

NEW HAVEN TERMINAL, INC.
100 WATERFRONT STREET, NEW HAVEN, CT 06512
APRIL 1, 2011

TERMINAL INFORMATION

PORT: NEW HAVEN HARBOR, NEW HAVEN, CT USA
LATITUDE: 41° 17' 20" N
LONGITUDE: 72° 54' 30" W

TELEPHONE NUMBER: (203) 468-0805
FAX NUMBER: (203) 469-6374

CHANNEL / ANCHORAGE INFORMATION

CHANNEL WIDTH: 400 FT AT NARROWEST POINT, 800 FT AT WIDEST POINT
CHANNEL DEPTH: 35 FEET MLW
NATURE OF BOTTOM: MUD
ANCHORAGE WIDTH: UNRESTRICTED OPEN WATER, LONG ISLAND SOUND
ANCHORAGE DEPTH: 40 TO 50 FEET
NATURE OF BOTTOM: MUD / HARD / BROKEN

HYDROGRAPHIC INFORMATION

MAXIMUM TIDAL RANGE: 6.2 FEET
MAXIMUM CURRENT VELOCITY: DURING FLOOD TIDE: 0.85 KNOTS; EBB TIDE: 1.30 KNOTS
NATURE OF BOTTOM AT TERMINAL: MUD

DEPTH OF APPROACH TO BERTHS
AT ZERO CHART DATUM: 36 FEET MLLW (MEAN LOWER LOW WATER)

SERVICES

BUNKER FUEL AVAILABLE AT BERTHS: YES; LIGHTERED FROM BARGE
DIESEL FUEL AVAILABLE AT BERTHS: YES; LIGHTERED FROM BARGE
BUNKER/DIESEL FUEL AVAILABLE AT ANCHORAGE: YES; LIGHTERED FROM BARGE
DIRTY BALLAST FACILITIES: YES; 600,000 GALLONS CAPACITY
SLOP RECEPTION FACILITIES: YES; 600,000 GALLONS CAPACITY
FRESH WATER AVAILABLE: YES

BRIDGES OR HIGH POWER LINES

BRIDGES AND VERTICAL CLEARANCE AT HIGH WATER: NO BRIDGES; UNLIMITED CLEARANCE

ETA INSTRUCTIONS

SHIPPER/AGENT TO FURNISH TERMINAL WITH VESSEL NOMINATION AND INITIAL ETA INFORMATION, IN WRITING,
FAXED TO: (203) 469-6374, ATTENTION: OPERATIONS,
AND/OR E-MAIL : cmgiannotti@newhaventerminal.org or tankfarm@newhaventerminal.org

SHIPPER/AGENT TO FURNISH TERMINAL WITH PERIODIC VERBAL ETA UPDATES, AS MADE AVAILABLE, CONFIRMED
BY FAX AND OR E-MAIL. UPDATES REQUIRED BY TERMINAL 72, 48, AND 24 HOURS PRIOR TO ETA.

COMMENTS

CONNECTICUT STATE LAW REQUIRES PRE-EMPTIVE DEPLOYMENT OF FLOATING SPILL CONTAINMENT BOOM
AROUND VESSELS TO OR FROM WHICH PETROLEUM LIQUIDS ARE TRANSFERRED.

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BERTH INFORMATION

TYPE OF BERTH:	FINGER PIER (SOUTH BERTH), SHIP OR BARGE
MINIMUM DEPTH OF WATER AT 0 CHART DATUM:	36 FEET
MAXIMUM DRAFT:	36 FEET
DENSITY OF WATER:	1015.85 KG/CUBIC METER (SG = 1.018)
DATE OF SOUNDINGS:	March 8, 2011
PRODUCTS HANDLED:	

TYPE OF BERTH:	FINGER PIER (NORTH BERTH), BARGE ONLY
MINIMUM DEPTH OF WATER AT 0 CHART DATUM:	28 FEET
MAXIMUM DRAFT:	28 FEET
DENSITY OF WATER:	1015.85 KG/CUBIC METER (SG=1.018)
DATE OF SOUNDINGS:	MARCH 8, 2011

PRODUCTS HANDLED:	NO.2 FUEL OIL	(NORTH AND SOUTH BERTHS)
	DIESEL FUEL	(NORTH AND SOUTH BERTHS)
	KEROSENE	(NORTH AND SOUTH BERTHS)
	AVIATION FUEL	(NORTH AND SOUTH BERTHS)

MAXIMUM VESSEL LIMITS

	<u>SOUTH BERTH</u>	<u>NORTH BERTH</u>
LENGTH OVERALL:	600 FEET	500 FEET
BEAM:	105 FEET	100 FEET
BOW TO CENTER MANIFOLD:	300 FEET	250 FEET
DEADWEIGHT:	40,000 TONS	37,000 TONS
DISPLACEMENT:	50,000 TONS	46,000 TONS

BERTH REQUIREMENTS:

CLOSED CARGO OPERATION REQUIRED:	NO
NIGHT BERTHING ALLOWED:	YES
NIGHT UNBERTHING ALLOWED:	YES
INERT GAS SYSTEM REQUIRED:	NO
MANIFOLD HEIGHT ABOVE WATER:	20 FEET
MINIMUM PARALLEL MIDBODY:	100 FEET
SEGREGATED BALLAST TANK REQUIRED:	YES
VAPOR RECOVERY REQUIRED:	NO

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(CONTINUED)

MOORING REQUIREMENTS

SYNTHETIC MOORING LINES ACCEPTABLE: YES
WIRE MOORING LINES ACCEPTABLE: YES
IF SO, SYNTHETIC PENDANTS REQUIRED: NO

MOORING LAYOUT

NUMBER OF HEADLINES: 3
NUMBER OF FORWARD BREAST LINES: 2
NUMBER OF FORWARD SPRING LINES: 2
NUMBER OF AFT SPRING LINES: 2
NUMBER OF AFT BREAST LINES: 2
NUMBER OF STERN LINES: 3

NEW HAVEN TERMINAL, INC.



