Document: 130315-01308726 Printed by: Jan Bering

To: Operation_HAF
CC: Clean
From: Daniel Womack
Subject: FW: Seameridian Voyage: 15001 / BP C/P 3/13/15 - Voyage Orders
Attachments: Stowage plan 2014.xls
Date: 13.03.2015 20:24 (printed 23.03.2015 11:25)

Good afternoon Nikolaj. Find below Inquiry / Voyage Orders received from the Charterers of the Seameridian:

Quote

PLEASE ADVISE INTAKES BASIS 2 SEGREGATIONS FOR THE 2 PARCELS LISTED BELOW.

BP SHIPPING EMERGENCY NOTIFICATION NUMBER:
WORLD WIDE +1 630 961 6200 or TLX (COUNTRY CODE UK 51) 290851
********* FULL DETAILS IN SECTION 7 OF THESE ORDERS *********

Vessel: SEAMERIDIAN BP C/P dated: March 13 2015

Herewith voyage orders for above vessel. Please confirm to this office that the master has
received and fully understood them.

1. ITINERARY
   Operation : Load
   Port : HOUSTON
   Terminal : Kinder Morgan (Galena Park)
   Load Laydays : March 16 2015 (00:01) - March 16 2015 (23:59)
   Loadstop : tender nor on arrival
   Inspector : Camin Cargo
   Agent : Promar Agency Inc
   14009 Hughes Road West
   Dickinson, Texas 77539
   Phone : +1 1 281 337 3339 (24 hour)
   Fax : +1 1 281 614 1997
   Email : houstonops@promaragency.com

   Master to contact local agents upon receipt of these orders for local
   reporting requirements.

   Hub Agent : GAC SHIPPING (USA), INC.
   BP Hub Americas
   16200 Central Green Blvd
   Houston, Texas 77032
   TX 77032
   Phone : +1 +1 281 214 8096
   Fax : +1 +1 713 533 3220
   Phone 2 : +1 +1 713 533 3208
   Email : bphub.usa@gac.com

   Load Nomination
   Cargo : Parcel 1
   Grade : HSD
   Quantity : APPROX 60000-75,000 BBLS
   (Qtys should not exceed safe sailing/safe arrival drafts)
   H2S : Please note this grade is potentially high in H2S, please take
   necessary precautions.
   Stowplan : Please submit BP Stowplan for nominated quantity as per the

attached.
Consignee : CINQUE TERRE FINANCIAL GROUP LTD
Supplier : BP
Notes : API: 36.3 / tbn please advise seg stow plans possibilities basis these
splits and max loadables maintaining double valve segreation

Cargo : Parcel 2
Grade : HSD
Quantity : APPROX 110,000-130,000BBLS
(Qtys should not exceed safe sailing/safe arrival drafts)
H2S : Please note this grade is potentially high in H2S, please take
necessary precautions.
Stowplan : Please submit BP Stowplan for nominated quantity as per the attached.
Consignee : PENINSULA
Supplier : BP
Notes : api: 36.7 /tbn please advise seg stow plans possibilities basis these
splits and max loadables maintaining double valve segreation

Operation : Discharge
Port : Rio Haina
Inspector : TBA
Agent : Agencias Navieras B&R S.A.
Ave Abraham Lincoln No 504
Santo Domingo, Dominican Republic
PO Box 1221
(also known as Baez and Rannick)
Phone : +1809 1 809 562 5251
Fax : +1809 1 809 562 3383
Email : ops@navierasbr.com

Master to contact local agents upon receipt of these orders for local
reporting requirements.

Hub Agent : GAC SHIPPING (USA), INC.
BP Hub Americas
16200 Central Green Blvd
Houston, Texas 77032
TX 77032
Phone : +1 +1 281 214 8096
Fax : +1 +1 713 533 3220
Phone 2 : +1 +1 713 533 3208
Email : bphub.usa@gac.com

Discharge Nomination
Cargo : Parcel 1
Grade : hsd
Quantity : full quantity
Receiver : CINQUE TERRE FINANCIAL GROUP LTD

The Letter of Indemnity in clause 30 of BP Voy 4 is automatically invoked. As such
master is authorised to discharge cargo as per charterers instructions.

