

From: Leon Christophilopoulos Sent:25/04/2006 16:59

To: [ - ]Jorge Troop; James McNicol

Cc: [ - ]Jose Larocca; Claude Dauphin

Bcc: [ - ]

Subject:Re: PMI shit

Stars in their eyes.

-----Original Message-----

From: Jorge Troop

To: Jorge Troop; Leon Christophilopoulos; James McNicol

CC: Jose Larocca; Claude Dauphin

Sent: Tue Apr 25 16:56:30 2006

Subject: RE: PMI shit

Leon, PMI confirmed the May and June cargoes will have max 80 ppm mercaptans with a cost of 4.20 dills X barrel that I agreed.

They are confident it will be done, don't have details of the procedure yet just about what you and I discussed previously.

-----Original Message-----

From: Jorge Troop

Sent: Thursday, April 20, 2006 7:05 AM

To: Jorge Troop; Leon Christophilopoulos; James McNicol

Cc: Jose Larocca; Claude Dauphin

Subject: RE: PMI shit

Leon, avails for sure until November 2006, one cargo of 250 mb per month.

Transmontaing (owner of tanks) saying they can lower it down to 80 ppm for 4 dills X barrel as indicated to PMI, getting them to commit on this and have them do it for the may cargo and onwards.

-----Original Message-----

From: Jorge Troop

Sent: Tuesday, April 18, 2006 7:02 AM

To: Leon Christophilopoulos; James McNicol

Cc: Jose Larocca; Claude Dauphin

Subject: RE: PMI shit

Will revert with answers tomorrow, should assume floating storage economics when we bid for next avails.

-----Original Message-----

From: Leon Christophilopoulos  
Sent: Tuesday, April 18, 2006 5:46 AM  
To: James McNicol; Jorge Troop  
Cc: Jose Larocca; Claude Dauphin  
Subject: RE: PMI shit

1st washes were very good. Last ones not good enough (800 and 1300ppm respectively). Re-washing the last tanks now. Will have more results tomorrow.

-----Original Message-----

From: James McNicol  
Sent: 18 April 2006 13:23  
To: Leon Christophilopoulos; Jorge Troop  
Cc: Jose Larocca; Claude Dauphin  
Subject: Re: PMI shit

Skipper,

Have we tested both odour and mercaptans on the "catalyst washed" portion on board Probo.

If they are OK we could store the washed barrels in Milford Haven, more convenient for A92 + PMI Coker Naphtha.

If the catalyst + caustic is not working we need to find out why, inadequate mixing, higher concentration of mercaptans / H<sub>2</sub>S in the feed ?

La Skhira have had a bad experience with washing the pre-treated barrel, if the treated barrel is OK then milford should be a good alternative.

-----Original Message-----

From: Leon Christophilopoulos  
To: Jorge Troop

CC: James McNicol; Jose Larocca; Claude Dauphin  
Sent: Tue Apr 18 12:36:19 2006  
Subject: PMI shit

Jorge, we are coming up with some problems regarding treating/disposing of the PMI naphtha out of Brownsville. We are now limited to caustic washing on a ship. La Skhirra where we were washing/discharging will not let us discharge this material anymore, so the ship we're using for washing is now converted to floating storage. We also still haven't tackled how we will dispose of the washings on board the vessel washing the cargo.

Some things we need to find out:

1. What is the projected availability of this material beyond June? With only floating storage options we will become limited as to how much we can handle.
2. If necessary can we spread the loadings out to enable us to handle the barrels better.

We need to get some good info regarding the above to try to plan the handling better and avoid choking on this stuff.



From: James McNicol  
Sent: 21/06/2006 20:56  
To: [ - ] Leon Christophilopoulos; Jose Larocca; Naeem Ahmed; Jorge Marrero  
Cc: [ - ]  
Bcc: [ - ]  
Subject: Re: PMI super naphtha

All correct, just need to make sure we are blending off 40kcbm per month.

-----Original Message-----

From: Leon Christophilopoulos  
To: Jose Larocca; James McNicol; Naeem Ahmed; Jorge Marrero  
Sent: Wed Jun 21 20:24:14 2006  
Subject: PMI super naphtha

I've been thinking that we should consider spending some of our hard earned cash in the following way.

We should store the PMI crap on a ship in Gibraltar rather than take it to Milford Haven. Reasons are as follows:

0. A bucket with good cubes will cost us \$600k/mth sitting in Gib (\$18k/day + \$2k/day for a bit of gasoil for heating). The tanks in Milford will cost \$100k/mth so we need to recover \$500k/mth.

1. I think Gib is a much better location as far as positioning of the barrels is concerned. The Med has some extremely funky looking barrels available for WAF (Baltics have A92) and Milford is a 8 day deviation from Gib which at today's rates is \$250-300k per ship. In Q4 it could be \$350-400k per ship.

2. Milford will require at least one approval. The bucket in Gib will require no such thing.

3. In the winter russian barrels will get very light so topping up with that stuff might be tough. The Med should still have reasonable density barrels from France/East med/Black Sea.

The above coupled with no need to wash seem like good reasons to go this route.

Nikos is looking for suitable ships for this operation so we can run numbers.

This also makes sure Milford is open for any decent looking barrels if they appear.

Let's discuss.



From: Naeem Ahmed

Sent: 27/12/2005 19:33

To: [-] Jorge Troop; James McNicol; Leon Christophilopoulos; Farzad Askari; Amjad Habbas

Cc: [-] Jorge Marrero (London); Jose Larocca

Bcc: [-]

]

Subject: Re: More High Sulfur from PMI

There is Gum inhibitor additive that will bring down gums to <5, will also need to add antioxidants to stabilise product.

Most difficult is to locate the nearest terminal that will allow treatment of the cargo, alternatively find a chemical carrier and treat cargo on vessel outside the US (but will still need to find a company that will take the waste)

Rgds

-----Original Message-----

From: Jorge Troop

To: James McNicol; Leon Christophilopoulos; Farzad Askari; Amjad Habbas

CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca

Sent: Tue Dec 27 19:20:04 2005

Subject: RE: More High Sulfur from PMI

Feb -120 cpg FOB can get it

Gums tested at 13, how are we going to treat that ?

-----Original Message-----

From: James McNicol

Sent: Tuesday, December 27, 2005 1:12 PM

To: Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas

Cc: Naeem Ahmed; Jorge Marrero (London); Jose Larocca

Subject: Re: More High Sulfur from PMI

The cargo is available at usgc wb - 120cpg which with deemed pricing before summer cycles is bloody cheap (without deemed pricing it is still cheap).

We need to list locations that allow caustic washing - if Chris Batson hadn't informed us we still wouldn't know about it - as I don't think we have scatched the surface of caustic washing yet.

We should be able to wash in Paldiski and can sell a cargo to GT trading if we can't work better alternatives ourselves.



We should be talking to Vopak / Oiltanking / ST now about Caustic washing and provision and cost of treatment / removal of residual matter.

We should also be talking to specialist Chemical clean up companies about the process of clean up afterwards if that is the rate determining step.

—Original Message—

From: León Christophilopoulos  
To: James McNicol; Jorge Troop; Farzad Askari; Amjad Habbas  
CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca  
Sent: Tue Dec 27 19:01:23 2005  
Subject: Re: More High Sulfur from PMI

We don't.

Two questions for info: how quickly can we blend away 200kb assuming color doesn't deteriorate and in the event it does.

Jorge, what number can u buy the 2nd cargo for?

If La Skhirra doesn't finally allow us to wash there, what next?

—Original Message—

From: James McNicol  
To: Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas  
CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca  
Sent: Tue Dec 27 16:54:44 2005  
Subject: Re: More High Sulfur from PMI

Leon,

Do we want PMI to show these barrels elsewhere ?

Jorge - how much do you think PMI have per month ? Do you think it is an ongoing availability ? What did they do with the bbls previously ?

We can do handblends in Houston to see how it blends ?

Bottom line though is we can blend in Paldiski / Milford for WAF, La Skhirra for turkey

and Fujairah for AG, Statia for PMI.

This is as cheap as anyone can imagine and should make serious dollars.

There MUST be Chemical tankage where we can wash at source in Houston.

-----Original Message-----

From: Leon Christophilopoulos

To: Jorge Troop; Farzad Askari; James McNicol; Amjad Habbas

CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca

Sent: Tue Dec 27 15:24:28 2005

Subject: Re: More High Sulfur from PMI

Can u get them to wait for a few days until we can run some tests of our own? It's a great cheap blendstock but we should really run some analysis and some blends to satisfy ourselves. Also tankage will become an issue if we can't do the caustic washes more efficiently than now.

