Message: 9337003

From: OPS <OPS@mjlf.com>
To: "ELETSON MARITIME LTD. -- OPERATIONS" <OPERATIONS@ELETSON.COM>
Cc: Eric Halbeck <Eric@mjlf.com>,Mike Honcharik <MHoncharik@mjlf.com>,OPS <OPS@mjlf.com>
Date: Fri, 12/Jan/2018 19:08:06 (UTC: +02:00)
Subject: FW: VO – Voyage Orders - Angistri – CP 12 January 2018 - Slagen to Baton Rouge – Issue #1
Attachments(2): VO - Standard Clauses.pdf, VO - Europe Clauses.pdf

Good Day,

Kindly see attached and below voyage orders.

Please confirm and master instructed.

Best Regards,

Craig A. Carnahan
MJLF
E-mail: OPS@MJLF.COM
Office: 203-326-2880
Cell: 203-451-9655
Home: 203-226-5842

From: Meyer, Donald G [mailto:donald.g.meyer@exxonmobil.com]
Sent: Friday, January 12, 2018 12:02 PM
To: OPS <OPS@mjlf.com>
Cc: DS-SRM-ATLANTICBASIN-VGO <DS-SRM-ATLANTICBASIN-VGO@exxonmobil.com>; voyageanalystus /SM <voyageanalystus@exxonmobil.com>; chafford-ops, sc /EXT <SC.CHAFFORD-OPS@ISS-SHIPPING.COM>; ISS SERVICE CENTER - HOUSTON -- SC.HOUSTON-OPS <SC.HOUSTON-OPS@ISS-SHIPPING.COM>; MATS.MTO /SM <MATS.MTO@exxonmobil.com>; SEARIVER MARITIME INC. DMEYER <donald.g.meyer@exxonmobil.com>
Subject: VO – Voyage Orders - Angistri – CP 12 January 2018 - Slagen to Baton Rouge – Issue #1

Dear MJLF,

On behalf of Standard Tankers LLC, please find below voyage orders in accordance with the referenced Charter Party.

Please note that this is an updated format to the Standard Tankers LLC voyage orders as of January 1, 2018. If you have any questions upon your review of the orders, kindly let Charterer's contact know.
Additionally, please review the attached instructions and provide confirmation of receipt and acknowledgement of these instructions. If any of the attachments listed below are missing, promptly notify Charterer's contacts:

A. **Standard Clauses**
B. **Europe Clauses**

1. **Loading:**

Load Port	Slagen, Norway
Load Window	January 26-28, 2017
Product	VGO
Quantity	51 kt (Load quantity as per terminal) Max draft on arrival in USG 44ft. FW
Inspector	Intertek
Agent	Inchcape Shipping Services

2.0 Discharging:

Discharge Port	Genesis Terminal Baton Rouge
Discharge Window	N/A

Product	VGO
Quantity	All cargo loaded
Receiver	ExxonMobil
Inspector	TBA
Agent	Inchcape Shipping Services

Vessel shall only conduct cargo operations at nominated port(s) and or terminal(s), layberth(s) or to tank vessels used for lightering, as identified in these voyage orders. Charterer shall notify vessel of any voyage-related changes. Vessel shall disregard any voyage related instructions received from third parties and immediately refer such instructions to charterer for review.

3.0 Agency Requirements:

Owners are to appoint agents nominated by Charterer at all ports as per charter party agreement. Charterer's agents full style are as follows:

Inchcape Shipping Services (UK) Ltd
European Service Centre
1st Floor
Pegasus Square,
Innovation Way,
Europarc,
Grimsby
NE Lincs
DN37 9TT
Tel: +44 (0) 1472 252 260
Fax: +44 (0) 1472 357 949
Mobil: +44 (0) 7801 397 781
Email: sc.chafford-ops@iss-shipping.com
After hours contacts:
Allen Stark - mobile: +44 (0) 7748 636 766
Christopher Johnson – Duty - mobile: +44 (0) 7801 397 781
Graeme Barrow – Duty - mobile: +44 (0) 7801 397 781

ISS Service Center - Houston
2180 North Loop West
Suite 200
Houston, Texas 77018
Phone: 713 684 1714
Fax: 713 893 6269
Email: SC.Houston-ops@iss-shipping.com

4.0 Cargo Instructions:

4.1 Heating: VESSSEL TO MAINTAIN CARGO AT 135 DEG F. MAXIMUM LOADED TEMPERATURE NOT TO EXCEED 165 DEG FAHR. IF LOADED TEMPERATURE EXCEEDS 165 DEG FAHR, ALLOW TO COOL AND MAINTAIN AT 135 DEG F.

