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| CHIRIQUI GRANDE, ATLANTIC TERMINAL | Page N°: | |

CHIRIQUÍ GRANDE PORT INFORMATION MANUAL

PETROTERMINAL DE PANAMA S.A.

THIS BOOKLET IS INTENDED TO ACQUAINT OWNERS, CHARTERERS, MASTERS AND CREW OF VESSELS CALLING AT THE ATLANTIC TERMINAL OF PETROTERMINAL DE PANAMA, S.A. WITH THE GENERAL CONDITIONS AND FACILITIES.

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MODIFICATIONS RECORDS

| CDS N° | Required by | New Edition, No. | Description | Date of issue | Authorized by: |
|---------------|--------------------|-------------------------|---|----------------------|-----------------------|
| 145 | PG | 11 th | Add in Section I, item 5 "H2S Measurement", that any H2S Alarm detected above 5 ppm on the vessel, shall be communicated immediately to the Control Room. Appendix C, Berthing and Towage Conditions, | 18/01/13 | QAM |
| 152 | LC | 12 th | Appendix K – Key Meeting & Pre-transfer Communication | 06/06/13 | QAM |
| 184 | PG | 13 th | Section I & VI, Anchorage. Section I & VI, Anchorage. "It is prohibited to dump garbage overboard. Any vessel found in violation will be reported to the authorities. Vessels are allowed to coordinate garbage disposal with ship's agent, prior notification to PTP and in full compliance with panama maritime authorities, environmental regulation and international laws" | 10/14/14 | QAM |
| 236 | PG | 14 th | Revision of Section I - Consideration to the Environment; Section VI – Anchorage; Section X - Berth Details, Section XI – Deballasting/Unloading/Loading Operation Procedures | 02/26/18 | QR |
| 258 | JH | PIM 15 th | Appendix C. Berthing and Towage Conditions. It is add Mooring Master Name, Signature, Vessel Stamp Section | 11/27/20 | QR |
| 285 | JH | PIM 16 th | Berthing and Towage Conditions update | 12/04/24 | QR |
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Terms of Use

This booklet contains general information and safety regulations for vessels using the terminal facilities at Petroterminal de Panama – Chiriqui Grande Terminal (Atlantic Side)

The Master has the responsibility for the safe conduct of operations onboard his vessel while at the terminal.

Prior to commencement of operations we seek your full co-operation and understanding on the safety requirements set out in the Ship/Shore Checklist and in these regulations.

Failure to comply with these regulations will involve cessation of cargo operations and/or removal from the berth, pending complete investigation and receipt of written assurance from the Master that effective control has been established. A vessel will be held responsible for any cost and delays arising from non-compliance with the relevant safety procedures.

This booklet is intended to acquaint Owners, Charterers, Masters and Crew of vessels calling at the Atlantic Terminal of Petroterminal de Panama, S.A. with the general conditions and facilities.

While every effort has been made to ensure that all information given in this booklet is accurate at the time of issue, it is not guaranteed or intended in any way to replace other official publications relating to this or other areas.

Petroterminal de Panama, S.A. does not accept any responsibility for any errors, omissions or for the consequences of using this manual for any purpose.

Masters are free to ask for clarification on any matter whether mentioned herein or not.

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| F 1-14 | SBM MOORING ARRANGEMENTS/DETAILS |
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| N | HOSE INFORMATION SBM |
| O | SAFETY LETTER TO MASTER OF VESSEL |
| P | SBM DETAILS |
| Q | PANAMA MARITIME AUTHORITY GENERAL DECLARATION (T-1-2) |
| R | DECLARATION OF SECURITY |

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SECTION I - TERMINAL INFORMATION

LOCATION

The PORT OF CHIRIQUI GRANDE, is located in the Laguna de Chiriquí, on the Atlantic Coast of the Republic of Panama, at 8° 56' N Latitude / 82° 07' W Longitude. The port is capable of handling oil tankers at the SBM's and also cargo vessels and tankers at the cargo dock.

LAGUNA DE CHIRIQUI

General Remarks

Laguna de Chiriquí deep-water bay is about 30 miles long, in an east/west direction, and about ten (10) miles long from north to south, is bound on the east by Peninsula Valiente, on the south and west by the mainland, and on the north by Isla Popa, Cayo de Agua, and the adjacent islands and reefs. Canal del Tigre, which lies between Peninsula Valiente and Cayo de Agua, is the main access channel into the lagoon (see Appendix L for buoy positions).

The north side of the lagoon, including the entrance, is fringed by detached shoals. These shoals lie up to about five (5) miles south of the entrance and along the east shore of the lagoon. The west end of the lagoon south of the fringing reefs is almost entirely clear of danger. The low shores of the lagoon are indented by numerous small bays and rivers and marked by several villages.

INSPECTIONS:

Panama is a signatory to the Memorandum for Port State Control and, in addition to PTP inspections, masters of vessels can expect governmental inspections to be random aimed at confirming that all international standards are met.

1. Authorities

Master should allow Terminal Representative and Autoridad Maritima de Panama (A.M.P) access to their vessels for purposes relating to free pratique and the operation process. A.M.P. permits employees of P.T.P. to board vessels, before the ship receives free pratique, for the purpose of mooring maneuvers and connecting loading hoses.

In accordance with standard international practice, ships are required to display International Code Signals for vessels requesting free pratique and these should be displayed until pratique has been granted. Vessels arriving from a port outside the Republic of Panama will have to be fumigated. (Contact

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your agent). The vessels agent will handle all documentation necessary and will coordinate with the authorities (immigration, customs, maritime authority, quarantine).

2. Consideration to the Environment

As the terminal area is very close to a tourist area, every effort to reduce the environmental impact to the community is appreciated. During your vessels stay in Chiriqui Grande soot emissions from your vessels funnels are prohibited.

GARBAGE DISPOSAL OVERBOARD, IS PROHIBITED. ANY VESSEL FOUND IN VIOLATION WILL BE REPORTED TO THE AUTHORITIES. VESSELS ARE ALLOWED TO COORDINATE GARBAGE DISPOSAL WITH SHIP'S AGENT, PRIOR NOTIFICATION TO PTP AND IN FULL COMPLIANCE WITH PANAMANIAN MARITIME AUTHORITIES, ENVIRONMENTAL REGULATION AND INTERNATIONAL LAWS"

THE VESSEL AT THE PORT FACILITIES SHALL COMPLY WITH THE FOLLOWING INSTRUCTIONS TO DISPOSE OF ITS GARBAGE:

| DISPOSAL DESCRIPTION | AREA | |
|----------------------|-------------|------------|
| | CARGO BUOYS | CARGO DOCK |
| GARBAGE | ALLOWED | ALLOWED |
| SLUDGE / OIL MIXTURE | NOT ALLOWED | ALLOWED |

GARBAGE DISPOSAL AT CARGO BUOYS IS ALLOWED ONLY BY BARGE OR BOAT. GARBAGE AND SLUDGE / OIL MIXTURE DISPOSAL IN CARGO DOCK IS ALLOWED BY BARGE, BOAT OR AUTHORIZED VEHICLES.

3. Portable Electronic Equipment

Mobile phones, personal computers, pagers and cameras may only be used in or on:

- Permanent buildings as nominated by Terminal Personnel
- Areas on the ship nominated by the Master (agreed designated areas between PTP & vessel).
- Mobile phones shall be switched off in the terminal area and only to be used in the accommodation of the ship.
- Batteries for mobile phones, pagers and UHF/VHF radios should not be changed, unless it is inside a permanent building.

4. Smoking and the use of Naked Light

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Smoking is PROHIBITED in the following locations:

1. Entire Terminal area
2. Aboard launches
3. On jetties and in motor vehicles inside the Terminal, except in designated buildings.
4. On ships except in places designated by the Master and agreed by the Representative of the Terminal.

In accordance with ISGOTT, two locations only will be established in the after end of the vessel. In addition to NO SMOKING, blowing or cleaning of boiler tubes in the vicinity of the terminal is PROHIBITED.

5. H2S Measurement

MAXIMUM ALLOWABLE CONCENTRATION OF H2S IN VAPOR SPACE IS 100 PPM. ANY ADDITIONAL PPMs OF H2S WILL HAVE TO BE PRE-APPROVED

On arrival cargo tanks must be depressurized to minimum positive pressure to allow the shore representative to perform a H2S measurement or reading. Failure to comply with these regulations will result in possible shifting to the anchorage. Any cost arising from shifting and subsequent delays will be for ships account.

NOTE: IF ANY HIGH H2S ALARMS SOUND (HIGHER THAN 5 PPM ON DECK) NOTIFY CONTROL IMMEDIATELY.

6. Salinity

Outside the lagoon: 1025 (SP.GR).

Inside the lagoon and close inshore especially during the rainy season it may be as low as: 1015 (SP.GR) due to rain water runoff from the rivers. This should therefore be checked.

7. Temperature of sea water

It varies between (26°C – 28°C) 80°F - 83°F.

8. Canal del Tigre (Tiger Channel):

The north approach to Canal del Tigre lies between Roca Tigre and the Southeast side of Cayos Zapatilla to the West.

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9. Punta Valiente (9° 11' N, 81° 55' W)

A bold densely-wooded point rises to an elevation of 152m to 183m (500 to 600 ft.) on the east side of the east entrance to Laguna de Chiriquí. Foul ground extends about 1-1/4 miles west from the point and continues south about 1-3/4 miles to the entrance to Bluefield Creek.

10. Cayos Valiente

A group of islets extending about ¼ mile east and west direction lie on the north part of this reef.

11. Virginia Rocks

Lie on the west edge of the reef about 1¼ miles west southwest of Punta Valiente, and Bluefield Rock, 9.8m (32 ft.) high stands on the south edge about 1½ miles south of this point.

12. Valiente Peak (9° 10' N, 81° 55' W)

A conspicuous 231 meter (758 ft.) hill stands about one (1) nautical mile south of Punta Valiente.

13. Cayos Tigres (Tiger Keys):

Several islets lying in an east and west direction for about one (1) nautical mile, stand about 1.75 nautical miles north of Punta Valiente. Roca Tigre, a detached 8.5m (28 ft.) rock marked by a white beacon, stands about 2.5 nautical miles north northwest of the same point. Tiger Breakers, over which the sea breaks heavily, together with several shoal patches, lie on the bank within about 3/4 miles northwest of Roca Tigre. Canal del Tigre leads into Laguna de Chiriquí. This channel is buoyed as indicated in Appendix C of this manual.

SEE USHO PUBLICATION 144 - SAILING DIRECTIONS FOR CARIBBEAN SEA AND BRITISH ADMIRALTY PILOT.

14. Terminal contact details.

| | |
|------------------------------|--|
| Email | operations@petroterminal.com |
| 24 hrs duty telephone number | + 507-6618-1712 (mobile) +507-756-9125 (ext. 210) |

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SECTION II - PRE ARRIVAL INFORMATION

1. Pre-Arrival Information – Tanker to Terminal

All communications shall be in local times at Chiriqui Grande. The following information shall be sent 72 hours prior to arrival, and again 48, 24 and 12 hours, prior to arrival, stating the expected hour of arrival and thereafter shall advise PTP of any variation of more than four hours.

The following information shall include, but not limited to:

- 1- Name of vessel / IMO No. / Call sign.
- 2- Estimated time of arrival at pilot boarding area or anchorage area.
- 3- Overall length and draught on arrival and expected departure draught (fwd & aft).
- 4- Any defects that could adversely affect safe operations or delay commencement of cargo handling.
- 5- Ship's manifolds details, including type, size and number.
- 6- Submit information of the vessel Five (5) last previous cargos.
- 7- Confirmation that the ship's tanks are in an inert condition and that the system is fully operational and reporting conditions of cargo tank atmosphere:
 - Oxygen: % (Max 8%)
 - H2S: ppm (Max 100 ppm)
- 8- Security level of vessel prior to arrival.
- 9- Ship's displacement on arrival.
- 10- Slops condition
- 11- COW requesting.

NOTE: See Pre arrival Information Procedure.

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SECTION III - CHARTS AND PUBLICATIONS

CHARTS:

NIMA (DMA-USHO)

| | | |
|-------|--|------------|
| 28041 | Approaches to Bocas del Toro & Laguna Chiriquí | Appendix A |
| 28042 | Entrance to Laguna de Chiriquí & Chiriquí Grande | Appendix B |

BRITISH ADMIRALTY (UKHO)

55 Chiriqui Grande, Bahia Almirante & Laguna Chiriqui

Masters should ensure that the chart in use is suitable for navigation when using GPS or satellite systems.

SAILING DIRECTIONS:

DMA USHO Publication 144 Sailing directions for Caribbean Sea.

British Admiralty Pilot. N.P.7A South America Pilot Volume III

ZONE TIME IN USE

UTC - five (5) hours (ZD+ 5) (Daylight saving time is not observed.)

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SECTION IV - TIDE, CURRENTS, WIND, WAVE HEIGHT, VISIBILITY.

TIDES

Maximum tidal range is: 2.1 Feet (0.64 meters)
Mean tidal range is: 0.8 Feet (0.24 meters)

The tidal flow in the lagoon is weak.

CURRENTS

Cross currents of varying velocity have been observed entering Canal del Tigre.

At the offshore anchorage prevailing currents are predicted to be from the east-northeast.

INFORMATION

Location : Latitude 08° 58' N
Longitude 82° 06' W

Chart Depth: Controlling Depth inside Lagune 81' feet (24.69 meters)

WEATHER CONDITIONS AT CHIRIQUI GRANDE

A. WIND:

No mooring operations: normally there will be no berthing operations in wind conditions above 20 sustained knots or are forecasted during vessels anchorage stay.

Cargo operations stop: operations shall be stopped and vessel must keep in stand by for hoses drained at 20 sustained knots wind Speed.

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Hoses disconnected: any operation of the loading hoses at SPM Buoys should not take place above 25 sustained knots wind speed. When weather conditions are on the borderline, hoses can be kept connected but should be drained empty.

Vessel to be made ready to clear Buoy: above 30 sustained knots wind speed vessel will prepare for unmoored and should keep clear of the buoy area maintaining communication with Rambala Control.

The seasonal normal wind regimen occurring at the lagoon is as follows:

1. **NOVEMBER - MARCH:** Wind speeds greater than 19 MPH (8 m/s) occur 20.4 % of the time in February. The predominant directions are from the north and northeast (72.2% occurrence in February). This is the primary windy season. February is the windiest month.

2. **APRIL - JUNE:** Wind speeds exceed 19 MPH (8 m/s) 3.3% of the time in June. The predominant wind directions are north, northeast, and east. (58.3% occurrence in June) This season is the secondary calm season.

3. **JULY - AUGUST:** Wind speeds exceed 19 MPH (8 m/s) 8.8 % of the time in July. The predominant directions are north, northeast and east (71.2% occurrence in July). This season is the secondary windy season.

4. **SEPTEMBER - OCTOBER:** Wind speeds exceed 19MPH (8 m/s) 2.3% of the time in October. Predominant wind directions are north and northeast (28.4% occurrence in October), and south and southwest (27.6% occurrence in October). This season is the primary calm season.

B. WAVES - The seasonal wave height

1. **NOVEMBER - MARCH:** Significant wave height exceeds 1.9 feet (0.6 m) 36.2% of the time in February. North and northeast wave directions predominate, occurring 72.2% of the time in February. This is the roughest season. February is the

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roughest month.

2. APRIL - JUNE: Significant wave height exceeds 1.9 feet (0.6m) 7.8% of the time in June, north, northeast and east wave directions predominate, occurring 58.3% of the time in June. This is the secondary calm season.

3. JULY - AUGUST: Significant wave height exceeds 19.7% of the time in July. North, northeast and east wave directions predominate, occurring 71.2% of the time in July. This is the secondary rough season.

4. SEPTEMBER - OCTOBER: Significant wave height exceeds 1.9 feet (0.6m) 3.9% of the time in October. North and northeast wave directions occur 28.4% of the time, and south wave directions occur 14.6% of the time in October. This is the primary calm season.

Rain squalls with strong winds of short duration may be expected from time to time, being more prevalent from November through March.

C. VISIBILITY RESTRICTIONS:

Vessels below 50,000 SDWT: berthing/unberthing will be suspended, if the visibility is less than a ships length. Vessels above 50,000 SDWT: on berthing and sailing more than 1.0 NM visibility is required.

D. ELECTRICAL STORMS

Loading/discharging operations will be suspended on the approach of electrical storms whether or not an IG and/or vapor control system is in use. All tanks openings, tank-venting systems (including IG mast riser isolating valve) and manifold valves must be closed.

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SECTION V - NAVIGATION AND NAVIGATIONAL AIDS

The approach to the terminal is from approximately northeast. (See Appendix A)

The depth at SBM North is 74', SBM South 66', and 36' at the Cargo Pier. There is deeper water in the approach.

There are four (4) principal navigational aids available to mariners:

1. Roca Tigre Light.
2. Roca Tigre Racon.
3. Canal del Tigre buoys.
4. Terminal range leading lights and day marks.

ROCA TIGRE

LIGHTS - exhibited from steel tower 50' above sea level.

Beacon on chart, Latitude 9° 13' 02" N /
 Longitude 82° 56' 28" W

Flash Every - 5 second (1.5 seconds on 3.5 off).

RACON -Transmission Characteristics:

Frequency range - 9500 MHZ (3 cm) swept frequency type

Azimuth COVERAGE 360°

Nominal range is 18 miles

Transmission - 24 hours.

This radar beacon operates in the marine radar band and is activated by the ships radar in the course of normal operation. It gives the observer his range and bearing

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from the position of the beacon.

The radar signal appears as a narrow flash Morse letter P, (.-.-.), or lengthened echo superimposed on the radar screen on the bearing of the radar beacon, commencing at a point just beyond the radar beacon position and continuing radially outwards, away from the vessel.

The radar beacon sweeps the frequency band 9300 - 9500 NHZ once every 70 seconds approximately, and the flash will appear on screen for a few radar trace revolutions.

The number of successive flashes seen depend on the distance of the ship from the radar beacon site and will be less at maximum distance.

If interference with the normal radar display is experienced from the radar beacon signal it may be reduced by suitable adjustment of the differentiator or anti-clutter controls on the ship's radar.

LIGHTS AND BUOYS

The lighted buoys in the channel are listed in Appendix L.

TERMINAL LEADING LIGHTS AND DAY MARKS

Front 8° 56' 29.8" N; 82° 06' 47.9" W
Rear 8° 56' 28.9" N; 82° 06' 48.5" W

WHITE PANELS: 24' in height, 12' wide with 4' vertical black stripe in center.

LIGHTS IN LINE: 212°T - 032°T (True Bearing).

LIGHT

FL. W. EV. 1 SEC. (.3 on, .7 off)
FL. W. EV. 4 SEC. (.3 on, 3.7 off)

These lights are cylinder lights visible approx. 10° each side of transit line.

SBM'S

Are fitted with flashing white lights and the hoses with white lights:

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Flashing White Lights:

North SBM 8° 58' 04" N 82° 06' 27" W LTS: FL.W.EV. 1 SEC
 South SBM 8° 57' 28" N 82° 06' 06" W LTS: FL.W.EV. 1 SEC

TERMINAL LIGHTS

There are yellow lights on the crude oil tanks, located at:

Latitude 8° 56.6' N,
 Longitude 82° 08.3' W,

At an elevation 200 meters above sea level and can be seen at a great distance on a clear night.

The communication tower red light, located 656 feet (200m) east of the crude oil tanks, at an elevation of 820 feet (250m) can be similarly observed.

The white working lights within the terminal are also reported to be conspicuous.

“Vessels proceeding to or departing from the Cargo Dock should embark/disembark the pilot at least one mile northeast of the south SBM and keep well clear of the SBM area and floating hoses”.

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SECTION VI - ANCHORAGE

ANCHORAGE

All vessels at anchor waiting for mooring to the SBM'S should maintain a radio watch with the terminal ("RAMBALA CONTROL") on channel 16 VHF (calling; working Channel 14)

Every vessel shall fly her national flag and flag of the Republic of Panama between sunrise and sunset. The dumping of trash and other garbage is prohibited. Any trash or garbage so dumped will be removed and the expenses involved will be for the vessel's account. Radio watch shall be maintained on VHF Ch 16 & 14. Launch service is limited and may or may not be available at short notice; therefore it is recommended ample notification (12 hr) via ship's agent. Crew members and visitors use the launches at their own risk.

GARBAGE DISPOSAL OVERBOARD, IS PROHIBITED. ANY VESSEL FOUND IN VIOLATION WILL BE REPORTED TO THE AUTHORITIES. VESSELS ARE ALLOWED TO COORDINATE GARBAGE DISPOSAL WITH SHIP'S AGENT, PRIOR NOTIFICATION TO PTP AND IN FULL COMPLIANCE WITH PANAMANIAN MARITIME AUTHORITIES, ENVIRONMENTAL REGULATION AND INTERNATIONAL LAWS"

VESSELS NOT BERTHING ON ARRIVAL

The pilotage through the Canal del Tigre Channel is not compulsory but the Captain as per safety measure can request a pilotage service. Pilot will be available to bring vessel into lagoon anchorage, if requested by the Master (call on Channel 16 or 14). If pilot is not available, vessel should anchor outside the lagoon and maintain a listening watch on VHF Channel 16. The terminal will advise vessel in sufficient time to make necessary preparations.