-----Original Message-----

From: Jorge Troop

To: Leon Christophilopoulos; Farzad Askari; James McNicol; Amjad Habbas

CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca

Sent: Tue Dec 27 15:15:00 2005

Subject: More High Sulfur from PMI

PMI will have 190 mb same specs as loaded into P.Louis/Zadar Feb 1-10 FOB Brownsville.

Values around last cargo should work now vs Feb HU -120 cpg.

PMI checking if Caustic Soda can be added locally but meanwhile want a bid.

Jorge Troop

Trafigura AG

Tel (832) 203-6423

Mobile (832) 878-8555



Fax (832) 203-6401

1401 McKinney Suite 2375

Houston, TX 77010

From: James McNicol Sent: 04/10/2006 00:07  
To: [ - ] Jorge Marrero  
Cc: [ - ] Leon Christophilopoulos; Jose Larocca  
Bcc: [ - ]  
Subject: FW: Coker Naphtha - 1500 ppm Mercaptains

showing that we looked at a processing alternative

-----Original Message-----

From: Jorge Troop  
Sent: 01 February 2006 14:45  
To: Leon Christophilopoulos; James McNicol; Jose Larocca  
Subject: RE: Coker Naphtha - 1500 ppm Mercaptains

It all depends how long will PMI have this product available, Pemex themselves are not sure.

Will find out more about it and revert.

The conversion cost of 1 million will be paid on freight differential only Caribbs vs AG.

It makes a lot of sense if availability will be there long term.

-----Original Message-----

From: Leon Christophilopoulos  
Sent: Wednesday, February 01, 2006 3:07 AM  
To: James McNicol; Jose Larocca; Jorge Troop  
Subject: Fw: Coker Naphtha - 1500 ppm Mercaptains

Shall we discuss?

-----Original Message-----

From: Andy Hill  
To: Leon Christophilopoulos  
CC: Pierre Eladari; John Jacobson; Bill Stanley  
Sent: Wed Feb 01 03:12:46 2006  
Subject: Coker Naphtha - 1500 ppm Mercaptains

Leon,

About 2 years ago the fuel oil guys revamped a small crude unit at Statia Terminals which has acted as a low temperature fractionation unit to correct the flash on some heavy crude oils. I believe this unit belongs to Statia and is currently idle. Ray Porter, John Jacobson and Ventech Engineers were the people who made the conversion.

I went to Ventech and asked if the crude unit could be converted to a Merox Unit to treat the 1500 PPM mercaptans in the coker naphtha. With just a few hours to estimate the cost, Ventech verbally has said the following:

1. The unit can be converted to a Merox Unit. Obviously most of the equipment would be idle.
2. The mercaptans can be reduced to below 10 ppm.
3. Total sulfur is not reduced.
4. This conversion can be made in about 4 months.
5. A quick estimate for design, engineering, field supervision, procurement of equipment, instillation; testing, caustic, chemicals, catalyst, etc comes to "less than \$1 million". If we pay Ventech they can give us a much better estimate of the cost in about 2 or 3 weeks.
6. The capacity of the Merox operation would be "about 4,000 b/d, maybe as much as 6,000 b/d".
7. The operation would require 2 men per shift, 24 hours per day. An agreement with Statia Terminals could be arranged for us to lease the unit and Statia to operate for us.

Let me know if you would like to develop this option further. It would not be cheap but it would work.

Andy



From: James McNicol

Sent: 28/12/2005 09:30

To: [ - ] Naeem Ahmed

Cc: [ - ]

Bcc: [ - ]

Subject: Fw: More High Sulfur from PMI

Skipper,

Can you get ready for a progress report today for CD.

Will need the analysis we've got so far. What lab tests we are doing. What additives are available for treating mercaptans and oxidation stability.

Claude owns a waste disposal company and wants us to be creative. Graham has worries that it will all turn black. Me and Leon want it cos each cargo should make 7m !!

-----Original Message-----

From: Claude Dauphin

To: James McNicol

Sent: Wed Dec 28 09:21:56 2005

Subject: RE: More High Sulfur from PMI

Lets discuss

-----Original Message-----

From: James McNicol

Sent: 27 December 2005 23:24

To: Claude Dauphin

Subject: Fw: More High Sulfur from PMI

FYI - following your lateral thought about cleaning the PMI origin high Mercaptan Sulphur material and paying a disposal company to take the process waste away.

We will make it happen. PMI showing us more barrels Super Cheap now.

Just have to make them more compatible for gasoline blending.

-----Original Message-----

From: James McNicol

To: Naeem Ahmed; Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas  
CC: Jorge Marrero (London); Jose Larocca  
Sent: Tue Dec 27 23:20:52 2005  
Subject: Re: More High Sulfur from PMI

Ah hah !! How about we do it in odjell terminal rotterdam, it is a chemical storage facility and we have sufficient tankage.

Then we pay these guys to take the shit away, we should be able to rent a tank for the treatment phase and do it 20kcbm at a time.

Clean it and ship it.

\$250/kg seems like a pretty big starting number, how many kg are we talking ??

750k to clear up 3mt is too much, there must be an economy of scale involved. This is not very hazardous in the overall scheme of things, a bit of caustic in some water with trace gasoline.

-----Original Message-----

From: Naeem Ahmed  
To: James McNicol; Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas  
CC: Jorge Marrero (London); Jose Larocca  
Sent: Tue Dec 27 22:42:19 2005  
Subject: Re: More High Sulfur from PMI

There is only one specialist disposal in Rotterdam they charge \$250/kg but not allowed to drive across EU borders etc

I am checking in the US/Estonia and Tunisia, the Caustic supplier disposes the slurry in Fujairah (not sure if in a legal way!)

Will keep up investigations and revert.

Rgds

-----Original Message-----

From: James McNicol  
To: Naeem Ahmed; Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas

CC: Jorge Marrero (London); Jose Larocca  
Sent: Tue Dec 27 20:47:33 2005  
Subject: Re: More High Sulfur from PMI

Naeem,

How about treatment of the mercaptans followed by specialist disposal of the slurry ??

-----Original Message-----

From: Naeem Ahmed  
To: James McNicol; Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas  
CC: Jorge Marrero (London); Jose Larocca  
Sent: Tue Dec 27 19:29:05 2005  
Subject: Re: More High Sulfur from PMI

We have already spoken to all the main storage companies, US / Singapore and European terminals no longer allow the use of caustic soda washes since local environmental agencies do not allow disposal of the toxic caustic after treatment.

Upto now only FRCIL have allowed us to use their tanks for Caustic treatment.

I have also found a supplier of Caustic in the baltics and trying to convince them to dispose of the waste and if so will then most likely receive the green light from Paldiski in the next 4-8 weeks.

I am almost there with La Skhirra and hope to receive a positive answer by the end of the week.

Rgds

-----Original Message-----

From: James McNicol  
To: Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas  
CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca  
Sent: Tue Dec 27 19:11:39 2005  
Subject: Re: More High Sulfur from PMI

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Houston, TX 77010



From: Naeem Ahmed  
Sent: 28/12/2005 15:11  
To: [ - ] Leon Christophilopoulos; James McNicol  
Cc: [ - ] Jose Larocca; Jorge Troop; Farzad Askari; Amjad Habbas; Graham Sharp; Claude Dauphin  
Bcc: [ - ] Naeem Ahmed  
Subject: Re: Caustic Soda Treatments

Please find a brief overview of the caustic washing/procedures etc;

#### Terminals

I have approached all our storage terminals with the possibility of Caustic washing and only Vopak Fujairah and Tankmed La Skhirra are willing to entertain the idea, and currently perform this operation at FRCL (Fujairah) only. This operation is no longer allowed in EU / US and Singapore.

Caustic washes are banned by most countries due to the hazardous nature of the waste (mercaptans, phenols, smell) and suppliers of caustic are unwilling to dispose of the waste since there are not many facilities remaining in the market. There is a company in Rotterdam that burns such waste in a high stack chimney and charges are approx \$200/kg and could have up to 1000kgs of sludge after a treatment operation. Under EU law you are no longer allowed to transport such waste across EU borders.

I have located a Caustic supplier in Estonia who is testing the waste before they are willing to commit to supply and disposal service. We have performed some handblends on K10 (1200ppm-Mercaptans) and achieved 50pct drop in Mercaptans after 24 hrs. Alexela terminal are reluctant to allow us to perform this operation since they had a bad experience with Tintrade a few years ago who left the caustic solution and waste in the shoretank for 5-6 weeks which stripped the tank bottoms and led to erosion of tank bottom and roof seals etc. Hopefully we will be able to convince Alexela to allow us to perform this operation providing we can stick to strict procedures for treatment and disposal of the waste.

