

KINGSTON BUNKER CALLING INSTRUCTIONS

1. BUNKER ONE JAMAICA
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Peter Johnson Office Manager

Please provide agent a.s.a.p. with the following information:
2. SHIPS PARTICULARS
Type of vessel
Flag
Call sign
Inm.C/Email
Year of Built
GRT
NRT
Length over all
Extreme Breath
Moulded Depth
Summer Dwt
Draft at Summer DWT
Present cargo on board (Dangerous Cargo IMO NO.)
Quantity cargo on board
Draft at present loaded condition
Classification Society
P& I Club
Last port
Next port
Max transfer rate of vessel
ETA Kingston - Jamaica

3. BUNKERING LOCATION	
Vessel calling Kingston for bunkers or other services shall anchor or stay in the designated area as proposed by the Agent. These area shall be described as the area within the below stated coordinates.	
3A. Outer anchorage area coordinates (BA Chart 456)	
Latitude	Longitude
17o 53.5' N	076o 45.8'W
17o 53.5'N	076o 46.6'W
17o 49.7N	076o 53.1'W
17o 48.8'N	076o 52.5'W
17o 49.8'N	076o 49.4'W
17o 49.6'N	076o 48.7'W
17o 50.6'N	076o 47.4'W
17o 51.2'N	076o 47.3'W
17o 52.1'N	076o 46.3'W
17o 52.1'N	076o 45.8'W
*17o 50.8'N	076o 48.2'W (Preferred Anchor Location)

3B. Outer Anchorage (Deep Draft) area co-ordinates (BA Chart 456)	
Latitude 17o 47.2'N 17o 46'N 17o 45.3'N 17o 46.2'N	Longitude 076o 47'W 076o 47'W 076o45.7'W 076o45.7'W
3C. Off Shore area coordinates (BA Chart 4402)	
Latitude 17o 49' N	Longitude 17o 41'W

4. CALLING INSTRUCTIONS

Every Ship calls at Jamaica waters / ports must comply with e-APIS. CARICOM ADVANCE PASSENGER INFORMATION (API) Advance Passenger Information (API) is data provided to the Joint Regional Communications Centre (JRCC) prior to the arrival and departure of an aircraft or vessel at each port of entry in participating Member States. It contains a complete list of persons (crew and passengers) on board including their biographic data and carrier information.

Pilotage is non-compulsory within anchorage 3A & 3B as stated above. However if pilot is requested or ship is shifted to Inner Anchorage, pilot is compulsory and additional pilot fees will be incurred.

For anchorage 3A & 3B as stated above, notice of arrival should be given to Kingston Pilot Station 2 hours in advance (VHF Channel 16 or 11) and permission to enter the area and anchor to be requested

Anchorage outside of this area is not allowed unless permission sought from the Harbour Master. Vessels leave the anchorage without a pilot after obtaining permission from Kingston Pilot Station (VHF Channel 11).

N.B: No Port Clearance issued to vessel bunkering Outer Anchorage Kingston.

Maximum allowable time to stay at Anchorage A or B after completion of bunkering is 5 hours. Additional charges beyond this time will be incurred

BUNKERING AT INNER ANCHORAGE

If weather unfavorable at Outer Anchorage, on consultation with bunker barge, Owners and/or Charterers, vessel to confirm shifting to the Inner Anchorage. Agent will arrange pilot for shifting and on anchoring, vessel to be boarded by Port Officials (Customs, Immigration and Quarantine).

N.B: Original Port Clearance to be submitted and Customs Officer to re-issue for next port. Pilot Office (CH 11) will require minimum three (3) hours' notice for pilot outbound.

5. DELIVERY OF BUNKER

Subject to laws, regulations and any directions from time to time from the port authorities and to weather conditions, the vessels shall be ready and able to take delivery 24 hours per day, Sunday and holidays included. In order to enable us to plan our own operation schedule for deliveries making the best use of our resources, the ship or its agent shall give seventy-two (72), forty-eight (48), twenty four (24), twelve (12) hours definite written advice of the vessel's time of arrival.

The ship's Captain shall ensure that his ship is in possession of all required certificates to comply with all relevant and applicable law and regulations pertaining to the vessel and the delivery of the Marine Fuels at the place of delivery and shall instruct our Office in writing prior to delivery, of any special conditions, characteristics, difficulties, peculiarities, deficiencies, or defects in respect of or particular to the vessel, which might in any manner adversely affect or which we ought to take into account in the process delivery of the Marine Fuels, provide a free and safe berth alongside the vessel so as to receive the marine fuels and to render all necessary assistance which may reasonably be required to safely moor and unmoor the bunker tanker

Bunker Master is not obliged to deliver the Marine Fuels in any location or circumstances which in his sole opinion is unsafe for his Bunker Tanker or the delivery process

6. NAVIGATION SIGNALS

Ship's Captain shall ensure that all necessary visual and audible signals according to COLREG in force are indicated during entire bunkering operation

7. HEALTH, SAFETY, ENVIRONMENTAL PROTECTION AND SECURITY

Delivery of Marine Fuels to any vessel shall be conditional upon the acceptance of the Vessel, its condition including the condition of its plant and equipment by the bunker tanker captain. Bunker Tanker Captain may not supply marine fuels to a vessel unless the vessel is free of all conditions, difficulties, peculiarities, deficiencies or any other defects which in the sole opinion of the Captain might impose hazard to its vessel and delivery facilities, its employees or agents, in connections with mooring, unmooring or bunkering.

Material Safety Data Sheet (MSDS) are available on board Bunker Tanker and hard copy can be made available to the vessels during the delivery process.

8. DOCUMENTATION

Please have prepared the following documents for presentation to Port officials on anchoring Inner Anchorage

1 copy of Registry Certificate

1 copy of International Tonnage Certificate

5 copy Crew List

3copy of Ship's Stores Declaration

3copy of Crew Effects Declaration

4 copy of NIL list

1 copy of Crew Health Declaration

1 copy of Crew Vaccination List

copy of Cargo on board Declaration

4 copy of last Port of call showing the next port of call

1 copy of undertaking letter stating that "NO GARBAGE WILL REMOVED FROM VESSEL WHILE JAMAICA TERRITORIAL WATERS"

1 original Port Clearance (for Inner Anchorage)

N.B. No alterations to be made to Port Clearance. This constitutes a Customs Breach and vessel will be liable for a fine of USD 5000 payable prior to departure

9. AGENCY SERVICES AVAILABLE

Crew changes & transportation from / to vessel

Crew medical attendance & transportation from / to vessel

Ship spares clearance / forwarding and delivery to vessel

Lubricants Delivery

Stores / Provision

Fresh Water at berth only