

PUERTO BRISA S.A.

Rules & Port Regulations



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1. GENERAL INFORMATION

- 1.1. Puerto Brisa S.A. is located 94 Kilometers from city of Santa Marta, Department of Magdalena and 74 Kilometers from city of Riohacha, Department of La Guajira. The terminal is located at 11° 15' 37.96" N; 73° 22' 56.11" W.
- 1.2. Puerto Brisa is a port in open sea possibly affected by weather conditions at the time of loading.
- 1.3. The port will be ISPS Code Certified.
- 1.4. Terminal particulars:

Port	Dibulla, Colombia
Port VHF	11 - 16 - 71
Puerto Brisa Pilot Station position	11° 18' 46.9" N; 73° 23' 49.3" W
Pilot ladder	Combination ladder/Starboard/01 Mts above water level
Terminal name	Puerto Brisa S.A. (PBSA)
Terminal position	11° 15' 37.96235" N; 73° 22' 56.11548" W
Terminal operations VHF	16
Prevailing weather	Windy Season: January - February
	Winds NNE 29.9% / NE 31.3%
	Tides 0.33 Mts. in Summer / 0.20 Mts. average
Sea currents	Surface 18.0 – 20.0 cm/s at 5.0 Mts.
	Depth 6.0 – 14.0 cm/s at 20.0 Mts.
Currents orientation	Rainy Season ENE 85% / NE 10%
	Dry Season E 90% / ESE 10%
Weather restrictions for maneuvering	56 km/h wind speed
	wave height > 2.5 Mts.
Water density	1.025 g/ml
Tidal restriction moore/unmoore	No
Mooring / Unmooring time	24 hrs. SHINC
Working time	24 hrs. SHINC
Tug boats	Compulsory
Loading system	Shore ship loader with encapsulated belt conveyor
Cargo quantity determinated by	Final draft survey

1.5. Vessels presented for loading must consider the following restrictions:

Actual Restrictions At Pier (PBSA Terminal)	
Type of wharf	Platform
Wharf length	360 Mts.
Maximum LOA	305 Mts.
Maximum BEAM	45 Mts.
Maximum DRAFT allowed to ships alongside	15 Mts.
Depth at zone	16.3 Mts.
Maximum AIR DRAFT allowed - DWLTHC	21 Mts.
Berthing side	Both sides

1.6. Compulsory arrival drafts must be considered for all ships intending to load coal.

1.7. Reference table of mandatory arrival draughts is following presented:

REFERENCE TABLE OF MANDATORY ARRIVAL DRAUGHTS					
SIZE	DWT (Kt)	FWD	DRAUGHT	AFT	DRAUGHT
Handy Size	10K-30K	10'	3.04 m	16'	4.87 m
Handy Max	30K-50K	12'	3.65 m	18'	5.48 m
Panamax	50K-70K	15'	4.57 m	21'	6.40 m
Small Cape	70K-100K	18'	5.49 m	24'	7.31 m
Cape Size	100K-180K	24'	7.31 m	29.5'	9.0

1.8. All aids to navigation comply with IALA Region B description.

1.9. Nautical Chart with the approach to Puerto Brisa is available.

1.10. The Shiploader is designed to load up to wind speeds of 56km/h. In excess of this wind speed, the Shiploader will stop loading operations and if wind increases, go to storm position.

1.11. The Berth is designed to be safely moored to up to below critical meteorological conditions depending on the vessel type. Exceeding or when expecting to exceed these critical meteorological conditions, vessels will be ordered by Puerto Brisa Port Authority or Maritime

Authority to leave the berth and sail to anchorage. Such order will need to be executed without delay by the vessel.

- 1.12. It always remains the Master's responsibility to decide whether or not to vacate the berth if necessary for safety reasons, even in weather conditions inferior than noted under articles mentioned.

2. AIDS TO NAVIGATION

All navigation Aids are IALA Region B compliant.