Also am discussing with La Skhirra who may allow us to perform the operation and have located a supplier but just awaiting a decision whether they are willing to dispose of the waste, thereafter hope to receive a positive reply in the next few days.

#### Caustic Solution/Additives

Caustic Soda (high density) comes in varying concentration of Sodium Hydroxide (10pct, 15pct, 20pct, 25pct and 30pct), we have been typically using the 15pct concentrate and injecting as 0.1/0.2 pct of the total cargo to be treated and adding 0.2pct Catalyst (have direct contact with supplier in US) to further boost the reaction rate.

Caustic attacks Aluminium and other pure metals so normally tank roofs and tank bottoms are epoxy coated to prevent erosion/reaction against non-steel parts. After such an operation it is inherent that the caustic/waste is removed after 3/4 days max.

There are Mercaptan Scavenger additives on the market but these tend to remove

mercaptans by approx 40ppm max thereafter additive is saturated and no longer reacts, after reaction this leaves low concentrations of residue on tank bottoms (negligible so no removal necessary).

#### Example

At FRCL if we were to treat 20kt of Naphtha then we would add 20mts of Caustic Soda Solution with 40kgs of Catalyst in the shoreline during the discharge of the cargo. Ideally you need to circulate the tank for 24/48 hours thereafter Caustic solution would settle at the base of the tank and would be drained. To protect the tank you could further add 20mts of water to the shoretank in order to wash tank bottoms/lines, thereafter perform a water drain. Caustic is supplied by a road truck and is drained back to the truck for disposal.

#### PMI Product

The PMI product has 1500ppm Mercaptans, high Gums, H<sub>2</sub>S, Cu Corrosion and low Oxidation stability. We can treat the H<sub>2</sub>S and Gum with Additive Inhibitors, and add antioxidants to stabilise the product to avoid deterioration/stability/color of product. And in theory, after reduction of Mercaptans this would automatically correct the Cu corrosion. Samples have just arrived in Fujairah today and have instructed some analysis and will have some results by Friday.

I am continuing investigations and discussions with terminals in order to see how we can optimize and progress on caustic washing, and will revert on the analysis of the PMI high sulphur product.

Rgds



### ODOUR INVESTIGATION - LA SKHIRRA

The odour problem occurred on the 13<sup>th</sup> March and caused great distress to the local workers and population. An investigation was undertaken to try to determine the cause and prevent a recurrence.

Our superintendent attended at TankMed, La Skhirra on the 24<sup>th</sup> March. An inspection of the waste/sump pits where the problem first occurred was not helpful as there were no noticeable unwarranted odours present. The only odours were of Crude Oil and Gasoline. The manager of Trapsa invited the interested parties to his office to smell the atmosphere, once again nothing was noted but he produced a gas detector which was calibrated for iso-butylethylene and readings were obtained. Although, low at the time, he explained that much higher readings were obtained when the smell was more noticeable.

The samples taken during and after the discharge of the vessel "Bow Prosper" were examined and a variation of colour was noticed. The most significant sample was the interface, when taken the sample was noted as being "reddish", now the sample was black and opaque. This indicates that some deterioration had taken place in the week following the sampling.

Two vessels had been treated by Caustic washing, M/T Zadar and M/T Bow Prosper. The former vessel had no problem with the odour at any time during or after the operation. The latter had a problem with both discharges. The difference between the two operations was the disposal of the interface.

M/T Zadar - the water bottoms were drained to the sump tank and the interface was pumped back to the Caustic Tank and was diluted with water. After 7 days the tank was slowly drained to the sump tank at a rate of ~1 Cu.M per day.

M/T Bow Prosper - the water bottoms were drained to the sump tank, followed immediately by the interface, because the Caustic Tank was being re-filled with material for the second part of the vessels cargo. The first draining was carried out on the 4<sup>th</sup> March and the first odours were reported on the 9<sup>th</sup> March. The second draining was carried out on the 12<sup>th</sup> March and the major problem occurred on the 13<sup>th</sup> March.

Due to the manufacturing process of the unleaded gasoline blendstock, a proportion of Di-enes are present. These chemicals are known for causing stability problems in oil products, and are the likely cause of the noxious odours being produced in the sump tank.

In order to alleviate the current odour problem, de-odorising chemicals are being investigated on an urgent basis. As soon as they are available, they are to be added to the sump tank.



Recommendations:

1. The interface should be transferred to the TankMed Slop Tank.
2. The interface should be diluted with water.
3. The tank should be left isolated for a period of one week to allow degradation to take place.
4. The material should then be odorised before disposal to the sump tank.
5. The disposal should be carried out slowly – 1Cu.M/day.

From: Naeem Ahmed  
To: [-] David Foster  
Cc: [-]  
Bcc: [-]  
Subject: FW: Fax to Tankmed 17.3.06.doc

-----Original Message-----

From: Naeem Ahmed  
Sent: 22 March 2006 10:21  
To: 'WhiteConsultantGroup'  
Cc: Tom Burke  
Subject: RE: Fax to Tankmed 17.3.06.doc

Tell him to cotact Faycal Akrouit - La Skhirra + 216 74 295 367 / + 216 98 414 885 (mob)

They desperately need someone down there tomorrow...ask Dave to call me to discuss

Tks

-----Original Message-----

From: WhiteConsultantGroup [mailto:WhiteConsultantGroup@mailme.ae]  
Sent: 22 March 2006 10:00  
To: Naeem Ahmed  
Cc: Tom Burke  
Subject: Re: Fax to Tankmed 17.3.06.doc

Dave flew out from Lagos on yesterdays Air France night flight arriving UK early hours this morning.No objections from my side for Dave to travel out to La Skhirra before end week I assume a 24 hrs stay- who does he need to contact and discuss with at TankMed SLIM BEN ABDALLAH ? Please fwd all contact details.

Brgds

----- Original Message -----

From: Naeem Ahmed  
To: WhiteConsultantGroup  
Cc: Tom Burke  
Sent: Wednesday, March 22, 2006 1:47 PM  
Subject: FW: Fax to Tankmed 17.3.06.doc

Hi Steve

Hop you are well. Any possibility Dave Foster taking a trip immediately to La Skhirra/Tunisa to perform a PR Exercise to reassure guys about Odour during a recent caustic wash operation at the terminal?

Tks

Best regards

Naeem Ahmed

For and on behalf of Trafigura Beheer BV, Amsterdam

Tel + 44 20 7170 7976

Fax + 44 20 7170 7818

Mob + 44 77 3447 8975

naeem.ahmed@trafigura.com

-----Original Message-----

From: Lesley Campbell

Sent: 17 March 2006 12:27

To: '+21671862244'

Cc: Lesley Campbell; Naeem Ahmed

Subject: Fax to Tankmed 17.3.06.doc

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From: Naeem Ahmed  
To: [-] David Foster  
Cc: [-] Tom Burke; Jorge Marrero  
Bcc: [-]  
Subject: RE: La Skhirra

Sent: 24/03/2006 14:08

Hi Dave

Thats great, tks

Best regards

Naeem Ahmed

For and on behalf of Trafigura Beheer BV, Amsterdam

Tel + 44 20 7170 7976

Fax + 44 20 7170 7818

Mob + 44 77 3447-8975

[naeem.ahmed@trafigura.com](mailto:naeem.ahmed@trafigura.com)

---

From: David Foster  
Sent: 24 March 2006 14:01  
To: Naeem Ahmed  
Cc: 'Tom Burke'; Jorge Marrero  
Subject: RE: La Skhirra

Naeem,

Have removed the offending paragraph and will try to blag the Olefin side of the issue. As you will see I have added the paragraph from your fax to Salim. As discussed I will send this to Salim.

Jorge,

Copy for you, sorry to have missed you out before.

Rgds  
Dave

-----Original Message-----

From: Naeem Ahmed  
Sent: 24 March 2006 12:30  
To: David Foster  
Cc: 'Tom Burke'  
Subject: RE: La Skhirra

I would prefer to leave this out :-

Due to the manufacturing process of the unleaded gasoline blendstock, a proportion of Di-enes are present. These chemicals are known for causing stability problems in oil products, and are the likely cause of the noxious odours being produced in the sump tank.

