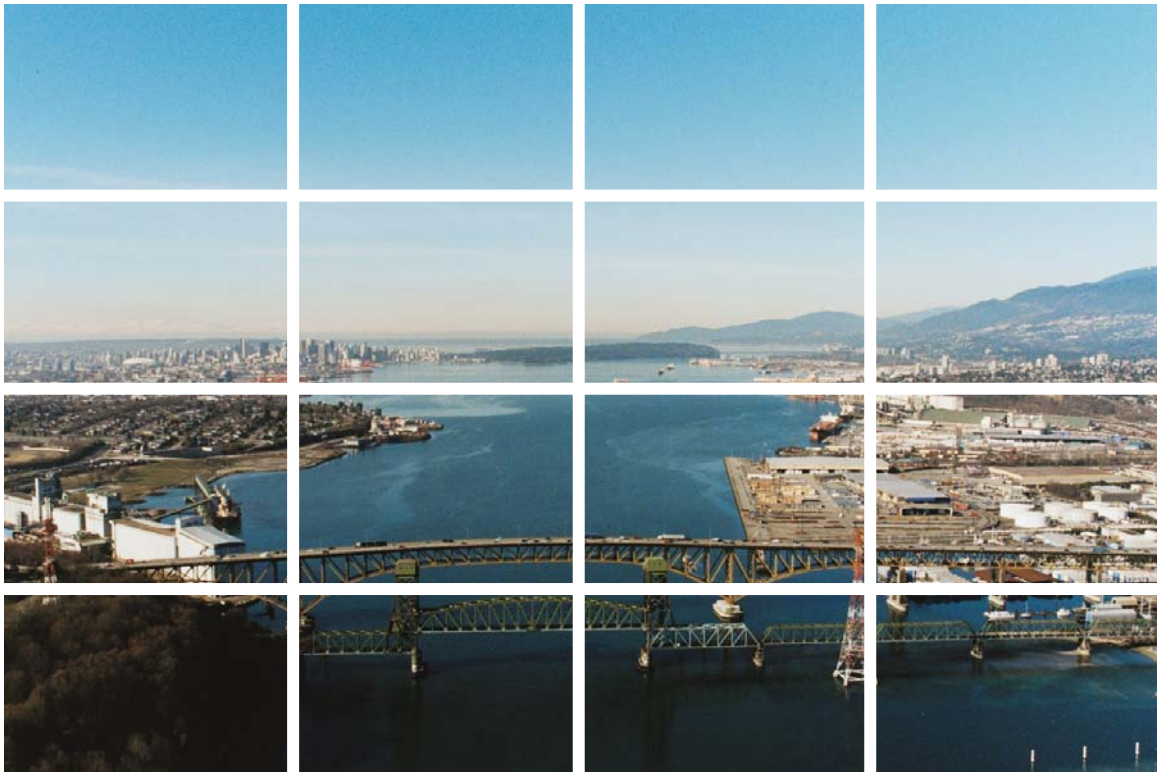




C LLEY WEST SHIPPING LTD.



Colley West Shipping Ltd.

Our Company

Formed in 1993, Colley West Shipping Ltd. is a dynamic Vancouver-based company that provides ship agency services to both local and international clientele. As one of Vancouver's major agency companies, we attribute our success to our staff of highly trained and qualified industry people, as well as the implementation and maintenance of the ISO9000 international quality management system.

We are also pleased to announce that Colley West has taken over the operational and administrative management of Maple Shipping in Vancouver. We look forward to serving Maple's clients with the highest level of quality service and attention possible.

Our Experience

Colley West's experience ranges from a wide variety of inbound and outbound cargoes including grain, sulphur, coal, potash, concentrates & liquids, forest products, and other miscellaneous cargo.

Our Dedication

The entire Colley West staff is dedicated to delivering professional, efficient and reliable service coupled with individual knowledge, experience and, most importantly, trust.

Our Message

To our existing clients, we'll endeavour to continuously improve our service to meet your needs. To potential clients, we'll demonstrate our good name and reputation in the shipping industry to become your agency of choice.

We believe the quality of our service will continue to help us build and maintain long and healthy working relationships with our clients, suppliers and contractors.