2.1. Buoys

- Lateral Marks Region B : 12 buoys (B1-B13)
- Safe Water Mark : 1 BM 11° 18'46,9"N;73°23'49,3"W
- Special Mark : 1 BF 11°18'39,8"N; 73°24'25,7"W

2.2. Leading light

- Lamp PEL : 1,9 Mts.
- Horizontal divergence : 3,5°

2.3. System VTS (Vessel Traffic Service)

- Radar
- Closed Circuit of Television (CCTV)
- VHF radio
- Automatic Identification System – AIS

3. INTERNATIONAL SHIP AND PORT FACILITY SECURITY CODE (ISPS Code)

- 3.1. Port Facility Security Officer (PFSO) :Mr. Juan Carlos Giraldo Manrique
- 3.2. Email : jcgiraldoarc@yahoo.com
mts@puertobrisa.com
control@puertobrisa.com
- 3.3. Phone :57 + 320 303 8594
57 + 319 250 7160

3.4. Shore MARSEC level :01

4. PILOT STATION

- 4.1. Pilot Station position is located at 11° 18' 46.9" N; 73° 23' 49.3" W and at about 2.6 nautical miles from Terminal. When in approach phase, monitor channel 16 VHF to receive instructions from agency and/or pilots. Pilot and tugboat service are compulsory for all vessels sailing to and from Puerto Brisa.

5. VESSEL REQUIREMENTS

- 5.1. To be acceptable to load at Puerto Brisa, vessels must comply with the Colombian Port Authority requirements as well as comply in all respects with the requirements and regulations of Puerto Brisa as set out herein. It is duty of the Owners (ship owner or broker) to confirm compliance with the Port Regulations to Puerto Brisa through the Registered Shipping Agent, at least two (2) days after vessel has been provisionally accepted at Puerto Brisa for loading. Nomination acceptance remains subject to timely receipt of Owner's Compliance Confirmation.
- 5.2. Send to Puerto Brisa at least 72 hours prior arrival at the pilot station, Puerto Brisa Form ETA, including all ship particulars and loading plan.
- 5.3. Must comply with all applicable laws, conventions, Colombian and international provisions that may be in force.
- 5.4. Comply with the technical conditions of Puerto Brisa and the contents of the environmental management plans, as well as the technical conditions established in its environmental managements systems.
- 5.5. The vessel is neither to be twin hatched nor to have center line beams or bulkheads in any holds or hatchway that may obstruct loading operations. The vessel's bulkheads if are not horizontally corrugated, must have hatch covers of the mechanical type and shall be of such design and construction as not to impede the operation of the Shiploader. Vessel arriving for the first time must submit detailed information in order to determine the vessel's suitability at Terminal.

- 5.6. Be less than 25 years old and classified by an IACS Class Society. Ships older than 25 years must perform a special condition survey upon arrival in order to certify vessel is in proper operating and maneuvering condition. The survey cost will be on ship owner's account.
- 5.7. Have sufficient ballast pumping capacity to grant that deballasting operations do not interfere with the loading operations. Delays caused by ship's ballast operations to the loading as well to other ship's waiting at port for her loading turn, will be on ship's account.
- 5.8. Vessel must have marks of draught painted in the hull, stern, starboard, port and in the middle.
- 5.9. All data, stability books, tanks calibration tables and trim corrections required for draft survey calculations must be available on board.
- 5.10. Be able to receive the cargo at the loading rate applicable.
- 5.11. Crew certified in accordance to the law in its flag country and of international agreements.
- 5.12. The vessel may be gearless, but if it is a Geared Vessel, gears to be movable and be positioned in a way so they do not obstruct the normal operation of the Shiploader or otherwise reduce the loading rate of Puerto Brisa or impede its normal operation. Geared vessels wishing to load at Puerto Brisa for the first time are required to submit general arrangement drawings showing the dimensions of their hatches, deck structures and gear gangway position.
- 5.13. Vessels have to comply with the minimum requirements of Puerto Brisa at all times and satisfactorily pass Puerto Brisa's vetting.
- 5.14. Ballast water to be discharged into Terminal waters should be clean as established by the marine pollution convention MARPOL (73-78).
- 5.15. The vessel must carry an International Ship Security Certificate and a valid copy of the relevant Document of Compliance issued in terms of the ISM Code.

