Sultrade - Operations Dept

De: Michael Peterson <michael.peterson@pancoast-trading.com>
Enviado em: quinta-feira, 14 de maio de 2026 05:02
Para: Sultrade - Operations Dept
Cc: Technical Dept.; SQM Dept.; 'gcl@gcl.gr'; M/V Revenger; operations@sultradeagency.com
Assunto: Re: MV Revenger - Biofouling Requirements in Brazil

Hi Armando,

Thank you for your valuable feedback.

Subject to our TD approval and availability of divers it seems like the best option would be Paranagua outer roads during her ballast leg to upriver. ETS Santos o/a 23/05/2026.

We will let you know of our decision asap to make necessary arrangements with authorities.

Best regards,

PANCOAST Trading S.A.

Michael A. Peterson
Pancoast Trading S.A.
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From: Sultrade - Operations Dept <armando.sampaio@sultradeagency.com>
Sent: 13 May 2026 6:24 PM
To: Michael Peterson <michael.peterson@pancoast-trading.com>
Cc: Technical Dept. <technical@kristenmarine.com>; SQM Dept. <sqm@roxanashipping.com>; 'gcl@gcl.gr' <gcl@gcl.gr>; M/V Revenger <revenger@kristenvessels.com>; operations@sultradeagency.com <operations@sultradeagency.com>
Subject: RES: MV Revenger - Biofouling Requirements in Brazil

To: Pancoast Trading S.A. – Greece

Cc: GCL – Greece

Fm: Sultrade Shipping Agency – Brazil

Dear Mr. Michael A. Peterson,

As per telcon held earlier today, pleased to learn that the vessel has just undergone a PSC inspection in Argentina, which reduces the likelihood of another inspection in Santos.

As requested, Paranagua outer roads is the best option for conducting an unofficial inspection (UWI), where no port fees apply, and the vessel will remain in her route; however, divers must obtain authorization from the authorities, giving 10 days advance notice (as provided for in Norman 401). It is important to note, that the service can only be performed during daylight hours, due to visibility restrictions.
In Vitoria, it is also possible to conduct an unofficial UWI, but port expenses of approx US$6.100,00 (immigration, port health authorities, channel and light dues), apply.

We remain at your disposal

Best regards,

Armando Sampaio
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De: Michael Peterson <michael.peterson@pancoast-trading.com>
Enviada em: quarta-feira, 13 de maio de 2026 11:10
Para: Sultrade - Operations Dept <armando.sampaio@sultradeagency.com>
Cc: Technical Dept. <technical@kristenmarine.com>; SQM Dept. <sqm@roxanashipping.com>; 'gcl@gcl.gr' <gcl@gcl.gr>; M/V Revenger <revenger@kristenvessels.com>; operations@sultradeagency.com
Assunto: Re: MV Revenger - Biofouling Requirements in Brazil

Thanks Armando,

Noted. Ship just underwent PSC inspection in Argentina.

Where would you suggest a good place would be to carry out an UWI to determine the ship's hull condition given ship's schedule?

For your guidance, the ship is presently en route to Santos to discharge a cargo of wheat. ETA/B o/a 16/05/2026 and ETC/S o/a 24/05/2026. After departure Santos, the vessel will likely call Argentina for loading another grain cargo for Capuaba-Vitoria.

Best regards,

PANCOAST
Trading S.A.

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Subject: RES: MV Revenger - Biofouling Requirements in Brazil

To: Pancoast Trading S.A. – Greece

Cc: GCL – Greece

Fm: Sultrade Shipping Agency – Brazil

Dear Mr. Michael A. Peterson,

Good day,

With regard to Norman 401/DPC and its implementation, unfortunately, the entire port community is still awaiting clarification on certain points that have not yet been addressed, as well as on how the DPC intends to enforce it. A decision is also awaited from the Port Authority to determine the geographic point(s) where UWC is authorized, in the ports where cleaning is permitted, and in accordance with the provisions of the legislation that takes effect on June 10.

We expect a further meeting to take place in the coming days between the DPC and the maritime Community, to provide further clarification on the legislation, at which time we hope to be in a position to provide you with more reliable information before its final implementation.

In the meantime, during the interim period, in case vessels undergo PSC inspection and thereafter, we recommend you for the following measures to be in compliance prior to entering Brazilian Jurisdictional Waters:

- Maintain a Biofouling Management Plan;
- Maintain a Biofouling Record Book; and
- Ensure the vessel's hull condition does not exceed Biofouling Level 1 (microfouling) upon entry into AJB.

We will revert as soon as fresh information on this matter becomes available and after the meeting to be held with the authority implementing Norman 401/DPC.

Best regards,

Armando Sampaio

Superintendent
Sultrade Shipping Agency

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De: Michael Peterson <michael.peterson@pancoast-trading.com>
Enviada em: quarta-feira, 13 de maio de 2026 07:18
Para: Sultrade - Operations Dept <armando.sampaio@sultradeagency.com>
Cc: operations@sultradeagency.com; Technical Dept. <technical@kristenmarine.com>; SQM Dept. <sqm@roxanashipping.com>; 'gcl@gcl.gr' <gcl@gcl.gr>; M/V Revenger <revenger@kristenvessels.com>
Assunto: MV Revenger - Biofouling Requirements in Brazil

Dear Armando + Sultrade team,

We would like an update on the developments with regards to Brazilian Biofouling Requirements coming into effect as of June 10th 2026.

Our ship is trading between Argentina and various Brazilian ports therefore we would like to get your advice/recommendations to comply.

For your guidance, the ship is presently en route to Santos to discharge a cargo of wheat. ETA/B o/a 16/05/2026 and ETC/S o/a 24/05/2026. After departure Santos, the vessel will likely call Argentina for loading another grain cargo for Capuaba-Vitoria.

In case UWI/UWC is required; would you suggest we wait after the new regulations based on revised edition of Norman 401/DPC or can we carry out before?

We look forward to hearing from you.

Best regards,

Michael A. Peterson

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