

To: Master of **LNGC**  
Cc: Agency  
Vessel Operators

From: Charterer  
TRANSPORTATION OPTIMIZATION  
ON BEHALF OF CHARTERERS: LIQUEFIED NATURAL GAS MARINE COMPANY

- (1) Please confirm your acknowledgement by return.
- (2) Please make & submit LOP if there are any delays during the period between opening CTM and closing CTM due to shore reason.

Please note there are two parts to these voyage orders.

**Part A relates to the voyage**

**Part B relates to the cargo.**

In accordance with the above referenced charter party, herein are the Charterer's voyage orders.

Vessel is to load and discharge cargo as stated in these voyage orders always consistent with safe arrival / departure draft at all ports.

Vessel shall proceed to port(s) and or place(s) as identified in these voyage orders. Any voyage related changes to such port(s), places(s) shall be notified to the vessel by the charterer with applicable subsequent issues of voyage orders. The Master shall disregard any voyage related instructions received from third parties and refer such instructions to the charterer.

Master is to strictly comply with these Voyage Orders, especially those concerning communications / reporting and should contact the charterer (Section 4.1) if unable to comply with any of the items.

PORT AND TERMINAL RESTRICTIONS TO BE CONFIRMED WITH LOCAL AGENTS PRIOR TO ARRIVING AT THE PORT

Cargo Number: **2**

#### **PART A - Voyage Instructions**

##### **1.0 LOADING (Planned Loading Date - \_\_\_\_\_)**

Vessel is to proceed to following PORT to load as follows:

LOAD PORT, LNG Marine Loading TERMINAL

LNG app. 170,500 m3

To load cargo up to ship's maximum capacity (maximum capacity of tanks), always consistent with safety or up to draft limitation for either load and/or discharge terminal

##### **2.0 DISCHARGING. (Planned discharging date - \_\_\_\_\_)**

Upon completion of loading, the vessel is to proceed to following PORT at speed specified in clause 7.1, weather and safe navigation permitting, where discharge the mentioned cargo quantity unto respective receiver(s) stated below.

Discharge Port, LNG Marine Discharge TERMINAL

LNG (heel quantity to be confirmed)

##### **3.0 NOTICE OF READINESS**

Notice of Readiness (NOR) is to be tendered at the inner harbour Pilot Boarding Station of when picking up the pilot on the planned discharging date show in clause 2.0. If the pilot is did not arrive at the

stipulated time or berthing is delayed due to adverse weather, please proceed to tender the NOR at Tokyo Bay and shift the vessel to a safe drifting location.

In addition to tendering NOR to terminal, please email the NOR to the below email addresses

#### 4.0 COMMUNICATIONS

##### 4.1 GENERAL – CHARTERERS CONTACT

To ensure correct distribution of information, send all routine operations communications to the charterers contact as described below at Marine Transportation,

##### 4.2 INITIAL INFORMATION.

The following must be sent to below emails immediately upon receipt of these voyage orders. Master to send updated information when there is a change in speed requirement, for example change in arriving date, change in POB time, new voyage order etc.

- AA ETA LOADPORT (INCLUDING LOADPORT NAME)
- BB ESTIMATED HEEL QUANTITY ON ARRIVAL AT PORT MORESBY
- CC ESTIMATED CARGO QUANTITY TO BE LOADED IN M3
- DD ESTIMATED BUNKERS TO BE USED IN MT
- EE ESTIMATED DISCHARGE QUANTITY AT DISPORT IN M3
- FF ESTIMATED DEPARTURE HEEL AT DISCHARGE PORT IN M3
- GG BRIEF LADEN VOYAGE PLAN (INSERT BUNKER PORT IF PLANNED)
  - ETA PORT MORESBY
  - ETD PORT MORESBY
  - ETA DISCHARGE PORT
  - REQUIRED SPEED
  - DISTANCE BETWEEN EACH PORTS
- HH BRIEF BALLAST VOYAGE PLAN (INSERT BUNKER PORT IF PLANNED)
  - ETA DISCHARGE PORT
  - ETD DISCHARGE PORT
  - ETA LOAD PORT
  - REQUIRED SPEED
  - DISTANCE BETWEEN EACH PORTS
- II ROUGH ESTIMATION OF ROB FUEL OIL & MGO AT:
  - ARR: LAOD PORT FOR LOADING CARGO FOR THIS VOYAGE
  - ARR: DISPORT FOR DISCHARGE CARGO FOR THIS CARGO
  - ARR: LOAD PORT FOR LOADING NEXT VOYAGE

##### 4.3 DAILY NOON REPORT

Upon sailing from the both Load and Discharge port, Masters are to update the following email addresses and the Agents at the next port on a daily basis at noon.