OUTSIDE ANCHORAGE

Vessels may anchor on the coastal shelf outside the lagoon. Suggested anchorage location is 9° 12 N, 82° 00 W, where the mud bottom provides good holding ground.

At the Master's option, the vessel may proceed to the lagoon anchorage. Vessels

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inbound are requested to make a VHF traffic call before entering the channel, and give priority to outbound vessels.

IN LAGOON

The area to the east of the SBM'S is probably the most convenient area for anchoring.

The bottom of the lagoon is reported to be soft mud. Vessels should keep at least two miles clear of SBM if at anchor. Suggested anchorage locations are between Lat, 8° 59' N and 9° 00 N, Long 82° 04' W.

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SECTION VII - COMMUNICATIONS

FREQUENCY ALLOCATION

Channel

Use

| | |
|-------|--|
| Ch 10 | Agent and Commercial Operations |
| Ch 11 | Alternative cargo frequency* |
| Ch 13 | Cargo handling only* |
| Ch 14 | Pilots and boats working frequency |
| Ch 16 | Distress and first contact channel. All vessels at anchor should maintain a listening watch on this Channel. |

*use only on instruction from Rambala Control.

GENERAL

Vessels at anchor within the lagoon are requested to refrain from using VHF Channel 13; since a persistent FM "DUCT" causes interference with cargo operations at the other PTP terminal at Puerto Armuelles. The use of Channel 14 use should also be minimized for the same reason.

ALWAYS IDENTIFY CALLING VESSEL AND VESSEL BEING CALLED.

Vessel approaching the terminal maintains a continuous listening watch on Channel 16.

Call sign for the terminal before arriving is **"PTP CONTROL"**.

Call sign for the terminal while at SBMs and anchorage is **"RAMBALA CONTROL"**.

Call sign for the pilots is **"PTP PILOTS"**.

Vessels at anchor should maintain a listening watch on Channel 16.

Most terminal radios are equipped with Channels 11, 13, 14 and 16.

COMUNICACIONES WHEN AT SBM

All communications when at the SBM will be conducted in the English language.

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Loading and unloading operations will be controlled by VHF radio communication between the vessels at the SBM, and "**RAMBALA CONTROL**" on VHF Channel 13.

The Mooring Master will bring two (2) portable VHF radio units on board at the time the ship begins its approach to the SBM. One of these radios will be assigned to the Person in Charge of cargo operations on board the vessel.

The Person in Charge must maintain this radio in his possession at all times. This radio must not be changed to any other channel unless instructed to do so by "RAMBALA CONTROL".

All cargo communications will be identified by ship name.

COMMUNICATIONS FAILURE

In the event of a complete communications failure, vessels at the SBM will indicate their inability to make VHF contact by sounding five (5) long blasts on the ship's whistle or siren. At night, the vessel's signal search light or Aldis lamp may be used to alert control room personnel (at the base of the pier). (It may not be possible for a vessel at the north SBM to see the control room while lying west of the buoy).

AGENCY COMMUNICATIONS*

Agents wishing to contact ships will call "RAMBALA CONTROL" on VHF Channel 16 and request the operator on duty to advise the ship.

Ships may call their agent on Channel 10. Ship/Agency business cannot be communicated on Channel 13.

**Ships must use their bridge VHF, on LOW POWER, when communicating with agents, to avoid interference with cargo communications.*

The cargo operations radio must not be used for agency traffic, or changed from Channel 13 unless directed by "RAMBALA CONTROL".

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SECTION VIII - NOTICES / ETA'S

ETA' S

ETA' S may be sent via ships agents who will notify the terminal, or directly to the Rambala Control Room via e-mail address opecg@petroterminal.com.

ETA to pilot station and the pre arrival information previously mentioned shall be sent 72 hours prior to arrival, and again 48, 24 and 12 hours, prior to arrival, stating the expected hour of arrival and thereafter shall advise PTP of any variation of more than four hours.

All communications should be in Chiriquí Grande local time.

ETA' S SHALL INCLUDE

- Vessels name
- ETA Pilot station (local time).
- Arrival draft
- Quantity of product to be loaded / discharged.
- Any conditions that will affect loading, or discharging operations.
- Deviations from the recommended fittings.

In practice, the terminal is notified by the customer what cargo is required and the terminal has the data on all ships that have already visited Petroterminal.

In giving arrival times, it should be noted that the terminal is interested in the time the vessel will arrive at the pilot station. (Not when the ship made "end of sea passage".)

NOTICE OF READINESS

Notice of Readiness is considered to be received by the Terminal:

1. When the vessel tenders the Notice of Readiness to load or discharge upon arrival at the Pilot Station INSIDE the Lagoon of Chiriquí, when the vessel arrives at the anchorage area INSIDE the

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Lagoon of Chiriquí.

2. When a berth is NOT available and the vessel elects NOT to enter the Lagoon of Chiriquí and decides to anchor or wait outside the Lagoon of Chiriquí, the vessel may tender its Notice of Readiness when it arrives in the area of the outside anchorage, approximately 15 miles from the Terminal. In this case, the Notice of Readiness is considered received at this time **PLUS +2 HOURS**

Nothing in these rules will interfere with any business arrangements made by PTP and the User In respect to laytime, demurrage and other contractual obligations.

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SECTION IX - PILOTAGE

VESSELS SHALL NOT APPROACH THE IMMEDIATE VICINITY OF THE TERMINAL WITHOUT BEING AUTHORIZED.

Pilotage to and from the terminal SPM Buoys is compulsory and Use of Tug is compulsory for vessels exceeding 150,000 SDWT. Services are available on a 24h basis and supplied by PTP on the terms set out in the terminal's Berthing and Towing Conditions, this document shall be signed by all masters. The outgoing or unberthing vessel will have priority over the incoming vessel, providing the normal rules of navigation are not infringed.

A vessel speed of 4 to 5 knots would be an appropriate speed for embarking the pilot. Ships should make an appropriate lee way for the Pilot and the ladder should conform to IMO requirements and IMPA (International Maritime Pilots Association) recommendations. Discharging vessels should place the ladder on the port side when on northerly heading. Loading vessels should place the ladder on the starboard side when on a westerly heading. Vessels with a freeboard of 9 meters or more shall provide suitable accommodation ladder, in addition to a pilot ladder (combination ladder). Vessels shall have both anchors ready for use. Masters will advise Terminal, before berthing, of any damage or disability to his vessel. To drop anchor is completely prohibit in the SBMs vicinity.

A. PILOTAGE FOR CANAL DEL TIGRE

Pilotage for the channel leading into the Laguna de Chiriquí is optional.

Masters requesting a pilot for the passage into the lagoon should follow the procedure on section C of this page.

The Master may proceed directly to the inner (lagoon) anchorage, without taking a pilot, and will observe all applicable Navigation Rules.

Vessels arriving and intending to proceed through the Canal del Tigre to anchor are requested to give outbound vessels priority in the use of the buoyed channel.

In sending arrival times, it should be remembered that the pilot boat requires about one (1) hour to travel from the base at Chiriquí Grande to the Pilot Station, (position below).

B. PILOTAGE

Pilotage Mooring/Unmooring to SBM' S is available on a 24-hour basis and supplied by the terminal

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on terms set out in the terminals Pilotage/Towage contract, which must be signed by all Masters.

C. PILOT STATION- OUTSIDE LAGOON

For arriving vessels which require a pilot, the pilot station is in the area indicated on the chart contained in Appendices A and B, and position being Latitude 9° 12' N, Longitude 81° 59' W. For ships arriving, the pilot ladder will normally be rigged on port side (heading southwest) approximately four (4) feet from the water. For ships departing, the pilot ladder should be rigged on the starboard side approximately four (4) feet above the water. Pilot ladders will be in good condition and conform to international standards. (Appendix E).

D. PILOTAGE STATION – INSIDE LAGOON

Call “PTP CONTROL” and make arrangements for the pilot to meet the vessel approximately three (3) miles to the north east of the SBM’s, or if the vessel is at anchor in the Lagoon the pilot can board the vessel at the anchorage.

“For vessels using the Cargo Dock the pilot will embark/disembark 1.5 miles northeast of the south SBM and must keep well clear of the SBM area and floating hoses.”

Vessels with a freeboard of 30 feet or more shall provide a suitable accommodation ladder in addition to pilot ladder (See Appendix E for sketch). This ladder must be rigged on the starboard side to avoid interference with the cargo hose connection. Vessels rigged in this manner may have to turn northeast to make proper lee for boarding the pilot.

Master remains responsible for the proper navigation of his vessel, pilot aboard or not, throughout the time his vessel is attending this facility.

Pilotage is compulsory for all vessels above 2,500 tonnes summer deadweight approaching the cargo dock.

E. PILOT BOATS

Pilot boats are 36 feet in length, with blue hull, white deckhouse with "PILOTS" on either side.

The boats are equipped with VHF Channels 16, 14, 13, 12, 11, and radar.

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SECTION X - BERTH DETAILS: *SBM'S *MOORING ARRANGEMENTS *FLOW RATES

SBM, MBM & MOORING ARRANGEMENTS

A. MOORING GANG/HOSE GANG

As the vessel approaches the SBM, the terminal mooring gang of approximately 8 people will board the vessel by pilot ladder and/or accommodation ladder. The same ladder used by the pilot can be used.

If there is additional gear to put aboard the vessel, the boom at port side manifold should be manned and the hook lowered for the bucket of gear.

A boom of minimum SWL 5 tons is required and should be plumbed approximately midway between the two manifolds to be used and about 2' to 3' feet (0.61m to 0.91m) inboard from the ship's side.

B. WINCH/CAPSTAN/WINDLASS DRIVERS

The ship will provide personnel to handle all deck machinery and assist the Petroterminal mooring gang.

C. PILOT/BERTHING MASTER

On completion of hose connection, the gang will leave the vessel.

The pilot/Berthing Master will remain aboard the vessel while the ship is at the SBM. A cabin should be provided for his use.

A Mooring Master will assist and advise in the connection and disconnection of hoses/mooring, etc.

During unloading and loading operations, he will be available to assist and advise on procedures.

In cases where oil spills or other emergencies occur, he will advise the Master.

The Berthing Master will be the terminal's representative on board vessel and will have the authority to stop all operations if regulations or required procedures are

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not observed.

Where any disagreement arises between the vessel personnel and the Berthing Master regarding some aspects of the SBM procedure, the procedure to be followed will be that which provides closest compliance with guidelines established by the latest edition of International Safety Guide for Oil Tankers and Terminals (ISGOTT), published by the International Chamber of Shipping, Oil Companies International Marine Forum.

D. VESSEL OVER 150.000 SDWT

Vessels over 150,000 SDWT will use a tug to assist with berthing/unberthing. When the vessel is made fast to the SBM the tug will be made fast to the stern of the vessel so that it can stop the bow of the vessel weathervane the SBM.

At all times while moored the vessel shall maintain a minimum draft equal on the greater to its normal ballast draft or 40% of its summer SDWT draft.

Pilot shall unmoor the Vessel if there are sustained winds of 30 knots, or there is a forecast for sustained Winds of that magnitude.

E. MOORING TO SBM

The ship will if possible approach the buoy from down-wind, maintaining the wind ahead. (Adequate ballast should be retained to maintain maneuverability.)

F. PRIMARY RIG

Chafe Chain - (See appendix F- 6,6a, 6b, 11, 12 & 13)

From the port bow or center chock, a mooring rope (eye - end) is lowered thru a fair lead sufficiently large to permit the entry of a chafe chain and triangular plate (9" x 7").

The launch will take the ships mooring rope and secure it to the buoy approach rope. The 480'x 10" plaited polypropylene pick up rope is hove aboard with the ships windlass, heaving the ship towards the buoy. Made fast to the end of the buoy approach rope is an OCIMF "B" - 3"(76mm) x 30' grade 3 chafing chain. The ships crew will take this end and secure it into the Chain Stopper.

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G. ALTERNATE RIG

Nylon Chafe Strop (See Appendix F –7 for illustration)

From the stem chock, or a port bow close to the stem, lead a mooring rope (eye – end) and lower the eye to the waiting launch. The launch will take the ships mooring rope and secure it to the buoy approach rope. The 480'x10" plaited polypropylene approach rope is heaved aboard the ships windlass, heaving the ship towards the buoy.

Made fast to the end of the buoy approach rope is a 45' x 13" circumference stable braid strop with a 5' eye. The eye of the strop should either be placed on the bits or made fast by means of a short strop shackle.

H. VESSEL EQUIPMENT

The vessel will have the following equipment (according to OCIMF latest edition recommendations guides):

a. ON FORECASTLE HEAD

1. Two (2) each ship mooring ropes with 12' tails of 3-1/2" -4" circumference lashings, to make fast the pick-up rope. These two mooring ropes must be married together using one of the 12' tails before approaching the buoy.
2. Three (3) each of 3-1/2" -4" circumference stoppers 12' 1ong.
3. Fire axe.
4. 100' 3 ½ " - 4" messenger rope.
5. Anchors to be ready for use but in stowed position, in the hawse-pipe.

b. BOW CHOCKS OF VESSEL

Bow chocks should be of suitable size: approximately 24" x 18" to take the 3" chafe chain, approximately 16" x 8" for the rope rig - 13" circumference rope eye.

If Chain Stopper, Smit, or other type brackets are fitted, they should be in accordance with OCIMF Publication: "STANDARDS FOR EQUIPMENT EMPLOYED IN THE MOORING OF VESSELS AT SBM" (See appendix F.)

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c. MANIFOLD AREA

- a) 2 x12" and 1 x 16" reducers in place on the manifolds to be used for loading or unloading cargo.
- b) Cargo boom - SWL 5 tons. Plumbed 2' - 3' in-board and mid-way between two manifolds.
- c) One (1) Handy-Billy, small, 2 and 1 block and tackle.
- d) Three (3) each nylon hose slings.
- e) One (1) each small come-along (approximately 1 ½ tons).
- f) One (1) each heaving line.
- g) Three (3) each bolts set enough to bolt the hose to manifold flange connection, if necessary.
- h) Three (3) each 3 ½ " - 4" circumference rope slings approximately 8' circumference.
- i) Three (3) each 3 ½ " - 4" circumference rope. Approx. 60' eye in one end.
- j) One (1) each boat hook or chain hook.
- k) Three (3) each 12", Two (2) each 16" gaskets.

d. AT STERN OF VESSEL

One (1) mooring rope, eye lowered to the water level and made fast on bitts. This will enable launch to pull vessel away from buoy.

NOTE: It may request that the vessel make slow revolutions astern for short periods to avoid riding on buoy.

I. PETROTERMINAL LAUNCH WILL CARRY

1. Sufficient bolts to connect hoses.
2. Suitable ring spanners.
3. Three (3) each 6' chain stoppers with 3" circumference nylon tails 8' long.
4. Spare keys to camlocks.

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5. Spare Camlocks O'ring

6. Spare rope slings.

J. CONNECTION OF HOSES

Once the vessel is safely secured at the buoy, the launch which was holding the hoses clear during this operation will tow them to the **PORTSIDE** of vessel and they will be connected in the sequence shown in the sketches in Appendix .G

There will be two (2) 12" and one (1) 16" hoses fitted with short spool camlock couplings. The forward 12" hose will be lifted first.

1 The vessel's boom will be plumbed so that it is approximately 2' - 3' feet inboard of port side and midway between the manifolds to be used.

2. The forward hose will be lifted first by the eye attached to the hose blank.

3. Hose will be lifted clear of water and level with ship's deck. A snubbing chain will be then brought on deck before hoisting hose any higher.

4. Once hose is at correct height above deck, the snubbing chain will be made fast to bits, hose lowered so the hose weight is taken by snubbing chain. The hose will bend over to face ship's manifold. After the hose end blank has been removed, the hose will be connected to the ship's manifold with camlock couplings. "Come along" or handy billies may be used for positioning hoses. After securing the connection, check each camlock fitting to insure that the ratchets are engaged.

5. The same procedure is followed for the second and third hose.

When all three hoses have been connected, the boom will be a plumbed over the hoses and a bar and webbing strap will be used to support hose, throughout out the transfer operations.

7. If camlocks alone can not provide a leak-free connection, it may be necessary to use bolts to tighten the connection.

K. CAMLOCK COUPLINGS AT HOSE END

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(2) Pipe size 12" Flange OD 19" Flange Thickness: 1 ¼"
Seal ID 13-3/8"(O-ring) Locking Range Min 1" Max 1 ½"
(1) Pipe size 16" Flange OD 23 ½" Flange Thickness: 1 ½"
Seal ID 16-1/8"(O-ring) Locking Range Min 1" Max 1 ¾"

L. PRE-TRANSFER CONFERENCE

The Pre-transfer conference will be held between Terminal Representative and responsible officer prior to commencement of operations. (ISGOTT-Chapter 5) this is to agree on procedures for discharging or loading, which includes, but is not limited to:

1. Communications between ship/shore Berthing Master
2. Cargo start-up procedure.
3. Any deviations from normal procedures.
4. Loading, discharging rates, pressures, initial, maximum, topping off and tank stripping.
5. COW operation (if it is required, COW guide should be filled).
6. Any condition related to H2S cargo contents and the IG system condition.
7. Notice times required changing rates and shutting down procedure.
8. Emergency shutdown, mooring failure, oil spill, etc.
9. Any ship deficiencies to be made known.
10. Any terminal deficiencies to be made known.
11. Completion of loading or discharging.
12. Designated smoking areas.
13. Galley and appliances
14. Emergency assistance
15. Vessel will be ready to move under her own power at all times while moored at the SBM.

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Prior to the start of operations, the Berthing Master and responsible officer will complete the Ship/Shore Safety Checklist (see Appendix J).

M. VESSEL SIZE / SBM DRAFT / FLOW RATES

| VESSEL SIZES | SBM NORTH | SBM SOUTH | CARGO DOCK |
|---------------------|------------------|------------------|-------------------|
| Max. Tanker Size | 320,000 SDWT | 320,000 SDWT | 30,000 SDWT |
| Min. Tanker Size | 20,000 SDWT | 20,000 SDWT | 2,500 SDWT |
| Depth | 72 feet | 69 feet | |
| Draft | 69 feet | 66 feet | |
| Draft using MBM | 74 feet | n/a | 36 feet |

The SBM **Loading System** is designed to load the Tankers by Gravity from the Tank Farm Series 300 & Series 400, or by Booster Pumps from Tank Farm Series 500, at maximum rate of 48,000 bph.

The SBM **Discharging System** will permit the Tankers discharge directly to the Tanks Farm Series 400 and Series 500, and discharge in series with PTP Shoreside Booster Pumps to the Tank Farm Series 300, at maximum discharging rate of 60,000 bph.

During discharging operations ships shall maintain a constant discharge rate, failing to do so will cause the tripping of boosters' pumps ashore. Vessel not able to maintain this rate shall contact immediately RAMBALA control on VHF Ch 13.

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SBM SYSTEM LOADING UNLOADING FLOW RATES

Approx Design Vessel Loading and Discharge Rate

| Tank Serie | SBM North | | SBM South | | Cargo Dock | |
|--|----------------------------------|-----------------------|----------------------------------|-----------------------|--------------|----------------------|
| | Load | Discharge | Load | Discharge | Load | Discharge |
| S-300 | 48,000 BPH | 60,000 ^{BPH} | 48,000 ^B PH | 60,000 ^{BPH} | | |
| S-500 | 48,000 BPH | 60,000 ^{BPH} | 48,000 ^B PH | 60,000 ^{BPH} | | |
| S-400 | 12,000 BPH | 20,000 ^{BPH} | 12,000 ^B PH | 20,000 ^{BPH} | 8,000 BPH | 8,000 ^{BHP} |
| Note. All rates can vary according to product gravity and viscosity or Ships Loading & Discharging System Capacity | | | | | | |
| HOSE S | 2x12 inches 1 x 16 inches | | 2x12 inches 1 x 16 inches | | 2 x 6 inches | |

N. PRESSURES

SBM Loading or unloading System has a Maximum Working Pressure of 275 psig.

For Maximum discharging Rates, a ship rail manifold pressure offload 185 PSIG is required.

Maximum allowable Operational Pressure at ships manifold to be determined by the ship's Master and communicated to the Terminal Representative.

All vessel operations in connection with discharging/loading, rates, switch of tanks, topping off, COW, must be directly supervised by a responsible officer, and coordinated with the RAMBALA CONTROL.

THE TANKER SHALL NOT CLOSE THE SHIP'S MANIFOLD VALVES DURING LOADING.

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STARTING, STOPPING AND CONTROL OF FLOW RATES DURING LOADING SHALL BE PERFORMED BY THE TERMINAL.