CHEMICAL AND PETROLEUM STORAGE SERVICES

P.O. BOX 9423 NEW HAVEN, CT 06534-0423
TEL (203) 468-0805 FAX (203) 469-6374

Via Certified Mail, Return Receipt Requested

May 28, 2009

Mr. William O'Boyle
Moran Shipping
1 First Ave
West Haven, CT 06516

Re: U.S. Coast Guard Certificate of Compliance Vessel Inspections at New Haven Terminal

Dear Mr. O'Boyle:

As you know, it has long been the policy, and one of the standard operating procedures of New Haven Terminal ("NHT") to not permit U.S. Coast Guard ("USCG") Certificate of Compliance ("COC") inspections of vessels, while in berth at any of NHT's ship docks, prior to cargo transfer operations of bulk liquid petroleum product.

Until recently, USCG COC vessel inspections, with few exceptions, were performed while vessels were anchored at the customary anchorage zone of New Haven Harbor, in Long Island Sound. Upon completion of USCG COC inspection, the vessels weighed anchor and proceeded to their designated berth at NHT. Cargo transfer operations would then commence, as per standard operating procedures.

As a part of standard procedures involving the cross-exchange of documentation between the facility and the vessel, a "NOTICE OF READINESS" ("NOR") is issued by the vessel, on or before arrival at NHT's berth, declaring that, ".....The vessel is ready, in all aspects, to discharge/receive its cargo of.....". NHT has difficulty understanding how a vessel can declare its readiness to discharge or receive cargo when a USCG inspection is necessary before such discharge or receipt of cargo can commence.

NHT has no direct business relationship with vessels or their owners, nor is NHT a party to any contractual or charter agreements between ship owners and charterers, or between the buyers/sellers or receivers of the ship's cargo. NHT believes that it has no obligation to any party, to permit USCG COC vessel inspections at any of its privately owned berths and facilities, prior to transfer of bulk liquid petroleum product. NHT further believes that such private berths and facilities are not for public use by any vessels requiring inspection. Very recently, however, the USCG informed NHT that the USCG inspection unit was "adamant" about having the ability to perform vessel COC inspections while such vessels were in berth at NHT and accessible from shore, instead of offshore, at the anchorage.

In the past few months, and for various reasons, NHT allowed at least three vessels to tie up at its berth prior to USCG inspection. The USCG boarded the vessels, from shore, at NHT's pier, and began the inspection process. At least one of these vessels experienced significant delay during the inspection process. However, for the sake of safety, and in the spirit of cooperation between NHT and the USCG, NHT will, effective June 1, 2009, change its policy to permit vessel inspections while such vessels are in berth at NHT subject, however, to the following terms and conditions.

- The vessel will be allowed to tie up at the NHT berth designated by NHT operations personnel, prior to USCG COC inspection. USCG Inspection Team will board the vessel, from shore, at NHT's berth.
- **"The Coast Guard inspectors will conduct the cargo operations portion of the inspection first".**
- **"Once cargo operations and emergency procedures have been verified, the vessel will be allowed to attach hoses and begin transferring".**
- **"The inspectors will then complete the rest of the inspection of the vessel's engine room and deck house".**

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- **"If any discrepancies are encountered during this examination that would cause the vessel to be detained, the Coast Guard will allow the vessel to be moved off your facility's dock to another dock or the anchorage where the vessel can do what it needs to meet Coast Guard requirements".**
- NHT will invoice the agency representing the vessel, a dockage charge of \$800 per hour from the time the first mooring line is ashore, until the time that transfer operations begin.
- In the event that the vessel moves off the berth to correct discrepancies, as stated above, NHT will invoice the agency representing the vessel another "standard line handling charge" and booming charge for each time that the vessel moves off of and returns to the NHT berth.

Note: Text in bold quotations, above, is taken, verbatim, from the email of LTJG Stephanie M. Pitts, USCG, Sector Long Island Sound, Inspections Department, to Robert S. Karecki, VP, NHT at 1:33 PM EDT, 5/22/2009.

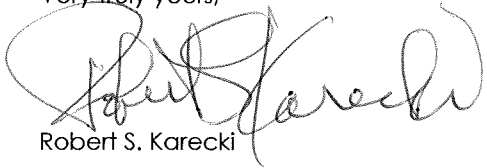
We believe that NHT's policy change and revised courses of action are appropriate, fair and reasonable, considering the potential problems and liabilities that could be caused by an uninspected vessel indefinitely detained in berth, and unable to commence transfer operations due to inadequacies discovered during the inspection process. Such problems include scheduling and re-scheduling of NHT's labor force for line handling and cargo transfer operations, as well as re-scheduling subsequent barge and vessel arrivals for other customers, involving possible demurrage issues.

In the future, if your agency finds itself in the position of representing a vessel that requires USCG COC inspection at NHT, we strongly urge you to advise such vessel(s) to perform their own internal audit, or "self-inspection", and correct any inadequacies encountered **prior to** the official USCG COC inspection.

A copy of this letter will be sent to all of NHT's petroleum product storage customers who receive and ship bulk liquid petroleum products by tanker vessel and barge.

If you have any questions or need any additional information, please contact me.

Very truly yours,



Robert S. Karecki