Sultrade - Operations Dept

De: Crew <Crew@franco.gr>
Enviado em: sexta-feira, 24 de abril de 2026 05:59
Para: Sultrade - Operations Dept
Cc: GCL Marine Solutions; Technical; Operations; operations@sultradeagency.com; Epsilon UA Crew; Epsilon Hellas Overseas Ltd; M/V Star Valencia
Assunto: RE: MV Star Valencia - calling Novo Remanso, Itacoatiara for loading grains / Crew Change
Anexos: TP NEW DOBROLEZHA.jpg; SB_NEW DOBROLEZHA.jpg; SB NEW KOZACHKOV.jpg; TP KOZACHKOV.jpg

FM: FRANCO

Good day,

Thank you for yr below info.

Kindly see attached embarking/disembarking crew requested documents.

EMBARKING CREW:

Nationality : UKRAINIAN
Rank : CHIEF ENGINEER
Surname : DOBROLEZHA
Name : VOLODYMYR
Father's name : VIKTOR
DOB / POB : 14/05/1975 UKRAINE
PASS : GJ 116001 ISS 04/04/2024 - 04/04/2034
SIRB : AB 700889 ISS 27/06/2022 - 27/06/2027
t: +380955532167

DISEEMBARKING CREW:

NATIONALITY: UKRAINIAN
RANK: CH ENG
SURNAME: KOZACHKOV
NAME: VYACHESLAV
DOB/POB: 15/01/1974/UKRAINE
SMBK: AB698645 26/07/2023-26/07/2028
TRPASS: FJ974334 14/11/2017-14/11/2027

Kindly keep us updated with vessel's ETB/ETD in order to arrange flights accordingly.

RGDS
Capt.Dimitris Paraskevakis
Crew Dpt.
Franco Compania Naviera S.A.
(As agents only)
227, Kifissias Avenue, Kifissia, 145 61, Greece

Tel : + 30 210 8761000
Mob: (+30) 6972 209 520
Email: crew@franco.gr

From: Sultrade - Operations Dept <douglas.rodrigues@sultradeagency.com>
Sent: Tuesday, 21 April, 2026 16:57
To: Crew <Crew@franco.gr>
Cc: GCL Marine Solutions <gcl@gcl.gr>; Technical <Technical@franco.gr>; Operations <ops@franco.gr>; Technical <Technical@franco.gr>; operations@sultradeagency.com
Subject: RE: MV Star Valencia - calling Novo Remanso, Itacoatiara for loading grains / Crew Change

TO: FRANCO COMPANIA NAVIERA S.A
CC: GCL MARINE SOLUTIONS
FM: SULTRADE SHIPPING AGENCY

Dear Capt. Dimitris,
Good day.

Thank you very much for your message.

Pls find below instructions/regulations for crew change at **ITACOATIARA**, as requested:

1. Travelling document recognized by Brazil is only the Passports (which must be valid for at least 6 more months of the traveler's first entry to Brazil). SBooks and SIDs are only good to prove a seafarer/s working condition, and that he is either entering or departing the country in connection to a vessel, at a certain port.

2. Crew from signatory countries of ILO C-108 that maintain agreements with Brazil for VISA exemption (case of BULGARY, DENMARK, ESTONIA, FINLAND, GREECE, IRELAND, ITALY, LITHUANIA, PORTUGAL, UKRAINE, UK, ROMANIA, CZECH REPUBLIC, amongst others), will be required Passport and the SBook to access the country (for a period of 90 days).

Furthermore, kindly note as follows the documents which will be requested to embark/disembark at **ITACOATIARA** considering Ukrainian crew:

EMBARKING:
- Passport, and Seaman's book;
- Flights tickets;

DISEMBARKING:
- Passport, and Seaman's book;
- Flights tickets;

Kindly note that nearest airport for flight arrangements is **Manaus International Airport, (IATA CODE: MAO).**

REMARKS:
- MAO Airport is located approximately 270 km from Itacoatiara Port, with a transit time of abt 4 hours by road.
- For on/off signers' flight arrangements, we strongly suggest scheduling **flights with a minimum layover of at least three hours between international and domestic flights or the other way around**. This ensures sufficient time for immigration procedures and helps prevent any issues upon arrival/depart in/from in Brazil.
- Immigration working hours: Federal Police open from 09:00 am to 15:00 pm from Monday to Friday, closed on holidays;
- Crew embark/disembark at anchorage is allowed(subject to current weather/swell conditions).
- Embarkation/disembarkation alongside is by boat, only.

