



Authorized by: **ELSHCON**

Date: 27/09/2019

This is to certify that the following was TRANSFERRED to:

MIRACLE WORKER

Fuel Oil: (AGO) 8900 LITERS

At Location: FOT ONNE ANCHORAGE

Date/Time: 27/09/2019- 13:13 TO Hrs

Remarks (if any): 13:13Hrs/ENL SUPERIOR transfer of Fuel Oil to MIRACLE WORKER

13:48hrs – Completed transfer of Fuel Oil to MIRACLE WORKER

TOTAL QUANTITY RECEIVED FROM MIRACLE WORKER: 40,000 LITERS

Own Master's Name: **PATRICK EPINIWE**

Signature/Stamp:

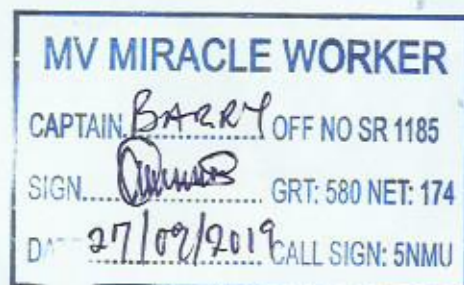
Transferring vessel



Person In Charge of Vessel: MIRACLE WORKER

Signature/Stamp:

Receiving vessel





Authorized by: ELSHCON

Date: 27/09/2019

This is to certify that the following was RECEIVED from :

MIRACLE WORKER

Fuel Oil: (AGO) 48900 LITERS

At Location: FOT ONNE ANCHORAGE

Date/Time: 27/09/2019- 13:08 Hrs

Remarks (if any): 12:24HRS: MIRACLE WORKER commence transfer of Fuel Oil to ENL SUPERIOR

13:08HRS: MIRACLE WORKER Completed transfer of Fuel Oil to ENL SUPERIOR

Own Master's Name: PATRICK EPINIWE

Signature/Stamp:

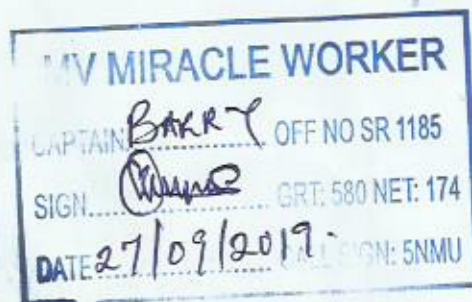
ENL SUPERIOR (Receiving vessel)



Person In Charge of Vessel:

Signature/Stamp:

MIRACLE WORKER





BUNKER DELIVERY NOTE

COMPANY NAME: EXPANSE OIL AND GAS LIMITED

DELIVERED TO MV SUPERIOR

QUANTITY DELIVERED 40,000 LTRS

QUANTITY RECEIVED.....

LOCATION ONNE ANCHORAGE

DATE 27/09/2019

DELIVERED BY MIRACLE WORKER RECEIVED BY CAPT. PATRICK EPHRAIM

MV MIRACLE WORKER	
SIGNATURE	SIGNATURE
CAPTAIN <u>BARRY</u>	OFF NO SR 1185
SIGN. <u>[Signature]</u>	GRT: 580 NET: 174
DATE <u>27/09/2019</u>	CALL SIGN: 5NMU

ENL SUPERIOR	
PORT OF REGISTRY :	LAGOS
INSTRUMENT NO :	9596442
OFFICIAL NO :	95999
CALL SIGN :	NYE
GRT :	479
NRT :	143
BHP :	4400

TITLE:
BUNKERING
CHECKLIST



File No.: 116.7
Retention period : 1 Year
Retention Place : Ship

SPF -08 -01
Rev. : 1
25/02/2014

VESSEL:	ENL SUPERIOR	DATE:	27/09/2019
PORT:	FOT ANCHORAGE		
BEFORE START OF BUNKERS OPS — Refer to Bunker Operations Declaration of Inspection for general precautions.		YES	NO
1	Has the supplier confirmed that the fuel being supplied complies with the requirements of MARPOL Annex VI	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Has the bunker loading plan been agreed, drawn up and posted?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	Is there an effective deck watch at all times, including adequate supervision of both terminal/barge and ship operations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	Is there an adequate system of communications ready between the ship and shore including method to control changeover of tanks, etc.?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	Is firefighting equipment ready for use.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	Have the SUPPLIER AND RECEIVER agreed on EMERGENCY PROCEDURES?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Are bunker hoses/arms in good condition and properly rigged? Check hoses, loading arms, and manifolds for pressure, safe support, and leaks.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	✓ Are scuppers effectively plugged and drip trays in position, both on ship and at supply vessel or terminal manifold?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Are drip trays below the bunker manifold connection clean and free from clogging material?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Are unused cargo (FOR SUPPLY OF FUEL) and bunker manifolds blanked with bolts in each hole?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Are all bunker tank tops closed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12	Are all doors and ports to the accommodation area closed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	Is deck spill response material available and adequate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14	Are there oil slicks already present in the water near the ship?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15	Are the gauging arrangements ready? (Check levels of all bunker tanks, including those not being filled.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Are the vents open on tanks to be filled?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Does the bunkering plan designate an overflow tank? If so, which, and is the overflow tank empty?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18	Are tank vent pipe save-alls empty and drain plugs in?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19	Have ship and shore agreed on quantities for loading bunkers?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20	Have the barge soundings been checked before start of transfer?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
21	Check for build-up of pressure in bunker tanks (verify venting system is working)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
22	Do those now on watch know the bunkering plan, including agreed signals for slowing, stopping, & emergency stop?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upon completion of bunker operations			
23	Are there enough crew available to control the changeover of tanks safely?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
24	Has enough space been left after completion to allow for draining or blowing the hoses/loading arms?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
25	Has the hose/loading arm been properly blown or drained?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
26	Are the vessel's manifold valves closed and manifolds blanked after hoses are disconnected?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
27	Is there space available in the drip trays?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
28	Has the hose/loading arm been blanked or sealed before lifting over side?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Are the ship's deck lines drained so far as practicable?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30	Are the drip trays and tank vent save-alls drained?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
31	Are the bunker tank valves, venting systems, gauging systems, hatches and sighting ports secured?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
32	Have barge soundings been checked at completion of transfer?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
33	Has the supplier provided a sealed container with the sample of the fuel in accordance with IMO Resolution MEPC. 96(47)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
34	Has the supplier's representative & ships representative signed on the label?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
35	Is the sample stored in a safe sheltered location, away from accommodation spaces?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
36	Is the Oil Record Book entry completed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Master : 9596442
OFFICIAL NO. : 95999
CALL SIGN : 5NYF
ORT : 479
NRT : 143
BHP : 4400

Chief Engineer