



LESS THAN PIPELINE (LTP) FUELING
TANKER TRUCK DELIVERIES OF MARINE GAS OIL

FREQUENTLY ASKED QUESTIONS

Will a hard copy of the Certificate of Analysis will be presented to the Vessel prior to delivery commencement?

- *Yes, we can provide this. However, typically it will be an analysis of a refinery batch made prior to the delivery date.*

What is the max pumping rate that can be accommodated by the Delivery Trucks?

- *It depends on the venting system of the vessel. If venting is unobstructed, we can expect ~70-80 gallons per minute.*

What is the estimated time it will take to effect delivery of the ordered quantity, including connections?

- *In HONOLULU HARBOR... For example: 19,000 gallons divided by 70 gallons per minute = ~ 5 hours. To this we add another ~ 3-4 hours for connecting, un-connecting, miscellaneous standby time... it is best to anticipate 8-9 hours to fully complete 19,000 gallons.*
- *Anywhere outside of Honolulu Harbor may require travel time that could add 1 hour waiting time between truck loads. In this scenario, 2 days will be required to complete.*

How many Trucks will be used to effect delivery?

- *At worst case, two trucks used in rotation (one transferring to the vessel while the other obtains another load). For planning purposes, let us use this scenario.*

What is the capacity of each Delivery Truck?

- *At worst case... 4,000 gallons. Again, let us use this for our planning. If we are able to schedule a larger truck, it will be an added benefit and lessen the total time required.*

Will delivery be effected with the entire product quantity being pumped through 1 Truck, or will each Truck need to be connected and disconnected to the Vessel in turn?

- *At worst case, we will rotate each truck with a delivery of 4,000 gallons at a time. This will require connecting and disconnecting for each truck. However, if a 9,000 gallon tanker truck can be staged and connected to the vessel, then the smaller trucks will refill only the 9,000 gallon tanker. In this method, the 9,000 gallon tanker will connect to the vessel only once and remain connected for the duration of the fueling process. But as stated above... for planning purposes, we should anticipate the worst case scenario.*

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How many Fuel Samples will be given to the Vessel?

- *Only one. Unfortunately, MARPOL procedures are not possible with distributor truck-to-vessel fueling in Honolulu. Instead, the "CLEAR & BRIGHT" field test is acceptable to most engineers and captains. This, along with the Chevron or Tesoro certificate of fuel analysis provides confidence to vessel captains that the product is of the highest quality and standards.*

Which Sampling Method will be used?

- *The "Clear & Bright" field test method.*

Where & when will the Samples be taken?

- *Prior to commencement of delivery, we will ask the vessel to provide a clean glass receptacle. A sample will be dispensed into the glass receptacle for the captain or engineer to inspect. The vessel will then retain and dispose of the sample and glass container.*

Will the Samples be sealed and numbered?

- *This step is not required for the "Clear & Bright" field test.*

Will the seal numbers be reported on the corresponding delivery ticket(s)?

- *Not applicable*