2. SLOPS ON BOARD:
Segregate and retain on board throughout the voyage.

3. TANK PREPARATION:
Unless otherwise instructed by this office, vessel must comply with

following:-
a. All vessels fitted with a SOLAS compliant IGS system shall arrive loadport fully inerted. Details of a SOLAS compliant IGS system is set out in the IMO publication INERT GAS SYTEMS, 1990 Edition as amended. This will include Nitrogen Generators capable of producing sufficient Nitrogen to ensure tanks atmosphere is maintained at less than 8% oxygen by volume at all times.
b. Have all cargo tanks for the nominated cargo cleaned and prepared to charterer's inspectors satisfaction.
c. Prior arrival loadport master to advise cargo inspectors via agents of the actual tank cleaning and preparation carried out.

5. LADEN SPEED:
As per c/p about 13.0 kts wsnp

6. PORT CLEARANCES:
Under no circumstances should the vessel berth if:

a. The vessel is called in to load/discharge at a berth that is not specified on the port clearance report as detailed below.
b. The date range for the port/berth does not cover the period which the vessel will be within port limits as detailed below.

VOYAGE CLEARANCE REPORT (External)

ATTENTION: Any draft and depth information contained in this report is for guidance only.

The vessel's Master shall determine drafts for the safe prosecution of the intended voyage in accordance with SOLAS Chapter V and Guidelines for Voyage Planning adopted in IMO Resolution A.893(21). The vessel's Master shall conduct such determination by all available means and retain all documented correspondence for all locations to ensure compliance with the BP Shipping Under Keel Clearance (UKC) requirement stated below:

"After taking into account environmental and physical factors and Squat experienced by the vessel , the Under Keel Clearance shall at no time be less than one point five per cent (1.5%) of the vessel's extreme breadth or thirty centimetres (30 cm), whichever is the greater."

Vessel : Seameridian (IMO: 9462897)
VC No : VCRV-A-0064887-1(Completed)
PC No : VCRP-A-0064887-1(Completed)
Cargo : ATG; Motor SP UNL; Naphtha; Ultra Low Sulphur Diesel oil
Laycan/BOL : 22-Mar-2015

Vessel Outcome : OK

Assurance Requirements
1. The cargo should be loaded carried and discharged in a closed condition
2. The vessel shall be fitted with and use an Inert Gas System which is suitable for the cargo type being carried

Loading Ports:
Date : 13-Mar-2015 to 12-Apr-2015

Port : Houston - OK

Terminal : Kinder Morgan (Galena Park) - OK

Assurance Requirements
1. Vessels loading require an 8 inch Vapor Recovery manifold connection.

Berth : Kinder Morgan Galena Park Berth 1 - OK

Assurance Requirements
1. Vessel's berthing deadweight is not to exceed terminal restriction of 30,000mt's.
2. Vessels Maximum Displacement of 62,174mt exceeds the Maximum Berthing Displacement of 50,000mt Owners must warrant vessel will not exceed Maximum Berthing Displacement while coming alongside.

Berth : Kinder Morgan Galena Park Berth 2 - OK

Assurance Requirements
1. Vessel's berthing deadweight not to exceed terminal restriction of 50,000mt's

Berth : Kinder Morgan Galena Park Berth 3 - OK

Assurance Requirements
1. Vessel's berthing deadweight not to exceed terminal restriction of 50,000mt's

Berth : Kinder Morgan Galena Park Berth 4 - OK

Assurance Requirements
1. Vessel's berthing deadweight not to exceed terminal restriction of 50,000mt's

Minimum of 18 mooring lines required with at least 12 lines on winches/drums.

Manifold to rail distance:-
Ships Minimum / Maximum 3.05 mtrs (10ft) / 4.87 mtrs (16ft)
Barges Minimum / Maximum 1.37 mtrs (10ft) / 4.87 mtrs (16ft)

Discharging Ports:
Date : 19-Mar-2015 to 18-Apr-2015

Port : Rio Haina - OK

Terminal : Interquimica - OK

Berth : 2 East (FERSAN) - OK

Berth : 3 East (Falconbridge) - OK

Assurance Requirements
1. Vessel LOA of 183.30m is greater than the Max Restriction of 183.00m at 3 East (Falconbridge). Terminal Acceptance Required.