How to Reach Us

Colley West Shipping Ltd.
#2170 – 1050 West Pender Street
Vancouver, BC, Canada
V6E 3S7

Telephone: (604) 687-3733
Facsimile: (604) 687-2034
GN Comtext: (23) 149108
Cable: Motoship Vancouver
E-mail: colley@colleywest.bc.ca
Web: www.colleywest.bc.ca



The following information offers a guide to the various shipping facilities on the Canadian West Coast. These details are to be considered as a guide only. All pertinent details should be reconfirmed.

The Port of Vancouver exports on average 10 to 12 million tonnes of grain products per year. There are seven terminals in Vancouver that handle grain products as illustrated below, with a capacity to handle in excess of 20 million tonnes.



ALLIANCE GRAIN TERMINAL (2 BERTHS)

(formerly United Grain Terminal / Agricore United)

Cargoes: Primarily wheat. Also other grain, grain products

AGT West	AGT East
LOA: 213 metres	LOA: 213 metres
Depth: 11.7 metres	Depth: 13.6 metres

Equipment: 2 belts, loading rate of 600 tonnes/hour/belt, 7 spouts each berth

Air draft: 17.8 metres (above zero tide)

Storage: 102,070 tonnes

Load rate: 500 tonnes/hour/belts



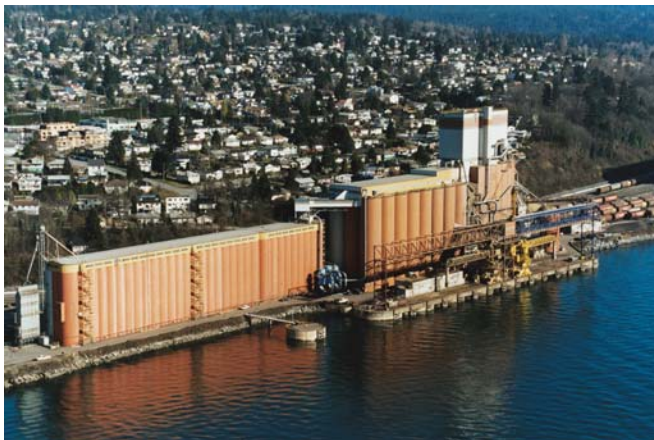
CASCADIA TERMINAL (1 BERTH)

Cargoes: Wheat, barley, canola, durum wheat, byproducts

LOA: 274 metres
 Depth Alongside: 15.2 metres
 Storage capacity: 280,000 tonnes

Equipment: 2 belts, 7 spouts with 3,200 tonnes/hour loading rate

Spout height above dock face normal max. 14.6 metres



JAMES RICHARDSON INTERNATIONAL

(formerly Pacific Gateway Terminal West)

Cargoes: Wheat, canola, barley, rye, flax, peas, grain and feed products

LOA: 180 metres
 Depth: 15.24 metres

Equipment: 2 Peco loaders (1,000 tonnes/hour)

Storage: 108,000 tonnes





PACIFIC ELEVATORS (2 BERTHS)

Cargoes: Canola, rye, GSPs, flax, peas, special crops

Berth No. 2

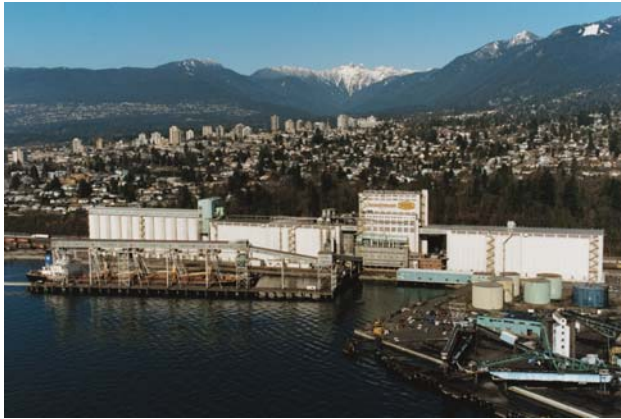
LOA: 215 metres
Depth: 13.7 metres

Berth No. 4

LOA: 305 metres
Depth: 10.2 metres

Berth No. 2: 3 shipping belts feed 7 fixed slewing spouts for total rated loading of approx. 1,500 tonnes/hour; Air draft between 18 and 21 metres (above zero tide)

Berth No. 4: Traveling ship loader 1X purse conveyor rated approx. 1,500 tonnes/hours feeds ship loader crane; Air draft of 23.5 metres (above zero tide) and out-reach of 30 metres.