THE SHIP SHALL CONTACT PTP (CH 13) PRIOR TO OPENING OR CLOSING THE SHIP'S MANIFOLD VALVES.

O. DEEP DRAFT VESSELS

When authorized by the User's Terminal Services Agreement, The User may nominate tankers having a maximum draft of 74' and meeting all other terminal criteria. The deep draft tanker shall be moored in a multi-buoy mooring (MBM) arrangement to the Northeast of the Terminal's North SBM. After the tanker has lightened to a draft of 65' or less, the berthing master may elect to loose the stern moorings and allow the tanker to swing around the SBM. Tug assistance shall be provided during mooring, transitioning from MBM to SBM mooring, and un-mooring.

The multi-buoy mooring consists of three buoys arranged as shown in Appendix "N" of this document. The tanker's bow is secured to the North SBM as described elsewhere. The tanker's stern is secured, using the ship's lines, to the two mooring buoys located to the northeast of the SBM. At a minimum, six (6) lines shall be deployed from the stern of the tanker. Three (3) lines shall be extended from the ship to three (3) hooks at each mooring buoy. The vessel is to prepare six (6) stern lines with rope tails. Three lines to each MBM buoy. The vessel may use six (6) synthetic lines.

Each mooring buoy is equipped with a triple hook quick release mooring assembly. Each of the three hooks is rated for 100 tons load (150 ton proof-tested). Each hook can be manually released while under full load by an operator aboard the mooring buoy or aboard a nearby launch.

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SECTION XI - DEBALLASTING/UNLOADING/LOADING OPERATION PROCEDURES

A. DEBALLASTING

There is no dedicated line for De-ballasting operation at the SBM. Only segregated / dedicated ballast from own vessel is allowed after authorization from AMP.

On being informed by the responsible officer that the vessel is ready in all respects to commence operations, the Terminal Representative will request that loading & unloading operations proceed according to previously agreed plans as discussed at the pre-transfer conference.

B. UNLOADING OPERATIONS

Ships can perform Unloading Operations in different conditions:

- **Direct discharge to the Shore Side Tank Farm**
 1. Ship discharge directly to the Shore Side Tanks Farms Series 400 at maximum rate of 20,000 bph.
 2. Ship discharge directly to the Shore Side Tank Farm Series 500 at a maximum rate of 60,000 bph.
- **In series discharge to the Shore Side Booster Pumps, up to Tank Farm Hill (CGU)**
 3. Ship discharge "in series" to Shore Side Booster Pumps to the Tank Farm Hill Series 300 at maximum rate of 60,000 bph.

Unloading procedures are conducted in the following sequence:

- 1) After the 3 hoses are connected, terminal personnel will line-up the buoy valves, to fill up the floating hoses and bleed all possible air at ship's manifold vent, prior to vessel opening manifold valves.
- 2) The vessel will be notified by the Terminal about the Tank Farm requirements of rates and pressure, and when the terminal is ready to receive cargo.

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- 3) The vessel will be instructed by the Terminal to commence discharging and gradually increasing to the desired rate & pressure.
- 4) For “In Series Discharge” to the Tank Farm Hill Series 300, Ship has to coordinate with “**Rambala Control**”, to synchronize & equalize each of their Pumping System, for example:
 - a. Minimum Ship Start up Rate: 5,000 bph
 - b. Minimum Ship Start Up Rail Pressure: 60 PSIG
 - c. Ship will be requested by the Terminal to gradually increase discharging rate and pressure.
 - d. The Terminal booster pumps will increase & equalize Ship Pumping Rate.
 - e. Ship has to maintain maximum Rail Pressure of 185 PSIG to reach maximum discharging rate of 60,000 bph for discharging to Tank Farm Series 300.
 - f. Ship has to coordinate with the Terminal to synchronize each of their Pumping System for Discharge Rate Reductions, or shutting down Pumping.
- 5) The vessels will advise when discharging is completed and close at manifolds. The terminal will secure cargo system ashore.

C. LOADING OPERATIONS

Loading procedure will follow the sequence below:

- 1) The vessel aligns its lines to load cargo.
- 2) The vessel opens her manifolds and advises "PTP Control".
- 3) The shore valves (SBM's valve have to be previously full opened) will be slowly opened to pressurize the system.
- 4) The vessel confirms that cargo is being received into tanks.
- 5) The terminal will advise vessel of loading rate every hour.
- 6) Vessel has to inform the Terminal the discharging quantity hourly.

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THIS ROUTINE ALSO PROVIDES A RADIO CHECK. IF THE SHIP DOES NOT RECEIVE ITS HOURLY RATE CHECK AT THE EXPECTED TIME, IT SHOULD ATTEMPT TO CONTACT "RAMABALA CONTROL".

D. TOPPING OFF/COMPLETING

When topping off, the following procedures will be observed:

- 1) The vessel advises shore prior to start topping off, and requests desired flow rate.
- 2) Using shore side flow/pressure control valves, will give the vessel the loading rate required.
- 3) When the vessel indicates "S T O P", the flow/pressure shore side valve will be closed.
- 4) When flow has stopped ashore, "RAMBALA Control" will notify the ship to secure its manifold valves.
- 5) The vessel closes ship's manifold valves.

E. STRIPPING

- 1) Shore-side stripping pumps will be started to clear the hose ends of product (vent valves at ship's manifold should be opened).
- 2) SBM and shore tank valves will be shut. Close vent valves.

F. PROCEDURES

Emergency Shut Down

- a. In the event of an oil spill, line rupture or other cause which requires immediate shut-down, the vessel will advise the control to **"STOP STOP STOP"** and the flow/pressure control valves will be immediately shut. Simultaneously the vessel will close its manifold valves.
- b. The ship will be advised when the shore valves have closed.

DO NOT CLOSE MANIFOLDS WITH PRESSURE IN THE LINE

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Disconnection of Hoses

Once loading/unloading operations have been completed, the procedure for disconnecting hoses is reverse of the connection procedure.

Hoses are then lowered over the side, but made fast to the ship's side until the ship slips from the buoy or the hoses is towed clear by the launch. (See unmooring from SBM Section IX).

The reason for not immediately releasing the hoses is to keep them clear of vessel's propeller. (See Appendix G4-G7)

Unmooring from the SBM

At this time, the hoses are stripped, disconnected, and slipped from the ship's rails if they have not been previously slipped and towed clear by the launch.

To unmoor from the buoy, the approach rope is taken to the windlass and the weight taken while the chafe chain is released from the chain stopper.

The rope is slacked into the water as the ship goes slowly astern.

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Emergency Unmooring from SBM

- c. In the event of excess wind Speeds (over 30 knots), with the Ship on the SBM, it requires immediate shut-down (loading or unloading) and the vessel to be prepared for Unmooring from the SBM.

Oil Type

Will be advised.

Petroleum Inspection

User's designated inspectors will inspect vessels. These inspectors will follow the procedures laid down by the User as the case may be. All Inspection Companies should follow Terminal access and safety regulation within the facilities and onboard ships.

SBM Details See Appendix, F-8, and F-9

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SECTION XII - BALLAST

BALLAST

Within the lagoon, ballast should be handled by type, as per International Convention, as follows:

PERMANENT BALLAST

All ballast in permanent ballast tanks is subject to Port Authority Inspection prior to discharge. After inspection, permanent ballast may be discharged overboard in accordance with IMO regulations and local authorities.

DIRTY BALLAST

Dirty ballast or clean ballast water carried in vessel cargo or slop tanks is not allowed to be discharged into the harbor water. Any pollution of the coastal waters will result in heavy fines.

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SECTION XIII - CRUDE OIL WASHING (COW)

Crude Oil Washing can only be performed with previous authorization from the Terminal before the discharge operation during the pre-transfer conference and will be allowed this if does not cause delay to other vessels awaiting berth. Vessel has to follows all COW procedures stated in the MARPOL Convention. Any vessel that intends to perform COW operation should notify to the Terminal before her arrival.

The Terminal should be kept fully advised of any extra time required in order to comply with I.M.O. regulations.

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SECTION XIV - ACCESS TO TERMINAL

ACCESS TO TERMINAL – ISPS CODE

This code has been implemented and the PFSO (Port Facility Security Officer) or his designate will coordinate security arrangements with the vessel. The Port of Rambala has been certified by the Panama Maritime Authority. (AMP-Autoridad Marítima de Panama). Unauthorized persons are prohibited from entering the berth or boarding vessels.

All unauthorized persons will be denied access to the terminal. Visitors, service personnel and other persons without out registered ID cards, wishing to visit the vessel, must be reported to the terminal in advance via agent, stating the full name, company name and purpose of visit to the vessel. For vessel crew, the agent will supply an access card, which shall be used in conjunction with a seaman card to exit and enter the terminal. Vessel's staffs that appear to be under the influence of alcohol and / or drugs will be prohibited from entering the terminals facilities.

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SECTION XV - MEDICAL AND DENTAL SERVICES

There are medical and dental services available.

Emergency medical requests will be handled by the vessel's agent.

SECTION XVI - BUNKERS AND WATER

Bunker operation is not available. Only un-processed water is available at cargo pier.

SECTION XVII - LAUNCH SERVICES / SHORE LEAVE

LAUNCH SERVICE

The terminal launches are available for hired liaison through ship's agent.

SHORE LEAVE

The terminal will not provide a launch service for shore leave. Crewmembers may use the launches arranged by the Agent.

Petroterminal accepts no liability for the use or condition of these launches or for any injuries sustained.

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SECTION XVIII - SMOKING REGULATIONS

Smoking is **PROHIBITED** in the following locations:

- 1) The entire terminal area
- 2) Aboard launches within one-half mile of vessel.
- 3) In motor vehicles in tank areas except inside designated buildings.
- 4) On ships except in places designated by the Master and agreed on by the terminal representative.

In accordance with ISGOTT, two locations only will be established in the after end of the vessel.

N.B.: If a spill occurs on ship or shore, all smoking will be prohibited until the spill has been removed.

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SECTION XIX - QUARANTINE / PRATIQUE / DOCUMENTATION

The Port Officials will board the vessel after mooring or at the anchorage within the lagoon.

The Ship's Agent will advise the Master of the anticipated boarding time, sufficiently in advance.

The following documents are required:

| <u>DOCUMENT</u> | <u>NUMBER OF COPIES</u> | |
|---|-------------------------|----------------|
| Panama General Declaration | 6 | Appendix T-1-2 |
| Clearance from previous port | 1 | |
| Cargo Manifests or declaration | 4 | |
| No cargo is carried | 5 | |
| Crew lists | 6 | |
| Passenger list or declaration | | |
| no passengers are carried | 6 | Appendix U |
| Store List (Lista de Rancho) | | |
| or declaration that there are no stores | 6 | |
| - Crew personal effects declarations | 2 | |
| - Maritime Health Declaration | 2 | |
| - Nil Arms/Ammunition | 6 | |
| - Bill of Lading | 5 | |
| - Vaccination List | 2 | |
| - Previous (Last 4) Ports of Call List | 4 | |
| - Shore Passes are supplied by Agent on vessel's arrival | | |

If vessel arriving from a port outside Panama it will have to be fumigated for mosquitoes.

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SECTION XX - AGENCIES AND CHANDLERS

AGENCIES

Agencies have personnel stationed in the terminal area and can be reached direct by VHF Channel 16.

Agencies operating in terminal area are:

Inchcape Shipping Services

General Address:

Ricardo J. Alfaro Avenue
Edison Tower, 14th Floor

Mailing Address:

PO Box - 0823-05456
Panama City

Contact Information:

Phone: + 507 279 4110 (24 hrs)

Phone2: + 507 6673 8417 (24 hrs)

Fax: + 507 236 7832 / 7834

Telex: 2118 PA / 2693 PG

Email: panama@iss-shipping.com

Web Page: <http://www.iss-shipping.com/home.aspx>

Contact information:

Regulo Martinez - Operations Supervisor

Office : +507 279-4113

Celular: +507 6671-8415

Luis Zapata – On Site Chief Officer

Office: +507 6671-0936

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Adriatic Agencia Naviera

Avenida Arnulfo Arias Madrid y Manuel Amador Guerrero.

Edificio 836, Local 16 PB. Balboa - Ancón. Panamá.

Phones: (507) 314.1430 / 314.1378 / 314.1379

Fax: (507) 314.1418

Po Box.: 0830-01378 Zona 9

Email: contacto@adriaticpanama.com

Website: www.adriaticpanama.com

Contact Information:

Nada Mislov de Endara – Operations Manager

Office: +507 314-1418

Celular: +507 6611-7500

On site personnel: Franklin Quintero (Out-sourced): +507 6614-7981

Gianfranco Agency, S.A.

Williams Place Local 0748-A

Calle La Boca, Corregimiento de Ancón

P.O. BoX: 55-1720 Paitilla / Panamá, República de Panamá

Phone: +507 228-3012

+507 228-1686

Fax: +507 228-4654

Webpage: www.gianfrancoagency.com

Email: info@gianfrancoagency.com

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 507-673-4890.

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SECTION XXI - EMERGENCY PROCEDURES

OIL SPILLAGE

Panama is a member of the International Pollution Regime including the International Convention on Civil Liability for Oil Pollution Damage 1992 and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage 1992 .Vessels using the PTP installations will be expected to comply with this standard.

(a) When an escape or discharge of oil occurs from a vessel, at or in the vicinity of the Terminal, and causes or threatens to cause pollution damage to Panamanian coastlines, the Terminal Company may, at their option, upon notice to User, undertake such measures as are reasonably necessary to prevent or mitigate damage, unless User promptly undertakes same to the satisfaction of the Terminal Company and any government authorities having jurisdiction. The Terminal Company shall keep User advised of the nature and result of any such measures intended to be taken.

All of the measures actually taken by the Terminal Company shall be deemed taken on User's authority and shall be at User's expense, except to the extent that:

- (1) Such escape or discharge was caused or contributed to by the Terminal Company, or
- (2) User is or would have been exempt from liability for such escape or discharge by reason of the exceptions prescribed in Article III (2) of the 1969 International Convention on Civil Liability for Oil Pollution Damage, or

(b) Provided always that if User in its absolute discretion considers said measures should be discontinued, User shall so notify the Terminal Company and thereafter the Terminal Company shall

have no right to continue said measures under the provisions of this clause and all further liability to the Terminal Company under this clause shall thereupon cease. User indemnifies the Terminal Company for any charges incurred by the Terminal Company for cleanup measures by or pursuant to any law of the Republic of

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Panama or claims by the Republic of Panama for User's failure to effect satisfactory cleanup solely resulting from User's exercise of its rights under this paragraph.

(c) The provisions of this Article are not in derogation of any other rights which TC or the User may have under any agreement between the parties, or may otherwise have or acquire by law or any international convention

Should an oil spillage occur from a vessel, from SBM, or from sea lines, "Rambala Control" is to be advised immediately and all shore and ship valves closed in the shutdown sequence, described on page 31.

The Berthing Master will be informed and will initiate action to counter oil spill following procedures as outlined in terminal oil spill manual. Ship's crew will recover spilled oil from ship's deck.

FIRE

In case of fire aboard a vessel, in addition to the internal ship board alarms, masters are requested to sound a prolonged blast on the main siren or whistle.

If unloading or loading, the vessel should:

1. Immediately cease all operations. If loading, call control room for **emergency shutdown**.
2. Initiate fire-fighting procedures.
3. Be prepared to disconnect hoses and un-berth.

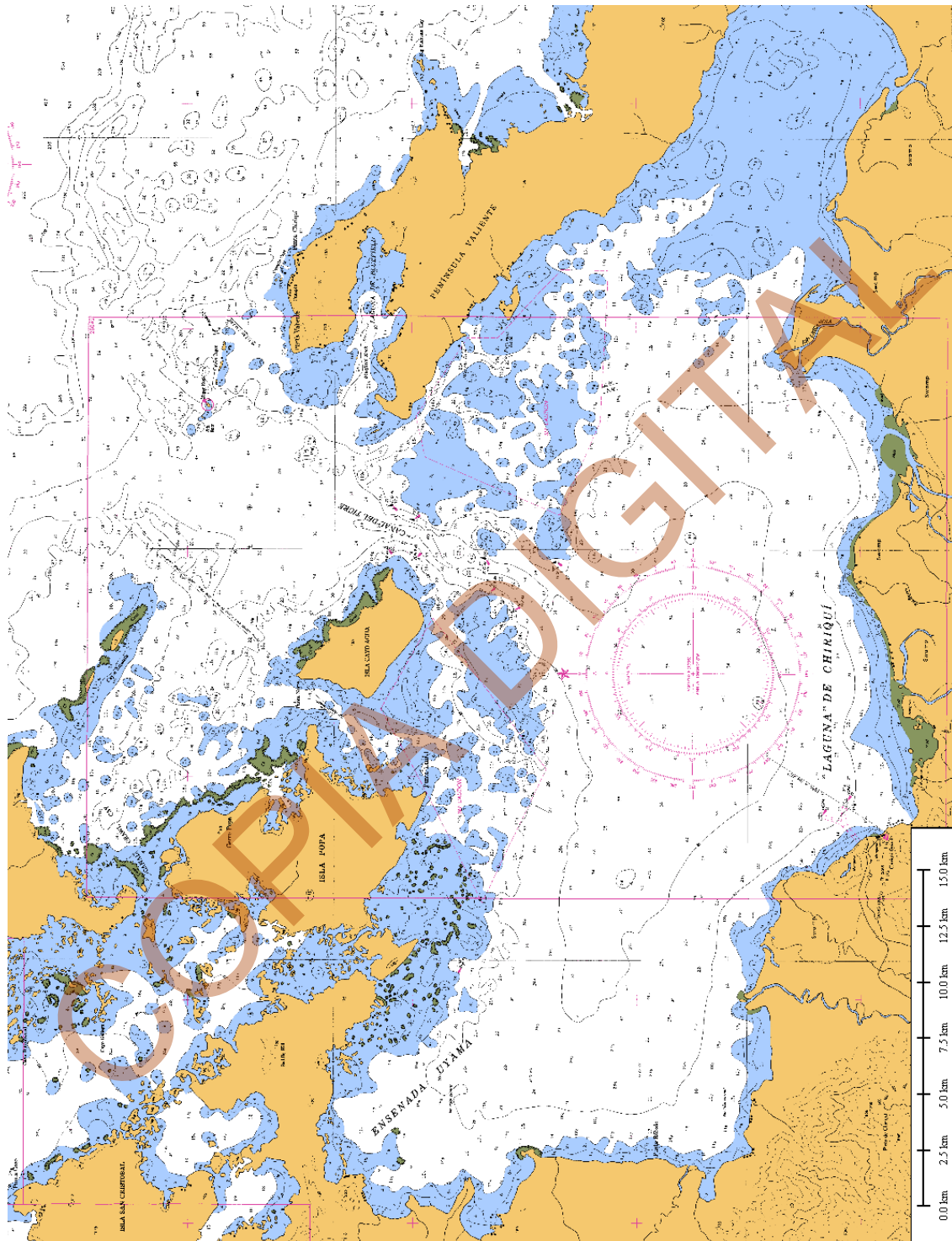
Any other vessel at SBM should also shut down operation and be prepared to un-berth.

LOSS OF COMMUNICATION

Vessel to sound five (5) long blasts on whistle or siren. All operations will be shut down immediately and remain so until communications have been restored.

