let go at 0830hrs.

The vessel sailed.

Mike Flynn
Mechanical Maintenance Supervisor
/dbb
attach.
cc: Central File