APPENDIX "I"

LETTER TO THE MASTER

Dhekelia Power Station

Dear Sir

Please find here below notes on fuel oil discharge arrangements at this Power Station for your information and guidance.

1. This open roadstead Conventional Buoy Mooring is designed with four legs (please see sketch attached) to take Tankers up to 50,000 tons DWT and a maximum length of 224m (735 ft) with bows facing 202° (True). The depth of water in the berth is 15.85m (52 ft) and the maximum safe draught is 12.0m (39 ft).

2. The prevailing wind is South West and therefore your vessel should be moored with sufficient length of anchor cable out on the sea-bed to cater for high winds and rough seas from that direction. If during the discharge operation, due to inclement weather conditions, or for any other reasons the vessel is beginning to drift from its berth, then immediate action must be taken for the disconnection of our flexible hose. Under these conditions no manoeuvring of the vessel on its berth is allowed, prior to the disconnection of our flexible hose. Power Station staff on board will carry out the disconnection.

3. Discharge from your vessel to the shore tanks is through 60m of 300mm (12 in) bore flexible hose connected to a 300mm bore steel pipeline. The total length of the pipeline is approximately 876m. Maximum permitted back pressure when discharging is 10 bar (147 p.s.i.g.). Also the maximum permitted temperature of the cargo before entering the first 300mm (12 in) bore flexible hose section is 80°C.

4. The seaward end of the steel pipeline is marked by a spar buoy which is anchored 5m east of the end of the pipeline. The free end of the flexible hose is marked by a nun buoy.

5. Power Station staff will be provided on board during the off loading operation to assist in connecting/disconnecting the hose to your pumps discharge manifold.

6. Communication for the purpose of pumping control is by means of radio and in the event of failure, by ship and shore siren:-

   - One (1) long blast will indicate STOP pumping
   - Three (3) blasts will indicate START pumping

A GREEN light situated some 7m above sea level at the shore end of the pipeline indicates that pumping may proceed, whilst a RED light in the same place indicates that pumping must not proceed.

7. If it becomes necessary to disconnect our flexible or stop pumping for any reason for a period exceeding 30 minutes it is absolutely essential that the pipeline be cleared of oil by pumping water for at least 15 minutes. If disconnection of the flexible hose is carried out in emergency conditions and does not permit the pumping of water then FIVE (5) blasts should be given by the ship's siren to indicate that the shore pipeline clearing pump should be used.

It should be stressed that Local Authorities are very strict with regard to sea pollution and this matter should be given utmost care to avoid unpleasant consequences. Please kindly use sewage holding tank, if available, while at Dhekelia Power Station Berth.

8. With regard to Laytime the Contract provides:-

"The time allowed for discharge of a cargo of 30,000 metric tonnes shall be 72 weather permitting hours under the port time concept i.e. from the time the vessel is securely moored to the satisfaction of the purchaser or his representative and a notice of readiness for discharge operation has been tendered by the master of vessel and accepted by the purchaser or his representative until hoses are disconnected. For a smaller or larger quantity, time of discharge will be prorata. Mooring of the vessel is allowed only during daylight.

If Regulations of the owner of the vessel or the Port Authorities prohibit discharge of the cargo at night, the time so lost shall not count as used laytime. If the purchaser prohibits the discharge at night the time so lost shall count as used laytime. The seventy-two (72) weather permitting off loading hours shall be increased by any time which may be lost due to vessel`s breakdown or due to vessel`s default or incapability of its facilities to discharge the cargo at the rate 500 tonnes per hour minimum".

You are, therefore, requested to discharge the cargo at not less than the minimum of 500 tonnes per hour and viscosity not more that 365 centistokes as the clause of the same contract regarding delivery to our installation provides that:-

"During off loading operation the vessel's heating and pumping plant must be adequate to maintain a through-put of minimum 500 tonnes per hour through the pipeline to the purchaser`s fuel oil storage tanks at Moni and/or Dhekelia. The viscosity of fuel oil during the discharge operation must not exceed 365 centistokes (1500 secs Redwood No.1). Vessel must have derricking facilities of not less that four (4) tonnes capacity and must have the facilities to clear the pipeline with sea water whenever is requested and on completion of discharge of cargo".

Furthermore it is requested that disconnection of ropes from our moorings, prior to ship`s departure, should be carried out first on the ship`s side (slackening) and then disconnected from the buoys hook.

In case of emergency or in case of strong winds prohibiting slackening of the ropes, then and only then it is permitted to use the emergency hook tripping mechanism.
This requirement is necessary because hook tripping always results in damage to our buoys.

Yours faithfully

Power Station Manager