APPENDIX A

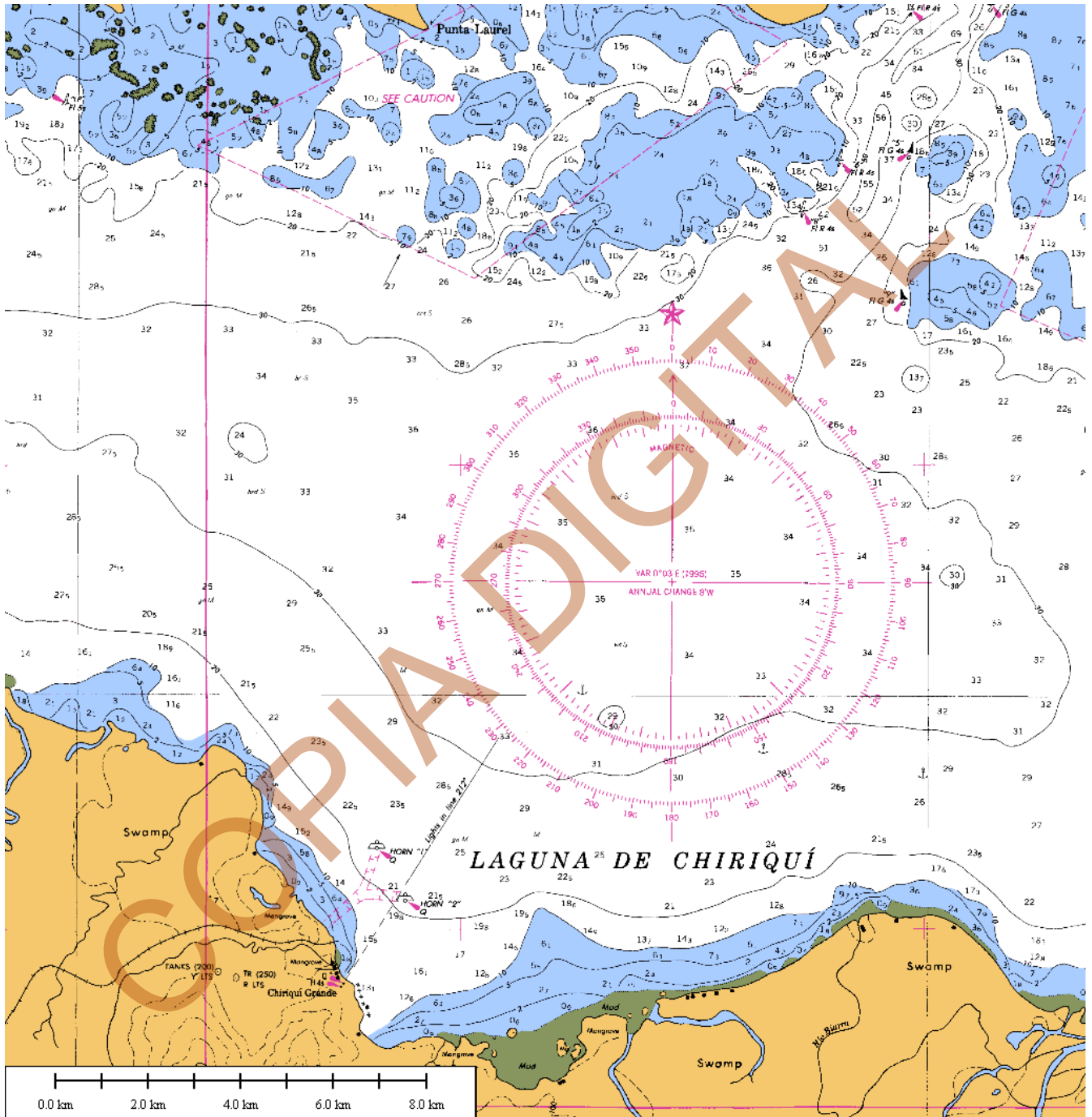
CHARTLET 28041, APPROACHES TO BOCAS DEL TORO & LAGUNA DE CHIRIQUÍ



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APPENDIX B

CHARTLET 28042, ENTER TO LAGUNA DE CHIRIQUÍ



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APPENDIX C

BERTHING AND TOWAGE CONDITIONS

Date: _____

Messrs.
PETROTERMINAL DE PANAMA
POST OFFICE BOX 0832 – 0920
PANAMA CITY,
REPUBLIC OF PANAMA

On behalf of the Owners / Charters of the vessel, we hereby accept all the marine and other charges to be submitted by the Terminal Company for the services rendered to the vessel. It is understood that such charges will be based on the tariffs published by the Terminal Company.

We also acknowledge and accept the below printed conditions for Berthing and Towage at Terminal Facilities in **Charco Azul / Chiriqui Grande** and request that the said services be provided.

Pilots, furnished by Petroterminal de Panama, S.A., are supplied upon the condition that in the performance of such services as they may render once conn the Vessel and acting under the Master's behalf, they are the Servants of the Owners of the Vessel in every respect, and said Pilots, as well as Petroterminal de Panama, S.A. shall be indemnified and held harmless by Owners from all liability loss or claim arising in the course of the rendering such services where the Master retains the ultimate responsibility for the safety of the ship according to good seamanship and industry practices.

In contracting to provide towing and/or any service whatever nature other than towing in or about or incidental to which a tug is or may be used or employed Petroterminal de Panama, S.A. contracts jointly and severally as Principal on its own behalf and (if not itself the Owner of the Tug) as Agents for and on behalf of the Owner of the Tug and contracts subject to and on the terms of the United Kingdom Standard Conditions For Towage and Other Services (Revised 1986, Amended 2008) (the terms of which are printed on the reverse) of these Conditions and such contract is and shall at all times be subject to the provisions of such Standard Conditions so that Petroterminal de Panama, S.A. and the Owner of the Tug may each as a principal enforce the same against the Hirer and shall each have a full benefit of such Standard Conditions in every respect expressed or implied therein.

Received by:

Master Name _____

Vessel Stamp: _____

Master Signature _____

Vessel _____ (Pink copy)

Shipping Agent _____ (Blue copy)

Pilot's Name: _____

Pilot Signature: _____

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Annexure B - UK Standard Conditions for Towage and other Services (revised 1986) Amended 2008

1.
 - a) The agreement between the Tugowner and the Hirer is and shall at all times be subject to and include each and all of the conditions herein-after set out.
 - b) for the purposes of these conditions
 - i. "towing" is an operation in connection with the holding, pushing, pulling, moving, escorting or guiding of or standing by the Hirer's vessel, and the expressions "to tow", "being towed" and "towage" shall be defined likewise.
 - ii. "vessel" shall include any vessel, craft or object of whatsoever nature (whether or not coming within the usual meaning of the word "vessel") which the Tugowner agrees to tow or to which the Tugowner agrees at the request, express or implied, of the Hirer, to render any service of whatsoever nature other than towing.
 - iii. "tender" shall include any vessel, craft or object of whatsoever nature which is not a tug but which is provided by the Tugowner for the performance of any towage or other service.
 - iv. The expression "whilst towing" shall cover the period commencing when the tug or tender is in a position to receive orders direct from the Hirer's vessel to commence holding, pushing, pulling, moving, escorting, guiding or standing by the vessel or to pick up ropes, wires or lines, or when the towing line has been passed to or by the tug or tender, whichever is the sooner, and ending when the final orders from the Hirer's vessel to cease holding, pushing, pulling, moving, escorting, guiding or standing by the vessel or to cast off ropes, wires or lines has been carried out, or the towing line has been finally slipped, whichever is the later, and the tug or tender is safely clear of the vessel.
 - v. Any service of whatsoever nature to be performed by the Tugowner other than towing shall be deemed to cover the period commencing when the tug or tender is placed physically at the disposal of the Hirer at the place designated by the Hirer, or, if such be at a vessel, when the tug or tender is in a position to receive and forthwith carry out orders to come alongside and shall continue until the employment for which the tug or tender has been engaged is ended. If the service is to be ended at or off a vessel the period of service shall end when the tug or tender is safely clear of the vessel or, if it is to be ended elsewhere, then when any persons or property of whatsoever description have been landed or discharged from the tug or tender and/or the service for which the tug or tender has been required is ended.
 - vi. The word "tug" shall include "tugs", the word "tender" shall include "tenders", the word "vessel" shall include "vessels", the word "Tugowner" shall include "Tugowners", and the word "Hirer" shall include "Hirers".
 - vii. The expression "Tugowner" shall include any person or body (other than the Hirer or the owner of the vessel on whose behalf the Hirer contracts as provided in Clause 2 hereof) who is a party to this agreement whether or not he/she in fact owns any tug or tender, and the expression "other Tugowner" contained in Clause 5 hereof shall be construed likewise.
 2. If at the time of making this agreement or of performing the towage or of rendering any service other than towing at the request, express or implied, of the Hirer, the Hirer is not the Owner of the vessel referred to herein as "the Hirer's vessel", the Hirer expressly represents that he/she is authorized to make and does make this agreement for and on behalf of the owner of the said vessel subject to each and all of these conditions and agrees that both the Hirer and the Owner and bound jointly and severally by these conditions.
 3. Whilst towing or whilst at the request, express or implied, of the Hirer, rendering any service other than towing, the master and crew of the tug or tender shall be deemed to be the servants of the Hirer and under the control of the Hirer and/or their servants and/or their agents, and anyone on board the Hirer's vessel who may be employed and/or paid by the Tugowner shall likewise be deemed to be the servant of the Hirer and the Hirer shall accordingly be vicariously liable for any act or omission by any such person so deemed to be the servant of the Hirer.
 4. Whilst towing, or whilst at the request, either expressed or implied, of the Hirer rendering any service of whatsoever nature other than towing:
 - a) The Tugowner shall not (except as provided in Clauses 4 (c) and (e) hereof) be responsible for or be liable for
 - i. damage of any description done by or to the tug or tender; or done by or to the Hirer's vessel or done by or to any cargo or other thing on board or being loaded on board or intended to be loaded on board the Hirer's vessel or the tug or tender or to or by any other object or property; or
 - ii. loss of the tug or tender or the Hirer's vessel or of any cargo or other thing on board or being loaded on board or intended to be loaded on board the Hirer's vessel or the tug or tender or any other object or property; or
 - iii. any claim by a person not a party to this agreement for loss or damage of any description whatsoever; arising from any cause whatsoever, including (without prejudice to the generality of the foregoing) negligence at any time of the Tugowner their servants or agents, unseaworthiness, unfitness or breakdown of the tug or tender, its machinery, boilers, towing gear, equipment, lines, ropes or wires, lack of fuel, stores, speed or otherwise and
 - b) The Hirer shall (except as provided in Clauses 4(c) and (e) be responsible for, pay for and indemnify the Tugowner against and in respect of any loss or damage and any claims of whatsoever nature or howsoever arising or caused, whether covered by the provisions of Clause 4(a) hereof or not, suffered by or made against the Tugowner and which shall include, without prejudice to the generality of the foregoing, any loss of or damage to the tug or tender or any property of the Tugowner even if the same arises from or is caused by the negligence of the Tugowner their servants or agents.
 - c) The provisions of Clauses 4(a) and 4(b) hereof shall not be applicable in respect of any claims which arise in any of the following circumstances:
 - i. All claims which the Hirer shall prove to have resulted directly and solely from the personal failure of the Tugowner to exercise reasonable care to make the tug or tender seaworthy for navigation at the commencement of the towing or other service. For the purpose of this Clause the Tugowner's personal responsibility for exercising reasonable care shall be construed as relating only to the person or persons having the ultimate control and chief management of the Tugowner's business and to any servant (excluding the officers and crew of any tug or tender) to whom the Tugowner has specifically delegated the particular duty of exercising reasonable care and shall not include any other servant of the Tugowner or any agent or independent contractor employed by the Tugowner.
 - ii. All claims which arise when the tug or tender, although towing or rendering some service other than towing, is not in a position of proximity or risk to or from the Hirer's vessel or any other craft attending the Hirer's vessel and is detached from and safely clear of any ropes, lines, wire cables or moorings associated with the Hirer's vessel. Provided always that, notwithstanding the foregoing, the provisions of Clauses 4(a) and 4(b) shall be fully applicable in respect of all claims which arise at any time when the tug or tender is at the request, whether express or implied, of the Hirer, their servants or their agents, carrying persons or property of whatsoever description (in addition to the Officers and crew and usual equipment of the tug or tender) and which are wholly or partly caused by, or arise out of the presence on board of such persons or property or which arise at any time when the tug or tender is proceeding to or from the Hirer's vessel in hazardous conditions or circumstances.
 - d) Notwithstanding anything hereinbefore contained, the Tugowner shall under no circumstances whatsoever be responsible for or be liable for any loss or damage caused by or contributed to or arising out of any delay or detention of the Hirer's vessel or of the cargo on board or being loaded on board or intended to be loaded on board the Hirer's vessel or of any other object or property or of any person, or any consequence thereof, whether or not the same shall be caused or arise whilst towing or whilst at the request, either express or implied, of the Hirer rendering any service of whatsoever nature other than towing or at any other time whether before during or after the making of this agreement.
 - e) Notwithstanding anything contained in Clauses 4 (a) and (b) hereof the liability of the Tugowner for death or personal injury resulting from negligence is not excluded or restricted thereby.
 - f) The Tugowner shall be subject to any implied condition or warranty provided by the Trade Practices Act 1974(Cth) (the Act) if and to the extent that the Act applies, in which circumstances the Tugowner limits its liability for breach of such implied condition or warranty to supplying the service again or the payment of the cost of having the service supplied again, as determined by the Tugowner.
5. The Tugowner shall at any time be entitled to substitute one or more tugs or tenders for any other tug or tender or tugs or tenders. The Tugowner shall at any time (whether before or after the making of this agreement between him and the Hirer) be entitled to contract with any other Tugowner (hereinafter referred to as "the other Tugowner") to hire the other Tugowner's tug or tender and in any such event it is hereby agreed that the Tugowner is acting (or is deemed to have acted) as the agent for the Hirer, notwithstanding that the Tugowner may in addition, if authorized whether expressly or impliedly by or on behalf of the other Tugowner, act as agent for the other Tugowner at any time and for any purpose including the making of any agreement with the Hirer. In any event should the Tugowner as agent for the Hirer contract with the other Tugowner for any purpose as aforesaid it is hereby agreed that such contract is and shall at all times be subject to the provisions of these conditions so that the other Tugowner is bound by the same and may as a principal sue the Hirer thereon and shall have the full benefit of these conditions in every respect expressed or implied herein.
6. Nothing contained in these conditions shall limit, prejudice or preclude in any way any legal rights which the Tugowner may have against the Hirer including, but not limited to, any rights which the Tugowner or their servants or agents may have to claim salvage remuneration or special compensation for any extraordinary services rendered to vessels or anything aboard vessels by any tug or tender. Furthermore, nothing contained in these conditions shall limit, prejudice, or preclude in any way any right which the Tugowner may have to limit their liability.
7. The Tugowner will not in any event be responsible or liable for the consequences of war, riots, civil commotions, acts of terrorism or sabotage, strikes, lockouts, disputes, stoppages or labour disturbances (whether he/she be a party thereto or not) or anything done in contemplation or furtherance thereof or delays of any description, howsoever caused or arising, including by the negligence of the Tugowner or their servants or agents.
8. The Hirer of the tug or tender engaged subject to these conditions undertakes not to take or cause to be taken any proceedings against any servant or agent of the Tugowner or other Tugowner, whether or not the tug or tender substituted or hired or the contract or any part thereof has been subject to the owner of the tug or tender, in respect of any negligence or breach of duty or other wrongful act on the part of such servant or agent which, but for this present provision, it would be competent for the Hirer so to do and the owner of such tug or tender shall hold this undertaking for the benefit of their servants and agents.
9. The agreement between the Tugowner and the Hirer is and shall be governed by the laws applicable in the State or Territory in which the service is provided and the Tugowner and the Hirer agree to submit to the non-exclusive jurisdiction of the courts of that State or Territory.

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PETROTERMINAL DE PANAMA, S.A.

APPENDIX D
TANKER INFORMATION

Name of Vessel: _____

Owner (Contact Details): _____

Flag: _____

Summer Dead Weight: _____ tons

Gross Register Tonnage: _____ tons

Type of Fuel: 1. _____

(Lab test Specs. if possible) 2. _____

3. _____

4. _____

Consumption: _____ tons / barrels / per day

_____ tons / barrels / per day

Normal parcel size loaded: _____ tons / barrels

_____ tons / barrels

Delivery port: _____

(Port or City and Country) _____

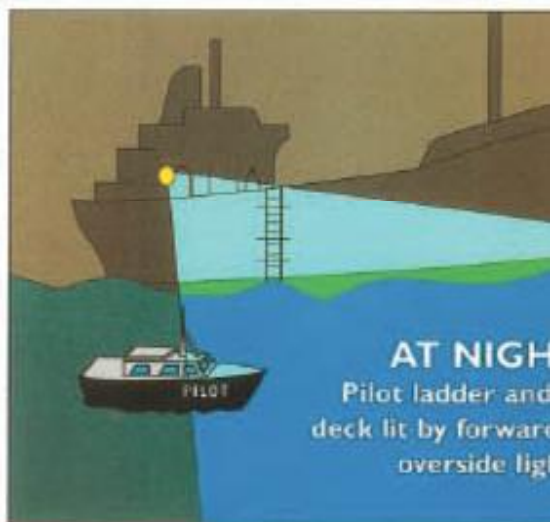
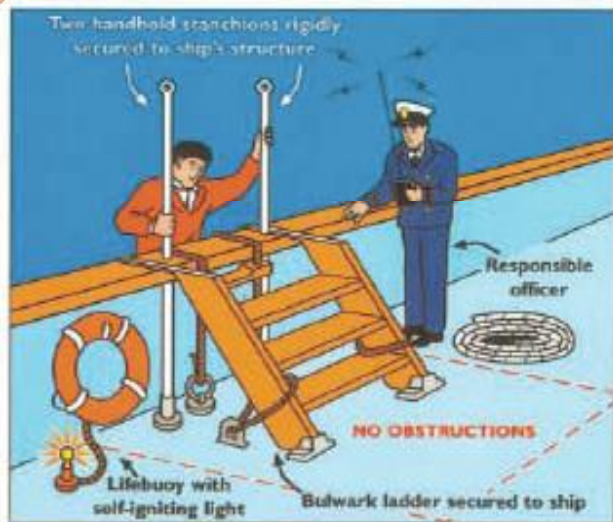
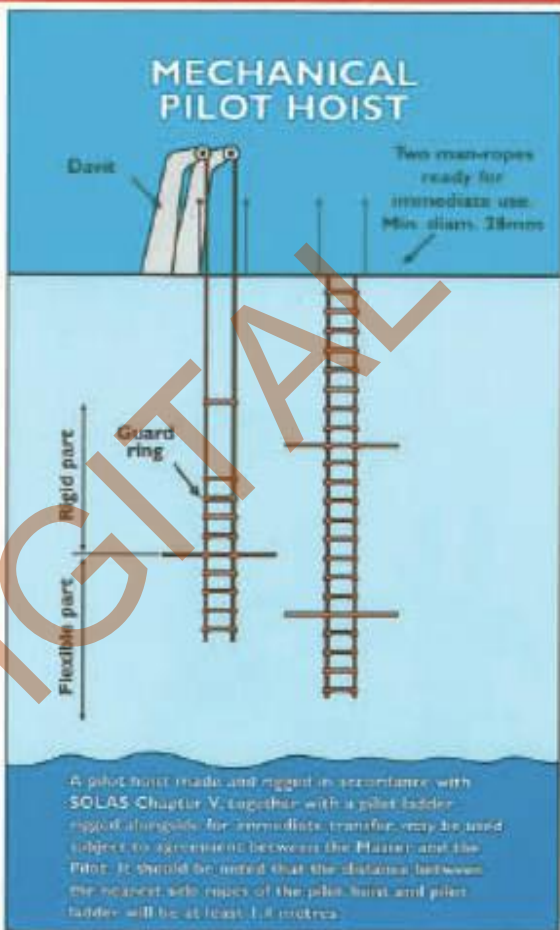
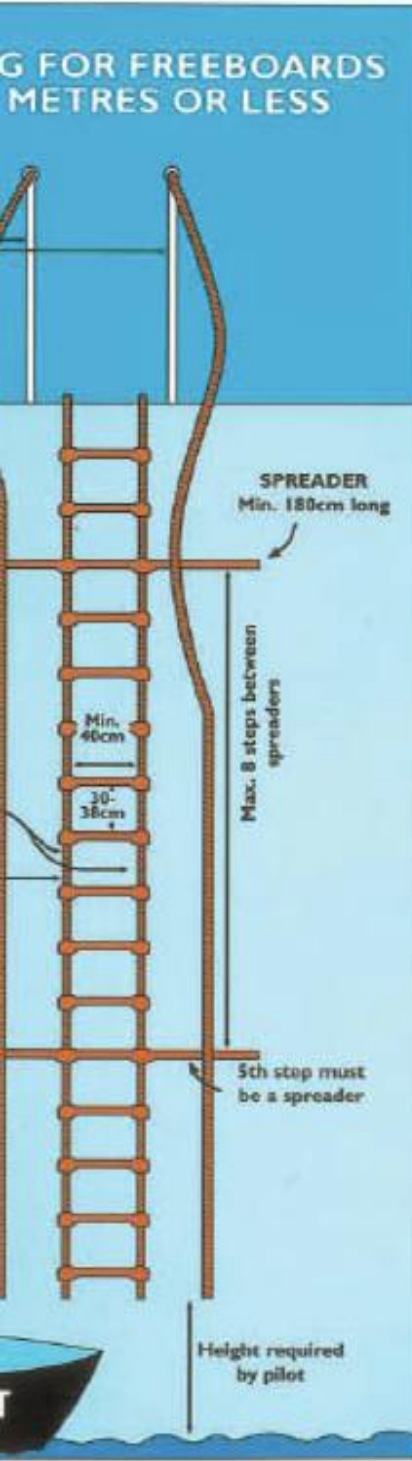
How product was loaded (Barges or at Pier) _____