It's important to highlight that each Brazilian port has its own interpretation on the Health Authority rules in force, meaning that all above instructions can be changed anytime without any pre advise. Sultrade is aware to keep you posted immediately in case of any further changes on the above instructions.

Pls don't hesitate in contacting this office, case you require any further information and/or clarification.

We remain at your disposal.

Sds/Tks & Brgds,

Douglas Rodrigues
Operations Department
Sultrade Shipping Agency
Mobile: +55 96 991.463.616
operations@sultradeagency.com
www.sultradeagency.com



From: Crew <Crew@franco.gr>
Sent: Tuesday, April 21, 2026 10:13 AM
To: Sultrade – Operations Dept <felipe.ferreira@sultradeagency.com>
Cc: GCL Marine Solutions <gcl@gcl.gr>; Technical <Technical@franco.gr>; operations@sultradeagency.com; Operations <ops@franco.gr>
Subject: RE: MV Star Valencia – calling Novo Remanso, Itacoatiara for loading grains.

Fm: Franco

Good day,

Further to our below, pls advise formalities/requirements etc for the flw crew changes at Itacoatiara:

1 in, Ukrainian Nationality
1 out, Ukrainian Nationality

Thanking you in advance,
RGDS
Capt.Dimitris Paraskevakis
Crew Dpt.
Franco Compania Naviera S.A.
(As agents only)
227, Kifissias Avenue, Kifissia, 145 61, Greece
Tel : + 30 210 8761000
Mob: (+30) 6972 209 520
Email: crew@franco.gr

From: Sultrade – Operations Dept <felipe.ferreira@sultradeagency.com>
Sent: Monday, 20 April, 2026 23:23
To: Operations <ops@franco.gr>
Cc: GCL Marine Solutions <gcl@gcl.gr>; Technical <Technical@franco.gr>; operations@sultradeagency.com
Subject: RES: MV Star Valencia – calling Novo Remanso, Itacoatiara for loading grains.

TO: FRANCO COMPANIA NAVIERA S.A
CC: GCL MARINE SOLUTIONS
FM: SULTRADE SHIPPING AGENCY

Dear Capt. Konstantinos Mikes,
Good day.

Yours below is duly noted. Thank you for consulting Sultrade's services once again.

Further to your request, kindly note that the most convenient and cost-effective port to carry out the provisions/stores supply and the Superintendent's embarkation is Itacoatiara. Please find attached the PDA with the related costs required.

Considering Ukranian citizens do not require Consular VISAS for entry admittance to Brazil, although superintendent will come on a business travel, it will be required access to port facilities and the vessel, so a pre-clearance for him will be required. We also have to send a Letter of Guarantee to the airlines.

On his arrival at the first Brazilian airport, the superintendent must declare to the attending Immigration Officer that **he is not a tourist, but is on a BUSINESS TRIP**, otherwise, we will not be able to arrange his entry clearance to access the port. His passport must be stamped with **business code 102/03.**

Therefore, when arriving in Brazil, at the Immigration desk at the airport, (when the Immigration will check the passport) the superintendent must make sure that the CORRECT ENTRY CODE is being registered in his passport.

The CORRECT ENTRY CODE for "BUSINESS TRIP" is = 102 - 03 which means (102 = BUSINESS) and (03 = ENTRY USING PASSPORT).

It is imperative that the foreigner citizen does not leave the Immigration desk before having the correct **ENTRY CODE = 102 - 03**, stamped on the passport and it must be checked by the foreigner citizen only, as no other person can do it at the Immigration desk at their airport (restricted area).

For the Superintendent's flights, kindly consider **MAO Airport** (Manaus Airport).

We kindly request confirmation whether the Superintendent will only attend the vessel at Itacoatiara or if he will continue sailing on board after the vessel departs from the port.