- 5.16. The vessel must carry an International Ship Security Certificate indicating that it complies with the requirements of the SOLAS Convention chapter XI-2 and part A of the ISPS Code.
- 5.17. The vessel cannot be banned nor be listed substandard under any Memorandum Of Understanding (MOU) nor be included in the list of vessels that have been considered by Puerto Brisa as not compatible with loading.
- 5.18. The vessel or its Owner cannot be or have been included in the list of the Department of the Treasury of the United States as available on the link: <http://www.ustreas.gov/offices/enforcement/ofac/sdn/>, European Union, the United Nations, or of any other official entity that regulates or enforces international sanctions, as amended from time to time.
- 5.19. All vessels shall provide adequate working light, workplace, and lavatory facilities for Puerto Brisa operations personnel that are required to work on board the vessel.
- 5.20. The vessel or its owner shall be responsible for and pay all port charges, including light dues and other taxes, assessments and charges which are customarily and mandatory payable by the Owner / Vessel on or with respect to the vessel in Colombia.
- 5.21. Puerto Brisa may accept in its sole discretion vessels that are outside all requirements, on a case by case basis.

6. VESSEL NOMINATION

- 6.1. Daily Eta to be reported at 08:00 Hrs. Colombian Time (-5 GMT).
- 6.2. Master is to send ETA Notice of Arrival immediately upon receiving instructions from his ship owner or chartered (or upon departure from previous port) to the registered ship agency. Vessel is required to send ETA notices to the agency 10 days prior to arrival and every day thereafter, in addition to any other ETA notice required by the charter party.

6.3. When nominating a performing vessel to Puerto Brisa for the loading coal, Master must sent, confirm and revert all inquiries 72 Hrs. in advance to arrival date, from the following information:

- Vessel name and previous names
- ETA date and time (Local -5 GMT)
- Call letters / IMO Number / Flag / Port of Registry
- Agent name
- Last port of call
- Arrival draught FORE / AFT
- Extreme arrival air draught to hatch top
- Expected sailing draught
- Ballast on arrival (M.T.) and expected deballasting time
- Is deballasting concurrent with loading at normal port handling rates?
- Type of previous cargo
- Date of next special survey
- ISPS Certification
- Destination port
- Cargo to be loaded
- Hold rotation with quantities for each drop
- Is vessel gas freed?
- Condition of steering / Navigation equipment
- Official deadweight tonnage (DWT) in metric tons / GRT / NRT / LOA / BEAM – Taken from ship registry
- Length of loading area from hatch No. 01 FWD to end of last hatch AFT and width if hatches.
- Distance from FWD end hatch #01 to bow
- Grain capacity (Cubic Meters) of each hold
- Type and description of cargo in transit including any dangerous or hazardous cargo, including the IMDG classification
- Registered Shipping Agent appointed by Owners
- Any other information and/or certificates as may be required by Puerto Brisa

6.4. Nomination will be accepted by Puerto Brisa within twenty four (24) hours before arrival, if no further issues have been arisen during the vetting process.

7. STOWGE PLAN

- 7.1. Master to send Stowage Plan for approval as soon as possible, but at a minimum 5 days prior to arrival at Puerto Brisa.
- 7.2. Loading Sequence must take into consideration a maximum of two (2) rotations per hold.
- 7.3. On all cases and as possible, in order to speed up the loading operations and optimize the efficiencies, stevedores prefer to load holds with one pour only where possible. If so, Master is requested to notify stevedores in advance. Holds requiring 95% to 100% capacity need to load 88% to 90% capacity on first pour in order to maximize the effectiveness of trimming of the hold.
- 7.4. Final Vessel Trimming shall be a single pass only. In all cases, trimming holds not to exceed two (2) holds. No trimming will be allowed for lot sizes less than 200 tons.

8. NOTICES AND PRE-ARRIVAL INFORMATION

- 8.1. The Master of each vessel is required to send immediately upon receiving instructions from the Owner or chartered (or upon departure from the previous port), the first ETA notice to Puerto Brisa.
- 8.2. Further ETA notices are to be sent every day prior to arrival.
- 8.3. The Notice of Readiness (NOR) shall be accepted in strict accordance with the terms of the governing charter party and after full compliance with all Puerto Brisa Rules & Regulations as stipulated in this document. Special attention must be given to the vessel's air draft restriction (21 meters).
- 8.4. Ore-Bulk-Oil (OBO) carrier vessels must tender a gas free certificate to the stevedores and the Port Authorities before the Notice of Readiness (NOR) can be accepted by Puerto Brisa.