Manifold connections, hoses size, etc. _____

Loading Rate _____

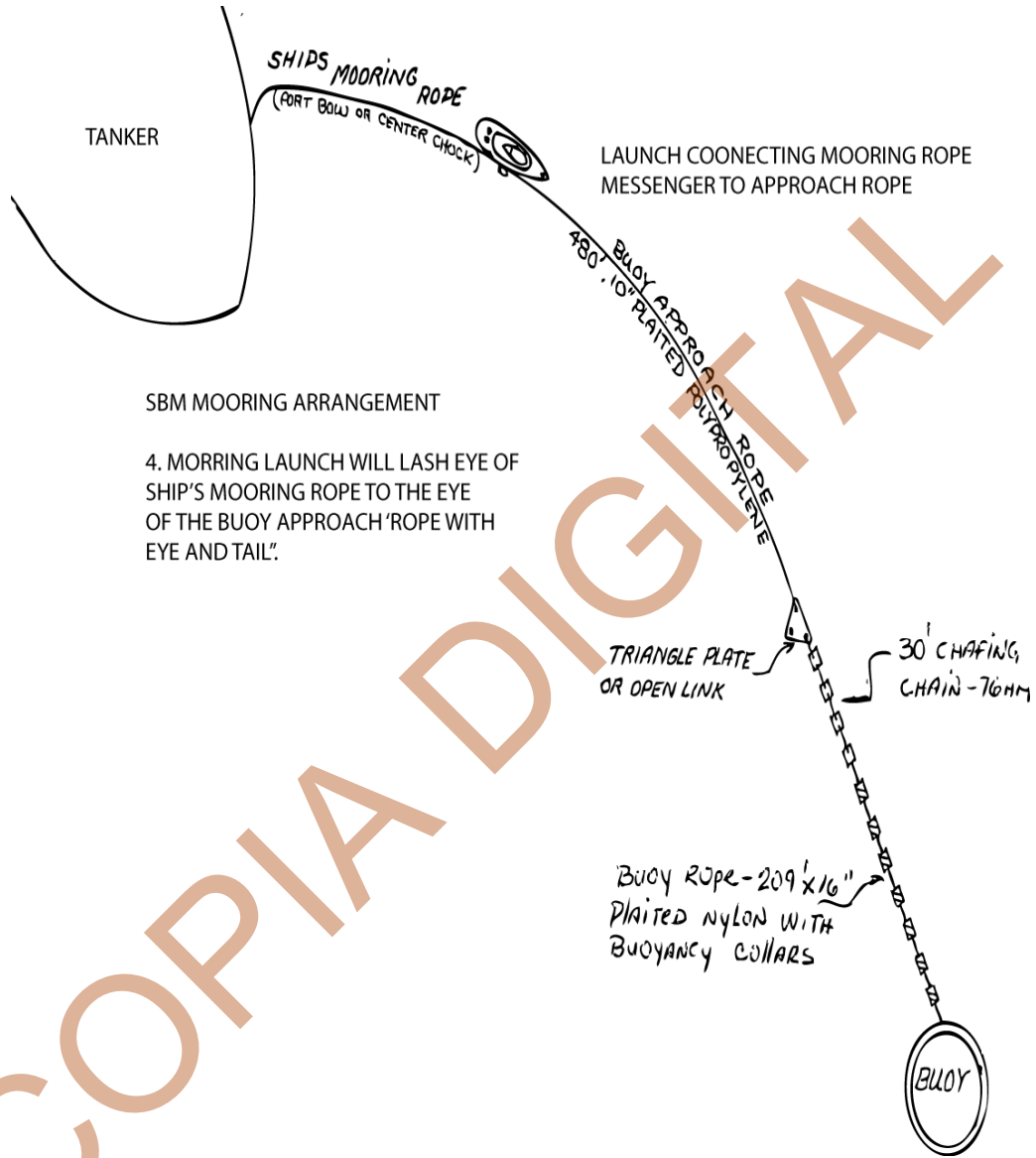
Comments: _____

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APPENDIX F-1

SBM MOORING ARRANGEMENTS / DETAILS



SBM MOORING ARRANGEMENT

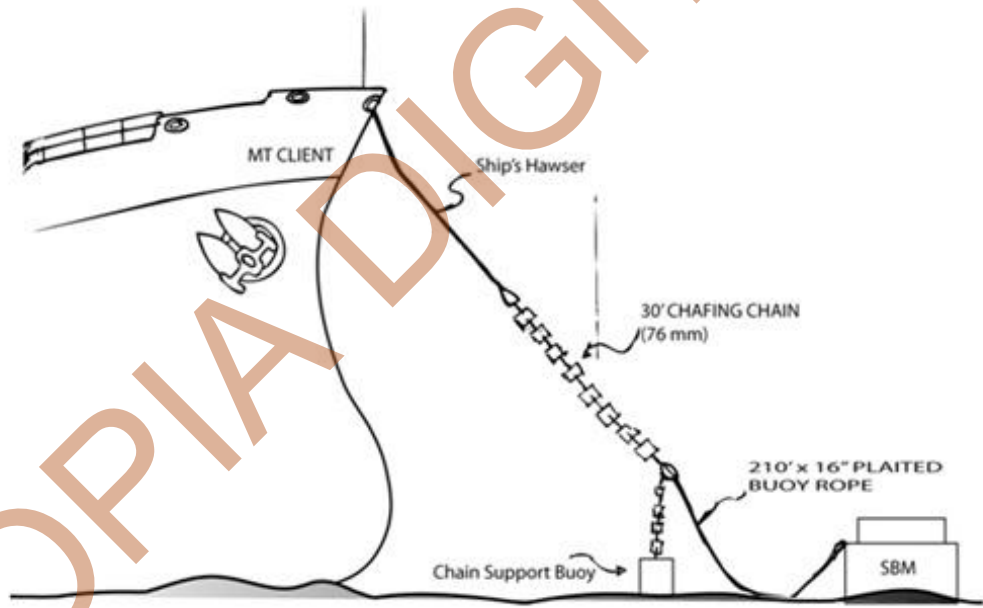
4. MORRING LAUNCH WILL LASH EYE OF SHIP'S MOORING ROPE TO THE EYE OF THE BUOY APPROACH 'ROPE WITH EYE AND TAIL".

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APPENDIX F-2 SBM MOORING ARRANGEMENTS / DETAILS

SBM MOORING ARRANGEMENT

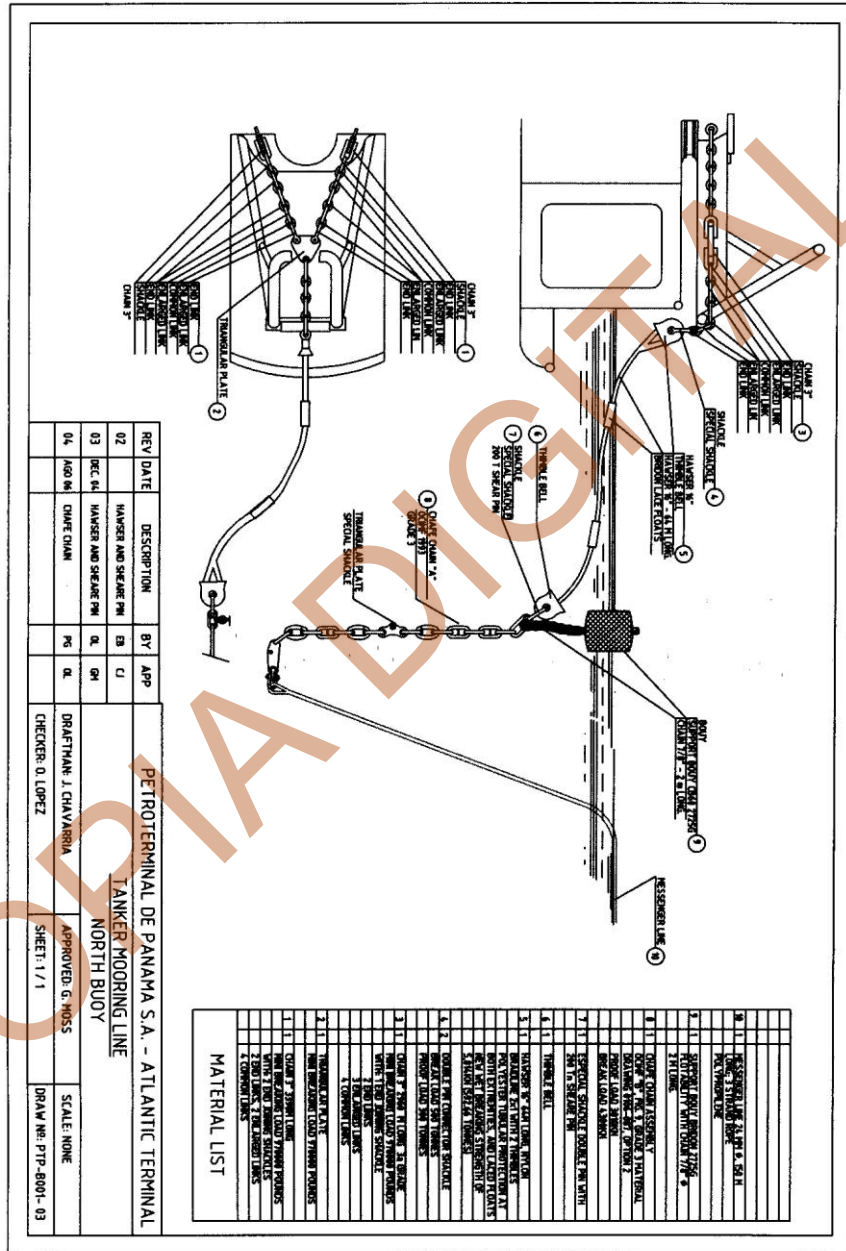
Ship will heave buoy approach rope and hawser aboard vessel and make fast once the mooring launch is clear.



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APPENDIX F-3

SBM MOORING ARRANGEMENTS / DETAILS



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APPENDIX F-4

SBM MOORING ARRANGEMENTS / DETAILS

SMIT TOWING BRACKET – 200 TON ABOARD VESSEL
HINGED BAR TYPE CHAIN STOPPER FOR 76MM CHAIN
(REFER TO APPENDIX F -11, F-12, F-13)



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APPENDIX F-5 SBM MOORING ARRANGEMENTS / DETAILS

SMIT BRACKET – 200 TON WITH CHAIN
(REFER TO APPENDIX F-11, F-12, F-13)

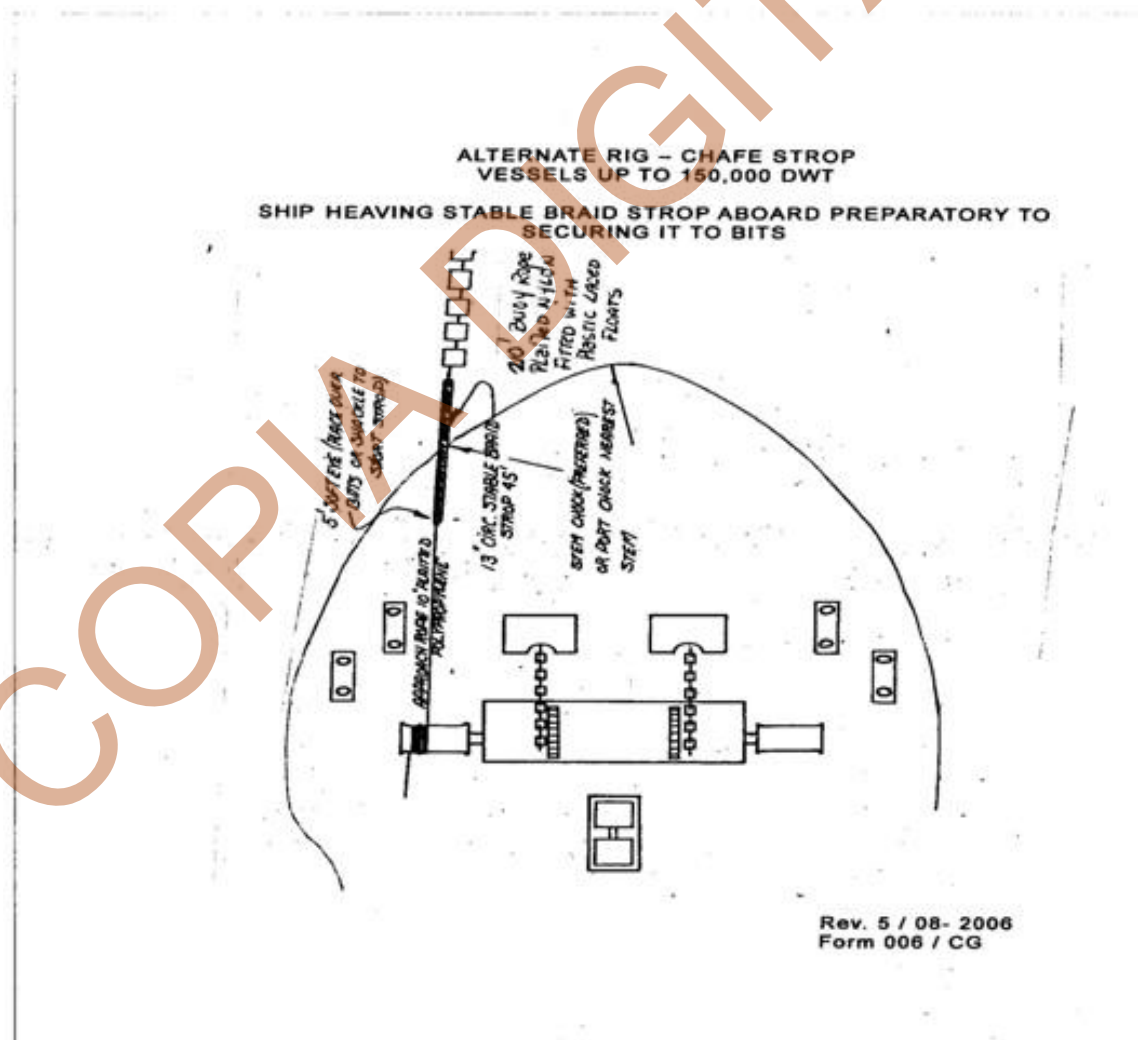


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APPENDIX F-6

SBM MOORING ARRANGEMENTS / DETAILS

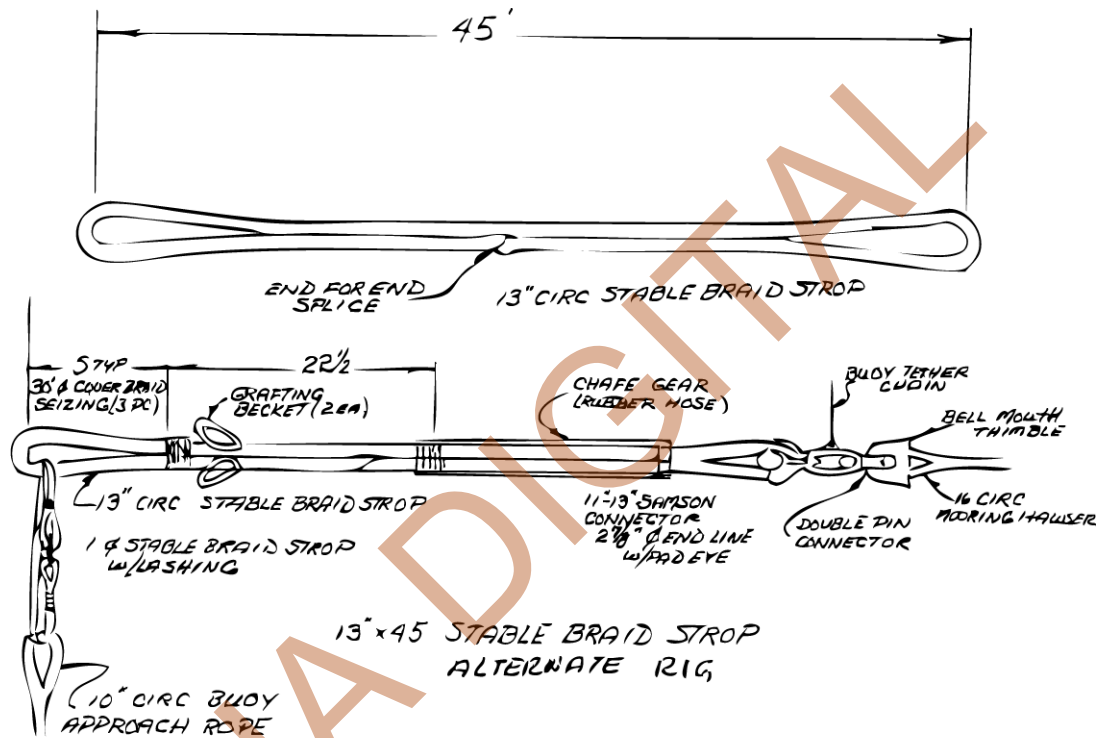
ALTERNATE RIG – CHAFE STROP
VESSELS UP TO 150,000 DWT



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APPENDIX F-7 SBM MOORING ARRANGEMENTS / DETAILS

CHAFE STROP



| | |
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APPENDIX F-8 SBM MOORING ARRANGEMENTS / DETAILS

VESSEL MOORED TO SBM SHOWING CHAFE ROPE.

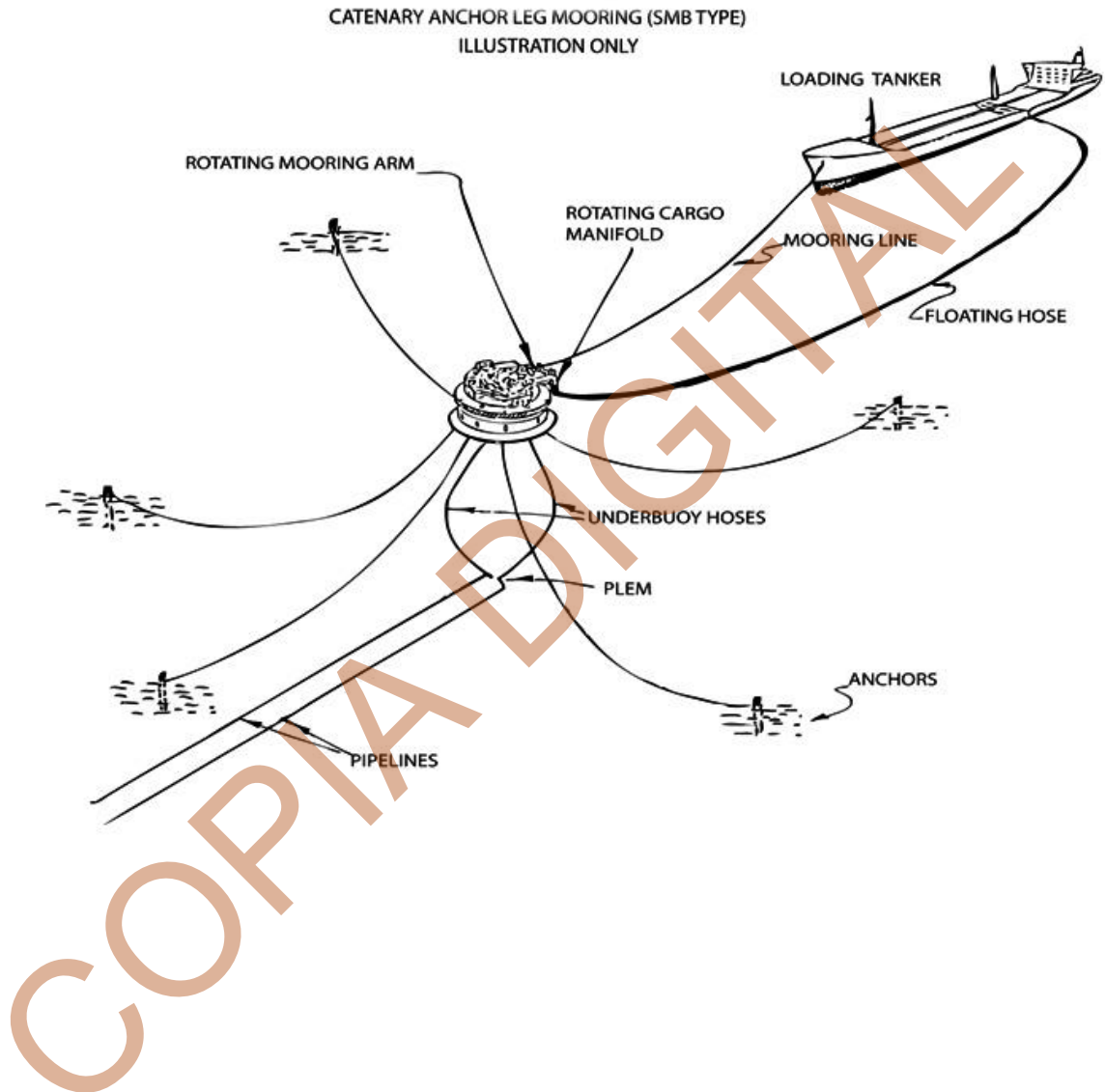


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APPENDIX F-9

SBM MOORING ARRANGEMENTS / DETAILS

SBM (CATENARY ANCHOR LEG MOORING)