The following format shall be used: Email Subject Line: NOON Report – [Vessel Name] – [Date]

- AA NAME OF NEXT PORT
- BB ETA (Local Time and GMT)
- CC ESTIMATED QUANTITY IN M3 OF LNG ON BOARD
- DD TEMPERATURE OF INDIVIDUAL LNG TANKS (DEG C)
- EE PRESSURE OF INDIVIDUAL LNG TANKS (KPA)
- FF DISTANCE TO GO (NAUTICAL MILES)
- GG NOON POSITION (LAT AND LONG)
- HH AVG SPEED LAST 24 HRS (KNOTS)
- II WEATHER LAST 24 HRS (WIND direction/force, SEA conditions)
- JJ SPEED USED TO CALCULATE ETA (KNOTS)
- KK BUNKERS CONSUMED LAST 24HRS - ME (TONS/DAY)
- LL BUNKERS CONSUMED LAST 24HRS - RELIQ (TONS/DAY)
- MM BUNKERS CONSUMED LAST 24HRS - AUX (TONS/DAY)
- NN BUNKERS ROB (TONS)

##### 4.4 DEPARTURE NOTICE FROM LOADING PORT

Upon sailing from load port, Master to forward the following information to the contacts indicated below

The following format shall be used: Email Subject Line:  
DEPARTURE NOTICE FROM LOAD PORT LNG TERMINAL – [Vessel Name]  
AA SHIP NAME & CALL SIGN

|    |  |
|----|--|
| BB | DATE / TIME LOADING WAS COMPLETED (Local Time and GMT)           |
| CC | DATE / TIME DEPARTURE FROM THE LOADING PORT (Local Time and GMT) |
| DD | VOLUME EXPRESSED IN M3 OF LNG LOADED.                            |
| EE | ETA AT UNLOADING PORT (PILOT STATION – LOCAL TIME AND GMT)       |
| FF | UTILITIES REQUIRED   |

#### 4.5 LOADPORT SAILING REPORT (LSR)

Upon sailing from load port, Master to forward the following information to the contacts indicated below

The following format shall be used: Email Subject Line: LOADPORT SAILING REPORT – [\[Vessel Name\]](#)

|    |   |
|----|---|
| AA | SHIP NAME & CALL SIGN   |
| BB | DATE / TIME END OF SEA PASSAGE (Local Time and GMT)             |
| CC | DATE / TIME NOR TENDERED (Local Time and GMT)                   |
| DD | DATE / TIME BERTHED / ALL FAST (Local Time and GMT)             |
| EE | DATE / TIME CARGO HOSES / ARM DISCONNECTED (Local Time and GMT) |
| FF | DATE / TIME CARGO PAPERS ON BOARD (Local Time and GMT)          |
| GG | DATE / TIME FULL AWAY ON PASSAGE (Local Time and GMT)           |
| HH | VOLUME EXPRESSED IN M3 OF LNG LOADED.                           |
| II | PORT NAME AND ETA NEXT PORT DATE/TIME LOCAL AND GMT             |
| LL | ESTIMATED DISCHARGE VOLUME IN M3                                |
| MM | AVERAGE LOADED LIQUID TEMPERATURE                               |
| NN | AVERAGE VAPOUR PRESSURE AFTER LOADING                           |
| PP | DEPARTURE DRAFT FWD / AFT / MIDSHIPS                            |
| QQ | ARRIVAL DRAFT NEXT PORT FWD / AFT / MIDSHIPS                    |
| RR | BUNKERS ON ARRIVAL HFO / MDO / MGO IN METRIC TONS               |
| SS | BUNKERS RECEIVED HFO / MDO / MGO IN METRIC TONS.                |
| TT | BUNKERS SAILING HFO / MDO / MGO IN METRIC TONS                  |

#### 4.6 DISCHARGE PORT SAILING REPORT (DSR)

Upon sailing from discharge port, Master to forward the following information to the contacts below

The following format shall be used: Email Subject Line:

DISCHARGE PORT SAILING REPORT – [\[Vessel Name\]](#)

