



**OIL TRANSFER
SYSTEMS**
INTERNATIONAL S.A.

Serving Curacao, Aruba and
the Southern Caribbean
Region effectively and safely

Est. 2013

Our company:

- **OIL TRANSFER SYSTEMS- International (OTS-I)** was founded in August 2012 in order to serve the ports of Curacao with all STS and Double Banking Needs.
- In 2013 OTS-I conducted it's first Double banking project at Bullenbay Terminal Curacao. Since 2013 up to present day OTS-I continues to conduct successful STS bunker operations off Curacao and Aruba.
- Currently OTS-I is in contract with the local bunker provider for the ABC -Islands and carrying out all their STS operations off Curacao, Aruba and Trinidad.



OTS-I Experience

- ❑ Over 600 STS Successfully Completed Over the Past 3 years (bunker and cargo).
- ❑ All bunker operations were conducted in accordance with Marpol Annex I and the latest STS Transfer Guide , thus exceeding existing requirements for this type of operations.
- ❑ Our STS Superintendents are also part-time STS Superintendents with other major STS Providers and Oil companies.
- ❑ Our STS Superintendents are recognized/ authorized by Aruba and Curacao Maritime Authorities.



OTS-I Staff

Capt. Robert Sint Jago

Operations Manager and STS Superintendent

- Master mariner all ships Certification to STCW 95 11/2
- Valid Medical Certification.
- Valid dangerous cargo endorsement.
- Experience as deck officer and Master.
- 1988-2017 Marine Senior Pilot Curacao and Bonaire.
- Ex Harbor Master, Oil Spill Response Coordinator in Bonaire.
- Proven ability in Ship Maneuvering and ample experience in STS operations.
- 2016-present STS Superintendent and Operational Manager OTS-I.



OTS-I Personnel

Capt. Daniel Adam Brete

STS Superintendent

- Certification to STCW 95 11/2 Master Mariner
- Valid Medical Certification
- Experience as Master/ Pilot/ POAC
- Proven ability in Ship Maneuvering and ample experience in STS operations for the last 40 years .
- Valid dangerous cargo endorsement
- From August 2003 to present STS Mooring Master with 320 STS supervised operations.
- Senior Pilot at San Nicolas Harbor for Citgo Aruba Marine Operations N.V., Over 3,000 ship's movements carried out, up to ULCC vessels.



OTS-I Personnel

Capt. Noel Sprockel

STS Superintendent

- Certification to STCW 95 11/2 Master Mariner
- Valid Medical Certification
- Experience as Master/ Pilot/ POAC
- Proven ability in Ship Maneuvering and ample experience in STS operations for the last 40 years .
- Valid dangerous cargo endorsement
- Last 10 years as acting Superintendent of Lightering Operations in the Gulf of Mexico, Brazil and Paraguay



OTS-I Personnel

Capt. Rigoberto Gomez

STS Superintendent

- Certification to STCW 95 11/2 Master Mariner
- Valid Medical Certification
- Experience as Master/ Pilot/ POAC
- Proven ability in Ship Maneuvering and ample experience in STS operations for the last 15 years .
- Valid dangerous cargo endorsement
- Marine Pilot and Course Certificate.
- From June 2015 to October 2016 worked as Marine Pilot and Loading Master. IRSHAD, UAE, Abu Dhabi, Ruwais/Fujairah. Abu Dhabi Port Operating Company. ADNOC.
- From August 2017 to May 2018 STS Mooring Master for IMS (Integrated Marine Services, Florida, USA).
- From May 2018 STS Superintendent for OTS-I



Bunker vessels Zeta I and Scot Berlin



OTS-I Experience

- From September 2017 OTS-I participated as consultants in STS operation north of Trinidad for local bunker supplier.
- OTS-I has also conducted dry STS services off port Aruba, bunker delivery to Drill Platforms OPL Aruba and STS acting consultant for clients in the ABC island as well as Maritime Authorities of Aruba, Bonaire and Curacao.