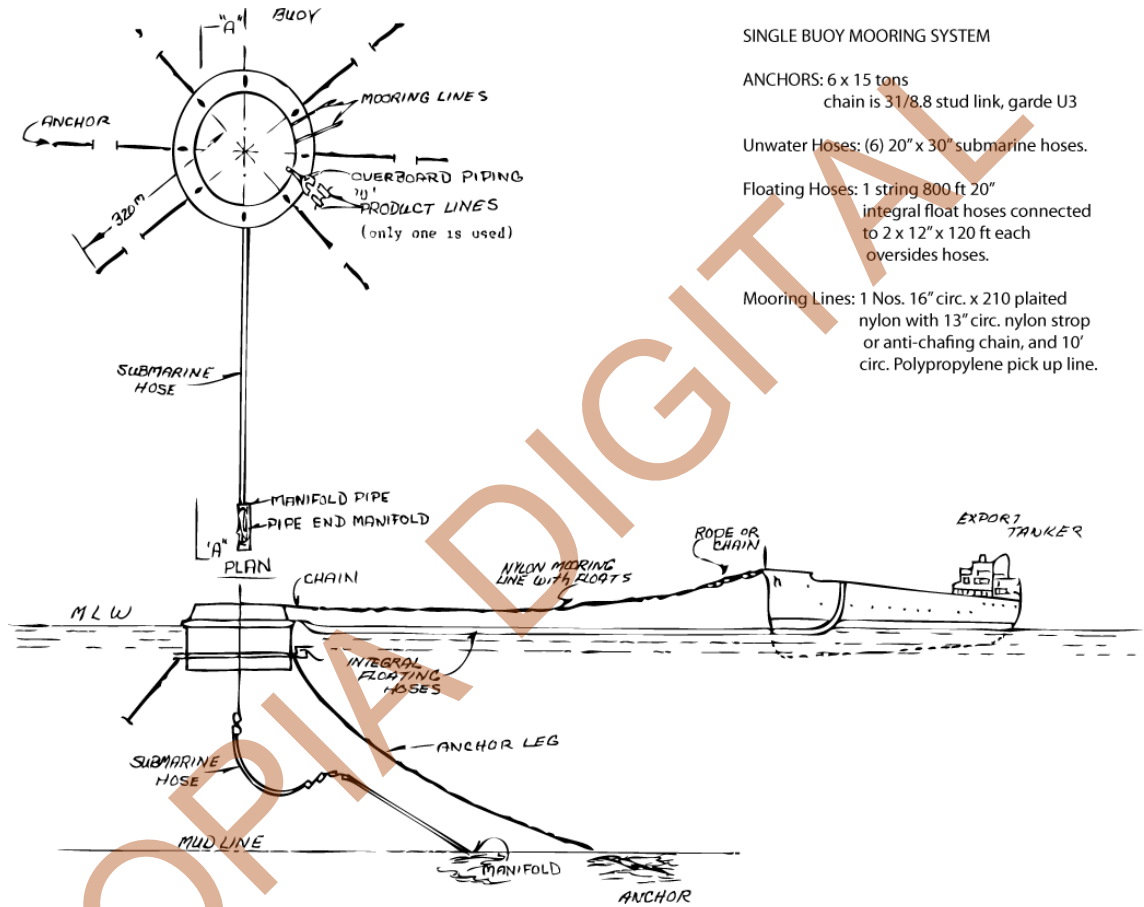


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APPENDIX F-10

SBM MOORING ARRANGEMENTS / DETAILS

SINGLE BUOY MOORING SYSTEM



SINGLE BUOY MOORING SYSTEM

ANCHORS: 6 x 15 tons
chain is 31/8.8 stud link, garde U3

Unwater Hoses: (6) 20" x 30" submarine hoses.

Floating Hoses: 1 string 800 ft 20" integral float hoses connected to 2 x 12" x 120 ft each oversides hoses.

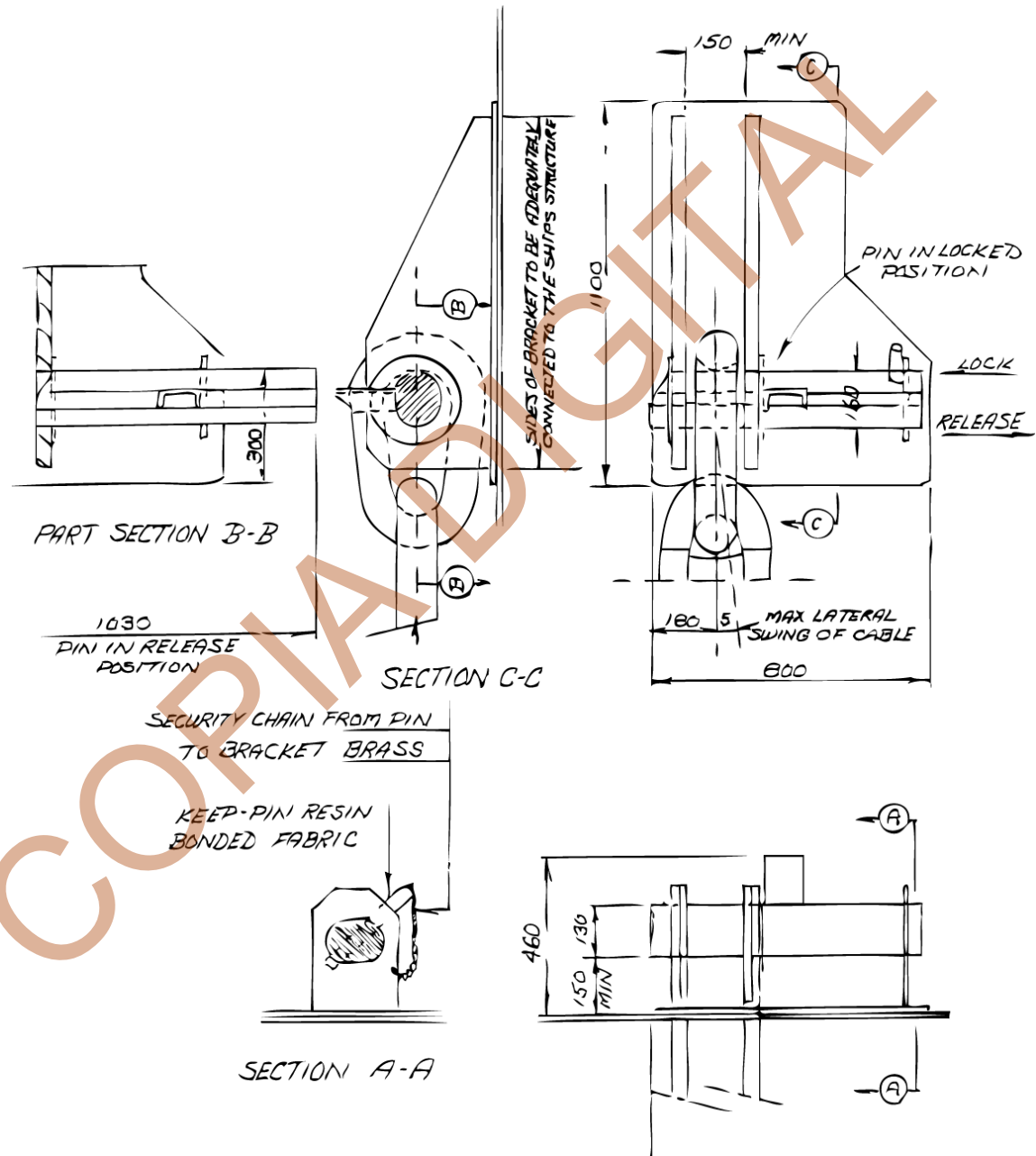
Mooring Lines: 1 Nos. 16" circ. x 210 plaited nylon with 13" circ. nylon strop or anti-chafing chain, and 10' circ. Polypropylene pick up line.

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APPENDIX F-11

SBM MOORING ARRANGEMENTS / DETAILS

SMIT TYPE TOWING BRACKET

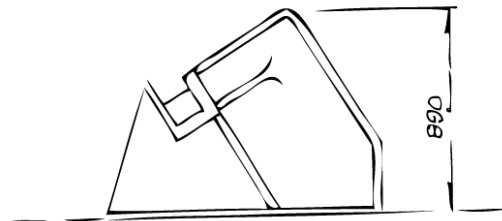
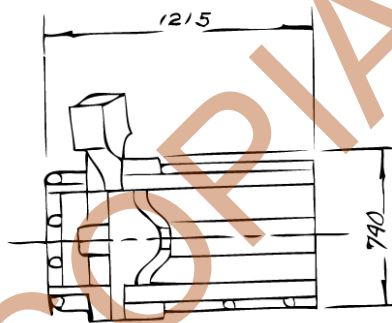
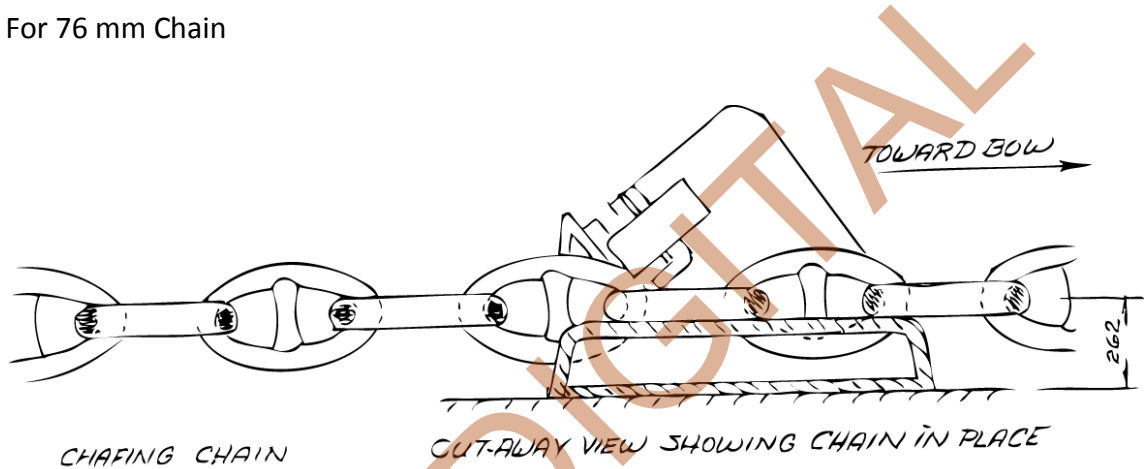


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APPENDIX F-12

SBM MOORING ARRANGEMENTS / DETAILS

HINGED BAR TYPE- CHAIN STOPPER
For 76 mm Chain

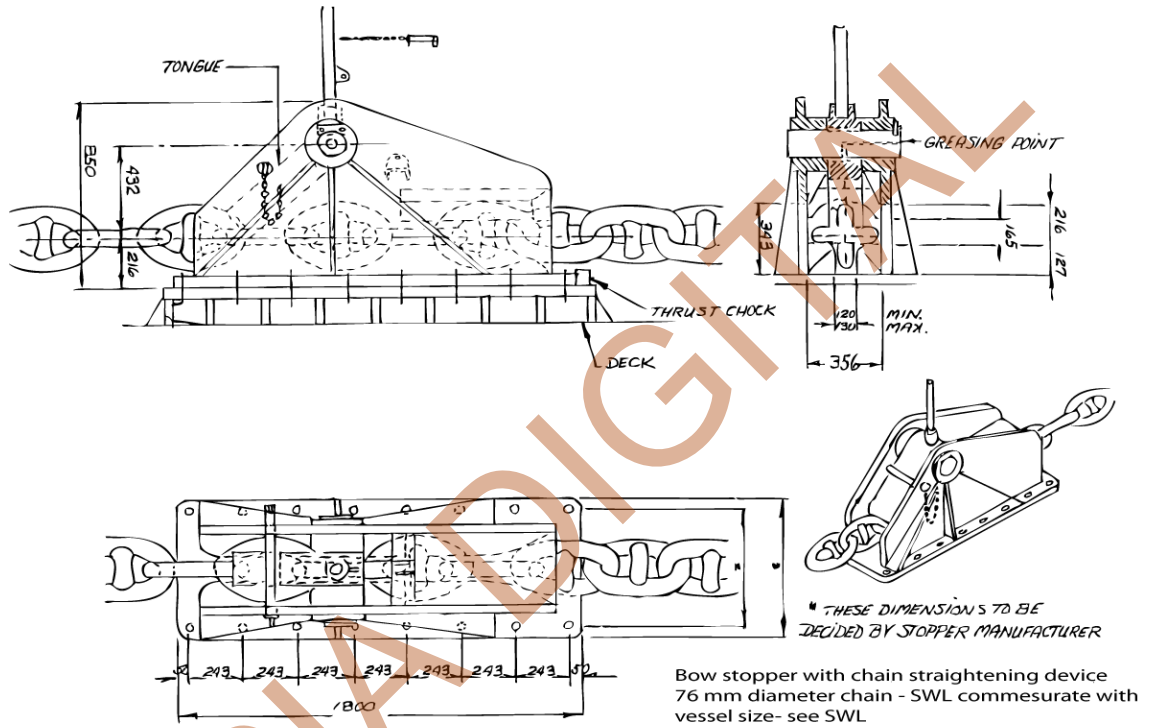


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APPENDIX F-13

SBM MOORING ARRANGEMENTS / DETAILS

HINGED BAR TYPE- CHAIN STOPPER



TONGUE TYPE BOW CHAIN STOPPER ARRANGEMENT

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APPENDIX F-14
SBM MOORING ARRANGEMENTS / DETAILS

VESSEL MOORED TO SBM



| | |
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PETROTERMINAL DE PANAMÁ, S.A.

APARTADO 8-179
PANAMÁ 8
REP. DE PANAMÁ

TEL.: 263-7777
FAX: 263-9949

APARTADO 901
DAVID, CHIRIQUÍ
REP. DE PANAMÁ

TEL.: 775-3087
775-7791
FAX: 775-4958

PUERTO CHIRIQUÍ GRANDE
PUERTO ARMUELLES
www.petroterminal.com

TEL.: 756-9125; 756-9129
TEL.: 770-7246; 770-9128

FAX: 756-9128
FAX: 770-7261

APPENDIX H

FIRE INSTRUCTIONS

IN CASE OF A FIRE DO NOT HESITATE TO RAISE THE ALARM

TERMINAL FIRE ALARM:

At this terminal the fire alarm signal is: SIREN & by RADIO

IN CASE OF FIRE:

1. Sound one or more blasts of the ship's whistle, each blast of not more than ten seconds duration supplemented by a continuous sounding of the general alarm system.
2. Contact **PTP CONTROL**
UHF: PTP Radio provided for cargo Operations
VHF: **13 or 16**
Tel: +507.720.7246

| ACTION - SHIP | ACTION - TERMINAL |
|---|--|
| <p>Fire on your ship</p> <ul style="list-style-type: none"> • Raise alarm • Fight fire & prevent fire spreading • Inform terminal • Cease all cargo / ballast operations & closed all valves. • Stand by to disconnect hoses or arms • Bring engines to standby <p>Fire on another ship or ashore</p> <ul style="list-style-type: none"> *Stand by and when instructed: *Cease all cargo/ballast operations and close all valves *Disconnect hoses or arms *Bring engines and crew to standby, ready to unberth | <p>Fire on a Ship</p> <ul style="list-style-type: none"> • Raise alarm • Contact ship • Cease all cargo / ballast operations and close all valves • Stand by to assist fire fighting • Inform all ships • Implement terminal emergency plan <p>Fire Ashore</p> <ul style="list-style-type: none"> *Raise Alarm *Cease all cargo / ballast operations & close all valves *Fight fire & prevent spreading *If required stand by to disconnect hoses or arms *Inform all ships *Implement terminal emergency plan |
| <p>IN THE CASE OF FIRE THE TERMINAL PERSONNEL WILL DIRECT THE MOVEMENT OF VEHICULAR TRAFFIC ASHORE</p> | |

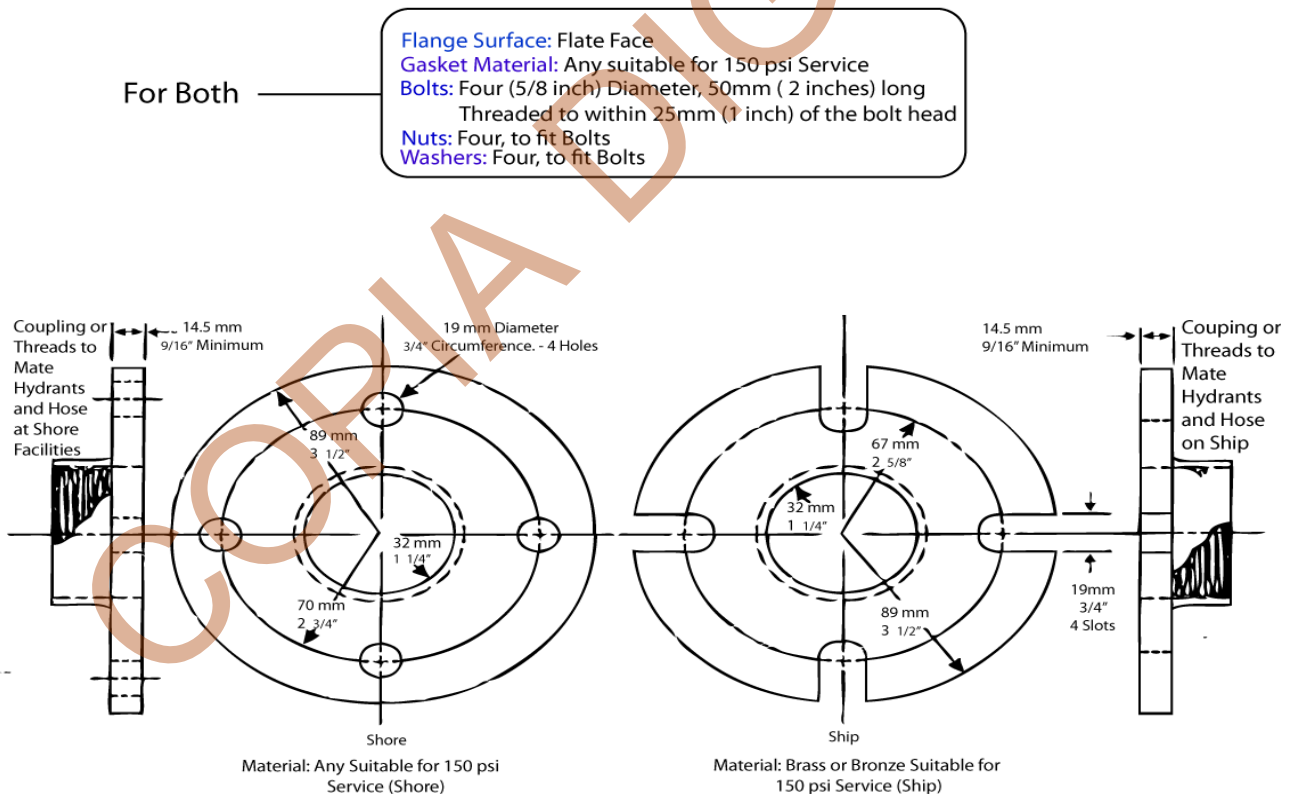
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APPENDIX I

International Shore Fire Connection

The connection should be kept readily available together with a gasket of any material suitable for 1.0N/mm² services, and with four 16mm bolts, 50mm in length, and eight washers.



