

To Whom It May Concern



Saybolt

A CORE LABORATORIES COMPANY

This copy is being provided for courtesy purposes only, and does not give any person or company other than our named client a right to rely on these results.

No warranties, express or implied, including the warranty of due diligence and care mentioned elsewhere, shall extend to any party other than such named client.

Report no. 12004-128397
Date 5 Dec Time :
Object Chem New Orleans
Location Vopak Vlaardingen
Grade EHL 120

LETTER OF PROTEST

Dear Sirs,

This is to advise that we, as Independent Surveyors, on behalf of our principals, do hereby lodge protest in respect of:

- Quantity difference between:**
- | | | | |
|-------------------------------------|---|--------------------|---------------|
| <input type="checkbox"/> | Loading and discharge port ship's figures, being | mtons | % |
| <input type="checkbox"/> | Bill of Lading weight and discharge port figures, being | mtons | % |
| <input type="checkbox"/> | Bill of Lading weight and outturn figures, being | mtons | % |
| <input checked="" type="checkbox"/> | Bill of Lading weight and loading port ship's figure, being | <u>1.353</u> mtons | <u>0.27</u> % |
-
- | | | |
|---|----------------------|-----------|
| Bill of Lading weight | <u>497.852</u> mtons | VAC / AIR |
| Loading port ship's figure | <u>496.498</u> mtons | VAC / AIR |
| Discharge port ship's figure | mtons | VAC / AIR |
| Outturn figure (provisional / official) | mtons | VAC / AIR |
-
- ☐ Bill of lading figures are based on ship's figures corrected / not corrected for VEF
- ☐ Saybolt wishes to take manual measurements, but it is prohibited by the terminal / vessel / barge operator / master / chief officer.
- ☐ As per instructions received from our principals the above-named object was nominated to load..... min / max / approximately. However the actual quantity loaded is
- For reason(s) see **Remarks**

- ☐ Saybolt is required to calculate a Vessel Experience Factor, as per API MPMS 17.9/EI HM 49 regulations, but the master/chief officer is unable to provide sufficient voyage data to compose a valid Vessel Experience Factor.
- ☐ The volume of **free water found** in your cargotanks no. is, Litres/Barrels
- ☐ The fact that the cargo stowed in cargotanks no. was found **off-specification** on:
- ☐ **Low pumping rate**
The installation / vessel is able to supply / receive mt/cum p/h
During loading / discharge we determined an average pumping rate of mt/cum p/h
with a back pressure of bar
- ☐ There is no possibility / permission to take a end of shoreline / manifold / first foot sample from a barge / vessel / shore tank / shoreline, before / during / after operation.

Remarks : This Letter of Protest is only valid for the **marked sections**

.....
.....
.....
.....
.....

We therefore hold you fully responsible for any claim which may arise regarding the above and reserve the rights of our principals to take such action they may deem necessary.

Document distribution :

Signed for Vessel / Barge

Refuse to sign
name: Copy left

Signed for Installation

[Signature]
name: A. S. 11/02/05

Signed for Saybolt

[Signature]
name: Mark van den Enden
Saybolt Nederland BV

To Whom It May Concern

This copy is being provided for courtesy purposes only, and does not give any person or company other than our named client a right to rely on these results.

No warranties, express or implied, including the warranty of due diligence and care mentioned elsewhere, shall extend to any party other than such named client.



Saybolt
A COR3 LABORATORIES COMPANY

Report no. 128397
Date 5-12-2020 Time: 0510
Object CHEM NEW ORLEANS
Location Vopak Vlaardingen
Grade ERC 120

LETTER OF PROTEST

Dear Sirs,

This is to advise that we, as Independent Surveyors, on behalf of our principals, do hereby lodge protest in respect of:

Quantity difference between:			
<input type="checkbox"/>	Loading and discharge port ship's figures, being	..... mtons %
<input type="checkbox"/>	Bill of Lading weight and discharge port figures, being	..... mtons %
<input type="checkbox"/>	Bill of Lading weight and outturn figures, being	..... mtons %
<input type="checkbox"/>	Bill of Lading weight and loading port ship's figure, being	..... mtons %
Bill of Lading weight			
	Loading port ship's figure	..... mtons	VAC / AIR
	Discharge port ship's figure	..... mtons	VAC / AIR
	Outturn figure (provisional / official)	..... mtons	VAC / AIR
<input type="checkbox"/>	Bill of lading figures are based on ship's figures corrected / not corrected for VEF		
<input type="checkbox"/>	Saybolt wishes to take manual measurements, but it is prohibited by the terminal / vessel / barge operator / master / chief officer.		
<input checked="" type="checkbox"/>	As per instructions received from our principals the above-named object was nominated to load <u>500 MT. AIR</u> min / max / approximately. However the actual quantity loaded is <u>497.852</u> For reason(s) see Remarks		

<input type="checkbox"/>	Saybolt is required to calculate a Vessel Experience Factor, as per API MPMS 17.9/EI HM 49 regulations, but the master/chief officer is unable to provide sufficient voyage data to compose a valid Vessel Experience Factor.	
<input type="checkbox"/>	The volume of free water found in your cargotanks no.	is: Litres/Barrels
<input type="checkbox"/>	The fact that the cargo stowed in cargotanks no. was found off-specification on:	
<input type="checkbox"/>	Low pumping rate	
	The installation / vessel is able to supply / receive	..... mt/cum p/h
	During loading / discharge we determined an average pumping rate of	..... mt/cum p/h
	with a back pressure of	..... bar
<input type="checkbox"/>	There is no possibility / permission to take a end of shoreline / manifold / first foot sample from a barge / vessel / shore tank / shoreline, before / during / after operation.	

Remarks : This Letter of Protest is only valid for the marked sections

We therefore hold you fully responsible for any claim which may arise regarding the above and reserve the rights of our principals to take such action they may deem necessary.

Document distribution :
Signed for Vessel / Barge

Signed for Installation

Signed for Saybolt

name: N/A

name: [Signature]

name: [Signature]

To Whom It May Concern



This copy is being provided for courtesy purposes only, and does not give any person or company other than our named client a right to rely on these results.
No warranties, express or implied, including the warranty of due diligence and care mentioned elsewhere, shall extend to any party other than such named client.

Report no. 128397
Date 5-12-2020 Time: 0510
Object CHEM NEW ORLEANS
Location Vopak Vlaardingen
Grade EHC 120

LETTER OF PROTEST

Dear Sirs,

This is to advise that we, as Independent Surveyors, on behalf of our principals, do hereby lodge protest in respect of:

Quantity difference between:			
<input type="checkbox"/>	Loading and discharge port ship's figures, being	..... mtons %
<input type="checkbox"/>	Bill of Lading weight and discharge port figures, being	..... mtons %
<input type="checkbox"/>	Bill of Lading weight and outturn figures, being	..... mtons %
<input type="checkbox"/>	Bill of Lading weight and loading port ship's figure, being	..... mtons %
	Bill of Lading weight	..... mtons	VAC / AIR
	Loading port ship's figure	..... mtons	VAC / AIR
	Discharge port ship's figure	..... mtons	VAC / AIR
	Outturn figure (provisional / official)	..... mtons	VAC / AIR
<input type="checkbox"/>	Bill of lading figures are based on ship's figures corrected / not corrected for VEF		
<input type="checkbox"/>	Saybolt wishes to take manual measurements, but it is prohibited by the terminal / vessel / barge operator / master / chief officer.		
<input checked="" type="checkbox"/>	As per instructions received from our principals the above-named object was nominated to load... <u>500 MT AIR</u> ... min / max / <u>approximately</u> . However the actual quantity loaded is <u>497.852</u> For reason(s) see Remarks		

