



COMVEX
BULK HANDLING TERMINAL
DECLARATION

Attention to : The Master of M/V

Re: Letter to the Master - Regulations for the vessel

The Master of this motor vessel fully agrees the regulations according to "LETTER TO THE MASTER - REGULATIONS FOR VESSELS" ,document code F 31 / 15 .

Underneath a summary of some important regulations mentioned in the "LETTER TO THE MASTER - REGULATIONS FOR VESSELS" , document code F 31 / 15 :

1. Damages caused by stevedoring operations have to be reported to the Terminal Representative immediately or at least 1 hour before the end of each shift i.e. 08:00 / 20:00 hours. We advise you to check each cargo hold for any possible stevedoring damage , within 4 hours after the cargo hold is completed by stevedoring operations. We do not accept any charges for delay of your vessel , when damage is not found and reported within 4 hours after completion of each cargo hold.

2. Any repair work on the ship , including engine room , is strictly forbidden when hot work is necessary , without Harbour Master written approval .

3. It is not allowed to underneath a crane in operation . This is against safety regulations. We trust you will inform your crew members about this matter.

4. Any slops on board of the vessel may not be discharged nor be heated prior , during or after discharging / loading of the bulk cargo without special permission of Constanta Port Administration .

For more information ask your agent .

5. If the entrances to the holds are enclosed (tube stairs) , you should indicate this on this form and inform the Terminal Representative of COMVEX about these entrances. For release of these entrances an authorised person of the ship's staff must measure with calibrated equipment ; at this measuring O2 should be more than 21% , CO must be less than 25 ppm and explosion limit should be less than 10%.

6. On all operations the IMO BLU CODE is applicable.

7. According to stevedoring operations procedure , all periods of stoppage due to bad weather (heavy rain, strong winds over 20 m/s, heavy swell, dense fog, etc) will be registered (document code F 31/01) and mentioned in the final Statement Of Facts .

8. Protruding bilge covers , which are mislaid during discharging , will not be returned

9. Please note that during stevedoring operations procedure our gantry cranes must travel alongside the entire vessel - gantry cranes are travelling by rails alongside the quay (vessel) having not any retractable body items and any item outside of the vessel board has not to exceed 1.5 m (pay attention to the access gangway)

10. Please note that our gantry cranes can not operate if wind's speed is over 20 m/s

11. For cleaning the holds will be used bucket front loaders and stevedors assuming a good shoveling. Please note that trimming is done manually with the help of wheel/tracked loaders using a vibrating plate if necessary

12. For sweeping you can use crew members, but without any delay in handling operations

13. "Empty holds certificate" / "Full cargo report" will be signed by both parties confirming that all cargo on board was discharged/loaded according to Draught Survey Report and no damage was reported by ship's representative.

Signed for receipt and approval
MASTER / CHIEF OFFICER

Name.....

Date.....

Signature

Stamp

N.B. Port regulations issued by authorities involved are unabridged operative. Stevedoring operations will not start before this statement has been signed and handed over the Terminal Representative.