DISCHARGE PORT SAILING INFORMATION FOR (PORT NAME)

|    |  |
|----|--|
| AA | DATE / TIME END OF SEA PASSAGE (Local Time and GMT)                  |
| BB | DATE / TIME NOR TENDERED (Local Time and GMT)                        |
| CC | DATE / TIME BERTHED / ALL FAST (Local Time and GMT)                  |
| DD | DATE / TIME CARGO HOSES / ARM DISCONNECTED (Local Time and GMT)      |
| EE | DATE / TIME CARGO PAPERS ON BOARD (Local Time and GMT)               |
| FF | DATE / TIME CLEAR OF BERTH (Local Time and GMT)                      |
| GG | DATE / TIME FULL AWAY ON SEA PASSAGE (Local Time and GMT)            |
| HH | CTMS READING VOLUME EXPRESSED FOR LNG DISCHARGED.                    |
| II | DEPARTURE DRAFT FWD / AFT / MIDSHIPS                                 |
| JJ | ARRIVAL DRAFT NEXT PORT FWD / AFT / MIDSHIPS                         |
| KK | PORT NAME AND ETA NEXT PORT DATE /TIME LOCAL                         |
| LL | BUNKERS ON ARRIVAL HFO / MDO / MGO IN METRIC TONS                    |
| MM | BUNKERS RECEIVED HFO / MDO / MGO IN METRIC TONS.                     |
| NN | BUNKERS SAILING HFO / MDO / MGO IN METRIC TONS                       |
| OO | MAX LOADABLE QUANTITY FOR NEXT VOYAGE –                              |
| PP | ESTIMATED LNG ON ARRIVAL _____ BEFORE <a href="#">DISCHARGING ON</a> |
| QQ | ROUGH ESTIMATION OF ROB FUEL OIL & MGO AT:                           |
|    | ARR: PORT MORESBY FOR LOADING CARGO FOR NEXT VOYAGE                  |
|    | ARR: DISPORT FOR DISCHARGE CARGO FOR NEXT CARGO                      |
|    | ARR: PORT MORESBY FOR LOADING SUBSEQUENT VOYAGE                      |
| RR | AMOUNT OF LNG HEEL   |

#### 4.7 ETA MESSAGES

Upon sailing from PNG LNG Terminal, Master are to send ETA messages at 96, 72, 48, 24 and 5 hours prior arrival all discharge ports when applicable, to the following email addresses:

The following format shall be used: Email Subject Line: ETA NOTICE – [\[Vessel Name\]](#)

AA SHIP'S NAME & CALL SIGN  
BB ETA UNLOADING PORT PILOT STATION (LOCAL TIME AND GMT)  
CC ESTIMATED QUANTITY IN M3 OF LNG FOR DELIVERY

In the event there is a change in ETA greater than the number of hours specified in the table below, Master to send an updated ETA message.

| Event   | If ETA change by |
|---|------------------|
| Between Departure Notice from Loading Port and 96hrs ETA notice | 12hours          |
| Between 96hrs ETA notice and 72hrs ETA notice                   | 6hours           |
| Between 72hrs ETA notice and 48hrs ETA notice                   | 6hours           |
| Between 48hrs ETA notice and 24hrs ETA notice                   | 6hours           |
| Between 24hrs ETA notice and 5hrs ETA notice                    | 2hours           |

#### 4.8 END MONTH REPORT

Vessels are to send a Standard Month End Report to the following addresses on the first day of each new month at 0001 hours UTC time with the following requirements reported from the previous month.

##### YYMM END MONTH REPORT

AA: HFOO / MDO Remaining onboard at end month.  
BB: HFO / MDO Consumed during month.  
CC: HFO / MDO Received during month  
DD: Date and Location of Bunkers Received  
EE: CTMS Snapshot volume at end month  
FF: List delays due to vessel mechanical or operational problems.

#### 4.9 Midnight CTMS Snapshot

When the vessel is alongside LOAD PORT LNG Terminal for loading, vessels are to take a CTMS snapshot at midnight local time and send the CTMS report to the following email addresses.

#### 4.10 CTMS snapshot after gas-up and after cool down operations

If the vessel require gas up or cool down operations, please take a CTMS snapshot after the gassing up or cooling down operations, and attach the file in the load documents.