OTS-I Experience

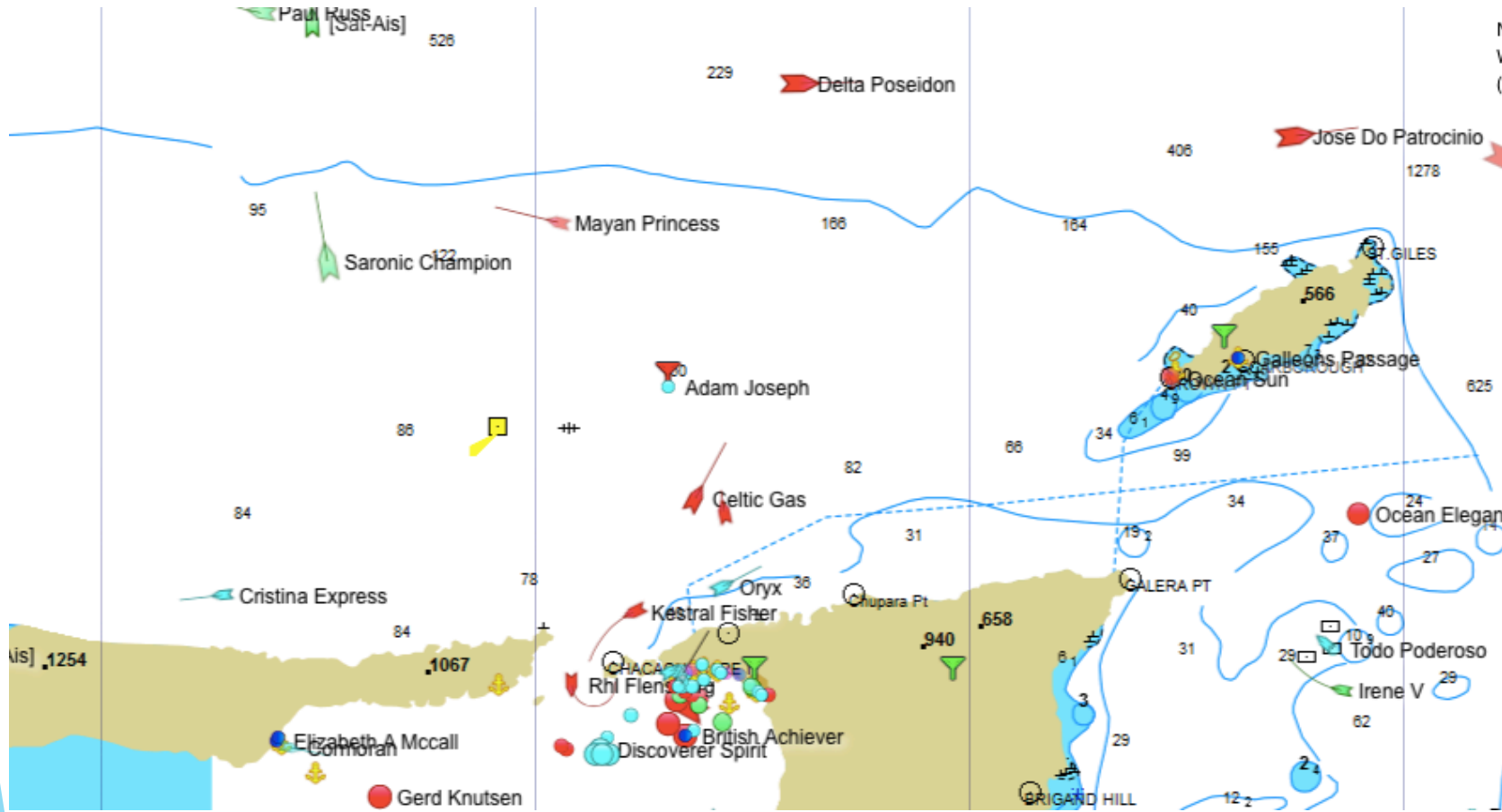
- STS white products OPL Aruba



STS Designated Area's OPL Curacao and Aruba



STS Area North of Trinidad



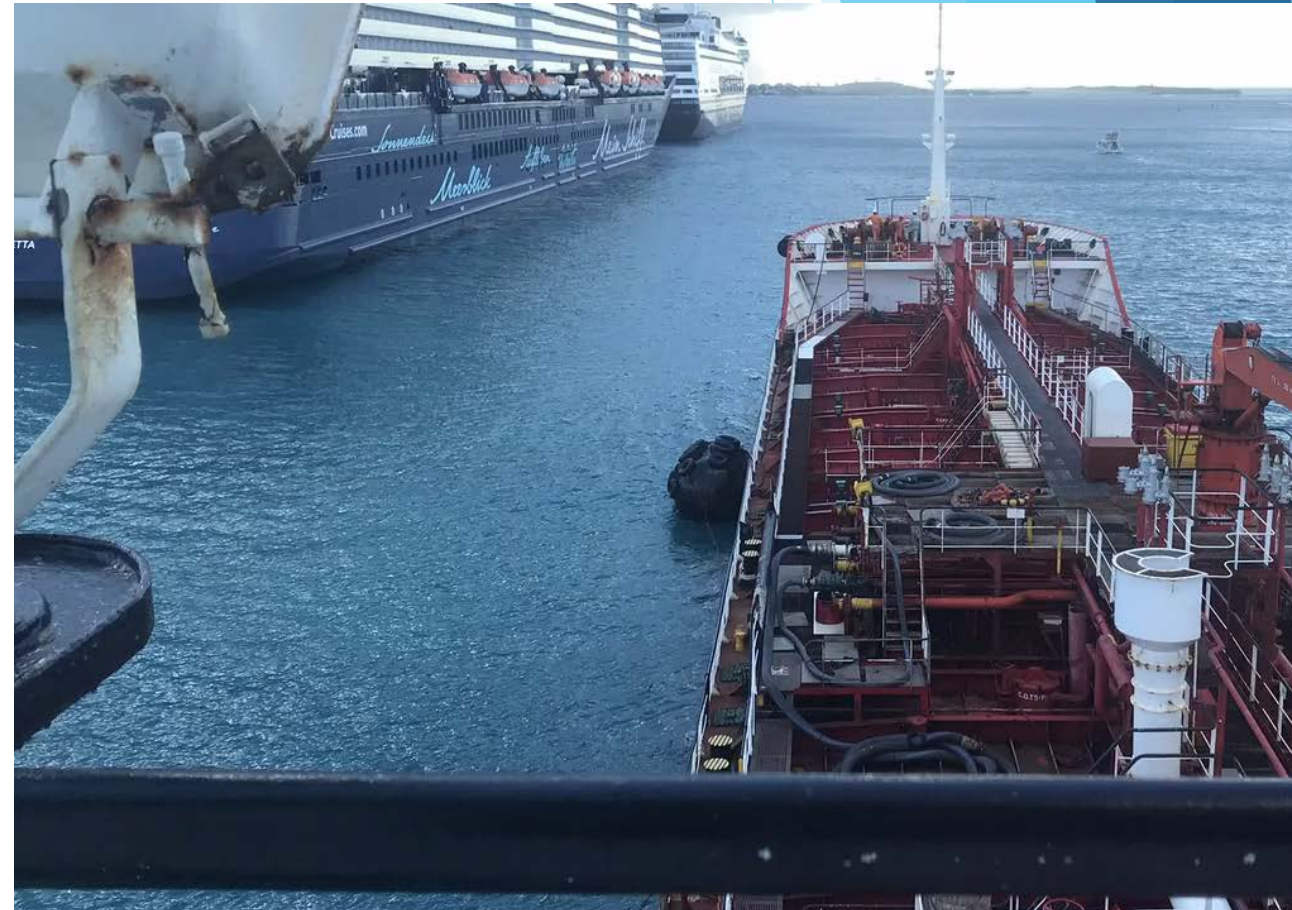
STS operations OPL CUR/AUA



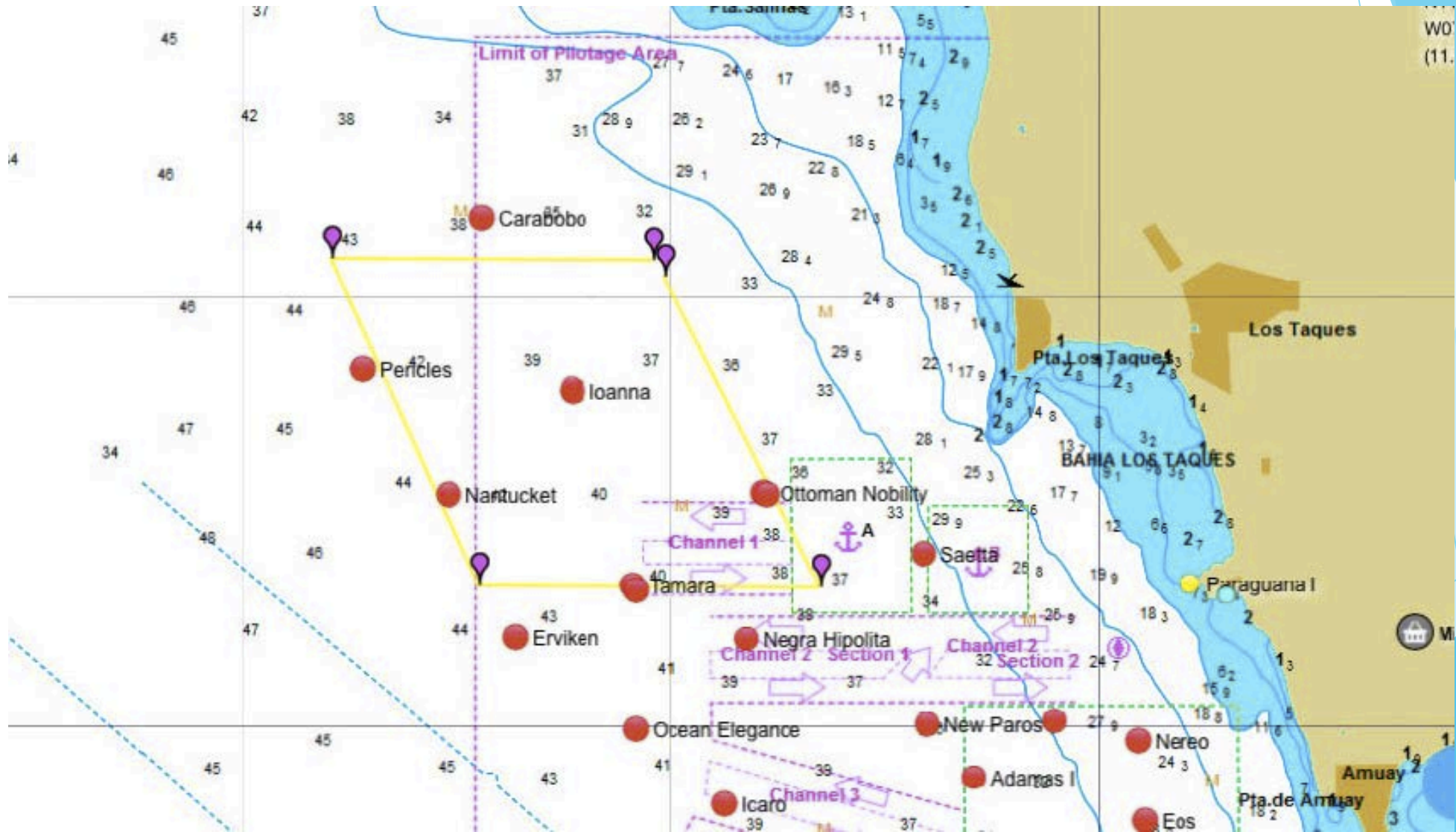
STS operations OPL CUR/AUA



STS operations in port Aruba



Designated STS Area of Amuay Venezuela



OTS-I Challenge STS operations at Venezuela

- In April 2018 OTS-I was requested to render its services as STS SP at Amuay Bay Anchorage, Venezuela.
- In a short period OTS-I made equipment preparations, assigned local STS Superintendent, conducted location/risk assessments and requested permission from Venezuelan Authorities through the proper channels. OTS-I gathered all its resources in order to organize a safe and efficient operation that met industry requirements and best practice.
- A multidisciplinary team of Mooring Masters, LSV Captain and crew and other expert consultants assisted in setting up a safe operation procedure for this new location.
- By the end of May 2018 permission was granted by Authorities and the first STS operations in the country were conducted by OTS-I.



