

Vessel: MT PETALIDI

**To,
Loading Master,
KHARK ISLAND, IRAN
DATED: 15.01.2025
Voyage No. 031/24**

Letter of Protest

Re: Refusal to accept ship stop

Dear Sirs,

Please be advised that I on behalf of vessel's owners, Operators and Charterers would like to draw your attention and lodge protest on following delays.

As per instruction vessel to load 1049652 BBLs IHCO. Vessel loaded figure less than that of nominated quantity. Vessel requested for ship stop but terminal refuse to accept ship stop and agreed on to discharge 1030000 BBLs - 5% IHCO

Therefore in consideration of above, I on behalf of vessel's owners, Operators and Charterers hold you and your Principals fully responsible on account of all claims / disputes/ delays or any consequences arising therefrom.

I do hereby reserve the right to extend this protest at later date and take such action or make any claim, as they may deem necessary.

Kindly sign and acknowledge receipt for the above.


CAPT. SHAFI MUHAMMAD

MASTER

MT. PETALIDI
IMO.No: 9529475

*The ship's cargo quantity order has changed
by international affairs of crude oil*


Terminal Representative
received on behalf of:
DATED: 15.01.2025

ONLY FOR RECEIPT
NOT by Terminal

Vessel: MT PETALIDI

To,
Loading Master
Khark Island, Terminal 05
DATED: 15.01.2025
Voyage No. 31/24

Letter of Protest
Re: Delays in Operation

Dear Sirs,

Please be advised that I on behalf of vessel's owners, Operators and Charterers would like to draw your attention and lodge protest on following delays.

11.01.2025/0630 HRS LT to 13.01.2025/2354 LT : Awaiting for berthing instruction.

15.01.2025/0830 HRS LT to 1012 LT : Awaiting for BL documentation.

Therefore in consideration of above, I on behalf of vessel's owners, Operators and Charterers hold you and your Principals fully responsible on account of all claims / disputes/ delays or any consequences arising therefrom.

I do hereby reserve the right to extend this protest at later date and take such action or make any claim, as they may deem necessary.

Kindly sign and acknowledge receipt for the above.


Capt. Shafi Muhammad
MASTER

MT. PETALIDI
IMO.No: 9529475

The ship has rendered 21:30, 13th of
January²⁻²⁵ and this time has been confirmed
with pilot at the time of berthing

Terminal Representative
received on behalf of:
DATED: 15.01.2025



ONLY FOR RECEIPT

Vessel: MT PETALIDI

To,
Loading Master,
Khark Island, Terminal 05
DATED:15.01.2025
Voyage No. 31/24

Letter of Protest

RE: DIFFERENCE BETWEEN SHIP & BILL OF LADING FIGURES

Dear Sirs,


For the benefit of all parties concerned, I hereby present this letter of protest, in regard with the difference in quantities between ship's and shore figures, which measured after loading on the above mentioned tanker.

Shore has applied BS&W as 0.1

GRADE	SHIP FIGURE		B/L FIGURE		DIFFERENCE		DIFF %
IHCO	142163.4	MT	142087.11	MT	-76.29	MT	-0.05
	139919.7	LT	139843.159	LT	-76.541	LT	-0.05
	1029199.8	BBLs	1029640	BBLs	440.2	BBLs	0.04

Therefore, in order to avoid vessel's delay, the Bill of Ladings, as well as other relative documents on which said figure are appeared, are only signed under protest. This protest is to serve as notice for any claim that might arise against the vessel her Owners or Charterers for any damages including but not limited to loss of cargo. This letter of protest is to be attached to the Bill of Lading for reference of those concerned.

Kindly sign and acknowledge receipt for the above.


Capt. Shafi Muhammad
MASTER

MT.PETALIDI
IMO.No: 9529475



Vessel: MT PETALIDI

**To,
Loading Master
Khark Island, Terminal 05
DATED:15.01.2025
Voyage No. 31/24**

Letter of Protest

Re: Insufficient Time for Free Water Settling / Free Water in Cargo Upon Completion of Loading

Dear Sirs,

Please note

- a) This vessel has SBT and as such there is no connection whatsoever between the cargo and ballast systems, which are completely isolated.
- b) The vessel, prior to the commencement of loading was properly inspected and, was found to be empty and dry of water as far as the tanks, lines and pumps are concerned.
- c) The loading operation was carried out through the drops of line " 3" which were also opened and drained into tanks prior to the inspection.
- e) Furthermore, I wish to point out that due to the short time that elapsed between the completion of loading and gauging, I strongly consider that the water or traces found in the cargo is an estimate as it had not yet fully settled, and I expect that at the discharging port quantity of water may increase.

For all the above stated reasons, I tender this protest to serve as notice for any and all claims that may arise against the vessel or the Owners, for the free water alleged to have been found in the cargo and also that may be found after settling free water as sufficient time was not allowed for settling of free water, at the discharging port. In conclusion, I hold you fully responsible and liable for any delays, expenses and any other consequences.

Kindly sign and acknowledge receipt for the above.



Capt. Shafi Muhammad
MASTER