Discharging Ports:
Date : 19-Mar-2015 to 18-Apr-2015

Port : Taboguilla - OK

Terminal : Decal Taboguilla Terminal - OK

Berth : Taboguilla A - Ship - OK

Berth : Taboguilla B - Ship - NO
1. Vessel SDWT of 50,309t is greater than the Max Restriction of 8,000t at Taboguilla B - Ship

Source Code : Distillate Diesel(DDI)
Submitted : 11-Mar-2015 18:55:29 by Peterson,Kristian
VC Reviewed By : Processed Automatically
PC Reviewed By : Stec, Andrew

The Shipmaster is to advise the BP Ship Operator / Duty Ship Operator immediately if the vessel does not comply with (a) and (b) above. The vessel is not to berth until such time as a port clearance has been processed covering the revised location / dates.

7. INSTRUCTIONS FOR BP CASUALTY EMERGENCY NOTIFICATION:
In the event that the Vessel is involved in an emergency situation, the BP Casualty and Emergency Response Notification system must be applied.

(a) Defined emergencies
These include but are not limited to the following:

- Fatality or serious injury / illness (requiring immediate medical evacuation)
- Collision or allision
- Grounding
- Stranding
- Fire
- Explosion
- Flooding
- Where the vessel is disabled
- Uncontrolled release of oil, chemical or gas to the environment, specifically:
  - Liquid hydrocarbon
    - Greater than one barrel which escapes primary containment
    - Any volume which reaches the environment (ice or water)
  - Hazardous chemical
    - Any volume which reaches the environment (release to atmosphere, ice or water) or poses a serious risk to people

- Uncontrolled venting or release of cargo from an LNG/LPG vessel
- Security (report using the vessel security alert system detailed in the Ship Security Plan)

and/or

- Responding to a request for assistance to be rendered to a vessel or person.
- Where adverse reaction may be expected from any authorities, media, non-governmental organization ('NGO'), the general public or other credible source. In U.S. waters there is a heightened sensitivity to the reaction of these types of organizations.
- Where there is an emergency incident in the proximity to the vessel the circumstances of which may impact the vessel.
- Situations that seriously threaten the immediate or future safety of people, the environment, property or business.

These notifications should be made as early as is practical and when safe to do so.

(b) Notification Process

Notification shall be given immediately by:

Telex: (Country Code UK 51) 290851 OR
Phone: +1 630 961 6200

The choice of using either telex or the telephone is at the Master's discretion, depending on the circumstances and how best to raise the alert and provide critical information about the emergency situation.

Successfully raising the alert through either route shall only be deemed confirmed once the Master is in direct voice-to-voice contact with the Duty Incident Commander, or for the Americas, the Duty Qualified Individual.

For telexes:
- The text 'BP Casualty' must appear at the beginning of the first line of text immediately following the address.

- The words 'BP Casualty' must have no spaces, stops or commas between B and P and may be in the upper or lower case.

- The format of the telex must be based on the letter prefix system in (c) below, which provides a short code for the required information e.g. (A) = name of ship, IMO number and contact phone number.

- The provision of information in field line D is essential to the automatic forwarding of the emergency telex to the correct BP Shipping Emergency

Response

Region (see table below):

Vessel Location (Longitude)	BP Shipping ER Region
Easterly from 180 deg to 30 deg West	1
Easterly from 30 deg West to 60 deg East	2
Easterly from 60 deg East to 180 deg	3

(c) Required Information:

Code	Information Required
A.	Name of Vessel, IMO Number and contact phone number;
B.	Nature of emergency (collision, grounding etc.);
C.	Position of the Vessel (Latitude/Longitude, port);
D.	BP Shipping ER Region (enter 1, 2 or 3);
E.	Name, nationality and type of any other vessel(s) involved;
F.	Nature and extent of any damage;
G.	Details of any fatalities and/or personal injuries;
H.	Sea state and weather;
I.	Whether towage is required;
J.	Whether the emergency is escalating or under control;
K.	Local time (indicate time zone), and date of the incident;
L.	Charterer if known;
M.	The cargo type and quantity on board;
N.	Cargo owner if known;
O.	Any other relevant comments;

IN THE EVENT OF AN OIL SPILL

P. If in port, the name of the owner of the installation and whether the Vessel is at a jetty, CBM or SBM etc;

Q. Type of oil spilled (e.g. crude, black, white, lubes etc.);

R. Estimated quantity spilled;

S. Estimated rate of spill if continuing;

T. Whether cleanup is being attempted;

U. Cause if known, (e.g. overflow, hose burst, hull defect, leaking ships valves, pipeline defect etc);

V. Any other relevant comments;

Other Notifications:

The obligations set out in this clause are in addition to any statutory obligations, which Owners or State Authorities may require of the Master in the event of any accident or incident casualty, including instructions and procedures cited in contingency and oil spill plans.

