



A) General

Practice has been proven that the most practical cost saving way to supply a vessel with Lubricants is to fill all tanks at main ports where prices are low and generally no extra charges are applied.

In case a barging applies it is suggested to increase the quantity to be delivered anticipated to decrease the average cost per unit. This will help the Operator to maintain Lubricants cost per unit within budgeted parameters. .

It is recommended to avoid supplying vessels in secondary ports. If the requisition is viewed as compulsory, contact your supplier for advice before ordering. In most of the cases there will be a grade on board, which can be used in lieu.

Store the packed quantities in well – protected and dry place. Huge quantities of expensive Lubricants are wasted every minute from corroded drums.

In case of wavy sea, especially when the vessel is loaded, ensure that all air vents of L. Oil tanks Sump tank included-are well sealed. Sea- water is the main reason for the contamination of new oil.

B) Ordering Lubricants

Operator must advice in writing the Supplier with detailed information regarding:

- 1) Port and pier (if available)
- 2) Correct vessel's name
- 3) Vessel's ETA and ETS (if available)
- 4) Exact grades / quantities required and type of supply (Bulk, Drums, Pails)
- 5) Vessel's Agent details and Person In Charge.
- 6) In some countries / ports (such as Piraeus) Vessel's GRT,NRT,FLAG and CALL SIGN are needed by the local authorities.

All Majors have issued a Directory of Marine Service where they describe their facilities and the existing status for each port, such as, days notice required, minimum quantities required for bulk and/or drums supply, and other specific issues applicable for each port.

The regulations shown are generally compulsory and only slight deviations are possible. This is the cause of the rigid approach under a contract.

Operator must refer to these directories before ordering and contact the person in charge at Seller's office for any clarification.



C) Receiving Lubricants

Crew must mount the hose to the appropriate pipe for each grade to be delivered. If delivery instructions submitted by supplier's staff is not fully complied with by the crew, then responsibility for any contamination and/or pollution caused lies with the vessel. Instructions for the delivery must be submitted to the crew in writing and be signed by both parties.

The quantity measurements must always be carried out at supplier's barge.

Measurements of vessel's tanks are not binding the Seller.

In case of a dispute regarding the quantity clear notice must be made on the Receipt note and signed by both parties.

Upon completion of a delivery all relevant documents must be signed and stamped by both parties. Failure of this could lead to serious problems for both Supplier and Buyer with the Authorities.

In some countries / ports certain procedures must be followed to avoid local taxes.

All relevant paper- work required must be carried out by the Master and / or the Agent and be dispatched to local authorities. It is the responsibility of the Master of the vessel and /or its Agent to advise the Supplier of the exact date and time the vessel will be ready to take delivery of the lubricants. This will avoid delays and unnecessary expenses.