CARGILL TERMINAL (2 BERTHS)

(formerly Saskatchewan Wheat Pool / Pacific Gateway East)

Cargoes: Wheat, canola, barley, durum, by-products

Berth 1

LOA: 230 metres
Depth: 15.5 metres

Berth 2

LOA: 230 metres
Depth: 15.5 metres

Equipment: 2 belts loading rate 1,200 tonnes/hour each; 5 spouts at each berth; maximum spout height 15.2 metres above dock level

Storage: 240,000 tonnes



NEPTUNE TERMINAL BERTH NO. 3

Cargoes: Phosphate Rock (import); feed pellets (export)

LOA: Dock face (100 metres); between mooring bollards (250 metres)
Depth: 13.1 metres

Berth can handle vessels up to 65,000 DWT



KINDER MORGAN BERTH NO. 5

Cargoes: Special crops

LOA: No restriction
Depth: 12.8m at zero tide
Avg. Load rate: 500 tonnes/hour



RELEVANT INFORMATION FOR GRAIN LOADING



All vessels proceeding to Vancouver or Prince Rupert are subject to hold inspections by the Canadian Food Inspection Agency and are subject to a charge for this inspection.

The service is available everyday of the year from 0700 - 2000 hours at anchorage; 2400 hours alongside depending on loading schedule.

All vessels loading grain products with shifting moments are subject to inspection and stability calculation approval by Transport Canada Port Warden service prior to loading (readiness to load), and approval to sail (fitness to proceed) at the completion of loading. Charges apply to all services.

Our Sample Instruction to Masters for Grain Loading

Please confirm your vessel is clean and load-ready on arrival bearing in mind inspectors are very strict and holds must be free of any traces of old cargoes, loose rust or scale. Pay close attention to areas around and behind hold ladders, stiffeners, pipe guards, brackets, deck beams or any place old cargo/rust may rest.

Inspectors make close physical checks so washing is usually not enough. Stability calculation must be completed on arrival or the Port Warden will not pass for loading.

Note: Please note that it is not necessary to paint holds and if paint is covering loose scale, it may make the situation worse. Inspectors will not enter a hold that has noticeable paint fumes.



Fumigation

Should a vessel's holds require fumigation due to insect infestation, there are two companies that can carry out this business.

Fumigation is not permitted at anchorage so cost of shifting to lay berth must also be considered. Shifting costs approximately \$17,000 in/out plus berthage.

Note: Crews must be housed in local hotels during fumigation at the owner's expense. We suggest the actual fumigation cost on a 5-hold vessel requiring 3 holds to be fumigated would cost approximately \$30,000.



S U L P H U R

The Port of Vancouver exports on average 5.0 to 5.5 million tonnes of dry sulphur annually. Vessels loading sulphur are expected to be basically grain clean and lime washing or hold blocking of holds is recommended and quite often mandatory.

There are two sulphur-loading facilities in the Vancouver area:

PACIFIC COAST TERMINALS

LOA: 241 metres
Depth: 12.5 metres at zero tide (Controlling Channel 10.0 metres at zero tide)
Avg. Load rate: 2,000 tonnes/hour

*P.C.T. subject to some arrival/sailing time restrictions due to 2nd Narrows transiting restrictions.

Note: Vessels using PCT are subject to tidal arrival/departure restrictions as well as requiring escort tugs through 2nd Narrows.

KINDER MORGAN NO. 4

LOA: No restrictions
Depth: 11.5 metres at zero tide
Avg. Load rate: approx. 2,000 tonnes/hour

Please refer to important information regarding sulphur loading on pages 8 through 10 of this document.

