REPSOL VETTING

RULES & PROCEDURES FOR TIME CHARTERED VESSELS

January 2009
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1.- INTRODUCTION

These procedures are to be applied to vessels subject to Time Charter and additionally to Repsol Vetting procedures.

Written request from Repsol Chartering Department or any other commercial department within Repsol group must be received with enough time to carry out a proper vetting process.

2.- THE VETTING PROCESS

The vetting process for Time Chartered vessels will consist of three steps:

1. Preliminary evaluation
2. Physical vetting Inspection
3. Unscheduled safety inspections.

2.1.- PRELIMINARY EVALUATION

1. New building:
Vessels newly built in their maiden voyage will be only considered in a case by case basis. Technical Operator’s are required:

a. To submit for review a description of the new building and technical specifications, information about where she has been built, if the vessel is part of a series of vessels and the scheme of the sea trials.

b. To receive two matrix: one with the vessels Senior officers and another one with the Site team.

c. And at due course to fill in the questionnaire in the webpage: www.ryttsavetting.com and provide the supporting documentation: Interim Class Certificate copy with any conditions of class relevant to the vessel at the time of delivery.

2. Existing vessel:
Should a non-accepted vessel be considered for Time Chartered employment by Repsol, Owner would need to complete online the Questionnaire shown in our website www.ryttsavetting.com, enclosing appropriate supporting documents (these documents could be provided by separated fax or e-mail too). All communications will need to be direct either with Owner or Technical Operator, and not through any intermediaries.

In both cases the Preliminary Evaluation will be based on information provided in the Questionnaire together with other relevant information, under the following parameters and criteria:
VETTING

- Operator's quality will be evaluated.
- Vessels in shipyard will only be considered if they are delivered free of conditions of class.
- Oil/Bulk/Ore (OBO) vessels will not be considered for time charter.

Based on all the above parameters and criteria a point score of between 0 and 10 will be established for each vessel.

With a point score of 5 points or higher the vessel will be considered ACCEPTABLE and inspected by one RepsolYPF inspector before being Time Chartered (lifting the technical subjects).

A vessel obtaining in this Preliminary Evaluation a point score lower than 5 points will be considered NOT ACCEPTABLE, which means that the vessel wouldn’t be considered for Time Chartering.

Should an accepted vessel be considered for Time Chartered employment by Repsol and the approval period lower than the expected Time Charter period, the same procedure as for non-approved vessels will be followed. The owner will be responsible to keep the Repsol approval during the contract and it’s suggested to offer the vessel for inspection between one month and fifteen days before ending the period of approval.

The approval period, if necessary, could be extended one month if a SIRE report is provided complying with following conditions:
  - Vessel meets all other Repsol Vetting rules & procedures and minimum safety criteria in force.
  - SIRE inspection performed in the last three months and no high risk or significant number of minor deficiencies have been identified.

2.2.- PHYSICAL INSPECTION

The physical inspection will follow Repsol Rules & Procedures guidelines.

1. New Building:

New built vessel will be initially inspected during the first operation at Repsol Terminal, a second complete vetting inspection will be performed during the first three months from delivery.

2. Existing Vessel:

They will be inspected prior to lifting of technical subjects.

Vetting Inspection report will always be uploaded to SIRE unless Owner/Technical Operator does not agree with the submission before the inspection.
2.3.- VESSELS STATUS MONITORING

During the Time Charter period the vessel will be subject to unscheduled inspections during operations. These inspections will be carried out as Terminal Safety Inspection by one Repsol inspector. Terminal feedback reports are also considered in the ship’s assessment. If some deficiencies are reported they will be handled as whatever other deficiency and may cause rejection of the vessel.

2.4. – SAFETY MANAGEMENT

The Operator's TMSA evaluation could be subject to an external verification/audit. Remotely access solutions will be accepted instead of the audit.

2.5. REPORTING INCIDENTS

Operators must report to Repsol Vetting any incident involving time chartered vessel. Vessel operator must ensure investigations are completed, root caused identified and effective corrective/preventive actions are taken to avoid the recurrence.

3.- SPECIAL VESSELS

Tugs, and barges without propulsion, are subject to specific vetting rules and procedures, which are found in a separate booklet. This booklet is available at www.ryttsavetting.com

4.- ADDITIONAL REQUIREMENTS

- On lifting the technical subjects, contract of Indemnity Insurance with a P&I member of International Group of P&I’s has to be got from the Corporative Insurance Management

- During the time charter the following groups of Officers will not be changed at the same time: Master and Chief Officer, Chief and 2nd Engineer. No more than two thirds of the total number of Ratings and no more than half of the total number of Officers are to be changed at the same time.

- Vessels with non common English or Spanish language should fill in the Official Log Books in one of these languages, additionally to the flag requirements.

- Time chartered vessels must keep full vetting approval during time charter period, therefore, “acceptable for a single voyage approval/Preliminary evaluation process” is not applicable for such vessels.
5.- EFFECTIVE DATE

15/03/2009