MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

"(1) present a record of the actions taken to attempt to achieve compliance; and

(2) provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase."

Vessel's Name:
Vessel's Flag:
Identification Number:
(IMO or other)

Voyage Plan

Port of Origin:
Port of Destination:
First U.S. Port of Arrival:

List of all port visits beginning with the Port of Origin and ending at Port of Destination:

1. Port of Origin:
2nd Port Visit:
3rd Port Visit:
4th Port Visit:
5th Port Visit:
6th Port Visit:
7th Port Visit:
8th Port Visit:
9th Port Visit:
10th Port Visit:
(Insert more as needed)

Date and Time Vessel Received Notice it would transit the NA-ECA:
Location of Vessel when notice was received it would transit the NA-ECA:

Date and Time vessel is expected to enter the NA-ECA:
Date and Time vessel is expected to exit the NA-ECA:
Projected number of days the main propulsion engines will be operated in the NA-ECA:

Sulfur Content of Fuel Oil used when entering the NA-ECA:

Sulfur Content of Fuel Oil used while operating in the NA-ECA:

A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, includir
oil, and a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at
Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the
contacted and the dates on which the contact was made.

Enter Text Here: All attempts were being made to procure lsfo bunkers (0.1%) at termisa terminal,but in view of the pc
being Destrehan,Port New Orleans,USA , Owners had no option but to arrange bunkers at the first available opportunit
Pls find attached confirmation from suppliers for LSMGO bunkers (0.1%) to be supplied at Destrehan, U.S

Fyi flwg suppliers had been contacted for arranging bunkers at Termisa Terminal (Brazil).

1) JB MARINE LTD LONDON.
2) Glander International Bunkering.
3) Praxis Energy Dubai.

In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fue
compliant fuel oil.

Enter Text Here: N/A

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel o
taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residu

Enter Text Here: Vsl is in readiness to use the compliant fuel (0.1%) and will be immediately changing over from LSFO 1

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel o
taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residu

Enter Text Here:

Describe the availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that f

Enter Text Here: Owners have arranged compliant fuel (0.1%) at vessel's first port of call viz Destrehan, Port New Orlea

Pls find attached confirmation from suppliers for LSMGO bunkers (0.1%) to be supplied at Destrehan, U.S

If compliant fuel oil is not available at the first port-of-call in the United States, describe the lowest sulfur content of ava
United States.

Enter Text Here: The lowest sulphur content of fuel oil on board is < 1%.

If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited,

Enter Text Here: Previously vessel has called at following US ports wherein vessel had been consuming bunkers in strict

1.LONGBEACH	24/03/2014 - 27/03/2014
2.CORPUS CHRISTI	23/10/2014 - 29/10/2014
3.HOUSTON,TX	31/10/2014 - 03/11/2014

If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the
submitted, and provide details on the dates and ports previously visited while using non-compliant fuel oil.

Enter Text Here: N/A

Provide all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship
is authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact inform

Enter Text Here:
vessel's contact details:
Master- Capt.K.S.Shetty
Tel FBB:+870-773231093
FLT: +870-776500034
Fax FBB:+870-783150190
Sat C Tlx:423592951
Email:master@diamondjubilee.amosconnect.com

Vessel Operator:
Capt. A.K. BAHL (DPA)
Mob: +91 987043007
Tel: +91 2266776818

Email: tech@rbbritishmarine.com

Agent details:
TRICON STEAMSHIP AGENCY, INC.
MR.DICK BROWN
226 EAST BANK STREET
GONZALES, LA 70737
PRIMARY EMAIL: OPERATIONS@TRICONSS.COM
PHONE: 225-644-0284
FAX: 225-644-8098

Fuel Oil Non-Availability Report

North American Emmissions Control Area (NA-ECA)

DIAMOND JUBILEE
BRITISH
9514377

(Note: This plan should reflect what is in effect at the time of the vessel's entry into the North American ECA)

TERMISA TERMINAL (BRAZIL)
DESTREHAN (PORT NEW ORLEANS)
DESTREHAN (PORT NEW ORLEANS)

TERMISA TERMINAL (BRAZIL)
NA

24.11.2014/1637 UTC
BARRA DOS COQUEIROS,BRAZIL

31.12.14/PM
15.01.15/PM
2.5 DAYS

< 1 %

< 1 %

ıg a description of all attempts that were made to locate alternative sources of compliant fuel
t ports on "intended voyage;" fuel oil supply disruptions at port; etc.
non-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers

ort not having any bunkering facilities and next port of call after Termisa Terminal (Brazil)
y at Destrehan,USA.

l oil and the name of the fuel oil supplier that is now reporting the non-availability of

il, for example with respect to viscosity or other fuel oil parameters. Specify steps you have
al fuel oil blends.

% upon receiving LSMGO stem (0.1%) at Destrehan, Port New Orleans, USA

il, for example with respect to viscosity or other fuel oil parameters. Specify steps you have
al fuel oil blends.

uel oil.

ns, USA.

ailable fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the

the dates of the port calls, and whether the vessel used compliant fuel oil.

conformity to prevalent MARPOL regulations.

previous 12 months, identify the number of Fuel- Oil Non-Availability Reports previously

owner, and any related parent companies. Also include a designated corporate official who
ation.

The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliab
the following affirmation:

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge an
submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C

Signed:

_____

Authorized Company Representative

This completed and signed report should be sent to:

1. In the United States by email to:

2. To the vessel's Flag State Administrator

le only if the report is signed by an authorized representative of your company and contains

d belief, true and complete. I am aware that there are significant penalties for knowingly
. § 1001."

marine-eca@epa.gov