C O A L

Neptune Bulk Terminals (North Vancouver) & Westshore Terminals Ltd. (Roberts Bank)

NEPTUNE TERMINAL BERTH 1

LOA: 285 metres (maximum)
Depth: 15.25 metres (up to 16.8 metres)
Avg. Load rate: 2,000 tonnes/hour

WESTSHORE TERMINALS (2 BERTHS)

Berth No. 1	Berth No. 2
LOA: 350 metres	LOA: 263 metres
Depth: 22.9 metres	Depth: 20.8 metres

Ships up to 260,000 DWT Avg. Load rate: 5,000 mt/hr	Ships up to 150,000 DWT Avg. Load rate: 2,500 mt/hr
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Major Projects: conversion of twin rotary dumpster to handle U.S. style coal cars.

P O T A S H

Potash remains one of the main commodities shipped out of Vancouver. Vessels loading potash must be basically grain clean and a private surveyor will be onboard to issue a cleanliness certificate.

NEPTUNE TERMINAL NO. 2

LOA: 189 metres up to Panamax
Depth: 13.2 metres
Avg. Load rate: 2,000 tonnes/hour

KINDER MORGAN BERTH 4

No. 4 LOA: 400 metres in combo
Depth: 12.8 metres at zero tide
Avg. Load rate: 1,500 tonnes/hour each loader

Port of Prince Rupert (54° 19'N 130° 20'W)

The Prince Rupert Port Authority is in a state of transition and thanks to some hard work on development strategies in the past few years has a stronger future than many would expect for a port reliant on shipments of lumber, wood pulp, coal and steel.



PRINCE RUPERT CONTAINER TERMINALS

Commodities: Containers

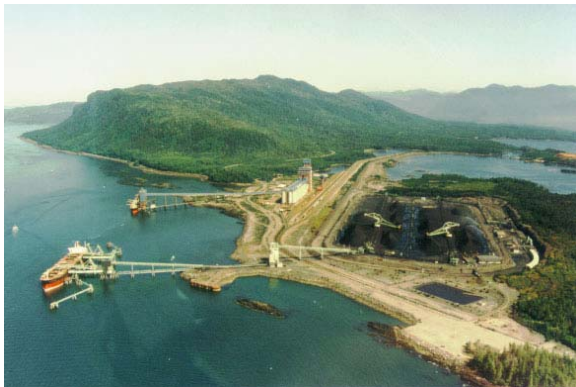
Berths: 1 berth with total length of 360 m
Depth: 18.7 m at low water
20 hectares of paved storage area



PRINCE RUPERT GRAIN TERMINAL

Commodities: wheat, barley, canola and other grains

Length: 240 m
Depth: 13.7 m
Vessel Maximum LOA: 285 m, beam 40 m
Vessel Minimum LOA: 150 m, beam 21 m



RIDLEY TERMINALS (RIDLEY ISLAND)

Commodities: coal, petroleum coke & wood pellets in bulk

LOA: 420 m
Depth: 22.8 m
Vessel Maximum LOA: 325m, beam 50 m

SKEENA CELLULOSE PULPMILL

(Watson Island, Porpoise Harbour)

Commodities: wood pulp, lumber

Length: 360 m
Depth: 10.6 m

OCEAN DOCK

Commodities: fish unloading

Length: 151 m
Depth: 7.9 m



SERVICES & REGULATIONS

Repairs - Various facilities to accommodate various size vessels at lay berths for repair work

Lay Berths - There are a number of facilities able to accept vessels on a short-term basis to carry out repairs, hold cleaning

Classification Societies - All major societies located in Vancouver

Ship Chandlers - Full range of ship requirements from deck and engine as well as bonded food stores

LABOUR

B.C.M.E.A. negotiates and monitors I.L.W.U. work on behalf of employers. Dock and shipside labour is provided by the International Longshoremen's & Warehousemen's Union and is either covered by regular work force at some facilities or from a pool dispatch system.

