| | A | B | C | D | E | F | G |
|---|---|---|---|---|---|---|---|
| 1 | ## North America Emission Control Area Fuel Oil Non-Availability Report | | | | | | |
| 2 | ## ECA0100 | | | | | | |
| 3 | ## 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 4 | ## | | | | | | |
| 5 | ##(Include Double Pound for comments, not form fields) | | | | | | |
| 6 | ##Report Form ID | Ship Operator Name | Vessel Name | Flag Country | IMO ID Number | Date of ECA First Notice | Location of ECA First Notice |
| 7 | ECA 0100 | Eletson Corporation | MT KINAROS | GR | 9405538 | 25-Jun-13 | Under previous Voy at Tuxpan, Mexico |

| | H | I | J | K | L |
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| 1 | | | | | |
| 2 | | | | | |
| 3 | 8 | 9 | 10 | 11 | 12 |
| 4 | | | | | |
| 5 | | | | | |
| 6 | Name of Ports after First Notice | Name of Last Port before ECA Entry | Name of Port with Fuel Oil Supply Disruption | Name of Original Fuel Supplier with Disruption | Number of Fuel Suppliers Contacted |
| 7 | Tuxpan, Mexico | Tuxpan, Mexico | Brownsville, Texas. No bunkers available | N/A | Via Brokers LQM |

| | M | N | O | P | Q | R |
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| 1 | | | | | | |
| 2 | | | | | | |
| 3 | 13 | 14 | 15 | 16 | 17 | 18 |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | Date of Entry in the ECA | Time of Entry in the ECA | Sulfur Content of Non-Compliant Fuel Oil | Projected Hours on Main Propulsion | Name of First POC | Compliance Fuel Oil Available at First POC? |
| 7 | 26 June,2013 PM HRS | APROX. 22:00 | 2.58% HSFO ROB | ARPOX. 24hrs | Brownsville, Texas | NO BUNKERS AVAILABLE |

| | S | T | U | V |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | | |
| 3 | 19 | 20 | 21 | 22 |
| 4 | | | | |
| 5 | | | | |
| 6 | Plan to Bunker Compliant Fuel Oil at First POC? | Number of fuel suppliers contacted at First POC | Name of Second POC | Compliant Fuel Oil at Second POC? |
| 7 | NO | N/A. SAME ADVISED BY BROKERS LQM | INTENTION HOUSTON HOFTI | YES |

| | W |
|---|---|
| 1 | |
| 2 | |
| 3 | 23 |
| 4 | |
| 5 | |
| 6 | Plan to Bunker Compliance Fuel Oil at Second POC? |
| 7 | YES. PROVIDED SPECS 2010 AVAILABILITY AS RECENTLY WE HAVE HAD QUALITY ISSUES WITH LSFO BUNKERS LIFTED FM HOUSTON WITH HIGH ALU/SIL CONTENT IN ADDITION TO HIGH TCP VALUES |

| | X | Y | Z | AA |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | | |
| 3 | 24 | 25 | 26 | 27 |
| 4 | | | | |
| 5 | | | | |
| 6 | Number of Fuel Suppliers Contacted at the Second POC? | Date of Exit from ECA? | Time of Exit from ECA? | Has this vessel operated in the ECA in previous 12 months? |
| 7 | 1 AVAILABLE ONLY; CHEMOIL | Estimated stay 5 days. 1 July 13 | TBA | YES |

| | AB |
|---|---|
| 1 | |
| 2 | |
| 3 | 28 |
| 4 | |
| 5 | |
| 6 | Number of Separate Visits to the ECA |
| 7 | Since Aug 12. 30 Visits |

| | AC |
|---|---|
| 1 | |
| 2 | |
| 3 | 29 |
| 4 | |
| 5 | |
| 6 | Number of Ports visited in the ECA |
| 7 | 14 TIMES VISITED LOS ANGELES SINCE AUG 20212. USING ALWAYS LSMGO (Sulphur less than 0.1%). Previous Voy same as this one. No compliant bunkering possible due to no LSFO (2010) specs availabe at Houston Hofti |

| | AD | AE | AF | AG | AH |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | 30 | 31 | 32 | 33 | 34 |
| 4 | | | | | |
| 5 | | | | | |
| 6 | Previously submitted ECA0100 forms? | Number of Submitted Reports | Designated Corporate Official Name | Designated Corporate Official E-mail | Designated Corporate Official Phone Number |
| 7 | YES | 32 | Mr Ioannis Zilakos | operations@eletson.com | 0030-2104598377 |

| | AI |
|---|---|
| 1 | |
| 2 | |
| 3 | 35 |
| 4 | |
| 5 | |
| 6 | Description of Actions to Achieve Compliance |
| 7 | Since August 2012 subject vessel has always used compliant bunkers in the ECA area. Currently no LSFO available on board. Vsl was fixed to perform a similar voyage as per last, loading from 1st port Brownsville, Texas and 2nd port Houston Hofti. No bunkers available at 1st port but there are available at 2nd port Houston Hofti via the only one supplier Chemoil. Our plan is to bunker at 2nd port and be in copliance upon our arrival or departure. However, recently we had serious quality issues on other ships of the fleet whilst bunkering LSFO quantities at houston with some off spec cases where TCP values were not in accordance with ISO specs. Our bunkering of LSFO fuel will also depend on suppliers' availability of on spec product. |