#### 4.11 Bunker Port Sailing Report

Upon sailing from discharge port, Master to forward the following information to the contacts below

The following format shall be used: Email Subject Line:

BUNKER PORT SAILING REPORT - [Vessel Name] - [Port Name]

AA. DATE / TIME OF END OF SEA PASSAGE FOR THE ARRIVAL OF THE BUNKER PORT:  
BB. DATE / TIME OF FULL AWAY ON SEA PASSAGE (FAOP) FOR DEPARTURE OF THE BUNKER  
PORT:  
CC. AMOUNT OF BUNKERS ON BOARD AT END OF SEA PASSAGE:  
DD. QUANTITY OF BUNKERS RECEIVED:  
EE. AMOUNT OF BUNKERS ON BOARD AT FAOP:  
FF. NAME OF NEXT PORT AND ETA:

#### 5.0 INCIDENT REPORTING.

Master / Owner is required to contact AP MTO if vessel is involved in any accident, casualty, collision, grounding, pollution, oil spill to deck, fire, explosion, structural failure or any incident involving cargo loss or affecting performance of the voyage. This includes alleged pollution, touching bottom, hard contact with Terminal, Jetty, Pier, failures or breakdown of vessel's equipment including main, auxiliary or cargo measurement/handling machinery, smoking, drug & alcohol violations, unscheduled movements and any delays due to deviation.

Owner / Operator / Master have to advise ExxonMobil of the above on a top urgent basis by telephone. Vessels equipped with Marisat equipment should telephone details in the first instance to:

- A) During / After Office Hours
- B) If the above contact cannot be reached, then contact:

This notification must be made directly and not via an agent of any other Charterer's representative unless the Vessel's communication equipment is inoperative.

#### INITIAL NOTIFICATION

An initial notification of the incident should be sent immediately by email to the Incident Coordinator at International Marine Transportation Singapore (IMTS) and Asia Pacific Marine Transportation Optimization by email:

THE FIRST LINE OF THE INITIAL NOTIFICATION EMAIL SHOULD BE MARKED  
[SHORT DESCRIPTION OF INCIDENT]

THE INITIAL NOTIFICATION SHOULD INCLUDE:

- AA NAME OF THE VESSEL.
- BB DATE AND LOCAL TIME INCIDENT OCCURRED.
- CC LOCATION: Coordinates- (Lat and Long) / Name of port or terminal / Distance to nearest grounding line.
- DD TYPE OF INCIDENT (COLLISION, OIL SPILL ETC.)
- EE ESTIMATE OF DAMAGE, EXTENT OF CARGO LOSS AND EXTENT OF ANY POLLUTION.
- FF ANY PERSONAL INJURIES.
- GG EFFECT ON OPERATIONS, DELAYS TO THE VESSEL.
- HH AUTHORITIES NOTIFIED.
- JJ DEGREE OF PUBLICITY IF ANY.
- KK Name / Position of Person making the report:
- LL Contact numbers (Primary and alternate):\_\_\_

In any event, the Master should notify local government, if required, and Vessel owners / operators using the fastest means possible.

#### FOLLOW-UP REPORT

As soon as it is practical, owner / operators are requested to forward a follow-up report by email, detailing the incident, including root causes and actions taken. This report should be addressed to:  
(Do NOT use the codeword 'exxonmobilrush' for this follow-up report)

International Marine Transportation Singapore will conduct all incident follow-up with technical operator.

These reporting requirements do not relieve the Vessel's Master / Owner from responsibilities to provide appropriate responses to any incident specified in the foregoing and do not imply any Charterers obligation either to take, or not to take, any action subsequent to the receipt of such report(s) other than those expressly covered under the terms of the charter party.

## 6.0 SEA OPERATIONS

### 6.1 LADEN PASSAGE

1. Always consistent with safety, most economical speed to reach discharge port on time
2. Always consistent with safety, maximize cargo delivery by wise and safe utilization of the BOF Management on laden passage
3. To arrive at discharging terminal with "COLD AND EMPTY LINE"

### 6.2 BALLAST PASSAGE

1. Next load date – \_\_\_\_\_
2. Please adjust speed to be at Pilot Boarding Ground around 0500hrs on loading date
3. Always consistent with safety, most economical speed to reach Load Port on time and most economical and safe utilization of the BOF Management plant on ballast passage
4. The BOF Management to be tested (taking into account the present vessel conditions), and is in order with all parameters and setting ready for services.
5. If required, mimics and trends shall be made available to the Charterer representative at pre-loading meeting as evidence of good running condition.

Departure Heel:

- Please ensure the minimum level in each tank to be at least 35mm if required to be heeled out
- Minimum heel to be cold and ready to load with "COLD LINES" at LOAD PORT LNG Terminal on next load date.