Working time

Monday to Friday	Saturday to Sunday	Holidays
0800 - 1630 hrs (regular hours) 1630 - 0100 hrs (premium shift) 0100 - 0800 hrs (premium shift)	All shifts at premium rates: Premiums approximately 1.5 times regular rate for Monday - Friday (1630 - 0100); Saturday (0800 - 1630) Premiums 2 times regular rate for all other periods.	No work available: Christmas Day (1200 on Dec. 24 to 0100 on Jan. 26); New Years Day (1200 on Dec. 31 to 0100 on Jan. 2); Labour Day

Work available at premium rates:

Good Friday, Easter Monday, Victoria Day (May), Canada Day (July), BC Day (August), Thanksgiving Day (October), Remembrance Day (November), Boxing Day

TUGS

There are now three tug companies in Vancouver, namely C.H. Cates & Sons Limited, Seaspan International, and Tiger Tugz, offering ship berthing service. With three tug companies, a highly competitive atmosphere keeps tugs rates in check.

Outports & Roberts Bank

Most major outports have tug assistance available or a relatively close proximity. Due to its location, Seaspan has placed tugs on site at Roberts Bank and a per pilotage requirement tug horsepower must equal 10% of the vessel's deadweight.

PILOTAGE

Cable Pilots, Victoria (Whole Coast)

Telex: 0497236

Email: dispatch@ppa.gc.ca

Virtually the entire British Columbia coast is a compulsory pilotage area and pilots must be employed when entering or leaving Canadian waters, transiting Canadian waters or moving within various harbour areas. Pilotage charges vary greatly depending on areas under pilotage and size of vessel.

Most pilotage orders need a 12-hour notice of requirement. For vessels arriving, we recommend a 72, 48, 24, 12 and 4-hour notice at the Pilot Station. Some outports require a 48-hour notice period so close and early contact with the agent is suggested.

STEVEDORING

Dubai Ports - General cargoes, containers, breakbulk, bulk logs, grain

Empire Grain Stevedores - Grain

Wescan/Pacific Rim Stevedoring - General cargoes, steel

Western Stevedoring Ltd. - General cargoes, bulk, grain



SUPERCARGOES

A number of supercargoes (BC Supercargoes Assn.) are available and generally used in assisting the loading of breakbulk cargoes.

Notice to Vessels Arriving at the Port of Vancouver to Load Bulk Formed Sulphur

1. INTRODUCTION

This notice is delivered to provide information and to assist the Master and the Vessel Owner in the safe delivery of uncontaminated cargo. It is issued to protect the interest of the sulphur supplier and Sultran, acting on behalf of the sulphur supplier, and is not to be regarded as a code or as a limitation of the vessel's responsibilities for taking preventative measures for the protection of the cargo and the vessel.

2. VESSEL INSPECTION

As a service to the sulphur supplier and/or customers, marine surveyors have been appointed to inspect vessels arriving at Vancouver to load sulphur. Upon completion of the inspection, an inspection certificate will be issued and will be made available to the Master and to the vessel agent through Sultran either approving the vessel for loading or rejecting it, and detailing the reasons for rejection. Neither approval of the surveyors nor actual loading of the vessel shall relieve the ship owners of the obligation for ensuring that the vessel is fit, and remains fit, for the carriage of sulphur, nor from the further responsibility for taking appropriate steps to protect the vessel from any effects of interaction with the sulphur cargo.

3. CLEANLINESS AND CARGO PURITY

Sulphur shipped from the Port of Vancouver is generally described as "Canadian bright yellow formed sulphur". The sulphur suppliers warrant strict purity specifications to their customers and so are concerned at the risk of contamination. This product is easily contaminated by loose rust/scale and residues of previous cargoes. To facilitate the issuance of an inspection certificate, vessel owners should be aware of the following:

- All receiving holds are to be in a "grain clean" condition.
- All residues of previous cargoes are to be completely removed. This includes residue from the underside of hatch covers.
- All loose rust and scale are to be removed from all metal surfaces in the holds, including the underside of hatch covers.
- All receiving holds are to be washed down with fresh water.