<input type="checkbox"/>	Saybolt is required to calculate a Vessel Experience Factor, as per API MPMS 17.9/EI HM 49 regulations, but the master/chief officer is unable to provide sufficient voyage data to compose a valid Vessel Experience Factor.	
<input type="checkbox"/>	The volume of free water found in your cargotanks no.	is, Litres/Barrels
<input type="checkbox"/>	The fact that the cargo stowed in cargotanks no. was found off-specification on:	
<input type="checkbox"/>	Low pumping rate The installation / vessel is able to supply / receive mt/cum p/h During loading / discharge we determined an average pumping rate of mt/cum p/h with a back pressure of bar	
<input type="checkbox"/>	There is no possibility / permission to take a end of shoreline / manifold / first foot sample from a barge / vessel / shore tank / shoreline, before /during /after operation.	

Remarks : This Letter of Protest is only valid for the marked sections

We therefore hold you fully responsible for any claim which may arise regarding the above and reserve the rights of our principals to take such action they may deem necessary.

Document distribution :

Signed for Vessel / Barge

Signed for Installation

Signed for Saybolt

name: n/a

name: _____

Ruid Raap
name: Nederland B.V.

To Whom It May Concern



This copy is being provided for courtesy purposes only, and does not give any person or company other than our named client a right to rely on these results.

No warranties, express or implied, including the warranty of due diligence and care mentioned elsewhere, shall extend to any party other than such named client.

Report no. 1001100120396 / 00120397
 Date 4-12-20 Time: 1000
 Object Chem Head Orleans
 Location Vopak Vlissingen
 Grade ETHC + Core

LETTER OF PROTEST

Dear Sirs,

This is to advise that we, as Independent Surveyors, on behalf of our principals, do hereby lodge protest in respect of:

Quantity difference between:			
<input type="checkbox"/>	Loading and discharge port ship's figures, being	..... mtons %
<input type="checkbox"/>	Bill of Lading weight and discharge port figures, being	..... mtons %
<input type="checkbox"/>	Bill of Lading weight and outturn figures, being	..... mtons %
<input type="checkbox"/>	Bill of Lading weight and loading port ship's figure, being	..... mtons %
	Bill of Lading weight	..... mtons	VAC / AIR
	Loading port ship's figure	..... mtons	VAC / AIR
	Discharge port ship's figure	..... mtons	VAC / AIR
	Outturn figure (provisional / official)	..... mtons	VAC / AIR
<input type="checkbox"/>	Bill of lading figures are based on ship's figures corrected / not corrected for VEF		
<input type="checkbox"/>	Saybolt wishes to take manual measurements, but it is prohibited by the terminal / vessel / barge operator / master / chief officer		
<input type="checkbox"/>	As per instructions received from our principals the above-named object was nominated to load min / max / approximately. However the actual quantity loaded is For reason(s) see Remarks		

<input checked="" type="checkbox"/>	Saybolt is required to calculate a Vessel Experience Factor, as per API MPMS 17.9/EI HM 49 regulations, but the master/chief officer is unable to provide sufficient voyage data to compose a valid Vessel Experience Factor.		
<input type="checkbox"/>	The volume of free water found in your cargotanks no.	is,	Litres/Barrels
<input type="checkbox"/>	The fact that the cargo stowed in cargotanks no. was found off-specification on:		
<input type="checkbox"/>	Low pumping rate The installation / vessel is able to supply / receive mt/cum p/h During loading / discharge we determined an average pumping rate of mt/cum p/h with a back pressure of bar		
<input type="checkbox"/>	There is no possibility / permission to take a end of shoreline / manifold / first foot sample from a barge / vessel / shore tank / shoreline, before /during /after operation.		

Remarks : This Letter of Protest is only valid for the marked sections

We therefore hold you fully responsible for any claim which may arise regarding the above and reserve the rights of our principals to take such action they may deem necessary.

Document distribution :

Signed for Vessel / Barge

Signed for Installation

Signed for Saybolt

name: Refuse to Sign

name: _____

name: Andre Versluis
 Saybolt Nederland B.V.