## 7.0 SPEED INSTRUCTIONS

### 7.1 LADEN PASSAGE

1. Most economical speed to reach discharge port on time
2. All speeds in recognized piracy area to be in compliance with Owners/Operators policy, refer to Clause 11.0 (if applicable).
3. Pilot Boarding time will be notified by local Agent accordingly.
4. Deviation from customary route to be captured in the sealog

### 7.2 BALLAST PASSAGE

1. Most economical speed to reach load port on time
2. All speeds in recognized piracy area to be in compliance with Owners/Operators policy, refer to Clause 11.0 (if applicable).
3. Pilot Boarding time will be notified by local Agent accordingly.
4. Deviation from customary route to be captured in the sealog

## 8.0 BUNKER INSTRUCTIONS

Please advise optimal amount to stem (MDO, HFO) for maximizing cargo delivery quantity and the required bunkering date, every time on arrival back at load port.

## 9.0 ANTIBOYCOTT DOCUMENTATION.

United States laws impose sanctions for participation in or cooperation with international boycotts. To avoid these sanctions vessels chartered to carry ExxonMobil affiliate cargo must strictly comply with USA laws regarding boycott participation.

To ensure that the charterer is in compliance with USA Anti-Boycott laws, Masters are required to electronically forward (email) a copy of any / each Anti-Boycott letter to the AP MTO contact indicated in section 4.1 upon sailing from the load port.

Masters may sign certain letters / certificates and must communicate with Charterers if any other requests to participate in anti-boycott matters are received.

If at any time there is doubt regarding a request to sign Anti-Boycott documents, the Master should contact Charterers as per section 4.1 of these voyage orders for assistance

## 10.0 AGENCY REQUIREMENTS.

The respective marine agency service center indicated below will advise owners/master of the local performing agency details.

CHARTERERS AGENTS FULL STYLE ARE AS FOLLOWS:

FOR ALL PORTS: \_\_\_\_\_

## 11.0 SPECIAL REQUIREMENTS

### ➤ SPECIAL INSTRUCTION FOR DEVIATING TO BUNKERING PORTS

1. The master shall complete a full risk assessment that considers, but is not limited to, the following factors:
  - Safety and security aspects of the location.
  - Proximity to prevailing shipping lanes and/or anchored vessels (especially congested anchorages).
  - Use of voluntary pilotage services where available
  - Impact of anticipated weather conditions.
  - Bridge manning and maintaining status of operational readiness whilst at anchor
2. The Master shall ensure safe distance and under keel clearance (UKC) is maintained from shallow waters, shore and all vessels in the vicinity



3. The Master shall ensure the main engine is satisfactorily tested prior to arrival/departure and that the vessel's propulsion will not be immobilized during the port or Outer Port Limits call.
4. The Master shall seek local port authority approval for the port call

## 12.0 ANTI CORRUPTION COMPLIANCE CLAUSE FOR TIME CHARTERS

As a U.S. company, Charterer must comply with the provisions of certain U.S. legislation including, but not limited to, the Foreign Corrupt Practices Act (FCPA). This law prohibits among others, U.S. companies, their employees and representatives, from paying, promising, offering, or authorizing a payment, directly or indirectly through a third party, anything of value to an Official (as defined below) to persuade that Official to help the company obtain or retain business or secure some improper business advantage. Owner shall comply with all applicable laws regarding interactions with Officials while the Vessel is performing under this Charter and all applicable laws and regulations under Clauses 4(j) and 31 of the Charter, which includes having the proper documentation to clear customs in advance of the Vessel's arrival.

Accordingly, without limiting the generality of the requirements in this Charter as to compliance with law, and in recognition of the principles of the OECD Convention on Combating Bribery of Foreign Public Officials in International Business Transactions, the United Nations Convention Against Corruption, and the FCPA, Owner represents and agrees that it will not, directly or indirectly, in connection with this Charter and the matters resulting therefrom, offer, pay, promise to pay, or authorize the giving of money or anything of value to an Official, or to any other person while knowing or being aware of a high probability that all or a portion of such money or thing of value will be offered, given or promised, directly or indirectly to an Official, for the purpose of influencing the act, decision or omission of such Official to obtain or retain business related to this Charter, to direct business related to this Charter to any person, or to obtain any improper advantage or benefit. Owner represents that no Official or close relative of an Official has any direct or indirect ownership or other legal or beneficial interest in it or any of its affiliates, or in the contractual relationship established by this Charter, and that no such Official serves as an officer, director, employee, or agent of Owner. This representation shall be continuing throughout the Charter. Owner agrees to notify the Charterer promptly and in writing of any changes in its direct or indirect ownership in it or its affiliates that would make it or them an Official as defined below. Owner covenants that should Charterer notify it of any concerns that there has been a breach of the provisions of this provision, it shall cooperate in good faith with the Charterer in determining whether such a breach has occurred. If the Charterer determines in its sole discretion that there has been such a breach or that Owner has taken any action that would create a material risk of liability for the Charterer under any applicable law, it shall be entitled to treat the breach as an event of default and to exercise any rights it may have under the Charter upon the occurrence of an event of default, without regard to any waiting periods or cure periods specified in the Charter. For purposes of this provision, "Official" means and includes:

- (a) any officer or employee of any government or any department, agency or instrumentality (i.e., any legal entity controlled by the government) thereof, or any person acting in an official capacity on behalf of any such government, department, agency or instrumentality;
- (b) any political party;
- (c) any official of a political party;
- (d) any candidate for political office; or
- (e) any officer or employee of a Public International Organization (e.g., United Nations, IMF, World Bank).

## 13.0 NON-WAIVER CLAUSE

Any right of Charterer to terminate the Charter shall remain in place and be valid unless and until Charterer gives specific written notice to Owner that Charterer has waived such right. Under no circumstances shall new or additional activities under the Charter (including, without limitation, loading additional cargo, calling at additional ports, transmitting or changing voyage intentions, transmitting or changing voyage orders, or any other communication regarding future voyages) ("Additional Activities") be construed as a waiver by Charterer of any right to terminate the Charter. Nor shall undertaking any Additional Activities constitute, or be deemed to constitute, an election by Charterer to continue the Charter

## PART B – CARGO GUIDELINES

### 1.0 CARGO DOCUMENTATIONS

#### 1.1 NOTE OF PROTESTS

The Master is required to file a Note of Protest to the cargo supplier on Charterer's behalf if any delays in the loading during opening and closing CTM due to shore reasons.

The Master is also required to file a Note of Protest to the cargo receiver on Charterer's behalf if any delays in the discharging during opening and closing CTM due to shore reasons.

## 2.0 BILL OF LADING / LETTER OF INDEMNITY REQUIREMENTS.

Original Bills of Lading are not to be carried onboard. Charterers will invoke Letter of Indemnity as per Charter party terms if Bills of Lading are not available at the discharge port.

Upon receipt of the signed / completed Letter of Indemnity from the charterer, Owners are to confirm receipt and advise the vessel Master is instructed to discharge accordingly.

## 3.0 CARGO MEASUREMENT.

All measurement and measurement procedures shall be performed in accordance with the latest published manual of Petroleum Measurement Standards issued by the American Petroleum Institute [API] and the latest published standards issued by the International Organization for Standardization [ISO]. These procedures shall include, but not limited to, the calibration of measurement equipment (primary and secondary equipment), the calibration of temperature and pressure devices (primary and secondary) and the calibration of vessels tanks. Calibration certificates shall remain current and available for examination when requested. Measurements shall also be performed in accordance with Charterers Custody Transfer Measurement System (CTMS) procedures. In the event CTMS procedures are in conflict with the industry standards mentioned above the CTMS procedures provided by Charterer shall prevail.

## 4.0 SPECIAL SPA REQUIREMENTS

### 4.1 CONDITION OF STRAINERS

After every loading and discharging, please email the below email addresses if there were any damage, and also any debris found in the strainer.

4.2 EXCESS LNG BOILOFF MEASUREMENT IN THE EVENT OF DELAY IN BERTHING FOR DISCHARGE  
If unloading did not commence 36hours after NOR is tendered, please take a CTMS snapshot on NOR + 36hours mark, follow by another snapshot every 6 hours, until opening CTMS. Please send the CTMS snapshots to the below email addresses after completion of discharge Please refer to Charterer's CTMS Procedure for LNG Vessels section 6 for more information.

++++  
+++

Notwithstanding all the foregoing, and as per the charter party, the Master and Owner shall continue to be fully and solely responsible for the operation, management and navigation of the vessel throughout the vessel's service under this Charter. Further, nothing contained in these instructions, or elsewhere in the Charter shall be construed as creating a demise of the vessel to Charterer, nor as vesting Charterer with any control over, or responsibility for, the management, operation, and/or navigation of the vessel.

For and on behalf of Charterer

Best Regards,

Charter