Rgds

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From: David Foster  
Sent: 24 March 2006 11:59  
To: Naeem Ahmed  
Cc: Tom Burke  
Subject: FW: La Skhirra  
Importance: High

Attachment with this one.

-----Original Message-----

From: David Foster  
Sent: 24 March 2006 11:46  
To: Naeem Ahmed  
Cc: 'Tom Burke'  
Subject: La Skhirra  
Importance: High



Naeem,

Please find attached the preliminary report for your urgent perusal. I am happy with the recommendations for future operations at the end, but we need something for the govt. guy later today for the current problem.

Faisal's boss in Tunis is chomping at the bit for some sort of report. I am not prepared to give anything to anybody until you have seen and approved it. Please have a look and call me on my mobile.

Best Regards  
Dave Foster

From: Toula Gerakis Sent: 13/03/2006 12:33  
To: [ - ] Leon Christophilopoulos; Jose Larocca  
Cc: [ - ] James McNicol; Naeem Ahmed; Chartering - Tankers  
Bcc: [ - ]  
Subject: RE: Caustic washing requirements

There are not many dogs built with 45,000 cbm space but will keep looking (bogias)

-----Original Message-----

From: Leon Christophilopoulos  
Sent: 13 March 2006 14:31  
To: Toula Gerakis; Jose Larocca  
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers  
Subject: RE: Caustic washing requirements

Yes, but we need dogs. And cheap ones too

-----Original Message-----

From: Toula Gerakis  
Sent: 13 March 2006 12:29  
To: Leon Christophilopoulos; Jose Larocca  
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers  
Subject: RE: Caustic washing requirements

We have the La roux showing \$ 15,500 pd for 1 year dely promptish AG q88 attached and she has a couple of approvals We could also try and extend the Aristos which is expiring after this voyage. Not sure whether he would drop that much though.

Have not seen lower numbers for such size as yet.

Thanks+regards

-----Original Message-----

From: Leon Christophilopoulos  
Sent: 13 March 2006 14:11  
To: Toula Gerakis; Jose Larocca  
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers  
Subject: RE: Caustic washing requirements

Needs to treat 40,000m3 so 45,000m3 dog

-----Original Message-----

From: Toula Gerakis

Sent: 13 March 2006 12:09  
To: Leon Christofilopoulos; Jose Larocca  
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers  
Subject: RE: Caustic washing requirements

What size?

-----Original Message-----

From: Leon Christofilopoulos  
Sent: 13 March 2006 11:32  
To: Toula Gerakis; Jose Larocca  
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers  
Subject: RE: Caustic washing requirements

So at what number can we hire a bucket?

-----Original Message-----

From: Toula Gerakis  
Sent: 13 March 2006 09:15  
To: Leon Christofilopoulos; Jose Larocca  
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers  
Subject: RE: Caustic washing requirements

5k per day I think you are dreaming as this is the opex cost of a vessel like this in WAF and if you add amortization of current scrap prices you get over double than that to start with.

In addition that implies you do not want insurance class p&l and you do not care if she sinks

-----Original Message-----

From: Leon Christofilopoulos  
Sent: 10 March 2006 23:05  
To: Jose Larocca; Toula Gerakis  
Cc: James McNicol; Naeem Ahmed  
Subject: Caustic washing requirements

Does it make any sense to take on t/c a vessel that is about to be scrapped for something like \$5k/day (or am I dreaming) and park somewhere in WAF in order to carry out some of the caustic washings over there? I don't know how we dispose of the slops and I don't imply we would dump them, but for sure there must be some way to pay someone to take them. A ship that doesn't care about it's coatings and can re-circulate cargo and strip tanks should work very well.

Toula, is this a possibility?

Naeem, can u get caustic and catalyst where we need it for such an operation?



Let me know.  
Thx.

From: Claude Dauphin Sent: 26/04/2006 08:45  
To: [ - ] Jorge Troop; Leon Christophilopoulos; James McNicol  
Cc: [ - ] Jose Larocca  
Bcc: [ - ]  
Subject: RE: PMI shit

brilliant

-----Original Message-----

From: Jorge Troop  
Sent: 25 April 2006 16:57  
To: Jorge Troop; Leon Christophilopoulos; James McNicol  
Cc: Jose Larocca; Claude Dauphin  
Subject: RE: PMI shit

Leon, PMI confirmed the May and June cargoes will have max 80 ppm mercaptans with a cost of 4.20 dls X barrel that I agreed.

They are confident it will be done, don't have details of the procedure yet just about what you and I discussed previously.

-----Original Message-----

From: Jorge Troop  
Sent: Thursday, April 20, 2006 7:05 AM  
To: Jorge Troop; Leon Christophilopoulos; James McNicol  
Cc: Jose Larocca; Claude Dauphin  
Subject: RE: PMI shit

Leon, avails for sure until November 2006, one cargo of 250 mb per month.

Transmontaing (owner of tanks) saying they can lower it down to 80 ppm for 4 dls X barrel as indicated to PMI, getting them to commit on this and have them do it for the may cargo and onwards.

-----Original Message-----

From: Jorge Troop  
Sent: Tuesday, April 18, 2006 7:02 AM  
To: Leon Christophilopoulos; James McNicol  
Cc: Jose Larocca; Claude Dauphin  
Subject: RE: PMI shit

Will revert with answers tomorrow, should assume floating storage economics when we

bid for next avails.

-----Original Message-----

From: Leon Christophilopoulos  
Sent: Tuesday, April 18, 2006 5:46 AM  
To: James McNicol; Jorge Troop  
Cc: Jose Larocca; Claude Dauphin  
Subject: RE: PMI shit

1st washes were very good..Last ones not good enough (800 and 1300ppm respectively). Re-washing the last tanks now. Will have more results tomorrow.

-----Original Message-----

From: James McNicol  
Sent: 18 April 2006 13:23  
To: Leon Christophilopoulos; Jorge Troop  
Cc: Jose Larocca; Claude Dauphin  
Subject: Re: PMI shit

Skipper,

Have we tested both odour and mercaptans on the "catalyst washed" portion on board Probo.

If they are OK we could store the washed barrels in Milford Haven, more convenient for A92 + PMI Coker Naphtha.

If the catalyst + caustic is not working we need to find out why, inadequate mixing, higher concentration of mercaptans / H2S in the feed ?

La Skhira have had a bad experience with washing the pre-treated barrel, if the treated barrel is OK then milford should be a good alternative.

-----Original Message-----

From: Leon Christophilopoulos  
To: Jorge Troop  
CC: James McNicol; Jose Larocca; Claude Dauphin  
Sent: Tue Apr 18 12:36:19 2006  
Subject: PMI shit



Jorge, we are coming up with some problems regarding treating/disposing of the PMI naphtha out of Brownsville. We are now limited to caustic washing on a ship. La Skhirra where we were washing/discharging will not let us discharge this material anymore, so the ship we're using for washing is now converted to floating storage. We also still haven't tackled how we will dispose of the washings on board the vessel washing the cargo.

Some things we need to find out:

1. What is the projected availability of this material beyond June? With only floating storage options we will become limited as to how much we can handle.
2. If necessary can we spread the loadings out to enable us to handle the barrels better.

We need to get some good info regarding the above to try to plan the handling better and avoid choking on this stuff.

**Centraal Nederlands Beheer**  
**Noordzeekanaalgebied**

After completion to be forwarded to:  
 (if possible 24 hours prior to arrival)  
 Waste Reporting Point  
 P.O. Box 15406, 1080 CX Amsterdam  
 Telephone: (020) 5234 769  
 Telefax: (020) 6266 215  
 E-mail: schepvaart@amsterdamsehaven.nl

Pursuant to the (United) Prevention of Pollution from Ships Act (Uvws) and  
 Directive 2000/60/EC, the Port Waste (North Sea Canal Area) applies. By  
 cutting of this part, you are agreeing to the existing rights and obligations, in  
 which general law and conditions are applicable (please see reverse and  
 www.amsterdamsehaven.nl). The obligation to discharge applies to all the ports of  
 the Member States of the EU.