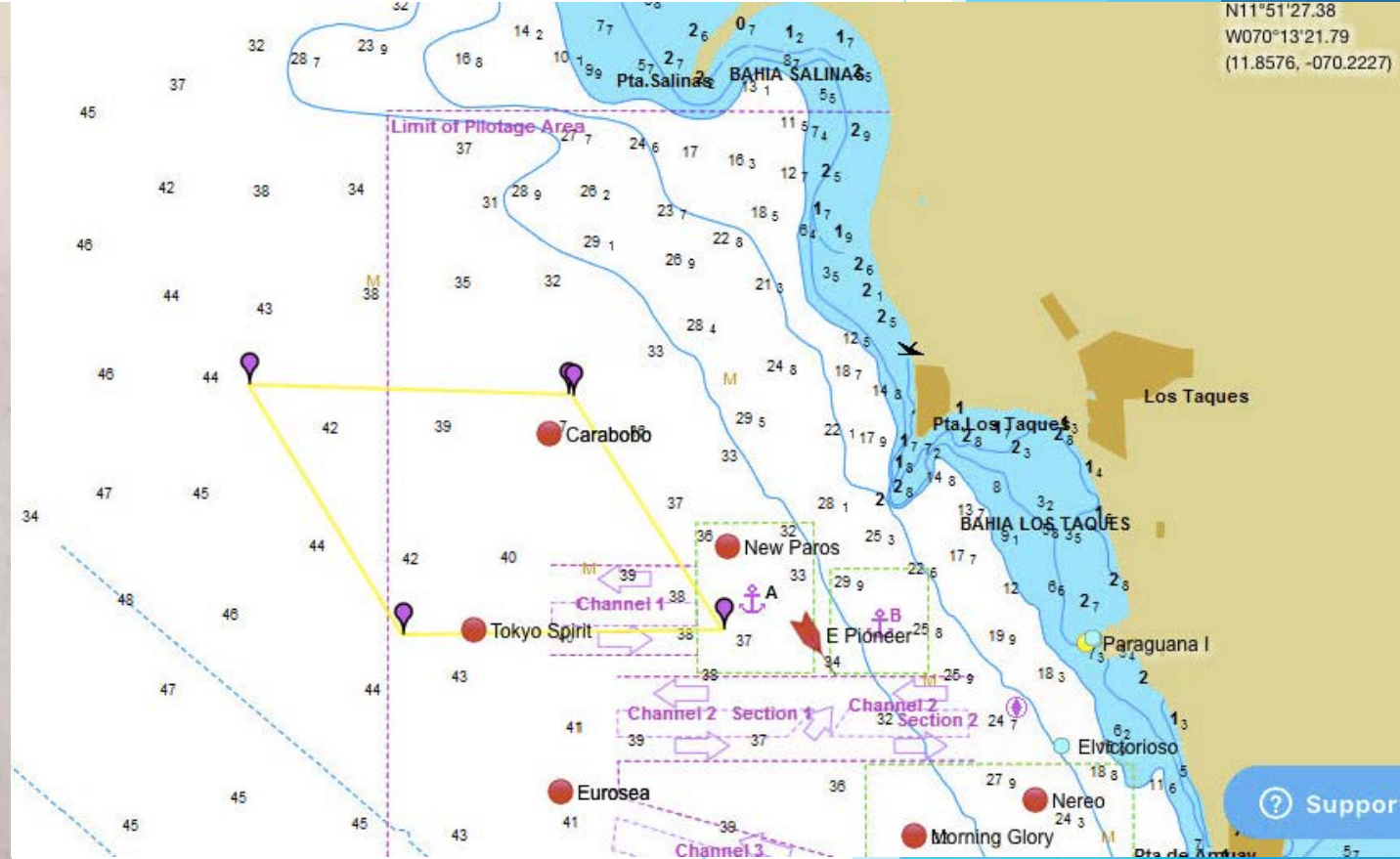
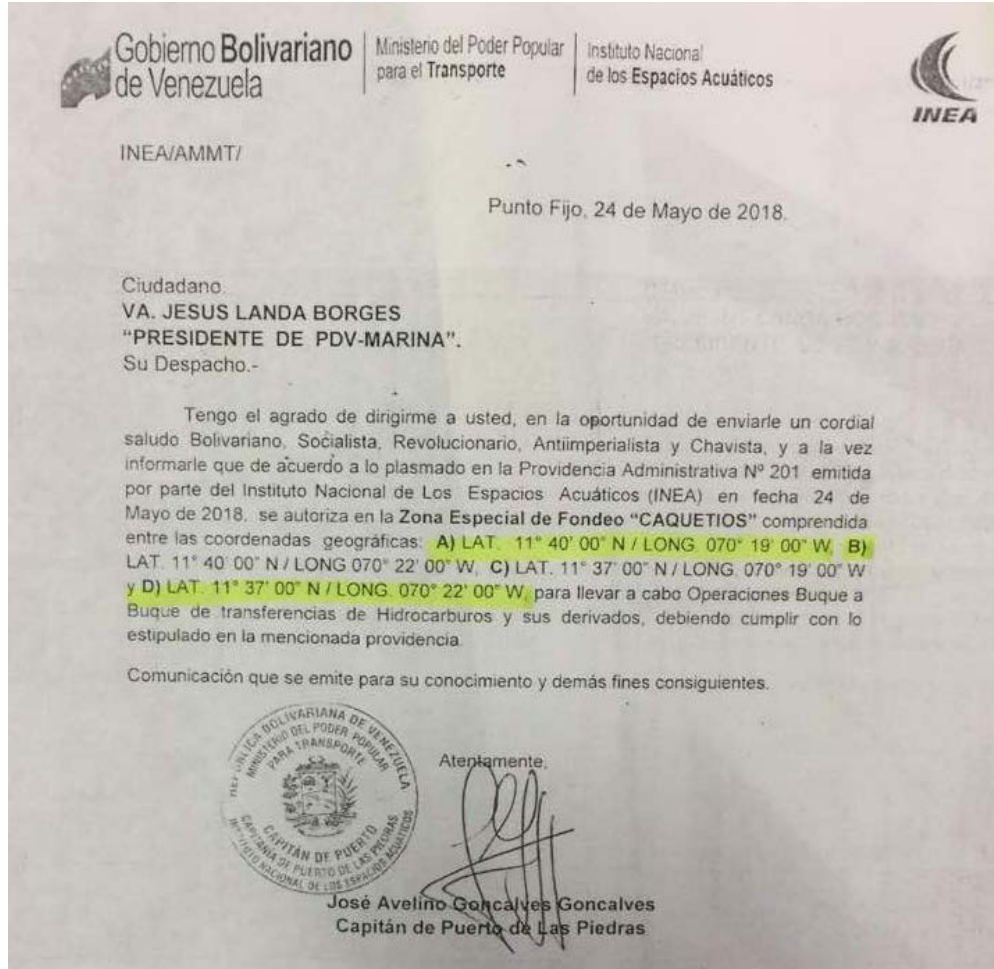
OTS-I Challenge May 2018