Regarding in-situ steel Repairs, we will check with our local reliable partner and revert the soonest with costs and info.

Any doubt, please feel free in contact us any time.

Best regards,

Felipe Ferreira
Operations Department
Sultrade Shipping Agency
Phone: +55 53 3235.3500
Mobile: +55 53 999063512
operations@sultradeagency.com
www.sultradeagency.com



De: Operations <ops@franco.gr>
Enviada em: segunda-feira, 20 de abril de 2026 12:15
Para: Sultrade – Operations Dept <henry.desa@sultradeagency.com>; operations@sultradeagency.com
Cc: GCL Marine Solutions <gcl@gcl.gr>; Technical <Technical@franco.gr>
Assunto: MV Star Valencia – calling Novo Remanso, Itacoatiara for loading grains.

TO: Sultrade Shipping Agency
CC: GCL Marine Solutions
FM: Franco Compania Naviera S.A. – Operations

GDay.,

Please be informed that our MV Star Valencia is now calling Novo Remanso, Itacoatiara for loading grains.
ETA Fazandinha o/a 26th April.

During this call either at Fazandinha or in Novo Renanso, where most convenient and cost effective, we will like carry out following:

- Supply vessel with fresh & dry provisions and perhaps with paints
- A Ukrainian superintendent, holding valid seaman's book to board vessel.

In addition to the above please advise availability of a competent workshop for carrying out in-situ steel repairs as may be required by Class LR surveyor.

Please treat this matter discreetly and do not disclose any info to 3rd parties at this stage. We just looking for availability of such workshop.

In case of availability, please let us have their offer for carrying out in-situ steel repairs in the ship's Cargo Hold No. 5, temporary or permanent,
as required by the attending Class Surveyor, in way of the Side Shell and Side Frames FR59–FR62, including one cracked frame, four deformed frames,
and the associated shell plating, as per the attached drawings. The scope of work shall include the following:

1. A. Temporary Repairs:
   - Fit temporary supports, strongbacks, or brackets to reinforce the damaged area, as per the attending Class Surveyor's recommendations and approval.

   B. Permanent Repairs:
   - Remove coatings and prepare the area for inspection.
   - Crop and renew cracked or excessively deformed frame sections.
   - Straighten or renew remaining deformed frames as required by Class.
   - Renew shell plating where buckled or damaged.
   - All welding to be performed by Class-approved welders under approved Welding Procedure Specification

2. Material:
   - All renewal steel to be AH36, with plate and member thicknesses as indicated in the drawings
   - Welding consumables to be compatible with AH36.

3. Testing & Inspection:
   - Provide all NDT reports and material certificates.
   - Perform the necessary tests as required by Class to confirm satisfactory repair.
   - All repairs to be completed to the satisfaction and approval of Class.

4. Site Access and Safety Requirements
   - Provide all necessary equipment, staging, access platforms, lighting, ventilation, and safety arrangements.
   - Ensure safe access to the repair area at all times.

- Maintain cleanliness and proper protection of surrounding structure.

5. Documents to Be Provided Upon Completion
   - Material certificates (AH36)
   - Welding Procedure Specification
   - NDT reports
   - Repaired sketches
   - Class approval documentation

Thanking you in advance.

Best Regards

Capt. Konstantinos Mikes
Operations Manager
Franco Compania Naviera S.A.
(as agents only)
Tel: (+30) 2108761000
Mob: (+30) 6972209526
E-Mail: ops@franco.gr

From: Sultrade – Operations Dept <henry.desa@sultradeagency.com>
Sent: Thursday, April 2, 2026 9:13 PM
To: Operations <ops@franco.gr>
Cc: GCL Marine Solutions <gcl@gcl.gr>
Subject: use of open loop in Sao Luis / Itaqui

To: Franco Compania Naviera S.A.
Cc: GCL Marine Solutions
Fm: Sultrade Shipping Agency

Dear Capt. Konstantinos Mikes, good day.

Yours below is duly noted.