Form (English):  
 Notification of ships' waste  
 and (remainders of) noxious  
 substances (part 12a Bvws)

Name of ship PROBO KOALA UIC number 8309848 ETA/ETO 02072008/0000 Last port of call GERMANY Number of crew 21  
 Category 3FOG8 Flag State PANAMA Engine capacity 870 Next port of call PALTIKO Number of passengers 0

Type of waste	Name of substance or UN number	Amount of waste to be delivered	Name collector or reception facility	Anticipated berth of discharge	Date of anticipated discharge	Maximum dedicated storage capacity	Amount of waste to be retained on board	Port at which remaining waste will be delivered	Last port where waste was delivered	Date when waste was delivered	Amount of waste to be generated between notification and next port of call
<b>1. Engine room (Marpol Annex II)</b>											
Fuel Oil residues (specify)		m <sup>3</sup>				17.1m <sup>3</sup>	0.4m <sup>3</sup>				
Blue water		m <sup>3</sup>				24.7m <sup>3</sup>	5.3m <sup>3</sup>				
Used engine oil		m <sup>3</sup>				7.8m <sup>3</sup>	4.7m <sup>3</sup>				
<b>2. Accommodation (Marpol Annex IV and V)</b>											
Waste		m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>	PALTIKO	LA SERRA	18.04.08	
Plastic		m <sup>3</sup>				0.8m <sup>3</sup>	0.8m <sup>3</sup>		0.2		
Food waste		m <sup>3</sup>				0.8m <sup>3</sup>	0.02m <sup>3</sup>		1.4		
Maintenance waste (specify)		m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				
Domestic waste		m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				
<b>3. Cargo area (Marpol Annex I, II and V)</b>											
Annex I Dirty ballast water		m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				
Annex I Dry bulk residues including cargo residue (specify name of substance or residue)	1203	554m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				
Annex I Dry bulk residues including cargo residue (specify name of substance or residue)	WATER	m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				
Annex II Tank washings noxious		m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				
Liquid substances including chemicals (specify: cargo residue, name of substance or residue)		m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				
Annex II Other (specify e.g. residues in drums or barrels)		m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				
Annex V Dry cargo residues (specify)		m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				
Annex V Cargo-associated waste (specify: e.g. dunnage, lashing)		m <sup>3</sup>				m <sup>3</sup>	m <sup>3</sup>				

Date of notification 22-06-2008 Type ISPS Annex (UZA)

Name of shipping agent LBMA Address Willemsstraat 9

Signature

Area code and place name 3011 Rotterdam

The content of this form has been translated from Dutch. In case of any dispute about this form, the Dutch text will prevail.

Ship's crew  
 BSA BV  
 as agents only

NR-381  
 Page 3  
 04/04/01  
 Page 381



020 5254000

Bijlage 1  
Voorbericht van aankomst  
deel 1

A 2/4 15 <sup>50</sup> 64 A/W

02 JUL 2006

A	(a) Scheepsnaam	Probo Koala
	(b) roepletters of MMSI-nummer	3FOG9
	(c) IMO-identificatienummer	8309816
	(d) Nationaliteit	Panama
B	datum verzending bericht	30.06.2006
C	Bestemmingshaven	Amsterdam
	(a) haven herkomst	Zee
H	(a) ETA kruispost/ARK/ORS	02.07.2006 10.00 uur
	(a) Havenbekkens	Amerikahaven
I 2	(b) Ligplaatsen	Boel 4
	(c) Pashummers	
J*	(a) Loods gewenst	Ja
	(b) Helicopterbeloeding mogelijk	Nee
	(c) zo ja, holten of landen	
O	grootste diepgang bij aankomst in zoutwater	10,10 mtr
P	(a) te lossen lading (naam en gewicht)	834 m3 slops
	(b) te laden lading (naam en gewicht)	
	(c) transitolading (naam en gewicht)	13207,369 mt Unleaded Gasoline
	(d) gevaarlijke en/of schadelijke stoffen of vloeibare lading in bulk, zo ja dan separat melden via "Aangifte gevaarlijke stoffen"	nee
Q	(a) defecten aan schip	<input type="checkbox"/> nee
	(b) defecten aan nautische uitrusting	<input type="checkbox"/> nee
	(c) uitstakende scheepspijlen of lading	<input type="checkbox"/> nee
	(d) brand, broel of rookontwikkeling	<input type="checkbox"/> nee
	(e) defecten aan inrichting of uitrusting m.b.t. ladingbehandeling	<input type="checkbox"/> nee
T1	(a) naam agent schip	Bulk Maritime Agencies B.V.
	(b) adres agent	Jufferstraat 8, Rotterdam
	(c) telefoon kantoor agent	+31 10 2823393
	(d) telefoon buiten kantoor tijd agent	+31 20 4480199 + 31 10 2823393
U	(a) lengte over alles	182,90 mtr.
	(b) lengte volgens meetbrief	182,90 mtr.
	(c) grootste breedte	32,00 mtr.
	(d) tonnage in GT	31255
	(e) draagvermogen	47880
V	type schip	Tanker
W*	(a) aantal bemanningsleden	21
	(b) totaal aantal personen aan boord	

vervolg op deel 2 -



**Bijlage 1**  
**Voorbericht van aankomst**  
**deel 2**

X1*	(a) aanwezigheid boegschroef	<input type="checkbox"/>
	(b) aanwezigheid hekschroef	<input type="checkbox"/>
	(c) aanwezigheid radar	<input type="checkbox"/>
	(d) aanwezigheid gyrokompas	<input type="checkbox"/>
	(e) aanwezigheid VHF met blokkkanalen voor het gebied	<input type="checkbox"/>
X2	Is dit wijziging op vorige melding	Nee
X3*	(a) één of meerdere sleepboten gewenst	Ja, upto pilot
	(b) vastmakers gewenst	<input type="checkbox"/> Ja
X4	doel bezoek (laden, lossen, repareren etc.)	Stops Lossen / bunkaren
X5	(a) *butangas wachten	Nee
	(b) *tijd aanvang/lossen laden	Bij aankomst
	(c) *ETD	03/06/2006
	(d) *na vertrek wachten op orders	
	(e) voornemen afgifte stoffen vallend onder MARPOL, zo ja dan separaat melden via "Vooraanmeldingsformulier afgifte Marpol stoffen"	<input type="checkbox"/> Ja <input type="checkbox"/> nee
	(f) lading gecast	<input type="checkbox"/>
	(g) *voornemen tot reparatie	<input type="checkbox"/>
	(h) *naam P & I club	

\* Kan later aangevuld worden / Optioneel

Is er een isec aan boord	Ja
Huidige veiligheidsniveau schip	Niveau 1
Veiligheid gerelateerde informatie	Geen
Is het schip in staat om de Isps code uit te voeren ?	Ja
Gewenste veiligheidsmaatregelen	Geen
Zijn de veiligheidsprocedures opgevolgd	Ja

020 6266215

**Bijlage 2**  
**Aangifte gevaarlijke stoffen**  
**deel 1**

<b>A</b>	(a) Scheepsnaam	m.v. Probo Koala
	(b) roepletters of MMSI-nummer	3FOG9
	(c) IMO-identificatienummer	8309816
	(d) Nationaliteit	Panama
<b>B1</b>	Vertrakdatum haven van herkomst	
<b>G</b>	(a) haven herkomst	Gibraltar
	(b) bestemmingshaven na vertrek	Zee voor anders
<b>H</b>	(a) ETA kruispunt/ARK/ORS	2/7/2006 10.00
	(b) geplande vaarroute vanaf haven herkomst	mt
<b>I1</b>	(a) Datum (b) verzending bericht	30/6/2006
	(b) Positie schip (b) verzending bericht	onderweg
<b>I2</b>	(a) havenbekken(s)	Amsterdam
	(b) ligplaats(en)	Boel 4 Africahaven
	(c) paalnummers	
<b>L</b>	Vaarplan in CNB-gebied	
<b>O</b>	Grootste diepgang bij aankomst in zoutwater	10,10 meter
<b>P</b>	Lading: Gevaarlijke stoffen / schadelijke stoffen / voelbare lading in bulk :	Unleaded gasoline
	(a) juiste technische naam	Unleaded gasoline
	(b) IMO-gevaarlijkheidsklasse/Marpol-annex en eventuele vervoerscategorie	3
	(c) UN-nummer	1203
	(d) Brutohoeveelheid (in kg/ton)	13.207,369 mt
	(e) Stuwage of voorgenomen stuwage	21e Aangehechte Specificatie aanhangin v.d. lading
	(f) Nummer transporttank/container	
	(g) Ladinglijst/plan of manifest aan boord	ja <input type="checkbox"/> nee <input type="checkbox"/>
Voor klasse 1 extra vermelden:		
- netto explosieve massa		
Voor klasse 7 vermelden:		
- naam radioactieve nucleide (chemisch symbool + massagetal)		
- activiteit van de stof		
- categorie van het collo (CAT-I wit, CAT-II geel, CAT-III geel)		
- transportindex voor collo met gele etiketten		
- bruto hoeveelheden in kilogrammen, wijze van verpakking en aantal collo		
- stuwage of voorgenomen stuwage		