STS Amuay Bay Venezuela.

- The main challenge to this operation was that it had never been done before and therefore there was little or no experienced support personnel.
- Authorities were also unfamiliar with this type of operations.
- By bringing experienced OTS-I personnel, we managed to train locals and organize an operation that met all safety standards.
- Our personnel was also directly involved in explaining the STS operations best practices to local authorities and assuring them STS can be safely performed with minimum risk to the environment and personnel involved.
- Local pilots with little STS experience but willing to work together with OTS-I Mooring Masters.
- Maintenance. Shortage of consumables. **But with our local qualified contractor we manage to mitigate this issue**



Designated STS Area at Amuay Bay



OTS-I Challenge May 2018

- We had to answer some questions:
- How do we get equipment to Venezuela, considering excessive bureaucracy?
- Will we get our STS equipment back if there are no more operations?
- Who is going to be our contractor/sub contractor deploying and maintaining our equipment?
- Are we able to audit our contractors in Venezuela?
- How we motivate the LSV crew to operate safely.
- Once local personnel were properly trained, OTS-I entered an agreement with local suitable contractors for continuity of service. Contractors have experience in maintenance and testing of equipment and have been audited accordingly.

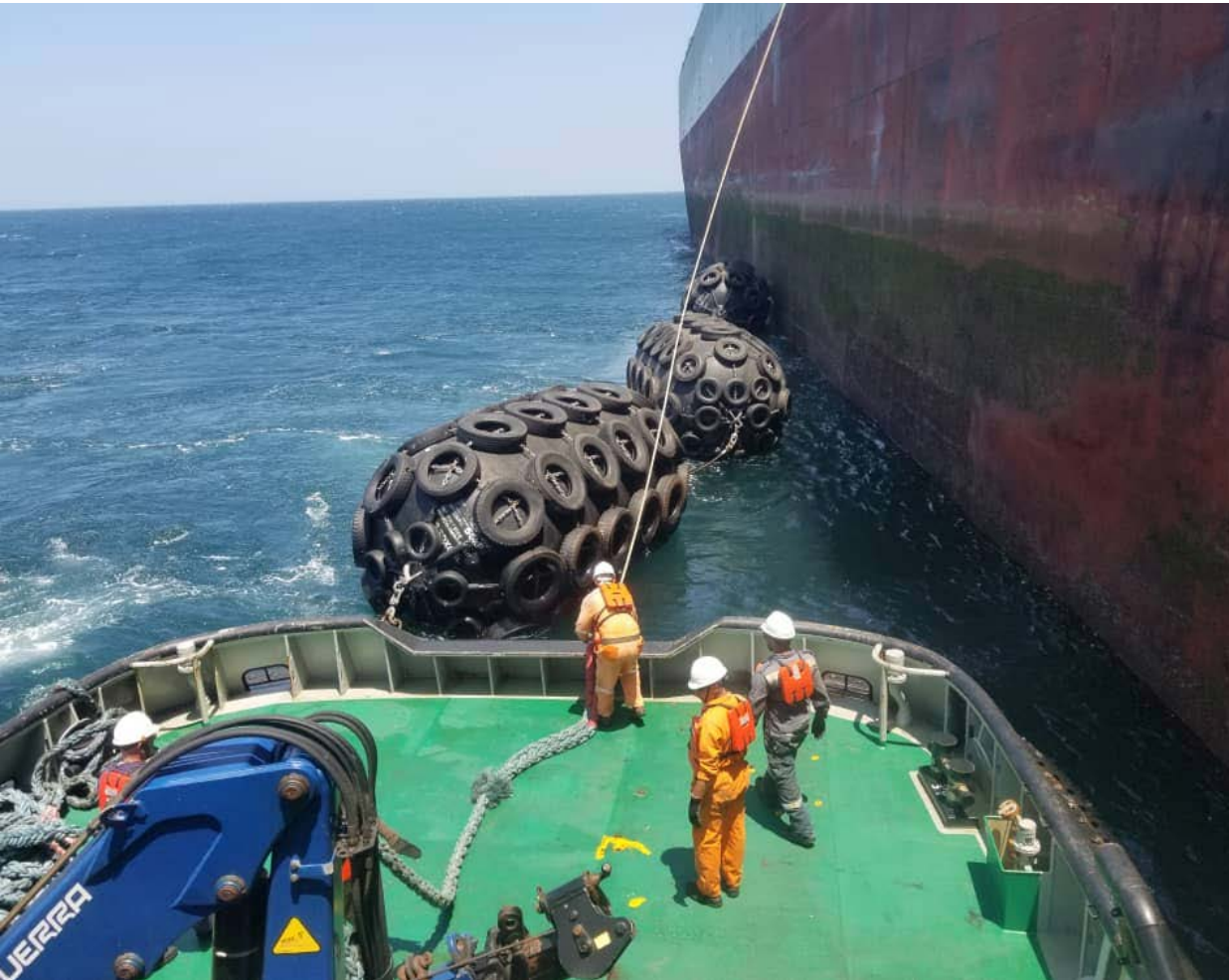


Berthing Aframax to a Suezmax at anchor at Amuay Bay



Deploying STS equipment

- Deploying STS equipment is a combination of:
- Tugboat as Lightering Support Vessel