ADDITIONAL INSTRUCTIONS

- Please Ensure the following are copied in on all updates and ETAs;
operations@bpshipping.com
GCTRDIST@bp.com
clean@netcousa.com

- EDP - Early Departure Procedures are acceptable

INDEX:

A) OUT OF HOURS CONTACTS
B) ETAS AND ADVICES
C) NOR
D) CARGO QUANTITY
E) FREE PRATIQUE
F) INERT GAS
G) BP BILLS OF LADING
H) USA REQUIREMENTS
I) VENEZUELA REQUIREMENTS
J) UNDER KEEL CLEARANCE

A) OUT OF HOURS CONTACTS
For calls that are of an operational nature (ie not an emergency as defined in section
7), please contact your ship operator/duty ship operator.

Please leave a detailed message with a contact telephone number should your call get
diverted to voicemail.

B) ETAS AND ADVICES
Master to advise ETA immediately on receipt of these orders and thereafter in
accordance with clause 40 of C/P BP Voy 3 clause 4 of C/P BP Voy 4 (ie 7 days, 72, 48
and 24 hours prior arrival), also advising any change in excess of 6 hours to BP
Shipping, London tlx 290851 BPSHIP G / email: operations@bpshipping.com and agents.

ADDITIONAL NOTIFY PARTIES

operations@bpshipping.com
GCTROIST@bp.com

In addition please copy the following advices to all parties:

On departure load/discharge port:
a) arrival time and n.o.r.
b) p.o.b. and all fast
c) hoses connected
d) commencement and completion deballasting
e) commencement and completion cargo operations
f) hoses disconnected
g) documents on board
h) unberthed
i) sailed
j) ETA and arrival draft next port
k) title of bill of lading and date
l) whether original bill of lading onboard
m) details of grade, quantity (mt/lt/bbls/api), consignor, consignee, destination and
unique bill of lading identifier, if any, as shown on the bill of lading
n) ships figures. (master to submit n.o.p. if ships figures less than blading
figures)
o) advise if cargo samples and cargo documents on board

On departure load port:
Daily noon message:
1. ETA at
2. distance to go

3. noon position
4. speed over last 24 hrs
5. average weather conditions over last 24 hrs
6. tank by tank temperature of cargo and change of average temperature over last 24 hours
7. tank by tank h2s levels

C) NOR

Owners shall instruct Master to give written confirmation to Charterers separately with ETA advices as per (b) above, whether the vessel will be tendering Notice of Readiness ("NOR") on arrival.

If the vessel is not ready to tender NOR on arrival, Master to advise Charterers in writing of his best estimate of date/time when NOR is likely to be tendered and, if required, any change(s) thereof.

D) CARGO QUANTITY

Master to advise BP Ship Operator / Duty Ship Operator immediately on receipt of these orders if any of the following apply:

- The cargo nominated cannot be loaded, or if any difficulties are anticipated during loading in order to meet the nominated quantities.

- The terminal disagrees with quantity/grade requested.

- If there is a difference between the Ship/Bill of Lading figure greater than 0.3% after the Vessel Experience Factor has been applied, Master is not to sign the B/ Lwithout approval from BP Shipping.If the difference is equal to or less than 0.3% after the Vessel Experience Factor has been applied - please Note Protest only.

- Difficulties are experienced during loading or discharging that interferes with cargo operations.

- Any reasons for failing to load quantity specified and whether ship or shore stop applies.

- If shore stops loading before ordered quantity is achieved or if shore insists on loading in excess of the quantity required by vessel as ordered by us.

E) FREE PRATIQUE

If free pratique is not granted prior to arrival at port, through no fault of Owners, Agents or those onboard the vessel, the Master shall immediately on arrival at port and at the same time as notice of readiness is issued, issue a note of protest in writing (NOP) to the port authority, and the facility at the port, on all occasions.

F) INERT GAS

All vessels used for BP Group business, that are statutorily required to be fitted with an Inert Gas System (IGS), shall ensure that the system is fully operational so as to ensure the maintenance of the safety blanket in the vapour space above the cargo.
Vessels fitted with an Inert Gas System (whether statutorily required or not), must arrive loadport fully inerted and use that system to ensure cargo spaces are kept fully inerted throughout the duration of this voyage charter.