- vervolg op deel 2 -



**Bijlage 2**  
**Aangifte gevaarlijke stoffen**  
**deel 2**

T1	(a) naam agent schip in Nederland	BMA BV
	(b) adres agent	Jufferstraat 9, Rotterdam
	(c) telefoon kantoor agent	+31 10 2823393
	(d) telefoon buiten kantoor tijd agent	+31 20 4480199 +31 10 2823393
U	(a) lengte over alles	182.90
	(b) lengte volgens meetbrief	
	(c) grootste breedte	32
	(d) tonnage in GT	31.255
	(e) draagvermogen	47.980
V	Type schip	tanker
W	(a) aantal bemanningsleden	21
	(b) totaal aantal personen aan boord	21
X5	Voor tankschepen:	
	(l) laatste lading lege ladingtanks	Unleaded gasoline
	(i) tanks inert	<input checked="" type="checkbox"/> yes
	(k) segregated ballast (SBT)	<input type="checkbox"/>
	(l) hoeveelheid/soort ladingstaps + stuwage	554 cbm waswater gasoline/caustic soda 4.50%
	(m) voornemen tot schoonmaken	nee
	(n) vervaldatum certificate of fitness / certificate of noxious liquid substances in bulk (Indien van toepassing)	
	Voor combinatie-tankschepen met droge lading:	
	(o) chemische of technische benaming laatste vervoerde vloeibare lading	
	(p) datum lossing laatste vervoerde vloeibare lading	
	(q) (wijze) van stuwage en hoeveelheid van ladingrestanten van brandbare vloeistoffen, al dan niet met water vermengd	
	(r) omschrijving van de atmosfeer, aanwezig boven de onder (a) vermelde ladingrestanten	
	(s) omschrijving van de atmosfeer van de ruimten aan boord van het schip waarin droge lading wordt of kan worden vervoerd en de rechtstreekse daaraan grenzende ruimten	
	(t) marine chemist besteld t.b.v. CC-certificaat	



non

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From: Probo Koala [Probo.Koala@gtships.com]  
Sent: 15 April 2006 16:26  
To: Theologos Gampierakis  
Cc: 'PAA@Prime-marine.net'; '435761910@INTERNET-C.COM'; Toula Gerakis; Capt. Manolis Manoussaki; George Pantzavelis; Nikos Gerakis; Giannis.Karaiskakis; Savvas Pertsellis; PMM (E-mail)  
Subject: RE: PROBO KOALA / TRAFIGURA TCP 25.10.04 / ETA+NOR

to: cpt. theologos gampierakis  
fm: mv "probo koala"

good afternoon sir,

cnfirm rsvd yr msg and well noted.

brgds  
master

TO: PROBO KOALA  
ATTN: MASTER  
CC: PRIME MARINE MANAGEMENT  
ATTN: OPS

RE: PROBO KOALA / TRAFIGURA TCP 25.10.04 / ETA+NOR

GOOD AFTERNOON CPT,

GLAD TO ADVISE YOU THAT THE CAUSTIC SODA WASHING WAS SUCCESSFUL AND PLS IMMEDIATELY CABLE ETA NOTICE TO AGENTS AT LA SKHIRA AND TENDER NOR ON ARRIVAL, THUS ENABLING US TO SEEK BERTHING PROSPECTS BUT LOOKS LIKELY BERTHING WILL BE ON ARRIVAL.

PLS ENSURE THAT ANY REMAININGS OF CAUSTIC SODA IN THE TANKS' INTERFACE ARE PUMPED INTO THE SLOP TANK TO THE BEST OF YOUR ABILITY AND KINDLY DO NOT, REPEAT DO NOT DISCLOSE THE PRESENCE OF THE MATERIAL TO ANYONE AT LASKHIRA AND MERELY DECLARE IT AS TANK WASHINGS.

PLS ACKNOLEDGE RECEIPT AND COMPLIANCE AND KINDLY CALL THE UNDERSIGNED FOR ANY CLARIFICATION, IF ANY.

THANKS+REGARDS

CPT. THEOLOGOS GAMPIERAKIS  
AS AGENTS FOR AND ON BEHALF OF  
TRAFIGURA BEHEER B.V.

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Rec# 13228

IC19000608

8486

Ship's Contact Details:

\*\*\*\*\*

Phone Inmarsat: +870 763726768 / 764151447 Fax Inmarsat: +870 600351313 / 764151449 telex

Inm.C: 435761910 Cell phone: +30 69 37400612

E-mail: probokoala@egtships.com

**Stuart Caie**

**From:** Naeem Ahmed  
**Sent:** 20 June 2006 10:43  
**To:** 'info@amsterdamportservices.nl'  
**Subject:** Re : Gasoline Slops Disposal

Dear Mr Vonk,

Following our telcon and to re-iterate we would like to dispose between 200-250 cbms of Gasoline Slops (Majority is Water, Gasoline, Caustic Soda)

This is currently stored in the slops tank of our vessel, Mt Probo Koala which we would sail to the port of Amsterdam and discharge.

Please confirm price and location/procedure of this operation.

Many thanks

Best regards  
Naeem Ahmed  
Trafigura Ltd  
For and on behalf of Trafigura Beheer BV, Amsterdam

Tel + 44 20 7170 7976  
Fax + 44 20 7170 7818  
Mob + 44 77 3447 8975

[naeem.ahmed@trafigura.com](mailto:naeem.ahmed@trafigura.com)

[www.Trafigura.com](http://www.Trafigura.com)





## E-mail

To : Trafigura Beheer BV, Amsterdam      From : Bert Wolf  
Attn : Mr. Ahmed Naeem      Our faxno. : 020-6118723  
Faxno. : 020 - 4488750      Dir. No. : 020-6130225  
Ref. : BW - " Probo Koala " - A  
Pag. : 1 Incl. frontpage      Date : June 20, 2006  
Subject : 250 m<sup>3</sup> gasoline/caustic soda washings of the M/v "Probo Koala"

Indien dit bericht op welke wijze dan ook wordt onderbroken, verzoeken wij u vriendelijk om telefonisch contact op te nemen

Dear mr Naeem,

With reference to your request, concerning the slopdisposal of abm.vessel, you herewith receive our offer as follows:

Name of vessel : M/v "Probo Koala"  
Berth : Arranged yourself, Amsterdam port  
Date : June, 2006  
Product : Gasoline/caustic soda washings; -  
sediment < 1 %; TOC < 1000 ppm; COD < 2000 mg/l;  
Quantity : Max. 250 cbm  
Price in day/overtime : € 6,675,00 / max. 4 hrs alongside

Conditions:

- Vessel pumps slops into our slopbarge
- Costs of analysis, environmental administration, customs and destruction are included
- This offer will expire 1 month after date of quotation.
- Payment: within 30 days nett, after invoice date; prices are exclusive V.A.T.
- All mentioned waste and/or goods are cleared through customs by the agent.

All our work is executed according our general terms, known to you. Amsterdam Port Services BV is only liable for damage according to her public liability policy.

We trust to have served you with this offer and looking forward to your appreciated order.

Best regards,  
Amsterdam Port Services BV  
Bert Wolf



## E-mail

To : Trafigura Beheer BV, Amsterdam      From : Bert Wolf  
Attn : Mr. Ahmed Naeem      Our faxno. : 020-6118723  
Faxno. : 020 - 4488750      Dir. No. : 020-6130225  
Ref. : BW - " Probo Koala " - A  
Pag. : 1 Incl. frontpage      Date : June 20, 2006  
Subject : 250 m³ gasoline/caustic soda washings of the M/v "Probo Koala"

Indien dit bericht op welke wijze dan ook wordt onderbroken, verzoeken wij u vriendelijk om telefonisch contact op te nemen

Dear mr Naeem,

With reference to your request, concerning the slopdisposal of abm.vessel, you herewith receive our offer as follows:

Name of vessel : M/v "Probo Koala"  
Berth : Amsterdam Port Services B.V., Petroleumhaven; Amsterdam  
Date : June, 2006  
Product : Gasoline/caustic soda washings;  
sediment < 1 %; TOC < 1000 ppm; COD < 2000 mg/l  
Quantity : Max. 250 cbm  
Price in day/overtime : € 5.200,00 / max. 4 hrs pumping  
Connexion costs : € 500,00  
Quay dues : € 5,00 / per meter / per 24 hrs  
Operator : € 85,00 / per hour in overtime  
(operator in daytime included)

Conditions:

- Vessel pumps slops into our installation
- Costs of analysis, environmental administration, customs and destruction are included
- This offer will expire 1 month after date of quotation.
- Payment: within 30 days nett, after invoice date; prices are exclusive V.A.T.
- All mentioned waste and/or goods are cleared through customs by the agent.

