

Ship: Ionic AspisYear: 2025**LETTER OF PROTEST**
DELAYS IN BERTHINGDate: Friday, March 14, 2025To: Phillips 66 Limited - TETNEY OIL TERMINAL - MONOBUOYPort: TETNEY, U.K.To: EQUINOR - VOY 20250236CC: IONIC TANKERS (MGT) INC.To: ALL PARTIES IONIC ASPIS - CP DTD 19TH FEBRUARY 2025

Gentlemen:

I hereby do lodge protest in respect of the considerable delays that my vessel experienced awaiting commencement of loading.

Specifically, the vessel arrived on 03RD MAR 2025 / 0530 HLT [DAY/MONTH/YEAR/TIME]

E.O.S.P

Notice of Readiness was Tendered on 03RD MAR 2025 / 0642 HLT [DAY/MONTH/YEAR/TIME]

DROP ANCHOR

However, maneuvering for berthing only commenced on 13TH MAR 2025 / 0300 HLT [DAY/MONTH/YEAR/TIME]

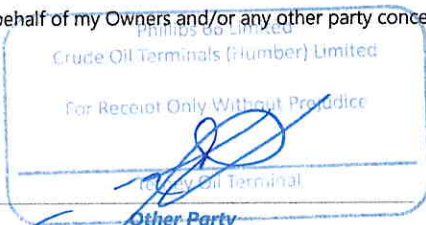
P.O.B

I must therefore on behalf of my Owners and/or any other party concerned hold you fully responsible for any delays, losses, claims, expenses, damage and/or cost incurred thereby.

Furthermore, on behalf of my Owners and/or any other party concerned, I reserve their rights to refer to this matter at a future date.

Regards,

Signature:



Name:

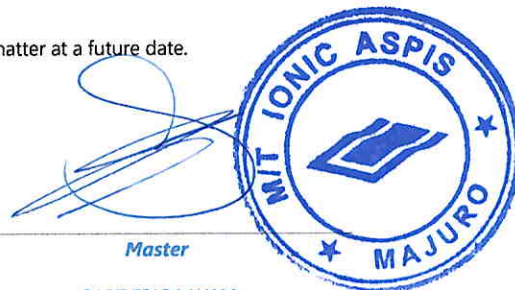
Position:

K. MASOU
MOORING MASTER

Signature:

Name:

Position:



Master

CAPT ERIC LAYAM

MASTER

Ship: Ionic AspisYear: 2025

LETTER OF PROTEST
DELAYS IN ACCEPTING NOTICE OF READINESS

Date: Thursday, March 13, 2025To: Phillips 66 Limited - TETNEY OIL TERMINAL - MONOBUOYPort: TETNEY, U.K.To: EQUINOR - VOY 20250236CC: IONIC TANKERS (MGT) INC.To: ALL PARTIES IONIC ASPIS - CP DTD 19TH FEBRUARY 2025

Gentlemen:

I hereby do lodge protest in respect of the considerable delays that my vessel experienced awaiting commencement of loading.

Specifically, the vessel arrived on 03RD MAR 2025 / 0530 HLT [DAY/MONTH/YEAR/TIME]

E.O.S.P

Notice of Readiness was tendered on 03RD MAR 2025 / 0642 HLT [DAY/MONTH/YEAR/TIME]

DROP ANCHOR

However, NOR was only accepted on 13TH MAR 2025 / 0454 HLT [DAY/MONTH/YEAR/TIME]

EMBARKATION OF BERTHING MASTER

I must therefore on behalf of my Owners and/or any other party concerned hold you fully responsible for any delays, losses, claims, expenses, damage and/or cost incurred thereby.

Furthermore, on behalf of my Owners and/or any other party concerned, I reserve their rights to refer to this matter at a future date.

Regards,

Signature:

Phillips 66 Limited
Crude Oil Terminals (Humber) Limited
For Receipt Only Without Prejudice

Other Party

Name:

Position:

Signature:

Master

Name:

CAPT ERIC LAYAM

Position:



Ship: Ionic AspisYear: 2025

LETTER OF PROTEST

MANIFOLD DISCHARGING CONNECTION

Date: Friday, March 14, 2025To: Phillips 66 Limited - TETNEY OIL TERMINAL - MONOBUOYPort: TETNEY, U.K.To: EQUINOR - VOY 20250236CC: IONIC TANKERS (MGT) INC.To: ALL PARTIES IONIC ASPIS - CP DTD 19TH FEBRUARY 2025

Gentlemen:

The loading manifold on the SHIP: IONIC ASPIS has 3 connection flanges with diameters of 16" inches each, but your terminal has provided only 1 cargo connections of 16" inches diameter.

This will limit the ability of the vessel to use her full loading capability and will increase total cargo loading time.

On behalf of my Owners and Charterers, I protest this limitation on the ability of my ship to perform at full capacity and I hold you responsible for any delays that result from this restriction.

Regards,

Signature:

Name:

Position:



Signature:

Name:

Position:



Ship: Ionic AspisYear: 2025

LETTER OF PROTEST

DISCHARGING RATE RESTRICTIONS

Date: Friday, March 14, 2025To: Phillips 66 Limited - TETNEY OIL TERMINAL - MONOBUOYPort: TETNEY, U.K.To: EQUINOR - VOY 20250236CC: IONIC TANKERS (MGT) INC.To: ALL PARTIES IONIC ASPIS - CP DTD 19TH FEBRUARY 2025

Gentlemen:

The SHIP: IONIC ASPIS is equipped with 3 cargo pumps rated at 3000 m³/Hour each.