9. CONDITIONS FOR ARRIVAL

- 9.1. Pilot ladders shall be placed at the location of amidships and master shall ensure that a safety harness and life line is provided for the pilots.
- 9.2. All vessels are required to arrive under conditions to meet Puerto Brisa's requirements. Any delays in the commencement of loading operations as a result of a vessel exceeding Puerto Brisa's requirements shall not be for Puerto Brisa's account.
- 9.3. All vessels firefighting equipment should be pressurized and ready to be used at all times while the vessel is alongside.
- 9.4. Vessels are required to arrive under full ballast conditions in order to meet maximum arrival air draft restrictions. Puerto Brisa cannot accept the Notice Of Readiness (NOR) until the vessel reaches or is under the maximum draft restriction. Any delay in the commencement of loading operations as a result of not reaching this air draft shall be for vessel owner's account. If the vessel is unable to maintain maximum air draft of 15 meters, the loading may commence at the discretion of Puerto Brisa officials, at a reduced rate. Any subsequent stevedore damage to the vessel or improper trimming of the cargo will be to vessel owner's account and the shippers/stevedores cannot be held responsible.
- 9.5. Ballast on board must be sufficient for the propeller to be at least 90% immersed and for the trim not to exceed 2 meters by the stern. For dry bulk carriers double bottom ballast tanks used to comply with draught requirements must be completely full or empty, if possible, also top tanks, if used, must be empty, or measurable so loading can commence as soon as draught readings are completed.
- 9.6. Master must certify that ballast water to be pumped out complies with IMO code, is clean and comes from segregated tanks.
- 9.7. It is Master's responsibility to have all mooring line winches in the manual mode and fully functional in all respects. After is moored, the vessel is required to have a mooring line watchman posted at all times until the vessel leaves the Port.

- 9.8. Vessel correct mooring is of utmost importance for safety and efficient loading operations. Master and pilot are solely responsible for the safe mooring of the vessel.
- 9.9. In case last cargo belonged to petroleum products, a Gas Free Certificate must be accomplished.

10. HOLD CLEANLINESS

- 10.1. Before loading, vessel holds must be clean, free of contaminants and without residues from any previous cargo, heavy rust or loose materials which might contaminate the coal. All hatches must be open upon arrival in order to facilitate vessel inspection.
- 10.2. The vessel shall not be cleaned at the coal Berth.
- 10.3. If berthed on arrival and the holds are not passed as clean, the vessel may be ordered to vacate the berth at owner's expense.
- 10.4. Vessel must arrive with hatches and holds ready to commence operations upon mooring.
- 10.5. For vessels with side rolling hatches be aware that hatches can NOT exceed the deck.
- 10.6. If vessel hatches opening system is side rolling, the covers of holds must not protrude more than 2.5 meters outside the vessel deck.
- 10.7. Cargo hatch opening and closing shall be responsibility of the vessel.

11. LOADING OF VESSEL

- 11.1. Maximum Terminal operating rate for dry bulk cargo is 5.000 Tones/Hour.
- 11.2. Loading of the vessel will be according to the approved loading sequence agreed between Puerto Brisa and the vessel's master. For

this, a pre-operative meeting will be done after the vessel's berthing and before loading operations.

- 11.3. Vessel shall not shift alongside the berth in order to expedite the loading of holds.
- 11.4. Loading vessel will be under supervision and responsibility of the master.
- 11.5. When adverse weather, stevedores may require loading sequence adjustments to facilitate a safer loading operations.
- 11.6. Any delays caused by the vessel due to deballasting slowly or improperly will be to vessel owner's account.
- 11.7. Vessel must ensure that all of the vessel's deck and cargo handling gear does not impede the normal operation of the stevedores or otherwise reduce the loading rate.
- 11.8. The vessel will notify the stevedores hourly of the trim and list of the vessel.
- 11.9. Any special loading instructions are to be included in the loading plan for consideration by Puerto Brisa.
- 11.10. First Officer must perform INTERMEDIATE draft survey before the 2 final steps of the trimming stage and must sign the TRIMMING DECLARATION detailing how much found on board in such moment and how much and where to load the cargo for trimming. The First Office not to delay the loading operations due to intermediate draft survey. He shall be fast and efficient within 30 minutes of draft reading.
- 11.11. The weight of coal loaded into a vessel shall be the mass determined by final Draft Survey of the vessel. To facilitate the conduct of the Draft Survey, access ladders shall be placed at the location of the Draft Marks on the outboard side if the vessel and the master of the vessel should also ensure that a safety harness and adequate light for surveyors.