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APPENDIX J

ISGOTT Sixth Edition

ISGOTT Checks pre-arrival Ship/Shore Safety Checklist

Date and time: _____

Port and berth: _____

Tanker: _____

Terminal: _____

Product to be transferred: _____

| Part 1A. Tanker: checks pre-arrival | | | |
|-------------------------------------|--|---|---------|
| Item | Check | Status | Remarks |
| 1 | Pre-arrival information is exchanged (6.5, 21.2) | <input type="checkbox"/> Yes | |
| 2 | International shore fire connection is available (5.5, 19.4.3.1) | <input type="checkbox"/> Yes | |
| 3 | Transfer hoses are of suitable construction (18.2) | <input type="checkbox"/> Yes | |
| 4 | Terminal information booklet reviewed (15.2.2) | <input checked="" type="checkbox"/> Yes | |
| 5 | Pre-berthing information is exchanged (21.3, 22.3) | <input checked="" type="checkbox"/> Yes | |
| 6 | Pressure/vacuum valves and/or high velocity vents are operational (11.1.8) | <input type="checkbox"/> Yes | |
| 7 | Fixed and portable oxygen analysers are operational (2.4) | <input type="checkbox"/> Yes | |

| Part 1B. Tanker: checks pre-arrival if using an inert gas system | | | |
|--|--|------------------------------|---------|
| Item | Check | Status | Remarks |
| 8 | Inert gas system pressure and oxygen recorders are operational (11.1.5.2, 11.1.11) | <input type="checkbox"/> Yes | |
| 9 | Inert gas system and associated equipment are operational (11.1.5.2, 11.1.11) | <input type="checkbox"/> Yes | |
| 10 | Cargo tank atmospheres' oxygen content is less than 8% (11.1.3) | <input type="checkbox"/> Yes | |
| 11 | Cargo tank atmospheres are at positive pressure (11.1.3) | <input type="checkbox"/> Yes | |

| Part 2. Terminal: checks pre-arrival | | | |
|--------------------------------------|--|------------------------------|---------|
| Item | Check | Status | Remarks |
| 12 | Pre-arrival information is exchanged (6.5, 21.2) | <input type="checkbox"/> Yes | |
| 13 | International shore fire connection is available (5.5, 19.4.3.1, 19.4.3.5) | <input type="checkbox"/> Yes | |
| 14 | Transfer equipment is of suitable construction (18.1, 18.2) | <input type="checkbox"/> Yes | |
| 15 | Terminal information booklet transmitted to tanker (15.2.2) | <input type="checkbox"/> Yes | |
| 16 | Pre-berthing information is exchanged (21.3, 22.3) | <input type="checkbox"/> Yes | |

COPIA DIGITAL

ISGOTT Checks after mooring Ship/Shore Safety Checklist

| Part 3. Tanker: checks after mooring | | | |
|--------------------------------------|--|------------------------------|---------|
| Item | Check | Status | Remarks |
| 17 | Fendering is effective (22.4.1) | <input type="checkbox"/> Yes | |
| 18 | Mooring arrangement is effective (22.2, 22.4.3) | <input type="checkbox"/> Yes | |
| 19 | Access to and from the tanker is safe (16.4) | <input type="checkbox"/> Yes | |
| 20 | Scuppers and savealls are plugged (23.7.4, 23.7.5) | <input type="checkbox"/> Yes | |
| 21 | Cargo system sea connections and overboard discharges are secured (23.7.3) | <input type="checkbox"/> Yes | |
| 22 | Very high frequency and ultra high frequency transceivers are set to low power mode (4.11.6, 4.13.2.2) | <input type="checkbox"/> Yes | |
| 23 | External openings in superstructures are controlled (23.1) | <input type="checkbox"/> Yes | |
| 24 | Pumproom ventilation is effective (10.12.2) | <input type="checkbox"/> Yes | |
| 25 | Medium frequency/high frequency radio antennae are isolated (4.11.4, 4.13.2.1) | <input type="checkbox"/> Yes | |
| 26 | Accommodation spaces are at positive pressure (23.2) | <input type="checkbox"/> Yes | |
| 27 | Fire control plans are readily available (9.11.2.5) | <input type="checkbox"/> Yes | |

| Part 4. Terminal: checks after mooring | | | |
|--|---|------------------------------|---------|
| Item | Check | Status | Remarks |
| 28 | Fendering is effective (22.4.1) | <input type="checkbox"/> Yes | |
| 29 | Tanker is moored according to the terminal mooring plan (22.2, 22.4.3) | <input type="checkbox"/> Yes | |
| 30 | Access to and from the terminal is safe (16.4) | <input type="checkbox"/> Yes | |
| 31 | Spill containment and sumps are secure (18.4.2, 18.4.3, 23.7.4, 23.7.5) | <input type="checkbox"/> Yes | |

ISGOTT Checks pre-transfer Ship/Shore Safety Checklist

Date and time: _____

Port and berth: _____

Tanker: _____

Terminal: _____

Product to be transferred: _____

| Part 5A. Tanker and terminal: pre-transfer conference | | | | |
|---|--|------------------------------|------------------------------|------------------------------------|
| Item | Check | Tanker status | Terminal status | Remarks |
| 32 | Tanker is ready to move at agreed notice period (9.11, 21.7.1.1, 22.5.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 33 | Effective tanker and terminal communications are established (21.1.1, 21.1.2) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 34 | Transfer equipment is in safe condition (isolated, drained and de-pressurised) (18.4.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 35 | Operation supervision and watchkeeping is adequate (7.9, 23.11) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 36 | There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 37 | Smoking restrictions and designated smoking areas are established (4.10, 23.10) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 38 | Naked light restrictions are established (4.10.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 39 | Control of electrical and electronic devices is agreed (4.11, 4.12) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 40 | Means of emergency escape from both tanker and terminal are established (20.5) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 41 | Firefighting equipment is ready for use (5, 19.4, 23.8) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 42 | Oil spill clean-up material is available (20.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 43 | Manifolds are properly connected (23.6.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 44 | Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 45 | Procedures for cargo, bunkers and ballast handling operations are agreed (21.4, 21.5, 21.6) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 46 | Cargo transfer management controls are agreed (12.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 47 | Cargo tank cleaning requirements, including crude oil washing, are agreed (12.3, 12.5, 21.4.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | See also parts 7B/7C as applicable |

| Part 5A. Tanker and terminal: pre-transfer conference (cont.) | | | | |
|---|--|---|---|------------------|
| Item | Check | Tanker status | Terminal status | Remarks |
| 48 | Cargo tank gas freeing arrangements agreed (12.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | See also part 7C |
| 49 | Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | See also part 7C |
| 50 | Routine for regular checks on cargo transferred are agreed (23.7.2) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 51 | Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 52 | Safety data sheets are available (1.4.4, 20.1, 21.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 53 | Hazardous properties of the products to be transferred are discussed (1.2, 1.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 54 | Electrical insulation of the tanker/terminal interface is effective (12.9.5, 17.4, 18.2.14) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 55 | Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5, 23.3.3) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | |
| 56 | Vapour return line operational parameters are agreed (11.5, 18.3, 23.7.7) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | |
| 57 | Measures to avoid back-filling are agreed (12.1.13.7) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | |
| 58 | Status of unused cargo and bunker connections is satisfactory (23.7.1, 23.7.6) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 59 | Portable very high frequency and ultra high frequency radios are intrinsically safe (4.12.4, 21.1.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 60 | Procedures for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |

Additional for chemical tankers Checks pre-transfer

| Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer | | | | |
|--|---|------------------------------|------------------------------|---------|
| Item | Check | Tanker status | Terminal status | Remarks |
| 61 | Inhibition certificate received (if required) from manufacturer | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 62 | Appropriate personal protective equipment identified and available (4.8.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 63 | Countermeasures against personal contact with cargo are agreed (1.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 64 | Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 65 | Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |

Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer (cont.)

| Item | Check | Tanker status | Terminal status | Remarks |
|------|---|------------------------------|------------------------------|---------|
| 66 | Adequate portable vapour detection instruments are in use (2.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 67 | Information on firefighting media and procedures is exchanged (5, 19) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 68 | Transfer hoses confirmed suitable for the product being handled (18.2) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 69 | Confirm cargo handling is only by a permanent installed pipeline system | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 70 | Procedures are in place to receive nitrogen from the terminal for inerting or purging (12.1.14.8) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |

Additional for gas tankers Checks pre-transfer

Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer

| Item | Check | Tanker status | Terminal status | Remarks |
|------|---|------------------------------|------------------------------|---------|
| 71 | Inhibition certificate received (if required) from manufacturer | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 72 | Water spray system is operational (5.3.1, 19.4.3) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 73 | Appropriate personal protective equipment is identified and available (4.8.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 74 | Remote control valves are operational | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 75 | Cargo pumps and compressors are operational | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 76 | Maximum working pressures are agreed between tanker and terminal (21.4, 21.5, 21.6) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 77 | Reliquefaction or boil-off control equipment is operational | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 78 | Gas detection equipment is appropriately set for the cargo (2.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 79 | Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 80 | Emergency shutdown systems are tested and operational (18.5) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 81 | Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 82 | Maximum/minimum temperatures/pressures of the cargo to be transferred are agreed (21.4, 21.5, 21.6) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 83 | Cargo tank relief valve settings are confirmed (12.11, 21.2, 21.4) | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |

| Part 6. Tanker and terminal: agreements pre-transfer | | | | |
|--|---|---|-----------------|-------------------|
| Part 5 item | Agreement | Details | Tanker initials | Terminal initials |
| 32 | Tanker manoeuvring readiness | Notice period (maximum) for full readiness to manoeuvre: Period of disablement (if permitted): | | |
| 33 | Security protocols | Security level: Local requirements: | | |
| 33 | Effective tanker/terminal communications | Primary system: Backup system: | | |
| 35 | Operational supervision and watchkeeping | Tanker: Terminal: | | |
| 37 38 | Dedicated smoking areas and naked lights restrictions | Tanker: Terminal: | | |
| 45 | Maximum wind, current and sea/swell criteria or other environmental factors | Stop cargo transfer: Disconnect: Unberth: | | |
| 45 46 | Limits for cargo, bunkers and ballast handling | Maximum transfer rates: Topping-off rates: Maximum manifold pressure: Cargo temperature: Other limitations: | | |

| Part 6. Tanker and terminal: agreements pre-transfer (cont.) | | | | |
|--|--|---|-----------------|-------------------|
| Part 5 item | Agreement | Details | Tanker initials | Terminal initials |
| 45 46 | Pressure surge control | Minimum number of cargo tanks open: Tank switching protocols: Minimum number of cargo tanks open: Tank switching protocols: Full load rate: Topping-off rate: Closing time of automatic valves: | | |
| 46 | Cargo transfer management procedures | Action notice periods: Transfer stop protocols: | | |
| 50 | Routine for regular checks on cargo transferred are agreed | Routine transferred quantity checks: | | |
| 51 | Emergency signals | Tanker: Terminal: | | |
| 55 | Tank venting system | Procedure: | | |
| 55 | Closed operations | Requirements: | | |
| 56 | Vapour return line | Operational parameters: Maximum flow rate: | | |
| 60 | Nitrogen supply from terminal | Procedures to receive: Maximum pressure: Flow rate: | | |

| Part 6. Tanker and terminal: agreements pre-transfer (cont.) | | | | |
|--|--|---|-----------------|-------------------|
| Part 5 item ref | Agreement | Details | Tanker initials | Terminal initials |
| 83 | For gas tanker only: cargo tank relief valve settings | Tank 1: Tank 2: Tank 3: Tank 4: Tank 5: Tank 6: Tank 7: Tank 8: Tank 9: Tank 10: | | |
| XX | Exceptions and additions | Special issues that both parties should be aware of: | | |

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Date and time: _____

Port and berth: _____

Tanker: _____

Terminal: _____

Product to be transferred: _____

| Part 7A. General tanker: checks pre-transfer | | | |
|--|--|------------------------------|---------|
| Item | Check | Status | Remarks |
| 84 | Portable drip trays are correctly positioned and empty (23.7.5) | <input type="checkbox"/> Yes | |
| 85 | Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4) | <input type="checkbox"/> Yes | |
| 86 | Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3) | <input type="checkbox"/> Yes | |
| 87 | Cargo tank high level alarms are operational (12.1.6.6.1) | <input type="checkbox"/> Yes | |
| 88 | All cargo, ballast and bunker tanks openings are secured (23.3) | <input type="checkbox"/> Yes | |

| Part 7B. Tanker: checks pre-transfer if crude oil washing is planned | | | |
|--|--|------------------------------|---------|
| Item | Check | Status | Remarks |
| 89 | The completed pre-arrival crude oil washing checklist, as contained in the approved crude oil washing manual, is copied to terminal (12.5.2, 21.2.3) | <input type="checkbox"/> Yes | |
| 90 | Crude oil washing checklists for use before, during and after crude oil washing are in place ready to complete, as contained in the approved crude oil washing manual (12.5.2, 21.6) | <input type="checkbox"/> Yes | |

ISGOTT Checks after pre-transfer conference Ship/Shore Safety Checklist

For tankers that will perform tank cleaning alongside and/or gas freeing alongside

| Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing | | | |
|---|---|------------------------------|---------|
| Item | Check | Status | Remarks |
| 91 | Permission for tank cleaning operations is confirmed (21.2.3, 21.4, 25.4.3) | <input type="checkbox"/> Yes | |
| 92 | Permission for gas freeing operations is confirmed (12.4.3) | <input type="checkbox"/> Yes | |
| 93 | Tank cleaning procedures are agreed (12.3.2, 21.4, 21.6) | <input type="checkbox"/> Yes | |
| 94 | If cargo tank entry is required, procedures for entry have been agreed with the terminal (10.5) | <input type="checkbox"/> Yes | |
| 95 | Slop reception facilities and requirements are confirmed (12.1, 21.2, 21.4) | <input type="checkbox"/> Yes | |

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Declaration

We the undersigned have checked the items in the applicable parts 1 to 7 as marked and signed below:

| | Tanker | Terminal |
|--|-------------------------------------|-------------------------------------|
| Part 1A. Tanker: checks pre-arrival | <input type="checkbox"/> | <input type="checkbox"/> |
| Part 1B. Tanker: checks pre-arrival if using an inert gas system | <input type="checkbox"/> | <input type="checkbox"/> |
| Part 2. Terminal: checks pre-arrival | <input type="checkbox"/> | <input type="checkbox"/> |
| Part 3. Tanker: checks after mooring | <input type="checkbox"/> | <input type="checkbox"/> |
| Part 4. Terminal: checks after mooring | <input type="checkbox"/> | <input type="checkbox"/> |
| Part 5A. Tanker and terminal: pre-transfer conference | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer | <input type="checkbox"/> | <input type="checkbox"/> |
| Part 6. Tanker and terminal: agreements pre-transfer | <input type="checkbox"/> | <input type="checkbox"/> |
| Part 7A. General tanker: checks pre-transfer | <input type="checkbox"/> | <input type="checkbox"/> |
| Part 7B. Tanker: checks pre-transfer if crude oil washing is planned | <input type="checkbox"/> | <input type="checkbox"/> |
| Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing | <input type="checkbox"/> | <input type="checkbox"/> |

In accordance with the guidance in chapter 25 of *ISGOTT*, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the tanker and terminal are in agreement to undertake the transfer operation.

We have also agreed to carry out the repetitive checks noted in parts 8 and 9 of the *ISGOTT* SSSCL, which should occur at intervals of not more than ____ hours for the tanker and not more than ____ hours for the terminal.

If, to our knowledge, the status of any item changes, we will immediately inform the other party.

| Tanker | Terminal |
|-----------|-----------|
| Name | Name |
| Rank | Position |
| Signature | Signature |
| Date | Date |
| Time | Time |

ISGOTT Checks during transfer Ship/Shore Safety Checklist

Repetitive checks

| Part 8. Tanker: repetitive checks during and after transfer | | | | | | | | |
|---|---|---|---|---|------------------------------|------------------------------|------------------------------|---------|
| Item ref | Check | Time | Time | Time | Time | Time | Time | Remarks |
| Interval time:..... hrs | | | | | | | | |
| 8 | Inert gas system pressure and oxygen recording operational | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 9 | Inert gas system and all associated equipment are operational | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 11 | Cargo tank atmospheres are at positive pressure | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 18 | Mooring arrangement is effective | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 19 | Access to and from the tanker is safe | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 20 | Scuppers and savealls are plugged | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 23 | External openings in superstructures are controlled | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 24 | Pumproom ventilation is effective | <input checked="" type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 28 | Tanker is ready to move at agreed notice period | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 29 | Fendering is effective | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 33 | Communications are effective | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 35 | Supervision and watchkeeping is adequate | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 36 | Sufficient personnel are available to deal with an emergency | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 37 | Smoking restrictions and designated smoking areas are complied with | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 38 | Naked light restrictions are complied with | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |

| Part 8. Tanker: repetitive checks during and after transfer (cont.) | | | | | | | | |
|---|---|------------------------------|------------------------------|---|---|------------------------------|------------------------------|--|
| 39 | Control of electrical devices and equipment in hazardous zones is complied with | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 40 41 42 51 | Emergency response preparedness is satisfactory | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 54 | Electrical insulation of the tanker/terminal interface is effective | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 55 | Tank venting system and closed operation procedures are as agreed | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 85 | Individual cargo tank inert gas valves settings are as agreed | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 86 | Inert gas delivery maintained at not more than 5% oxygen | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 87 | Cargo tank high level alarms are operational | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| Initials | | | | | | | | |

| Part 9. Terminal: repetitive checks during and after transfer | | | | | | | | |
|---|---|------------------------------|---|------------------------------|------------------------------|------------------------------|---|---------|
| Item ref | Check | Time | Time | Time | Time | Time | Time | Remarks |
| Interval time:..... hrs | | | | | | | | |
| 18 | Mooring arrangement is effective | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 19 | Access to and from the terminal is safe | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 29 | Fendering is effective | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 32 | Spill containment and sumps are secure | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 33 | Communications are effective | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | |
| 35 | Supervision and watchkeeping is adequate | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 36 | Sufficient personnel are available to deal with an emergency | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 37 | Smoking restrictions and designated smoking areas are complied with | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 38 | Naked light restrictions are complied with | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 39 | Control of electrical devices and equipment in hazardous zones is complied with | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 40 41 47 51 | Emergency response preparedness is satisfactory | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 54 | Electrical insulation of the tanker/terminal interface is effective | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| 55 | Tank venting system and closed operation procedures are as agreed | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | <input type="checkbox"/> Yes | |
| Initials | | | | | | | | |

APPENDIX K

PETROTERMINAL DE PANAMA S. A. ATLANTIC TERMINAL

KEYMEETING FORM



SECURITY LEVEL:

Date: _____
Time: _____ (Start) _____ (End)

SELECT OPERATION:

LOADING

UNLOADING

TERMINAL INFORMATION

SELECT BERTH TO USE:

BERTH DESCRIPTION

| SOUTH BUOY | | NORTH BUOY | |
|---|----------------------------|---|---------------------------------------|
| HOSES | 2 X 12" / 1 X 16" | HOSES | 2 X 12" / 1 X 16" |
| MAX LOADING RATE | 48,000 BPH | MAX LOADING RATE | 48,000 BPH |
| SBM MAX WORK PRESSURE | 275 PSI | SBM MAX WORK PRESSURE | 275 PSI |
| SHIP'S RAIL MAX PRESSURE | 185 PSI | SHIP'S RAIL MAX PRESSURE | 185 PSI |
| MAX UNLOADING RATE | 60,000 BPH | MAX UNLOADING RATE | 60,000 BPH |
| MAX DRAFT | 66 FEET | MAX DRAFT | 69 FEET |
| SOUTH SBM TO SHORE | 1.7 NM APROX. / 8,500 BBLS | NORTH SBM TO SHORE | 2.0 NM APROX. / 9,000 BBLS |
| COW: Only 25% accepted as per minimum MARPOL request. (Must be previously authorized) | | Deballast: Terminal accept only clean type of ballast | |
| MAX UNLOADING RATE | 60,000 BPH | T-301, 302 & 303 | TANKS 833K BBLS 245 mts ABOVE SEA LVL |
| MAX UNLOADING RATE | 60,000 BPH | T-501 & 502 | TANKS 630K BBLS 5 mts ABOVE SEA LVL |
| MAX UNLOADING RATE | 60,000 BPH | T-503 to 507 | TANKS 550K BBLS 5 mts ABOVE SEA LVL |
| MAX UNLOADING RATE | 20,000 BPH | T-401, 402 & 403 | TANKS 120K BBLS 24 mts ABOVE SEA LVL |

EMERGENCY SHUTDOWN SIGNAL FROM TERMINAL: VIA WORKING ASSIGNED VHF CHANNEL STOP-STOP-STOP

| TERMINAL REQUESTED TIME | TIME | VESSEL REQUESTED TIME | TIME |
|--------------------------|------------|--------------------------|------|
| TIME TO STOP CARGO: | 5 MIN | TIME TO STOP CARGO: | |
| TIME TO REDUCE RATE: | 10 MIN | TIME TO REDUCE RATE: | |
| TIME FOR EMERGENCY STOP: | INMEDIATLY | TIME FOR EMERGENCY STOP: | |

**PETROTERMINAL DE PANAMA S. A.
ATLANTIC TERMINAL**

KEYMEETING FORM

VESSEL INFORMATION

VESSEL'S NAME:

SDWT:

IF ANY HIGH H2S ALARM SOUNDS (HIGHER THAN 5PPM ON DECK) NOTIFY PTP CONTROL ROOM. IN CASE H2S CONCENTRATIONS ARE ABOVE 10PPM ON VESSEL DECK, OPERATION MUST BE SUSPENDED UNTIL CONCENTRATIONS DECREASE

| | | | | |
|--|--|------------------------------------|-----|-----|
| No. & SIZE OF MANIFOLDS: | | ARRIVAL DRAFT: | FWD | AFT |
| CARGO LINE TO BE USED: | | ESTIMATED DEPARTURE DRAFT: | FWD | AFT |
| NOTICE FOR NORMAL OPERATION STOPPAGE: (TIME) - OR/AND ANY OTHER TIMING REQUIRED | | | | |
| MAX LOAD / UNLOADING RATE: | | MAX PRESSURE: | | |
| INITIAL REQUIRED RATE: | | TANKS TO COW: | | |
| TOPPING OFF/ STRIPPING REQUIRED RATE: | | BALLAST QUANTITY TO LOAD / UNLOAD: | | |
| TEMPERATURE LIMITS (IF ANY): | | LAST PORT: | | |
| VENTING SYSTEM: | | NEXT PORT: | | |
| LAST CARGO: QUALITY AND H2S: | | | | |

VESSEL'S EMERGENCY SIGNAL:

VESSEL OPERATION SEQUENCE

| | | | |
|------------------|--|----------------------------|--|
| CRUDE NAME (1ST) | | CARGO TANK NOMINATED (1ST) | |
| CRUDE NAME (2ND) | | CARGO TANK NOMINATED (2ND) | |
| CRUDE NAME (3RD) | | CARGO TANK NOMINATED (3RD) | |

SHORE OPERATION SEQUENCE

| CRUDE NAME | API & TEMP | RATE(BPH) | TANK | OPERATION DESCRIPTION |
|------------|------------|-----------|------|-----------------------|
| | | | | |
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REMARKS:

| | |
|----------------------|--------------------------------|
| CHIEF OFFICER | TERMINAL REPRESENTATIVE |
|----------------------|--------------------------------|

ALL INFORMATION REQUIRED MUST BE COMPLETELY FILLED.
PLEASE DO NOT LEAVE ANY BLANK SPACES.
IF QUESTION DOES NOT APPLY, TYPE OR WRITE "N/A".