All our work is executed according our general terms, known to you. Amsterdam Port Services BV is only liable for damage according to her public liability policy.

We trust to have served you with this offer and looking forward to your appreciated order.

Best regards,  
Amsterdam Port Services BV  
Bert Wolf

---

**From:** Naeem Ahmed  
**Sent:** 26 June 2006 10:23  
**To:** Jorge Marrero  
**Cc:** Theologos Gampierakis; Leon Christophilopoulos; James McNicol  
**Subject:** FW: offer Probo Koala - Slops Disposal  
**Attachments:** Offerte Probo Koala Gasoline-caustic soda washings - sloplichter.doc; Offerte Probo Koala Gasoline-caustic soda washings - ligplaats.doc

Jorge,

Please advise best ETA so I can make confirmation and proceed with deal/vessel clearance etc, these guys have their own jetty.

Rgds

---

**From:** Bert Wolf - Amsterdam Port Services [mailto:bert.wolf@amsterdamportservices.nl]  
**Sent:** 20 June 2006 14:34  
**To:** Naeem Ahmed  
**Cc:** Amsterdam Port Services - Blanco Vonk  
**Subject:** offer Probo Koala

Dear mr Naeem,

Attached we email you two offers regarding for mv " Probo Koala ".

Best regards,

Bert Wolf

Amsterdam Port Services  
Petroleumhavenweg 48  
1041 AC AMSTERDAM  
WESTPOORT 2195

T 020 - 6130 225  
F 020 - 6118 723  
www.amsterdamportservices.nl

KvK nr. 08021694 te Amsterdam



---

**From:** Jorge Marrero  
**Sent:** 26 June 2006 10:36  
**To:** Naeem Ahmed  
**Cc:** Theologos Gampierakis; Leon Christophilopoulos; James McNicol; Harry Thwaites  
**Subject:** RE: offer Probo Koala - Slops Disposal

Naeem,

Please note ETA around Jun 30th AM.

Regards,  
Jorge

---

**From:** Naeem Ahmed  
**Sent:** Monday, June 26, 2006 10:23 AM  
**To:** Jorge Marrero  
**Cc:** Theologos Gampierakis; Leon Christophilopoulos; James McNicol  
**Subject:** FW: offer Probo Koala - Slops Disposal

Jorge,

Please advise best ETA so I can make confirmation and proceed with deal/vessel clearance etc, these guys have their own jetty.

Rgds

---

**From:** Bert Wolf - Amsterdam Port Services [mailto:bert.wolf@amsterdamportservices.nl]  
**Sent:** 20 June 2006 14:34  
**To:** Naeem Ahmed  
**Cc:** Amsterdam Port Services - Blanko Vonk  
**Subject:** offer Probo Koala

Dear mr Naeem,

Attached we email you two offers regarding for mv "Probo Koala".

Best regards,

Bert Wolf

Amsterdam Port Services  
Petroleumhavenweg 48  
1041 AC AMSTERDAM  
WESTPOORT 2195

T 020 - 6130 225  
F 020 - 6118 723  
www.amsterdamportservices.nl

KvK nr. 08021694 te Amsterdam

---

**From:** Theologos Gampierakis  
**Sent:** 26 June 2006 18:38  
**To:** 'probo.koala@gtships.com'; '435761910@INTERNET-C.COM'  
**Cc:** 'PAA@Prime-marine.net'; Athens Ops  
**Subject:** PROBO KOALA / TRAFIGURA TCP 25.10.04 / SLOP DISPOSAL

TO : PROBO KOALA  
ATTN: MASTER  
CC : PRIME MARINE MANAGEMENT  
ATTN: OPS

RE: PROBO KOALA / TRAFIGURA TCP 25.10.04 / SLOP DISPOSAL

GOOD AFTERNOON CAPTAIN,

PLS ADVISE THE ANTICIPATED FINAL QTY OF SODA TO BE DISPOSED OFF AT AMSTERDAM AFTER WASHING THE SEAVINHA'S CARGO.

THANKS+REGARDS

CPT. THEOLOGOS GAMPIERAKIS  
AS AGENTS FOR AND ON BEHALF OF  
TRAFIGURA BEHEER B.V.

---

**From:** Theologos Gampierakis  
**Sent:** 26 June 2006 18:39  
**To:** Naeem Ahmed; 'Amsterdam Port Services - Info'  
**Cc:** Athens Staff  
**Subject:** RE: offer Probo Koala

Naeem,

Either way slops can be delivered without any issues.

Regards  
Theologos

-----Original Message-----

**From:** Naeem Ahmed  
**Sent:** Monday, June 26, 2006 2:22 PM  
**To:** 'Amsterdam Port Services - Info'; Theologos Gampierakis  
**Cc:** Athens Staff  
**Subject:** RE: offer Probo Koala

Theo,

Pls advise best mode of slops transfer, by barge or to terminal?

Rgds

---

**From:** Bert Wolf - Amsterdam Port Services [mailto:bert.wolf@amsterdamportservices.nl] **On Behalf Of** Amsterdam Port Services - Info  
**Sent:** 26 June 2006 12:11  
**To:** Naeem Ahmed  
**Subject:** RE: offer Probo Koala

Dear Naeem,

Thank you for your confirmation. We we await the details from your Athens office.

Could you please let us know if we have to deslop with one of our barges or if will the vessel deslop at our terminal?

With best regards,

Bert Wolf

Amsterdam Port Services  
Petroleumhavenweg 48  
1041 AC AMSTERDAM  
WESTPOORT 2195

T 020 - 6130 225  
F 020 - 6118 723  
www.amsterdamportservices.nl



KvK nr. 08021694 te Amsterdam

---

**Van:** Naeem Ahmed [mailto:Naeem.Ahmed@Trafigura.com]  
**Verzonden:** maandag 26 juni 2006 12:41  
**Aan:** bert.wolf@amsterdamportservices.nl  
**CC:** Amsterdam Port Services - Bianco Vonk; Athens Staff  
**Onderwerp:** FW: offer Probo Koala

Dear Bert

Following our telecon we would like to proceed with this offer and Mt Proba Koala giving best ETA for the 30 June 06.

Oyur Office in Athens will provide Banking Details/Payment procedure.

Many thanks

Best regards  
Naeem Ahmed  
Trafigura Ltd  
For and on behalf of Trafigura Beheer BV, Amsterdam

Tel + 44 20 7170 7976  
Fax + 44 20 7170 7818  
Mob + 44 77 3447 8975

[naeem.ahmed@trafigura.com](mailto:naeem.ahmed@trafigura.com)

---

**From:** Bert Wolf - Amsterdam Port Services [mailto:bert.wolf@amsterdamportservices.nl]  
**Sent:** 20 June 2006 14:34  
**To:** Naeem Ahmed  
**Cc:** Amsterdam Port Services - Bianco Vonk  
**Subject:** offer Probo Koala

Dear mr Naeem,

Attached we email you two offers regarding for mv " Probo Koala ".

Best regards,

Bert Wolf

Amsterdam Port Services  
Petroleumhavenweg 48  
1041 AC AMSTERDAM  
WESTPOORT 2195

T 020 - 6130 225  
F 020 - 6118 723  
[www.amsterdamportservices.nl](http://www.amsterdamportservices.nl)

KvK nr. 08021694 te Amsterdam

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**Anita Spijkers**

---

From: Anita Spijkers <aspijkers@bma-agencies.nl>  
To: trafigura Beheer BV c/o Falcon Navi  
Subject: m.t. Probo Koala  
Date sent: Mon, 03 Jul 2006 09:16:46 +0200

gd mmg

Attn.: Mr Theologos Gampierakis

Approx. 250 cbm slops were discharged last night.  
Analysis of this slops resulted into a c.o.d. content of 500.000.  
Therefore the slopdisposal cost are extremely higher than offered viz.  
euro 1000,-/cbm.

Will phone you to discuss the matter.

Kind regards  
Anita Spijkers  
Bulk Maritime Agencies B.V.