4. POSSIBLE HAZARDS

a) CORROSION

Sulphur, water and steel in the holds of vessels that have not been properly prepared for the receipt and carriage of a sulphur cargo may form a corrosive system which can lead to contamination of the cargo and damage to the vessel. Sulphur shipped from Vancouver is normally stored in uncovered stockpiles exposed to all weather conditions, resulting in moisture content. It is also sometimes sprayed with fresh water prior to loading, if required, and is loaded wet. If a corrosion product occurs, it can contaminate the cargo. Such corrosion can be increased by higher temperatures and prolonged residence of the cargo in the hold due to unscheduled delays in carriage or in discharge.

i) Preventing Corrosion

The Code of Safe Practice for Solid Bulk Cargoes as amended April, 1988 and adopted by the Maritime Safety Committee of IMO (London) ("the Code") states, In part "9.3.1.10 Materials which present corrosive hazards of such intensity as to affect either human tissue or the ship's structure should only be loaded after adequate precautions and protecting measures have been taken."

Vessel owners should, therefore, be aware of the following ... The reaction between sulphur, water and steel can be substantially reduced by a physical barrier between the cargo and the vessel. Paint and lime wash have been used for this purpose in the past.

Experts have recommended that a mixture of approximately 60 kilograms to 200 litres of fresh, water should be applied to all surfaces which may come to contact with sulphur. Lime wash contractors are available in the Port of Vancouver. If lime washing is specified by the Owners or Charterers of the vessel, the holds should be prepared as described in paragraph 3 prior to the lime wash.

Studies have shown that the reaction between steel and sulphur can continue if sulphur residues remain in the hold after discharge. The code referred to above further states ..."9.31.1.12. After discharge of materials, a close inspection should be made for any residue, which should then be removed before the ship is presented for other cargo; such an inspection is particularly important when materials having corrosive properties have been transported."

."

ii) Chlorides

The presence of chloride salts such as sodium and potassium chlorides can hasten the interaction between moist elemental sulphur and ship's steel. Sodium chloride, for example, is a major constituent of salt cake and of materials dissolved in seawater, and potassium chloride (potash) is regularly handled by bulk terminals in Vancouver. The faster effect can be more important if the ship's holds have not been properly prepared to receive sulphur. As a normal precaution of preventative maintenance, it is strongly recommended that all cargo compartments be thoroughly washed down with fresh water, prior to final preparation for receiving sulphur. Additionally, ingress of seawater during carriage must be avoided.

iii) Moisture Levels

Increased moisture content enhances the corrosive interaction between sulphur and steel. Sulphur is loaded wet. During carriage, however, drainage of some of this moisture may occur. In order to minimize moisture content at tank top levels, bilge pumping efficiency should be assured.

b) GAS EMISSIONS

i) Hydrogen Sulphide

There are circumstances during cargo carriage and after discharge in which bulk sulphur can emit small but measurable quantities of hydrogen sulphide gas. All areas in which sulphur is stored or used, or which require the presence of personnel, should be thoroughly ventilated.

ii) Sulphur Dioxide

Masters should also be aware of possible generation sulphur dioxide due to burning when repairs involving heating are affected in compartments previously exposed to sulphur. Appropriate safety precautions should be taken.

5. FLAMMABILITY

A research report on the properties of formed sulphur was produced in 1989 by Alberta Sulphur Research Limited, a scientific research agency. The report focused on whether formed sulphur was a flammable solid within the meaning of the regulations issued by IMO's International Maritime Dangerous Goods Code, Class 4.1 - Flammable Solid, UN No. 1350 definition.

The result of tests included in the report led to the following declaration from the Canadian Coast Guard on August 7, 1989 that "Based upon the results of the tests, as submitted, it is agreed that formed sulphur does not meet the criteria for classification in Class 4.1."

6. MATERIAL SAFETY DATA SHEET

To provide further information regarding the properties and characteristics of the sulphur cargo, a copy of a Material Safety Data sheet and related technical information is available upon request.

7. RESPONSIBILITIES

Sultran and the sulphur supplier hereby notify the Master of carrying vessels of the above properties. They do not undertake any responsibility for defining, devising, or advising upon the measures necessary to protect the vessel or the cargo. It is the responsibility of the Vessel Owners and the Masters to acquaint themselves with the characteristics of sulphur. The hazards which these might present to their vessels, and the appropriate methods of carriage as recommended by the national and international authorities.