12. NOTICE OF READINESS (NOR)

- 12.1. NOR to be tendered at any time, day or night SHINC, once the vessel is in full readiness to load, with clean and dry holds, free of contaminants, free of residues from any previous cargo, free of heavy rust or loose materials which might contaminate the coal.

13. TUG SERVICES

- 13.1. Tug services providers must present a file with proof of insurance, ships particulars, all certificates and a general condition survey report of each tug to Puerto Brisa for acceptance of the equipment prior to operation of the equipment in Puerto Brisa.
- 13.2. The file on each tug must be renewed annually and sent to Puerto Brisa for acceptance.
- 13.3. Puerto Brisa reserves the right to perform additional inspections on tugs. All the information provided by the port operators must comply with the law, maritime regulations and with the secure regulations of Puerto Brisa.
- 13.4. Puerto Brisa reserves the right to decline any port operator request that puts in danger the facilities' security and the maritime operations of Terminal, situation that will be notified to the Maritime Authority.
- 13.5. Tugs service providers will pay Puerto Brisa a fee per maneuver per tug for the use of port facilities.

14. COMMUNICATIONS

- 14.1. Any event or issues related to the cargo that affect the loading operation or port stay, must be immediately communicated by the master of the vessel via the Registered Shipping Agent in writing to Puerto Brisa Operations Department.

15. WHILE AT PORT

Vessel must:

- 15.1. Maintain on board sufficient officers and crew to attend the moorings, the opening and closing of the hatchways, attend the access stairway and, in general, to guarantee a safe and efficient operation.
- 15.2. Move within anchoring area, whenever the port requires.
- 15.3. Proper illuminated ladder to be supplied for stevedores boarding / disembarking. Access ladder must be in good condition, with stanchions and railways, lighted and protected by net.
- 15.4. Provide life ring and safety line ready to use in case of emergency.
- 15.5. Provide deck proper lightning.
- 15.6. Crew must always watch gangway. Vessel is responsible for security control onboard at all times.
- 15.7. Draft check to be carried out and reported by First Officer at 07:00 Hrs.
- 15.8. Changes on submitted stowplan and sequence must be agreed between vessel and Terminal and shall be notified at least two (02) hours in advance. Same must be duly signed and received by both vessel and Terminal.
- 15.9. Chief Officer shall notify the Terminal at least 30 minutes in advance to any non-emergency stoppage in loading/discharging operations requested by vessel including intermediate draft readings and holds shifting.
- 15.10. Loading/discharging must always be under strictly supervision and duty of a crew officer.
- 15.11. Antinarcotics police inspections are compulsory.

- 15.12. Master must declare in written the trimming sequence once and shall clearly declare cargo remaining to be loaded and instruct quantities of weight per hold. Trimming must consider maximum two holds.
- 15.13. Trimming to be carried out by means of shore ship loader only.
- 15.14. Appointed cargo surveyor must carry out the official initial, intermediate and final draft surveys.
- 15.15. First Officer must join shore surveyor upon his boarding time to witness draught and sounding readings.
- 15.16. Terminal will inspect safety procedures on board and ship's cargo gear conditions prior and during operations.

16. GENERAL REGULATIONS

- 16.1. The Master of the vessel should be aware of and understand the Terminal regulations before arrival. If not, he should consult with his agent to ensure his vessel's compliance.
- 16.2. As per Colombian laws and Puerto Brisa Rules & Regulations it is prohibited to pollute Colombian ports, anchorages, and/or territorial waters. Colombia is a signatory country to the MARPOL Convention and BWMC Agreement and vessels must be in full compliance with these agreements. No bilges shall be discharged once entering into Colombian territorial waters. If a vessel appears to be pumping polluted water or other contaminated residue, all operations shall be suspended, the matter will be immediately reported to the Colombian Maritime Authorities and loading will not resume until the matter is properly investigated and Colombian Authorities release the vessel for loading. All fines, loading delays and cost & consequence shall be for vessel owner's account.
- 16.3. Concerning slop water tanks or other tanks for holding contaminated waters and used to meet MARPOL or IMO regulations, all vessels must arrive at Puerto Brisa with these tanks at less than 70% of capacity. This stipulations will be checked by local authorities and if said tanks are found to be at 70% or greater of capacity, the vessel will not have her

Notice Of Readiness (NOR) accepted until the vessel satisfies all local regulations. As part of Puerto Brisa measures to prevent environmental accidents and minimize risk for environmental accidents it is recommended that any bunker or slop water tanks on the port side of the vessel be empty prior to commencement of the load.