Regarding use of scrubbers, pls note that In Brazil there is not a clear official position from involved Authorities in respect to its use (or non-use), and as Charterers Agents are the responsible party for the call before local Authorities, it should be them to give/inform vessel´s Masters, the official position of local Port Authority. In view of that, our following text should serve as guidance and information to you in respect of this matter.

Just for your guidance and ready reference, except for the ports owned by VALE (PDM, Tubarao and Praia Mole, as well as their terminals at Sepetiba/Itaguai including Ilha Guaiba) and the ports of Salvador, Rio Grande, Paranagua and recently Itaqui, that have put a ban on scrubbers, at all other ports in Brazil there is no official written ban on scrubbers.

According to Brazilian Navy regulations, vessels are free to use Open Loop Scrubbers within Brazilian territorial waters, based on DPC Rules (which were set on Nov/2019) as follows:

Directorate of Ports and Coasts (DPC), representing the Brazilian Maritime authority, issued Circular 7/2019 to the shipping and maritime communities, to increase awareness and ensure compliance with the new rule requirements.

Said Circular provides the following guidelines applicable/in force as from 1 January 2020:

- All vessels bunkering in Brazil or entering Brazilian ports must be supplied with fuel oil with a maximum Sulphur content of 0.5% m/m;
- As already sanctioned by the National Petroleum Agency (ANP) through its Resolution 789/2019, vessels using exhaust gas cleaning systems (scrubbers), which Sulphur cap is 3.5% m/m, must be fitted with equipment approved by the Classification Society and carry an approved compliance plan with the new fuel oil standards in accordance with the guidelines set forth in IMO Resolution MEPC.259(68);
- Port State Control (PSC) inspectors will check documents (vessel's certificates and plans, bunker delivery notes, test reports, oil record books, etc.) and randomly take samples of fuel oil for testing as per Appendix VI of MARPOL Annex VI. Once on board they may also request Master to present EGC Log Book to check the correct storage and disposal of residues in accordance to MARPOL Annex VI, IMO resolution MEPC.259 (68) item 10.4.2
- In the event of non-compliant fuel oils or defective scrubbing systems, the maritime authority may

a) undergo a case-by-case analysis and communicate with the Flag State;
b) impose a deadline to remedy the deficiency;
c) levy pecuniary fines; and
d) detain the vessel until the deficiency is resolved.

All of these measures are without prejudice to fines and other penalties established in specific norms on the supply of fuels (Law 9,847/1999), oil pollution (Law 9,966/2000) and environmental crimes (Law 9,605/1998).

PSC Inspections are random and unannounced, but it doesn´t mean that all vessels are inspected. It may change from port to port independent of any pre-advice.

On Circular Letter nr 7/2019 of Navy´s DPC you may read:

3.2 – A partir de 1o de janeiro de 2020 todos os navios que entrarem em portos nacionais deverão estar utilizando óleo combustível que apresente limite do teor de enxofre de 0,50% m/m.
3.3 – Os navios poderão utilizar método alternativo ao combustível com baixo teor de enxofre, como, por exemplo, o Sistema de Limpeza de Gases de Escape – SLGC (SCRUBBERS).
3.4 – Os navios que optarem pela utilização do Sistema de Limpeza de Gases de Escape (SCRUBBERS) deverão dotar equipamento aprovado por Sociedade Classificadora, possuir um plano de cumprimento de emissão de SOx aprovado, bem como documentação aprovada de acordo com as diretrizes do MEPC.259 (68).
3.5 – Por ocasião da realização de inspeção de Port State Control serão verificadas as documentações referentes ao navio e ao combustível.