Telephone +31.10.2823393  
Telefax +31.10.4141254  
E-mail [bma@bma-agencies.nl](mailto:bma@bma-agencies.nl)  
Address Jufferstraat 9, 3011 XL Rotterdam, The Netherlands



**Anita Spijkers**

---

From: Anita Spijkers <aspijkers@bma-agencies.nl>  
To: traflogura Beheer BV c/o Falcon Navl  
Subject: m.t. Probo Koala  
Date sent: Mon, 03 Jul 2006 11:39:39 +0200

Attn.: Mr Theologos Gamplarakis

Further to our email and telcon of this morning re. slops ex above vessel, please note that Amsterdam Port Services informed that they require a payment guarantee prior departure of the vessel due to the high amount.

Awaiting your further instructions.

Kind regards  
Anita Spijkers  
Bulk Maritime Agencies B.V.

Telephone +31.10.2823393  
Telefax +31.10.4141254  
E-mail [bma@bma-agencies.nl](mailto:bma@bma-agencies.nl)  
Address Jufferstraat 9, 3011 XL Rotterdam, The Netherlands

**Anita Spijkers**

---

Subject: PROBO KOALA / RE-DELIVERY OF SLOP WASHINGS  
Date sent: Mon, 3 Jul 2006 20:17:53 +0300  
From: "Theologos Gampierakis" <Theologos.Gampieraki@trafigura.com>  
To: <BMA@BMA-AGENCIES.NL>  
Copies to: "Athens Ops" <AthensOps@trafigura.com>

TO: BULK MARITIME AGENCIES B.V.  
ATTN: ANITA SPIJKERS

RE: PROBO KOALA / RE-DELIVERY OF SLOP WASHINGS

GOOD AFTERNOON ANITA,

FURTHER TO OUR TELECOM EARLIER THIS AFTERNOON, PLS BE ADVISED THAT WE HAVE INSTRUCTED THE SLOP BARGE TO RE-DELIVER THE SLOP WASHINGS BACK TO THE VESSEL IN SUBJECT DUE TO THE HIGH COST OF DELIVERY AND PROCESSING AT AMSTERDAM.

WASHINGS ARE TO BE KEPT ONBOARD AND SHALL BE DISPOSED OFF AT NEXT CONVENIENT OPPORTUNITY.

BEST REGARDS

CPT. THEOLOGOS GAMPIERAKIS  
AS AGENTS FOR AND ON BEHALF OF  
TRAFIGURA BEHEER B.V.

\*\*\*\*\*

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From: Leon Christophilopoulos Sent: 16/08/2006 10:18  
To: [ - ] Jorge Marrero  
Cc: [ - ] Jose Larocca  
Bcc: [ - ]  
Subject: Re: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Dude, pls call CD.

I spoke to him yesterday and he said NO to any such operation in Nigeria.

We go to Lome, charter a barge and bring it back to Nigeria for Daddo under a different name.

-----Original Message-----

From: Jorge Marrero  
To: Stephen Mann  
CC: Paul Duncan; Naeem Ahmed; Theologos Gampierakis; Deji Romiluyi (Delservice); Bola Worou (Delservice); Phil Raven (Comoditex); Toulia Gerakis; Savvas Pertselis; Steve Carty (Comoditex); Claude Dauphin; Leon Christophilopoulos  
Sent: Wed Aug 16 10:01:12 2006  
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Stephen,

Understand and share your concerns about doing this in Nigerian waters. If we can not manage to convince Daddo to do it outside Nigeria then please make sure that Daddo understand that we do not want any issues and proper clearances should be obtain in order to avoid any implications for the Trafigura or the vessel.

Lets go ahead please and confirm this so we minimize any delays to the vessel.

Thanks,  
Jorge

---

From: Stephen Mann [mailto:Stephen.Mann@comoditex.com]  
Sent: Tuesday, August 15, 2006 6:20 PM  
To: Jorge Marrero  
Cc: Paul Duncan; Naeem Ahmed; Theologos Gampierakis; Deji Romiluyi (Delservice); Bola Worou (Delservice); Phil Raven (Comoditex); Toulia Gerakis; Savvas Pertselis; Steve



Carty (Comoditex)

Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

I have spoken with the Operations Manager at Daddo, Mr Osade Ozonabor and he has advised that they will only be able to arrange for a barge to de-slop in Nigerian waters. Expect this to take place on Thursday as we expect the Probo Koala to complete at the SBM tomorrow subject to the usual ullage constraints.

He will also ensure that we get proper paperwork for receipt of slops.

---

From: Jorge Marrero [mailto:Jorge.Marrero@trafigura.com]

Sent: 15 August 2006 16:57

To: Stephen Mann

Cc: Paul Duncan; Naeem Ahmed; Theologos Gampierakis; Deji Romiluyi; Bola Worou; Phil Raven; Toulas Gerakis; Savvas Pertselis; Steve Carty

Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Stephen,

Further to discussions with Stephen M. today, please note that we still would like to discharge these slops soonest we can after discharge in Nigeria.

Appreciate if you can discuss with Daddo since we have holidays in Athens today and see if they can arrange for a barge to pick up the slops, preferably offshore Lome or as far as possible offshore Nigeria and within International Waters.

Thanks,  
Jorge

---

From: Savvas Pertselis

Sent: Monday, August 14, 2006 6:50 PM

To: Steve Carty (Comoditex); Theologos Gampierakis; Athens Staff; WAF Gasoline Operations; Deji Romiluyi (Delservice); Bola Worou (Delservice); Stephen Mann (Comoditex); Phil Raven (Comoditex)

Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed

Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

For the sake of good order, and as no any barge available, the slops will remain o/b.

Regards

Savvas

---

From: Steve Carty [mailto:Steve.Carty@comoditex.com]  
Sent: 10 August 2006 14:39  
To: Theologos Gampierakis; Athens Staff; WAF Gasoline Operations; Deji Romiluyi (Delservice); Bola Worou (Delservice); Stephen Mann (Comoditex); Phil Raven (Comoditex)  
Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed  
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

In this instance due to the nature of the slop onboard I would prefer the slop to be discharged in a different port other than Lagos if possible.

---

From: Theologos Gampierakis [mailto:Theologos.Gampieraki@trafigura.com]  
Sent: 10 August 2006 12:29  
To: Steve Carty; Athens Staff; WAF Gasoline Operations; Deji Romiluyi; Bola Worou; Stephen Mann; Phil Raven  
Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed  
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Noted Steve and thanks for the clarification.

Should we proceed, if proper barging is found, with the delivery after completion of discharge?

Thanks

Theologos

## -----Original Message-----

From: Steve Carty [mailto:Steve.Carty@comoditex.com]  
Sent: Thursday, August 10, 2006 2:01 PM  
To: Theologos Gampierakis; Athens Staff; WAF Gasoline Operations; Deji Romiluyi (Delseive); Bola Worou (Delseive); Stephen Mann (Comoditex); Phil Raven (Comoditex)  
Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed  
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Lagos do not have proper de-slopping facilities as shown by the fact that a barge was supplied and they wanted the Master to pump the slop overboard into an open tank, which he refused to do. The receiver of the slop may also try to sell it in the local market which has potential implications on us.

More importantly from my point of view is that Lagos is notorious for cargo theft with collusion by ship's Masters, and so any kind of ancillary operation such as this should only take place after all cargo on board has been discharged.

---

From: Theologos Gampierakis [mailto:Theologos.Gampieraki@trafigura.com]  
Sent: 10 August 2006 11:57  
To: Steve Carty; Athens Staff; WAF Gasoline Operations; Deji Romiluyi; Bola Worou; Stephen Mann; Phil Raven  
Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed  
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Steve,

Pls have a look on the attached correspondence.

We need to deslop the vessel. Pls advise where the objection lies.

Regards

Theologos



## -----Original Message-----

From: Steve Carty [mailto:Steve.Carty@comoditex.com]  
Sent: Thursday, August 10, 2006 1:48 PM  
To: Athens Staff; WAF Gasoline Operations; Deji Romiluyi (Delservice); Bola Worou (Delservice); Stephen Mann (Comoditex); Phil Raven (Comoditex)  
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Please note that no de-slopping operations should be arranged in Nigeria without consultation with the Lagos office first.

---

From: Daddo Maritime Services Limited [mailto:dms.operations@daddogroup.com]  
Sent: 10 August 2006 09:34  
To: athensstaff@trafigura.com; wafgasolineops@trafigura.com; Deji Romiluyi; Bola Worou; Stephen Mann; Phil Raven; Steve Carty  
Subject: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Msg 5111/06 @ 09:34LT

Please find attached confirmation to deslop subject vsi, which has been put on hold by our Senior Operations Manager (Osade) until after completion of discharge to avoid complications which may arise from the exercise.

Best regards.

Dadmar Lagos

---

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