APPENDIX L

CANAL DEL TIGRE "CHANNEL MARKING BUOYS"

| | POSITION | | | | <u>CHARACTERISTIC</u> |
|------|----------|---------|-----|------|-----------------------|
| No.1 | LAT. | 9° | 08' | 34"N | FL. G.4 |
| | LONG. | 81° | 58' | 56"W | |
| No.2 | LAT. | 9° | 08' | 40"N | FL. R.4 |
| | LONG. | 81° | 59' | 56"W | |
| No.3 | LAT. | 9° | 08' | 00"N | FL. G.4 |
| | LONG. | 81° | 59' | 13"W | |
| No.4 | LAT. | 9° | 07' | 59"N | FL. R.4 |
| | LONG. | 82° | 00' | 09"W | |
| No.5 | LAT. | 9° | 06' | 16"N | FL. G.4 |
| | LONG. | 82° | 00' | 11"W | |
| No.6 | LAT. | 9° | 06' | 11"N | FL. R.4 |
| | LONG. | 82° | 01' | 01"W | |
| No.7 | LAT. | NO BUOY | | | |
| | LONG. | | | | |
| No.8 | LAT. | 9° | 05' | 35"N | FL. R.4 |
| | LONG. | 82° | 01' | 20"W | |
| No.9 | LAT. | 9° | 04' | 33"N | FL.G.4 |
| | LONG. | 82° | 00' | 16"W | |

All buoys are equipped with a solar panel and radar reflector built into the tower structure of the buoy. (IALA Region B.)

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APPENDIX M

FLOATING EQUIPMENT

2 X 36' MONARK PILOT BOATS

Equipped Radar and Echo Sounder

2 x 6V - 71 GM Engines

2 X 42' Mooring Launches (DAMEN)

1 X 8v - 71 GM Engine

1 FLEXI BOAT BARGE equipped with 50 ton Crane
Accommodation and workshops
40 ft. x 80'

1 30 Ft. - Marco Oil Skimmer boat
Various small boats powered by outboard engines.

1 34 Ft – GRP ' Pilot Boat
Equipped Radar and Echo Sounder
2 x 6v Volvo Penta.

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APPENDIX N

WEIGHT OF HOSE STRING FOR SINGLE BUOY MOORINGS

The following table gives the approximate weights of hose strings in tones (including fittings, floats and pick-up buoy) with all hoses full of crude oil of S.G. 0.850. The assumed total lift is 7.5 meters (25 feet) above deck level, with the tanker on light draught.

| <u>SIZE OF TANKER</u> | <u>INSIDE DIA. OF HOSE IN INCHES</u> |
|-----------------------|--------------------------------------|
| | <u>12" I.D. HOSE</u> |
| 270,000 | 6.5 |
| 200,000 | 6.2 |
| 100,000 | 5.4 |
| 70,000 | 5.1 |
| 50,000 | 4.9 |
| 35,000 | 4.7 |
| 18,000 | 4.3 |

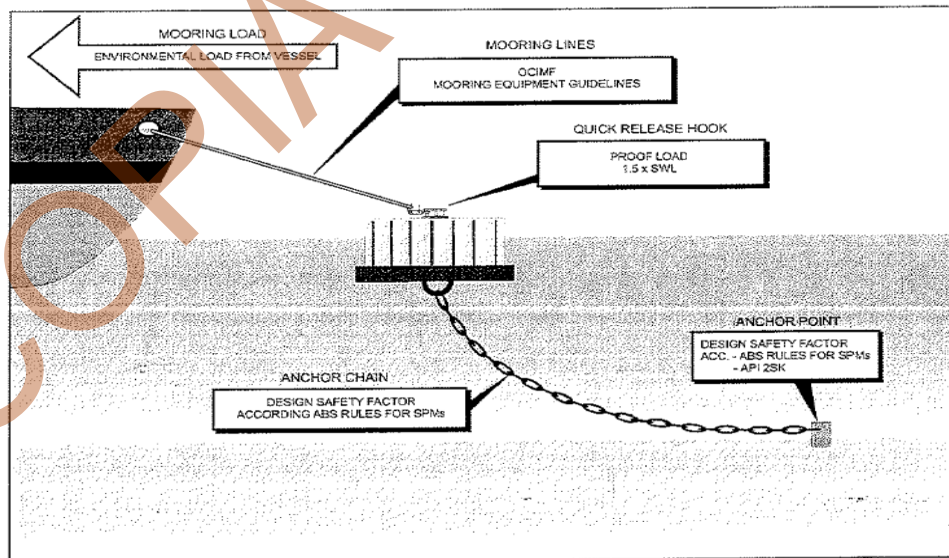
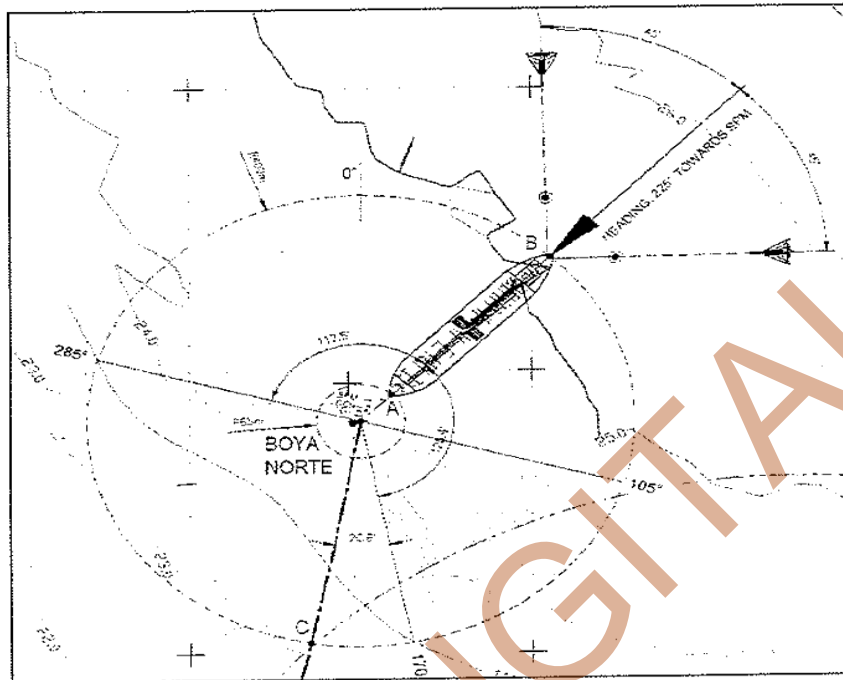
Information taken from pages 253-254 of INTERNATIONAL SAFETY GUIDE FOR OIL TANKERS AND TERMINALS Manual (5th Edition)

| HOSE INFORMATION – MAKE:KLEBER | | | |
|--------------------------------|---|----------------------|----------------------|
| | (Barbell type) TANKER RAIL HOSE 12" | FLOATING HOSE 12" | FLOATING HOSE 16" |
| LENGTH | 9.25 METERS | 12.19 METERS | |
| WEIGHT | 890 KILOGRAMS | 1940 KILOGRAMS | |
| ELECTRICALLY | DISCONTINUOUS | CONTINUOUS | |
| BUILT-IN FITTING TYPE | ASA 150 | ASA 150 | |
| ANCILLARY EQUIPMENT | — | — | |
| WEIGHT (FLANGES) | 317 KILOGRAMS | — | |
| BEND RADIUS | 1.85 METERS | — | |

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APENDIX N1

MBM SYSTEM LAY OUT



BUOY COMPONENT DESIGN



PETROTERMINAL DE PANAMÁ, S.A.

APARTADO 8-179
PANAMÁ 8
REP. DE PANAMÁ

TEL.: 263-7777
FAX: 263-9949

APARTADO 901
DAVID, CHIRIQUÍ
REP. DE PANAMÁ

TEL.: 775-3087
775-7791
FAX: 775-4958

PUERTO CHIRIQUÍ GRANDE
PUERTO ARMUELLES
www.petroterminal.com

TEL.: 756-9125; 756-9129
TEL.: 770-7246; 770-9128

FAX: 756-9128
FAX: 770-7261

APPENDIX O

Terminal: _____

Date: _____

The Master

SS / MV: _____

Port: _____

Dear Sir,

Responsibility for the safe conduct of operations whilst your ship is at this terminal rests jointly with you, as Master of the ship, and with the responsible terminal representative. We wished, therefore, before operations start, to seek your full co-operation and understanding on the safety requirements set out in the Ship / Shore Safety Check List which are based on safe practices widely accepted by the oil and the tanker industries.

We expect you, and all under your command, to adhere strictly to these requirements throughout your stay alongside this terminal and we, for our part, will ensure that our personnel do likewise, and co-operate fully with you in the mutual interest of safe and efficient operations.

Before the start of operations, and from time to time thereafter, for our mutual safety, a member of the terminal staff, where appropriate together with a responsible officer, will make a routine inspection of your ship to ensure that the questions on the Ship / Shore Safety Check List can be answered in the affirmative. Where corrective action is needed we will not agree to operations commencing or, should they have been started, we will require them to be stopped.

Similarly, if you consider safety is endangered by any action on the part of our staff or by any equipment under our control you should demand immediate cessation of operations.

THERE CAN BE NO COMPROMISE ON SAFETY

Please acknowledge receipt of this letter by countersigning and returning the attached copy.

Signed: _____

Terminal Representative

Terminal Representative on Duty is: _____

Position or Title: _____

Telephone No.: _____

UHF / VHF: _____

SS / MV: _____

Signed: _____

Date / Time: _____

Master

| | |
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APPENDIX P

SBM

SBM DETAILS

The catenaries anchor leg (CALM) buoys are designated "NORTH SBM" and "SOUTH SBM". SBM is an abbreviation for "Single-Buoy Mooring" which describes the method by which the tanker is moored to the buoy. The mooring rig attaches to a single point on a turntable forming the upper part of the buoy. Rotation of moored tanker and turntable through 360 degrees is possible.

A double channel-rotating head on the turntable allows two completely segregated flow streams to be routed through the buoy. The rotating head can be connected with the tanker through two 20" hose strings. Two 20" manually operated ball valves act as block valves between the rotating head and each 20" hose with a third 20" manually operated ball valve mounted in a bypass between the two. This allows interchangeability of the hose strings when both strings are in use or allows diversion of products into its respective channel in the rotating head when only one hose string is installed.

The buoy turntable can be locked to the buoy at several points by a locking pin, which is inserted into the buoy body through guides in the turntable. The turntable must be locked before accessing the hydraulic unit compartment. The turntable of the buoy is accessed from a workboat by a strong tubular ladder, which forms part of the turntable.

Battery driven navigation lights are installed in accordance with marine regulations.

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AUTORIDAD MARITIMA DE PANAMA - DECLARACION GENERAL

| | | | | | | | | | | |
|---|---|---|--|---|--|--|--|--|--|-----------------------------------|
| Muelle Dock | Distintivo de Llamada Radio Call Letters | Aribada - Arrived Puerto - Port | Fecha Date | Hora de Llegada Time of Arrival | Hora Abordado Time Boarded | hora Liberado Time Cleared | Viaje Voyage | | | |
| Informacion del Barco - Ship data | Nombre de la Nave (M/N - Vapor) Ship's Name (M/V - S.S.) | | Tipo (Passenger, Cargo, Tanker) Class (Passage, Cargo, Tanker) | | Puerto de Registro Port of Registry | | Nacionalidad Nationality | | | |
| | Datos del Registro Nacional Nationality Registry Data | | | | Combustible Abordo Fuel on Board | Consumo Diario de Combustible Daily Consumption of Fuel | | | | |
| | Tonelaje Bruto Gross Tonnage | Tonelaje Neto Net Tonnage | Eslera de Registro Reg. Length | Eslera Total Overall Length | Manga Reg. Beam | Puntal Depth | Numero O.M.I. I.M.O. Number | Velocidad (nudos) Speed (Knots) | | |
| | Calado Tropical medio Autorizado / Main Authorized Tropical Draft | | | | Present Draft / Calado Actual | | | | | |
| | Para Agua de Mar Sea Water | | Para Agua Dulce Fresh Water | | Proa Forward | Popa Aft. | Desplazamiento (con calado actual) Displacement (at present Draft) | | | |
| | Propietarios Owners | | | Municiones y Armas (Cantidad y Descripcion) Arms and Ammunitions (Description and Quantity) | | | Peso Muerto de Verano Summer Deadweight | | | |
| | Agentes Agents | | Operadores Operators | | Primer Puerto de Recalada después del Zarpe First Port of Call after clearance | | | | | |
| | A.S. Fecha de expiración A.S.I. Expiration date | | Fecha de Supervisión de Estado Rector de Puerto Port State Control Date | | Ultimo Puerto y Fecha de Salida Last Port and Date of Departure | | Fletadores Charterers | | | |
| | VIA: (Fecha y Puertos visitados en los últimos 90 días) VIA: (All Ports in order and dates visited within the past 90 days) | | | | Curso a seguir al siguiente puerto de recalada Expected course to final of call | | | | | |
| | | | | | Fecha de Expiración del Certificado Intl. De Seguridad ISSC Expiration Date | | | | | |
| Nave Atracado en Vessel docking at | | <input type="checkbox"/> Operaciones de Carga Cargo Operations | | CombustibleToneladas Bunkers Tons | | AguaToneladas Water Tons | | | | |
| Informacion de Carga Cargo Data | Carga de Desembarcado En Cargo (Tons) for Discharge at | | Carga a bordo (Toneladas) Cargo on Board on Arrival (Tons) | | Tipo de Carga Type of Cargo | | Carga en Cubierta (Clase y Peso) Deck Load (Type and Weight) | | | |
| | Nombre del Puerto Name of Port | | | | | | | | | |
| | Explosivo/Inflamable in Cargo | Tipo Type | Cantidad Quantitv (Tons) | Lugar de Almacenaje Where Stowed | | Puerto de Embarque Port of Embarkation | | | | |
| | The explosive/inflammables were stowed and packes in accordance with certificate of loading | | | Numero Number | Fecha Date | Lugar Place | Expedido en Issued at | | | |
| | Petroleum Products | Tipo Type | Grado Grade | Presión o Grado de ignición / Vapor Pressure or Flashpoint | Gas Freed? | If not Grade and Type last carried | | ¿Cómo fue desgasificado? How was Gas Freed? | | |
| SANIDAD INTERNACIONAL | Aprobado Para Pasajeros Certified for Passengers (Number) | | Total Pasajeros a Bordo Passengers on Board (Total) | | Puerto Desembarque Disembarking Port | Personal a bordo Ships personnel on board | Oficiales Officers | Tripulación Crew | Polizones Stowaways | |
| | Note: In the advance of a surgen she ments should reger the following symptoms as ground for auspecting the existence of diazass of ab infections nature: fever accompanied by prostration of persisting for several days or attain | | | | | Numero de Personas vacunadas Por Of. Abordo Number of Persons vaccinated by Boarding Officers | | Numero de Persones desbarcadas a bordo Number of persones dead on board | | |
| | Health Questions:(If more than 4 weeks elapsed since the voyage began it will affice to give particulars for the last 4 weeks. | | | | | | | | Yes | No |
| | 1. Has there been on board during the voyage any case or suspected case of plague, cholera, yellow fever, ampalpox, typhus or recurring fever? (Give particulars in schedule). | | | | | | | | | |
| | 2. Has plague occurred on deen suspected among the rats or mice on board during the voyage, or has there been an anomral mortality among them? | | | | | | | | | |
| | 3. Has any person died on board during the voyage otherwise than as result of accident? (Give particulars in schedule). | | | | | | | | | |
| | 4. Is there on board or has there during the voyage any case of disease which you suspect to be of an infections nature? (Give particulars in the schedule). | | | | | | | | | |
| | 5. Is there any sick person on board now? (Give particulars Schedule). | | | | | | | | | |
| | 6. Are you sure of any other conditions on board which may lead to infections or the apread of disease? | | | | | | | | | |
| | 7. Has the Ship being inspect against Aedes Aegypti in Last port. | | | | | | | | | |
| DECLARACION PARA EL CUADRO Particulars de cada caso de enfermedad o muerte ocurrido a bordo o cadaveres a bordo Recuperados, enfermos, muertos a bordo, desembarcado en (Nombre del Puerto). Enterrado en Alta mar. | | | | DECLARATION DETAILS Particulars of every case of illness or death occurred on board. Recovered, still ill died on board, landed at (name of port) buried at sea | | | | | | |
| Nombre Name | Clasificación Class/rating | Edad Age | Sexo Sex | Nacionalidad Nationality | Puerto de Embarque Embarking Port | Fecha de Embarque Date of Embarking | Natural de Enfermedad Nature of illness | Fecha de 1er. Síntoma Date of First Symptom | Resultado de la Enfermedad Result of illness | Dado de Alta Disposnal of case |
| Derating Record | Date last derated | Fecha de última exoneración de desratización Date of last exemption from darratization | | Lugar Where | Origen de Carne en Lista de Rancho Origin of meat in ship's stores | | | | | |
| Información sobre Cuarentena | | | | | | | | | | |
| Numero y Clase de animales abordo - Number, Kind and origin of animals on board | | | | | | | | | | |
| Material Vegetal _____ Cargo _____ Camarote _____ Equipaje _____ Despensa _____ | | | | | | | | | | |
| CERTIFICO QUE TODO lo anteriormente expuesto, así como las repuestas a todas las preguntas son verdicas hasta donde conozco y creo, que la lista de animales vivos a bordo de mi barco es completa y que caso recibo de instrucciones en relacion a requirement | | | | | | | | | | |
| Firma del Medico a bordo Signature of Ship's Surgeon | | | | | Firma del Capitán Signature of Ship's Master | | | | | |
| Nombre a máquina o letra imprenta Name typed or printed | | | | | Nombre a máquina o letra imprenta Name typed or printed | | | | | |
| <input type="checkbox"/> ICNR. NSQI <input type="checkbox"/> ICR. SQI <input type="checkbox"/> Inspeccion de veterinaria requerida Veterinary inspection required <input type="checkbox"/> Inspeccion Agronomica requerida. Escollas permaneceran cerradas y toda la operacion de descarga suspendida hasta que sea autorizada por el inspector de unidad. | | | | | | | | | | |
| Libre Platica otorgada Free Platique granted | | Provisional Detenido por cuarentena Provisional Detained for Quarantine | | Certificado Int. de Prevencion de Contaminación por Hidrocarburos válido I.O.P.P. Certificate Expiration date | | | IPBP Fecha de Expiración I.S.P.S CERTIFICATE VALID DATE | | | |
| Razon para platika provisional ___ Vacuna contra viruela aplicada a bordo ___ Animales a bordo ___ Carne restringida ___ Desratizacion invalida ___ Enfermedad o muerte a bordo Reasons for provisional platique Smallpox vaccination held on board Animals hold on board Restricted Meal Invalid Deret Illness or death on board | | | | | | | | | | |
| <input type="checkbox"/> Camellos requeridos Flota required | | <input type="checkbox"/> Solicito Applied | | <input type="checkbox"/> Sanidad de barco Ship's sanitation | | Observaciones Remark : | | | | |
| <input type="checkbox"/> Roldado requerido Spraying required | | <input type="checkbox"/> Certificado Certificate | | <input type="checkbox"/> Por oficial de abordaje en la bahia By B.O. in bay | | | | | | |
| <input type="checkbox"/> Advertencia de recoleccion de basura Advertence garbage | | <input type="checkbox"/> Desembarque cargo radioactiva Descargo cargo RARH | | Puerto - Port | | Firmado y jurado ante mi presencia a bordo del barco Subscribed and sworn in my presence on board the vessel. | | libre platika otorga vessel cleared. | | |
| <input type="checkbox"/> Inspeccion de Sanidad Sanitation inspection | | <input type="checkbox"/> Inspeccion de desratizacion Derat inspection | | Puerto - Port | | | | | | |
| <input type="checkbox"/> A.M.P. Notificada por radio P.M.A. Notified by radio | | <input type="checkbox"/> Ministerio de Salud notificado Min. oh Health notified | | <input type="checkbox"/> | | Puerto - Port | | Oficial de abordaje Boarding Officer Signature & Stamp | | |