Separation of vessels

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OTS-I equipment



Fendering mother ship OPL Curacao



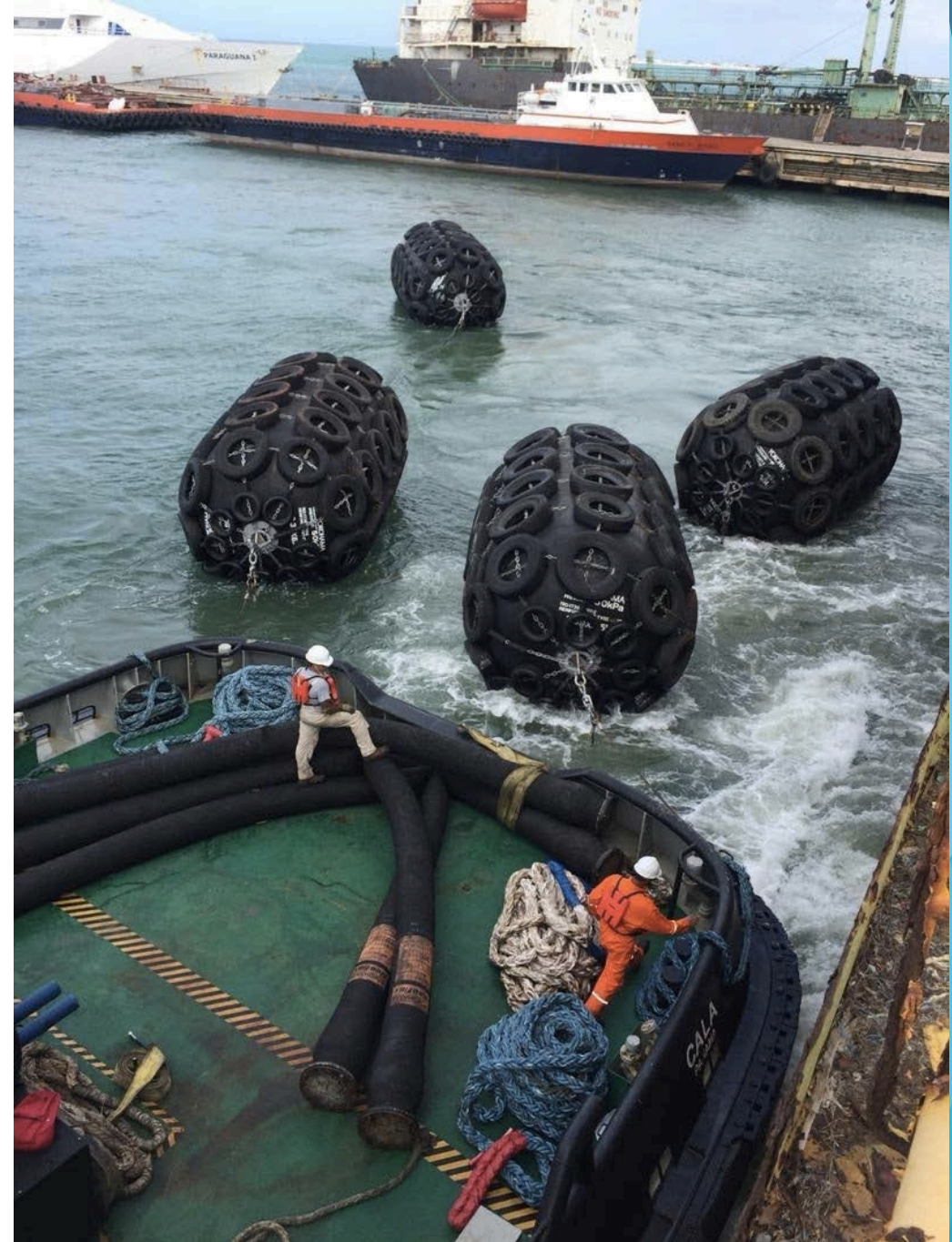
Equipment

- Primary fenders are Yokohama inflatable rubber fenders with tire net, 3.3 meters wide by 6.5 meters long, at a pressure of 50 KpA or 7 psi or 0.5 Bar
- Secondary fenders are Yokohama Baby fenders with rope, 1.5 x 3.0 meters
- Cargo Hoses: 2 x strings of 12 " Yokohama semi-discontinuous STS hoses will be used for cargo transfer.
- One string consists of 2 x 12" x 12 meter hoses
- Max flow rate per string is 3940 cubic meter per hour or 24,700 Bbls/hr
- The weight of the 12" hose with product is about 1.5 tonnes
- Hoses will be connected one at the time and disconnected one at the time by vessels' crews and supervised by the STS Superintendent



Equipment

- Second set of OTS-I STS Equipment
- 4 x Primary fenders are Yokohama inflatable rubber fenders with tire net, 3.3 meters wide by 6.5 meters long, at a pressure of 50 KpA or 7 psi or 0.5 Bar
- 4 x Secondary fenders are Yokohama Baby fenders with rope, 1.5 x 3.0 meters
- Cargo Hoses: 6 x 9.2 m of 12 " Yokohama semi-discontinuous STS hoses will be used for cargo transfer.
- One string consists of 3 x 12" x 9.2 = 27 meter hoses
- Lead head wires, polydacron safety rope, polydacron aft and intermediate ropes.
- Toolbox with spare shackles, swivels, cotton pins and hose packings.