Which on a free translation states:

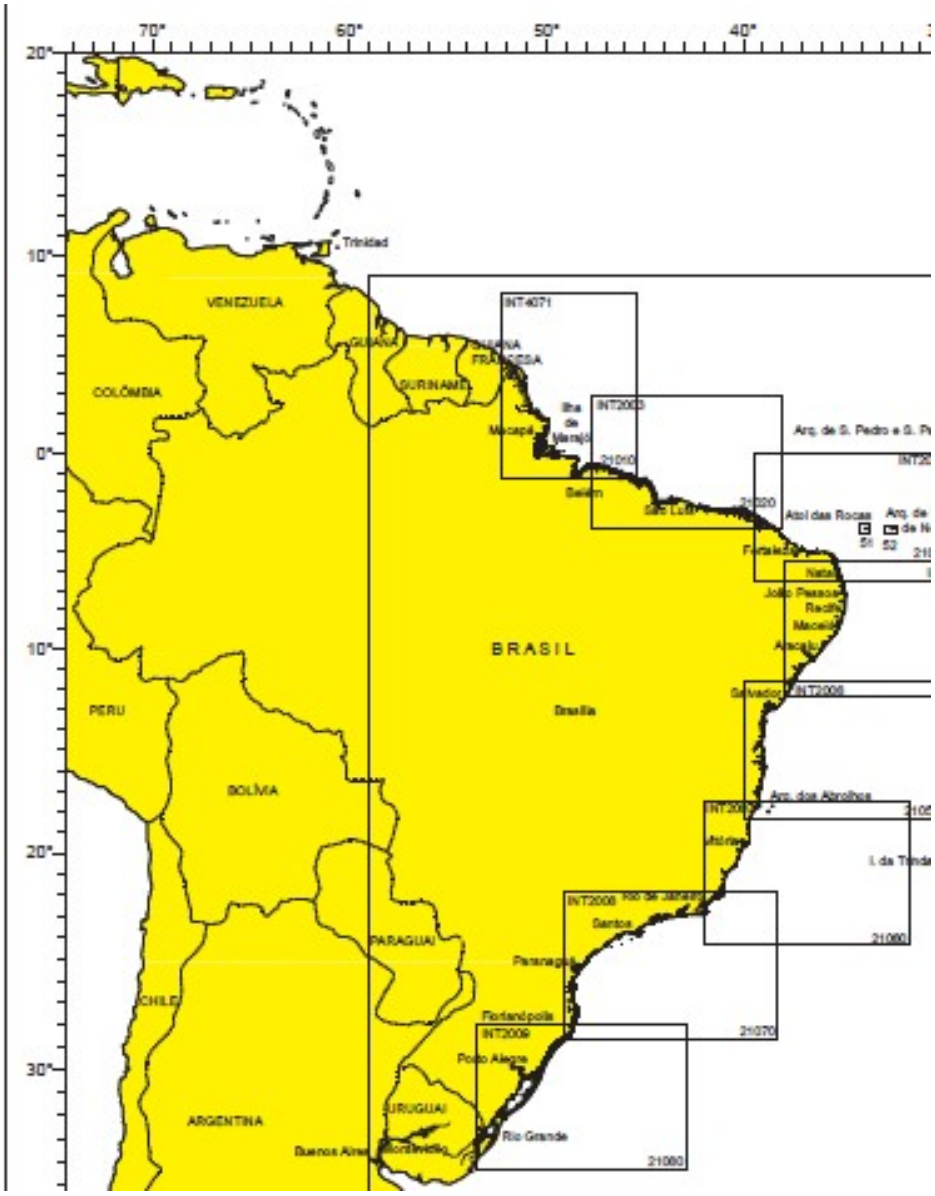
3.2 – As from 1st January 2020, all vessels entering Brazilian ports must be burning fuels of sulphur contents maximum 0,5% m/m
3.3 – Vessels may use alternative methods to low sulphur contents fuels, such as EGCS (SCRUBBERS)
3.4 – Any vessel opting to use the EGCS (SCRUBBERS) must have the equipment duly approved by Class, be in possession of an approved plan of Sox emission, as well as certificates approved by the rules of MEPC.259 (68).
3.5 – PSC Inspectors when boarding vessel will check all documents/certificates as well as the bunker.

In the case of those vessels loading (or discharging) at any of VALE´s port/terminals, the restrictions apply from the time vessel enters the continuous zone on Brazilian waters (24 NM).