4.2 Cleaning: VESSEL IS TO CLEAN TANKS IN ACCORDANCE WITH THE EXXONMOBIL VOY2012 VGO CLEANING CLAUSE. OWNERS WARRANT THAT THE VESSEL, UPON ARRIVAL AT THE LOADPORT WILL HAVE FRESH WATER CLEANED ALL CARGO TANKS, PUMPS, AND LINES, AND THAT THE VESSEL WILL BE IN ALL RESPECTS SUITABLE FOR THE CARRIAGE OF VACUUM GAS OIL UTILIZING THE FOLLOWING OPERATIONS:

A. DURING THE VOYAGE TO OR AT LOADPORT, ALL CARGO TANKS, PUMPS AND LINES TO BE RINSED WITH FRESH WATER, DRAINED AND STRIPPED DRY SO THAT NO SODIUM, OR SULFUR CONTAMINANTS SHOULD EXIST. THIS WILL INCLUDE THE REMOVAL FROM THE CARGO TANKS OF ANY EXCESS WATER, BOTTOM SEDIMENTS, AND RESIDUES OF PREVIOUS CARGOES.
B. ALL SEA SUCTIONS AND OTHER OUTBOARD VALVES CONNECTED TO THE CARGO SYSTEM MUST BE SEALED BEFORE COMMENCEMENT OF LOADING AND REMAIN SEALED THROUGHOUT THE VOYAGE.
C. TANKS TO BE CLEANED TO COMPLETE SATISFACTION OF LOAD PORT CARGO SURVEYOR/INSPECTOR TO MAINTAIN COMPLETE PRODUCT SPEC INTEGRITY. ANY SLOPS OR RESIDUES REMAINING ON BOARD ARE TO BE COMPLETELY SEGREGATED.

4.3 Potential High Levels of Hydrogen Sulfide: THE PRESENCE OF HYDROGEN SULPHIDE (H2S) IN THE CARGO SHOULD BE ASSUMED. SPECIAL PRECAUTIONS SHOULD BE TAKEN FOR HANDLING SUCH CARGOES; FOR EXAMPLE, SEE THE "INTERNATIONAL SAFETY GUIDE FOR OIL TANKERS AND TERMINALS".

4.4 Tank Suitability: VESSELS TANKS/LINES AND PUMPS TO BE THOROUGHLY CLEANED, DRAINED AND DRY, AND IN ALL RESPECTS SUITABLE TO LOAD THE INTENDED CARGO PER C/P. ALL TANKS TO BE FULLY INERTED ON ARRIVAL LOADPORT.

5.0 Communications:

To ensure correct distribution of information, please ensure that vessel's name and voyage number is included in the subject line in all email messages and send all routine operations communications to the following email addresses:

Charterer's Contacts:
Voyage Coordinator: DS-SRM-ATLANTICBASIN-VGO@exxonmobil.com
To be copied on every e-mail communication: MATS.MTO@exxonmobil.com and ops@mjlf.com
(Please note no response will be sent if this email address is used without a contact email from above)

6. **Incident Reporting:**

Master to promptly notify Charterer's contacts by TELEPHONE, followed by e-mail, if any of the following takes place: If the vessel is involved in any incident, such as an accident, casualty, collision, grounding, pollution, oil spill on deck, fire, explosion, cargo system or transfer hose or arm 'pressing' or over pressurization, mooring related incident, anchoring incidents, structural failure or any incident involving cargo loss or affecting performance of the vessel/voyage, this includes alleged pollutions, touching bottom, hard contact with terminals, jetties, piers, SPM's, failure or breakdown of vessel's equipment including main, auxiliary, navigational, or cargo handling machinery, port state detentions, seizure or arrest, smoking or drug and alcohol violation, security events, unscheduled movements or deviations, or media coverage.

These notifications must be made directly and not via a Lightering Advisor, Agent, or any other charterer's representative unless the vessel's communication equipment is inoperative.

Call Voyage Coordinator, if there is no answer then call Supervisor or incident number	**Name**	**Mobile Number**
Voyage Coordinator	Donald Meyer	703-283-6789
Supervisor	John Parker	703-216-8205
Incident Line		(832) 374-0312

An immediate report of the incident should be sent by e-mail to Charterer's contacts as well as copy the following emails:
E-mail: MATS.MTO@exxonmobil.com
E-mail: incident@exxonmobil.com

The first line of each e-mail should be marked: ---EXXONMOBIL RUSH---

The E-mail notification should be sent immediately after the incident.

The initial notification and report should include:

AA Name of the Vessel
BB Date and Local Time Incident Occurred
CC Location: Coordinates – Latitude and Longitude/ Name of Port or Terminal/ Distance to the Nearest Grounding Line
DD Type of Incident (Collision, Oil Spill, etc.)
EE Estimate of Damage, Extent of Cargo Loss and Extent of Any Pollution
FF Any Personal Injuries
GG Effect on Operations, Delays to the Vessel
HH Authorities Notified
II Degree of Publicity, if any
JJ Name of Person making the report
KK Contact number and alternate number

In any event, Master should notify local government, if required, and vessel owners/operators using the fastest means possible.

As soon as practicable, your owners/operators are requested to forward a written report by e-mail detailing the incident, including root causes to:
International Marine Transportation Singapore
Attn: Incident Coordinator
E-mail: incident@exxonmobil.com

These reporting requirements do not relieve the vessel's Master/ Owners from responsibilities to provide appropriate responses to any incident specified in the foregoing and do not imply any Charterer's obligation either to take, or not to take, any action

subsequent to the receipt of such report(s) other than those expressly covered under the terms of the charter party.

Best regards,

Don

Donald G. Meyer
SeaRiver Maritime, Inc.
22777 Springwoods Village Parkway
Rm E3.2A.501
Spring, TX 77389
(832) 625-3138 Office (Lync)
(703) 283-6789 Mobile

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