Sample of OTS-I equipment certificates

SAFETY VALVE INSPECTION & TEST CERTIFICATE



Certificate Number	SVC 0218-15
EF Number	312119
Customer Name	Rocargo Services Curacao N.V.
Customer Address	Wilheminalaan #25, P.O. Box 4931, Emmastad, Curacao, Dutch Caribbean
Customer Reference	2015-001

Safety Valve Information

Test Date	Fender Serial Number	Fender Size	Safety Valve Serial Number	Internal Or External	Test Standard	Valve Set At
12/01/2016	IOFM69	3.3 x 6.5	B3051N	RPS 24	Good	1.8Bar

Overhauled and Tested By	Terry Crane – Fender Engineer
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Signature	
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Next Inspection/Test Due	11/01/2019
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Yokohama recommend inspecting the appearance and cleaning the safety valve (if necessary) every second year, with a full safety valve overhaul including detaching the valve within the third year period (not to exceed 36 months) – Fendercare Marine can offer this service within the third year to ensure certification validity. It is recommended that the planning of this service takes place from the start of the second year to ensure completion prior to the expiration date. Please be aware that your public liability insurance may be invalidated should this service not be carried out.

This test has been carried out in accordance with Yokohama's recommendations and by fender care, a manufacturer approved repair centre.



HOSE PRESSURE TEST CERTIFICATE



Certificate Number	HPT 0014-16
Customer Name	Rocargo Services Curacao N.V.
Customer Address	Wilheminalaan #25, P.O. Box 4931, Emmastad, Curacao, Dutch Caribbean
Reference/Order No	2015-001
Date of Test	14/01/2016
Place of Test	Curacao

Equipment Tested	12" x 11.8mtr Yokohama STS Hose
Hose Serial Number	120922
Maximum Test Pressure	250 psi (16.7 bar)
Test Proved	Positive
Vacuum Test	N/A

Unstressed Length	Actual Test Pressure	Length Under Pressure	Temporary Elongation	Permanent Elongation
11850	0.7Bar	11850	0.17	0.042
	16.7Bar	11870		
	0.7Bar	11855		

Electrical Continuity Test	0.24 ohms/m
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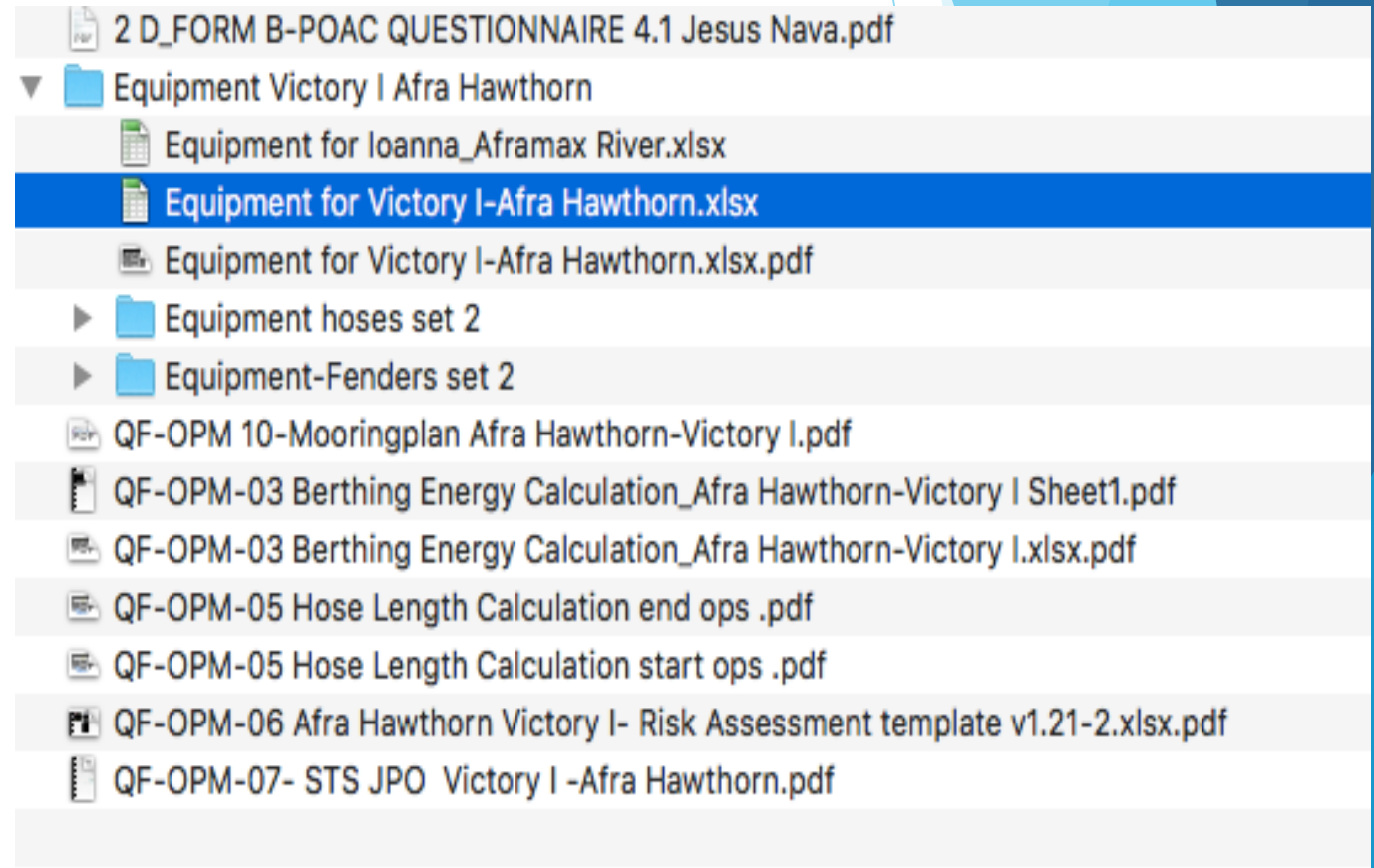
A hydrostatic pressure test was carried out on the hose as described, in accordance with the relevant manufactures procedure and as per the standard BSEN 1765.