Brazil´s Government and Navy recognize as National Waters, the following areas (Navy´s DPC NORMAM 204):

1) 12 NM – Territorial sea
2) From 12 NM up to 24 NM – Contiguous Zone (Claimed as territorial sea)
3) From 24 NM up to 200 NM – Exclusive Economic Zone (Claimed by Brazil)

Below a print out of Brazilian Navy cartographic areas of Brazilian Jurisdictional waters, as per above:



As in Brazil there are a lot of conflicting Laws in force (especially those referring to environmental crimes), we recommend (**and that is only a recommendation, not a compulsory item) that vessel should change to compliant fuel**, once with pilot on board and maneuvering to berth, as to avoid the discharge of wash-water into port inner waters (rivers, channels, bay waters), this way avoiding any possible claim by local and/or National Environmental Authorities., **it´s better to avoid the use of scrubbers within inner waters. Repeat again, this is a recommendation only.**

Just for your reference, attached you may find herewith Navy´s Circular and Brazilian National Oil Agency Resolution (both in Portuguese Language) regulating the matter, without forbidding the use of scrubbers, as well as VALE communication regarding the ban at their ports on Open Loop scrubbers.

In the specific case of ITAQUI port, local Port Authority has recently (August 2, 2024) issued an official ban on the use of scrubbers (Safety Rules EMAP-PC-130.) where on its Item 5.1.2 limits the use of scrubbers (open loop) as they do not approve the discharge of wash-water into their jurisdictional waters.

Anyhow, the port of Itaqui is situated within the Bay of Sao Marcos, where a couple of rivers (mainly Pindare and Mearim Rivers) flow into the bay, and the tides are significant (6m meter at every 6 hours), and therefore due to the strong currents verified in the bay, clarity of water is not good, as lots of sediments come to the bay from all tributary rivers.

Case you do have any further doubt and/or require any further explanation, pls do not hesitate in contacting this office, but, MASTER SHOULD FOLLOW THE INSTRUCTIONS received from Charterers Agent, as they are the agent responsible for the call, and acting before regulatory Authority.

Best Regards,

Henry de Sá
Operations Department
Sultrade Shipping Agency
Phone: +55 53 3235.3500
Mobile: +55 53 991.585.123
operations@sultradeagency.com
www.sultradeagency.com



From: Operations <ops@franco.gr>
Sent: Thursday, April 2, 2026 1:03 PM
To: Sultrade – Operations Dept <gilvan.gomes@sultradeagency.com>
Cc: GCL Marine Solutions <gcl@gcl.gr>
Subject: use of open loop in Sao Luis / Itaqui

TO: SULTRADE AGENCY
FM: FRANCO COMPANIA NAVIERA S.A.

REF: USE OF OPEN LOOP SCRUBBER AT ITAQUI / SAO LOUIS

Gaft.,

Please be informed that our MV Star Valencia may call Sao Louis / Itaqui for loading grains.
Please advise if the use of open loop scrubber is permitted by the port authorities at port / anchorage.

Best Regards

Capt. Konstantinos Mikes
Operations Manager
Franco Compania Naviera S.A.
(as agents only)
Tel: (+30) 2108761000

Mob: (+30) 6972209526
E-Mail: ops@franco.gr

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This e-mail, including any attachments, is intended solely for the named recipients and may contain confidential and/or privileged information and material. If you have received this e-mail in error, please delete this e-mail and any attachments from your computer and network and notify us immediately by telephone or e-mail. Dissemination, distribution, copying or other use of this message is strictly prohibited. Το παρόν μήνυμα, συμπεριλαμβανομένων τυχόν συνημμένων αρχείων, προορίζεται αποκλειστικά προς τους κατονομαζόμενους παραλήπτες και ενδέχεται να περιέχει εμπιστευτικές ή/και προνομιακές πληροφορίες και υλικό. Εάν λάβατε το παρόν μήνυμα εκ παραδρομής, παρακαλείσθε όπως διαγράψετε το παρόν μήνυμα και τα τυχόν συνημμένα σε αυτό αρχεία από τον υπολογιστή και τα συστήματά σας και όπως επικοινωνήσετε αμέσως με τον αποστολέα μέσω τηλεφώνου ή ηλεκτρονικού ταχυδρομείου. Απαγορεύεται αυστηρά η προώθηση, η αντιγραφή και η κάθε είδους χρήση του παρόντος μηνύματος.