Provided by *sultran* LTD., Port Moody, BC

Canadian Coast Guard Office
August 7, 1989

Mr. W.A. Tett, Vice President - Operations
Sultran Ltd.
2840 Bow Valley Square 2, 205 - 5th Avenue SW
Calgary, Alberta T2P 2V7

Dear Mr. Tett,

This will acknowledge your letter dated July 24th, 1989 enclosing the results of tests conducted with formed sulphur to ascertain whether or not it falls within the classification in Class 4.1. Based upon the results of the tests, as submitted, it is agreed that formed sulphur does not meet the criteria for classification in Class 4.1.

Our Vancouver office will be advised of this decision.

Yours truly,

C.G. Jones,
For Superintendent of Cargoes & Containers

Sultran Ltd.
 2840 Bow Valley Square 2, 205 - 5th Avenue S.W., Calgary, Alberta T2P 2V7
 (403) 265-1486 Fax 266-8770

January 18, 1993

To: Sultran Ltd. Users

Canadian Commercially Formed Solid Elemental Sulphur Granted Special Exemption in United Nations Recommendations on Transportation of Dangerous Goods

Following several months of discussions and examination of data, the Sub-Committee of Experts of the United Nations Committee on Transportation of Dangerous Goods took action at its December 1992 meeting in Geneva on the question of the Classification of Solid Elemental Sulphur.

The existing Class 4.1 status of solid elemental sulphur, as a flammable substance, remains in place BUT, on a unanimous vote, the commercially formed types of solid elemental sulphur currently exported from Canada (Slate, Air Prill, GS Granule, Rotoform and Wet Formed Pellet), were all given exempt status from not only Class 4.1 but from any regulation under TDG. Such UN actions are recommendations, and individual countries are free to adopt the recommendations as regulations. These actions are expected to be incorporated into the International Maritime Organization (IMO) regulations at the next revision in 1995.

This UN action places the Commercially Formed Sulphur Types in the unique position of being the only forms of elemental sulphur (liquid or solid) that are recommended as NOT being subject to Classification under the UN-TDG recommendations. This could represent a significant marketing advantage with respect to the various additional costs such as freight rates, insurance and vessel safety requirements associated with handling, storage and transportation.

The favourable outcome of the efforts made to obtain this UN ruling is a result of research conducted by Alberta Sulphur Research Ltd. and discussions initiated by Sultran among ASRL, Sultran and Canadian Government agencies that represent Canada and UN communities. If you should have any questions, please do not hesitate to contact our respective organizations.

Yours truly,
 A.G. Gruszecki
 Director of Operations
 cc: Dr. J.B.Hyne, Alberta Sulphur Research Ltd.

PORT OF VANCOUVER – SULPHUR VESSEL LOADING FACILITIES MAXIMUM PARAMETERS (Approximate)			
	Kinder Morgan No. 4	Pacific Coast Terminals Berth No. 2	Berth No. 1
Maximum low water depth alongside at zero tide	11.58 m (38')	12.5 m	12.5 m
Maximum low water depth in turn basin	---	12.0 m	12.0 m
Controlling channel depth – low water	---	10.0 m on a zero tide	10.0 m on a zero tide
Maximum vessel overall length	259 m (850')	241 m	Available only as lay-by berth
Ship loader type	QUADRANT	QUADRANT	Available only as lay-by berth
Mechanical trimmer available to load between deck vessels	No trimmer but variable position spout	No trimmer but variable position spout	Available only as lay-by berth
Maximum ship loader travel – between center lines fore & aft holds	177 m	170 m	Available only as lay-by berth
Maximum ship loader outreach from berth face	17.5 m (57') to 29 m (95') varies 18.2 m (60')	17.0 m	Available only as lay-by berth
Height of ship loader above low tide (maximum air draft water line to hatch coaming)	23 m (75')	Unlimited due to ship loader design	Available only as lay-by berth
Maximum air draft water line to mast head (2 nd Narrows Bridge)	---	44 m above high tide	44 m above high tide
Other restrictions		Vessels may transit 2 nd Narrows to P.C.T. only during slack tides accompanied by tugs.	
<i>This data is subject to change without notice, and while correct to the best of our knowledge at the time of issue. Should be used as an approximate guide only with the user reconfirming directly with the various authorities prior to berthing. E. & O. E.</i>			