Date & Type of Next Test	13/01/2017 Pressure Test	Date & Type of Previous Test	N/A
Engineer Who Carried Out Test	Terry Crane	Supervisor of Test	N/A
Signed		Signed	N/A



OTS-I Safety Management System

- In November 2018 OTS-I was audited by Dynamarine on behalf of Tsakos and Petrochina.
- The office audit took place in Curacao in November 2018 and in Amuay Bay Venezuela in December 2018.
- OTS-I Operations Manager and company's management underwent a full training program by DYNAMARINE regarding best practices, SMS development, OCIMF guidelines and the Self-Assessment scheme by OCIMF.
- A professional Quality Manager (ex KPMG, BSI) was involved in the structure of the SMS to add expertise on ISO and QM procedures.
- QSMS implementation was achieved in February 2019.



Operations as per MARPOL & OCIMF STS Guidelines

- Audit of local contractors was carried out by OTS-I Quality Management personnel who are also experienced STS Superintendents.
- OTS-I is continuously monitoring condition of STS equipment inventory and will continue to audit contractors accordingly.



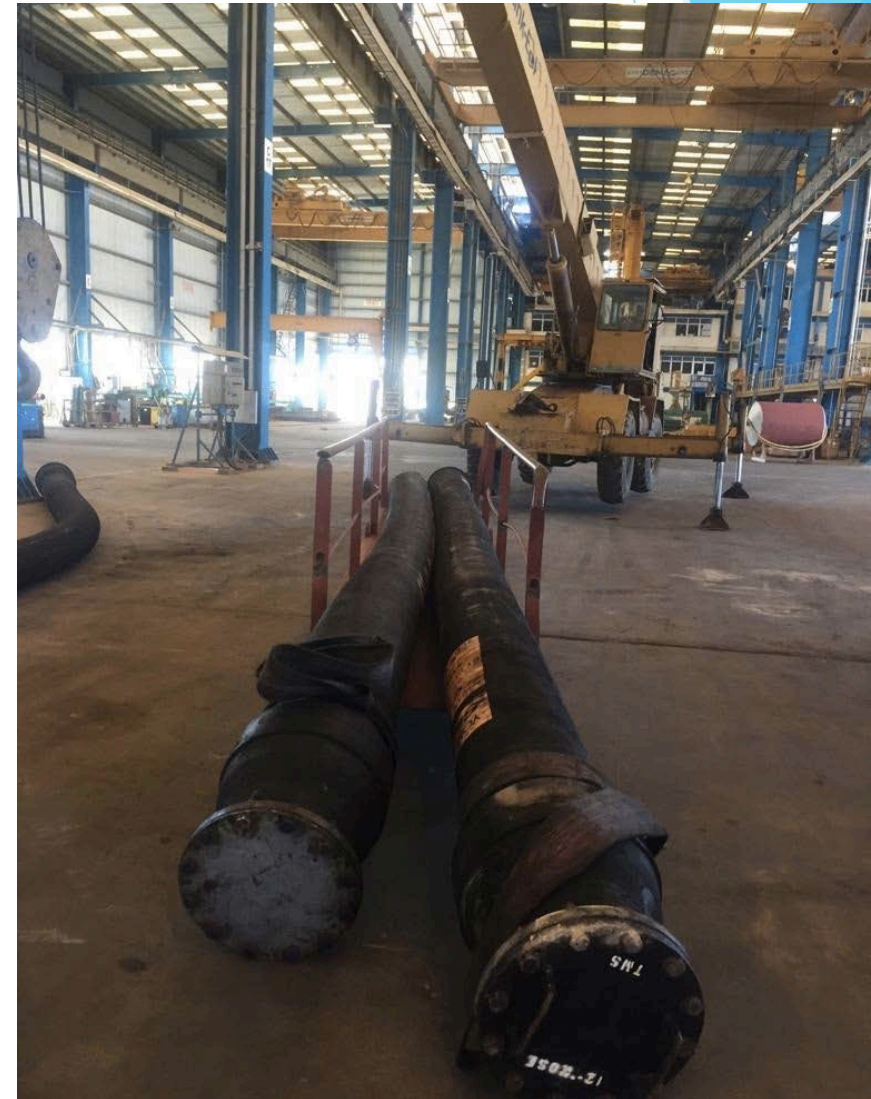
Incident investigation

- Any incidents / non conformities are investigated according to OTS-I forms QF-OPM-13 and 14 as per SMS
- Lessons learned and corrective actions/improvements are registered



Maintenance and storage of STS equipment

- Maintenance program is in place.



Maintenance

- Auditing of local contractors has resulted in a high level of maintenance and safety standards regarding OTS-I STS equipment.
- OTS-I has required local contractors to produce their own SMS which is in progress.



Internal Audit

- During April 2019, the company completed its first internal audit, following the development of the QSMS.
- Verify the effectiveness of the SMS
- Ensure that the procedures are followed
- Propose changes / improvements
- Update of the Self-Assessment

Thank
you