An Inert Gas System refers to an installation that is capable of supplying inert gas at 125% of the vessel's cargo discharge rate.

A nitrogen or inert gas generator of only sufficient capacity for padding purposes is not considered as an inert gas system under these requirements.

G) BP BILLS OF LADING
(NB does not apply to ports in Saudi Arabia or Angola)

In event that bills of ladings other than BP's form are presented to master for signature and space is provided on the bills of lading form for names of parties and charterparty date, the master is to make all reasonable endeavours to arrange that charterers are shown as:

'BP PRODUCTS NORTH AMERICA INC.'

and is to insert owners name and charter party date as:

'HAFNIA MANAGEMENT A/S AS AGENTS TO CITY EXPRESS SHIPPING COMPANY'

'March 13 2015'

In event these entries are not effected the master is not to delay the ship sailing but is to note protest to suppliers in writing. The text of the protest should be in the form:

Quote
On behalf of charterers I wish to protest that their instructions passed by me to you to insert the name of the charterers, the name of the owners, and the charterparty date in the bills of lading for the cargo of (grade(s)) loaded on this ship at (port) on (date) have not been complied with.
Unquote

H) USA REQUIREMENTS

- On receipt of these orders, Master to confirm that all certificates are valid for the duration of the voyage. If not, master is to confirm what inspections are due that may delay the Load/Discharge.
- Master to confirm that the COC(TVE) remains valid for the duration of the voyage and

confirm when next renewal/mid term inspection is due.
- Master to confirm USCG COFR is valid for the duration of the voyage.
- Master to Ensure SCAC code is correctly placed on the BL.
- The USCG requires eNOA(Electronic Notice of Arrival) to be submitted 96 hours prior to arrival. One of the inputs is "Point Of Contact" this should be the local agent. The vessel should not use any of the Qualified Individuals for this section.
- Vessel to ensure AMS is filed in a timely manner to ensure there are no delays to loading or discharge.

I) VENEZUELA REQUIREMENTS
All vessels Calling at Venezuela to carry out the following additional security measures to meet USCG requirements.

a) Vessel to implement measures as per the ship security plan equivalent to level 2 even though the vessel / Port may be officially at level 1.
b) Ensure the access point to the ship is guarded at all times by ships Crew.
c) Vessel to attempt to execute a Declaration of Security.
d) Log all security actions in the ships log.

J) UNDER KEEL CLEARANCE
Notwithstanding any provision in this charter to the contrary, the vessel's maximum allowable aggregate cargo intake must allow for under keel clearances which at all stages of the voyage are compliant with BP's Under Keel Clearance Policy, which states:

"After taking into account environmental and physical factors and Squat experienced by the vessel, the Under Keel Clearance shall at no time be less than one point five per cent (1.5%) of the vessel's extreme breadth or thirty centimetres (30 cm), whichever is the greater."

BP SHIPPING EMERGENCY NOTIFICATION NUMBER:
WORLD WIDE +1 630 961 6200 or TLX (COUNTRY CODE UK 51) 290851
********* FULL DETAILS IN SECTION 7 OF THESE ORDERS *********

Unquote

Please confirm receipt and that the Vessel will be instructed accordingly.

Thanks and best regards,

Daniel Womack - NETCO
Telephone: 713-850-9362
Mobile: 713-408-4611
E mail: clean@netcousa.com
Private E mail: d.womack@netcousa.com

**** Please note: For urgent messages that require immediate attention during non-office hours, please call or text to cell phone. ***

This message including attachment(s) (message) is intended solely for the use of the intended recipient(s) and may contain information that is privileged, confidential or proprietary. If you are not an intended recipient, please notify the sender, and then please delete and destroy all copies and attachments, and be advised that any review or dissemination of, or the taking of any action in reliance on, the information contained in or attached to this message is prohibited. Even though all reasonable care has been taken to avoid the transmission of viruses, it is the recipient's responsibility to ensure that onward transmission, opening or using this message, or any attachment, will not adversely affect any system or data, for which the sender and his employer shall not accept responsibility. Anything in this email or its attachments which does not relate to the sender employer's official business ie neither given nor endorsed by the employer.

Comments:

16.03.2015 15:17 jbe Voy orders