At the beginning of bulk discharge, the ship is able to discharge at a rate substantially in excess of the combined rated capacities of the pumps, and for maximum discharge efficiency, she must be allowed to pump without shore restrictions on flow rate.

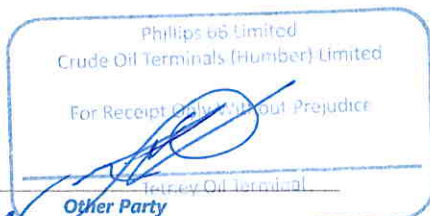
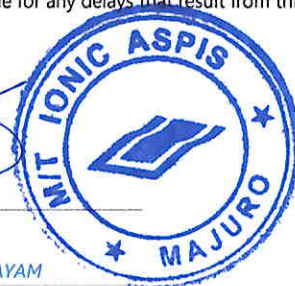
X Your terminal has imposed a limit of 6,360 M3/HOUR

PUMPING: 27.0 HRS / STOPPAGE BY SHORE: 0.0 HRS / TOTAL DISCH TIME: 27.0 HRS / AVERAGE DISCHARGING RATE: 3934 M3/HR

This will limit the ability of the ship to use her full discharge capability and will increase total cargo discharge time.

On behalf of my Owners and Charterers, I protest this limitation on the ability of my ship to perform at full capacity and I hold you responsible for any delays that result from this restriction.

Regards,

Signature: [Signature]Name: K. KhanPosition: Flagging MasterSignature: [Signature]Name: CAPT ERIC M. LAYAMPosition: Master

Ship: Ionic AspisYear: 2025

LETTER OF PROTEST

DELAYS DURING DISCHARGING OPERATION

Date: Friday, March 14, 2025To: Phillips 66 Limited - TETNEY OIL TERMINAL - MONOBUOYPort: TETNEY, U.K.To: EQUINOR - VOY 20250236CC: IONIC TANKERS (MGT) INC.To: ALL PARTIES IONIC ASPIS - CP DTD 19TH FEBRUARY 2025

Gentlemen:

On behalf of my principals / Owners/Charterers, I hereby note protest in respect of the following, reserving the right to refer to this matter at a later date and time and accordingly holding you responsible for all loss and damage thereby sustained as well as my consequential loss and damage arising therefore:

The following delays occurred during the stay of the vessel at your terminal:

VESSEL WAITING FOR ARMS CONNECTION	13/03/2025	[DD/MM/YYYY]	0600 - 0718	HH:MM
VESSEL WAITING FOR DISCHARGING COMMENCEMENT	13/03/2025	[DD/MM/YYYY]	0718 - 0730	HH:MM
COMMENCE DISCHARGING	13/03/2025	[DD/MM/YYYY]	0730	HH:MM
COMPLETED DISCHARGING	14/03/2025	[DD/MM/YYYY]	1030	HH:MM
VESSEL AWAITING FOR UN-BERTHING	14/03/2025	[DD/MM/YYYY]	1030 - 1248	HH:MM
VESSEL UNBERTHED	14/03/2025	[DD/MM/YYYY]	1254	HH:MM

Regards,

Signature:

Name:

Position:



Signature:

Name:

Position:



Ship: Ionic AspisYear: 2025

LETTER OF PROTEST

SHORT OUT TURN PROTEST REJECTION

Date: Friday, March 14, 2025To: Phillips 66 Limited - TETNEY OIL TERMINAL - MONOBUOYPort: TETNEY, U.K.To: EQUINOR - VOY 20250236CC: IONIC TANKERS (MGT) INC.To: ALL PARTIES IONIC ASPIS - CP DTD 19TH FEBRUARY 2025

Gentlemen:

I the Master of SHIP: IONIC ASPIS on behalf of the vessel and its Owners,
reject your protest regarding outturn figures.

The vessel has no responsibility for cargo measurements beyond the ship's manifolds. Cargo quantity measured on arrival, by ship's and surveyor personnel, amounts to:

CARGO: GRANE BLEND CRUDE OIL QUANTITY: 95,312.40 MT

Cargo quantity remaining onboard on completion of discharge, as estimated by ship and surveyor personnel amount to:

CARGO: GRANE BLEND CRUDE OIL QUANTITY: 0.0 MT

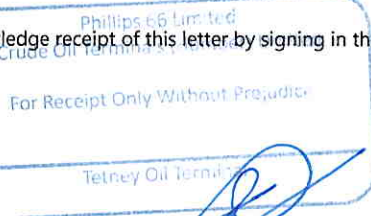
Kindly acknowledge receipt of this letter by signing in the space provided below.

Regards,

Signature:

Name:

Position:



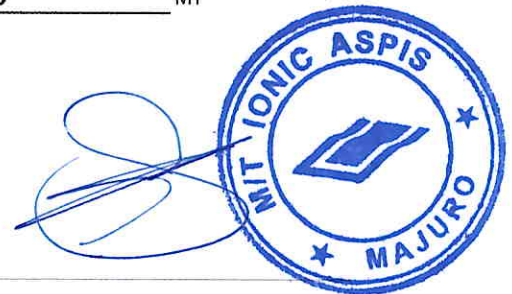
Other Party

Maxine T. Aske

Signature:

Name:

Position:



Master

CAPT ERIC M. LAYAM