- 16.4. Additional vessel environmental security can be achieved if the vessel will shift all available bunkers, oils, slop water or dirty residues from port side tanks to starboard side tanks, considering that the coal loading operation is carried out from the port side of the vessel (East side of the wharf). This is strongly recommended and is prudent given the current international environmental awareness for all parties.
- 16.5. To ensure safety and security of the ship, crew and cargo operations, two watchmen will stay on board at vessel owner's expense as a customary port expense for Puerto Brisa Port. Ship officials must verify, inspect and complement guard's security orders on vessel deck.
- 16.6. Watchmen are compulsory during ship stay alongside as per port regulation.
- 16.7. All watchmen service expenses to be on ship account.
- 16.8. Liquids and lavatory services are to be provided to watchmen on duty.
- 16.9. Master is to follow up the watchmen service and inform agent/Terminal of any remark on the service.
- 16.10. Before, during and after loading, the master shall ensure that no burning, cutting, welding or any other type of hot work or source of ignition and open fire or flames will be performed or allowed in the vicinity of cargo holds or adjacent spaces, as same is not allowed.
- 16.11. Maintenance and repair works will require prior clearance from Puerto Brisa and from the Maritime Authorities, who may appoint a surveyor to inspect and/or supervise the works.
- 16.12. Vessel shall provide sufficient lights on board for night loading and shall be responsible to open and close hatch covers.

- 16.13. The facilities do not include gangway between vessel and berth. Safe access between the vessel and the berth is the vessel's responsibility at all times. The gangway must be fitted with dock-rollers to allow for free movement. An effective safety net must also be rigged keeping the walkway free from obstructions. Light of the gangway correspond to the vessel. If it is not possible to safely deploy at least one of the vessels gangways or it does not meet the safety requirements, then boarding and leaving the ship shall be performed by boat at the sea side of the vessel. All related expenses caused by not being able to use the gangway are borne by the vessel.
- 16.14. External access to the vessel are to be placed by vessel crew in such way they allow clear passage of the Shiploader and do not obstruct loading operations.
- 16.15. The master of the vessel must announce authorized personnel to be on board and possible visits in order to comply with ISPS Code.
- 16.16. The master of the vessel is responsible for the safety of all personnel using the gangways and must prevent damage to it and/or the berth structure. The master of the vessel shall also be held responsible for any damage or loss to the pier or Shiploader.
- 16.17. The supervisor appointed by Puerto Brisa must be informed before any delivery to the vessel operation is to commence. No vessel equipment including store cranes, deck cranes and deck machinery shall at any time extend beyond the extreme breadth of the vessel on the berthed side unless authorized by the Puerto Brisa supervisor.
- 16.18. A duly filled and executed copy of the Bill of Lading (B/L) must be released to the department of operations of Puerto Brisa and proof delivery is the responsibility of the owner's registered shipping agent.
- 16.19. The departure formalities shall be arranged by the vessel's registered shipping agent in order that the vessel does not sail later than two (2) hours after the completion of loading.
- 16.20. Puerto Brisa reserves the right to unilaterally interrupt the access rights to the port facilities.

- 16.21. Puerto Brisa has the right to deny or suspend access rights to the port facilities to any vessel or to any third party that puts at risk personnel, efficiency of the port and security operations of the facilities, including the access channel and the environment.
- 16.22. The use of Colombian Pilot and Tugboats is mandatory to arrive to and depart from Puerto Brisa.
- 16.23. Underwater inspection is compulsory and is carried out prior to the vessel sailing. During such inspection the propeller must be stopped, no pumping or overboard discharges of any kind will take place, no valves shall be opened.
- 16.24. Only technical, administrative and operational personnel are allowed to board vessel during her stay.
- 16.25. Master and Owner must have in mind, when ships calls this Terminal, the interphase file to be provided by Port Facility Security Officer (PFSO) and the security operations and port regulations file.
- 16.26. Vessels must have in count that Puerto Brisa, at the beginning, will not provide services such as water, bunkering, bilge water or waste oil service.
- 16.27. If provisioning required, master of the vessel must contract a Ship Chandler authorized by the Colombian Maritime Authority.
- 16.28. At the end of loading operations Statement Of Facts (SOF) must be signed, being the only official document to determine events occurred during operations and defining the quantity loaded considering final draft survey.