

PRINCIPAL PARTICULARS

Name of Ship	M.T GOLDEN ACCORD		
Call Sign	S6AP2	MMSI: 563 901 000	
Official Number	390699	LRIT : 456 390 111	
IMO/Lloyd's,	9274020		
Classification	NK NS* (Tanker, Oils- Flashpoint below 60°C and Chemicals Type II & III) (ESP),MNS * Classification No.: 041167		
Type of Ship	OIL & CHEMICAL TANKER		
Communication	INMAR-B : TEL : 773 203 574 FAX : 783 014 809 TLX-C : 456 390 110 E-mail: golden.accord@hmcmail.com		
Ship's Owner	Marina Frabandari Shipping Pte Ltd 8 Marina Boulevard #26-00 Marina Bay Financial Centre Singapore 018981		
Technical / Operator Tel: +81 3 6841 9698 tech@po.dorval.co.jp	Dorval Ship Management K.K. / Dorval SC Tankers Inc. 3rd Floor KDX Monzennaka-chu BLDG, 1-14-1, Botan, Koto-ku, Tokyo, 135-0046 JAPAN Tel: (813) 6841-9702, E-mail: sales@dorval.co.jp		
Built by	Shitanoe Shipyard Pte. Ltd., Usuki, Japan		
Keel Laid Date	08TH OCT. 2003	ISSC No.13HO-0180ISSC	
Launched Date	16TH JAN. 2004	Expiry : 05 th March, 2018	
Delivered Date	27TH APR. 2004	Issued at Tokyo by NKK on 10 th Apr 2013	
Principal Dimensions	Registered Length	105.29 M	
	Registered Breadth(same to molded)	18.70 M	
	Registered Depth(same to molded)	10.00 M	
	Length Over All(L.O.A)	112.00 M	
	Length between p.p (L.B.P)	105.00 M	
	Draft (summer, extreme)	7.613 M	
	Height from Keel	32.20 M	
(TPC : 17.5 MT)	Bridge to Bow (to Stern)	89.10 M (22.90M)	
(FWA : 164 mm)	Bridge to Manifold center	38.10 M	
Light Ship Condition	Draft	2.248 M	
	Displacement	2,950.27 tons	
Gross Tonnage	(International) 5367.00	Suez : 5798.05 tons	
Net Tonnage	(International) 2694.00	Suez : 4842.08 tons Panama : 4568 tons	
Main Engine	Akasaka-DIESEL 6UEC33LSII, 1set(3,400 KW)		4,620PS x 215rpm
Speed	Trial Max. (215.0 RPM)	14.23 Knots	
	Service (90% out-put, 15% S.M.)	13.50 Knots	
Endurance	Service 13,000 miles	Navigation Area / Ocean Going	
Complements	23 P		
Nationality / Registry Port	Singapore/ Singapore	Reg. Date/ No. : 03 MAR 2011 / 01191-B/11	
Bow Thruster	N/A Single screw : Pitch 2.249m, D=3.40m, I/D=50% at Da 4.113m		
Cargo Tanks Capacity (SUS 316L)	Wing Tanks(IPS -- 7PS)	8,565.139 m ³	
	No.8 P & S Tank (Slop Tanks)	1,018.528 m ³	
	Total	9,583.667 m ³	
General Tanks Capacity	Fuel Oil Tanks ("C"Oil)	659.63 m ³	
	Fuel Oil Tanks ("A"Oil)	73.74 m ³	
	Fresh water Tanks (APT P&S)	187.28 m ³	
	Fresh water Tanks (APT C, Drinking water)	73.91 m ³	
	Tank cleaning Fresh water tank (P&S)	335.90 m ³ TTL 597.09 m ³	
	Water Ballast Tanks (W.B.T 1PS ~5PS)	2,910.73 m ³	
Cargo Pump(Framo)	200 m ³ /h = 6 Sets, 250 m ³ /h = 10 Sets		(All Submerged Pump)
Ballast Pump	250 m ³ /h x 2 Sets, Tank cleaning pump : 100 m ³ /h x 1 set		
	Draft	Displacement	Dead-weight
S	7.613 M	11,525.98 Tons	8,575.71 Tons
W	7.455 M	11,248.15 Tons	8,297.88 Tons
T	7.771 M	11,801.76 Tons	8,851.49 Tons
TF	7.935 M	11,805.27 Tons	8,855.00 Tons
Name of Master	Capt. N. Mironov Bak	Name of Chief Officer	Lee Yun Tee

VESSELS PARTICULARS (SEP 2.1 / CP 10)

Vessel Name	SICHEM MARSEILLE
Ex Names	N/A
Flag	BERMUDA
Port of Registry	HAMILTON
Call Sign	ZCEO4
Type of Vessel	Oil/Chemical Tanker – IMO Type II & III
Hull type / No	Double Hull, SH - 1080
Year build, yard	2007, Samho Shipbuilding Co. Ltd., Tongyeong, Korca

Length O A	127.20 m
Length between PP	119.00 m
Beam (extreme)	20.40 m
Depth moulded	11.50 m
Draft, summer (max)	8.714 m

Dead-weight	12,927
Gross tonnes GT	8,455
Net tonnes NT	4,031
Light ship	4312.082
Vol. of segregated ballast	5,167.920 M ³

TLX Sat C	431070410
FBB	773150209
FAX	783155643
VSAT (Bridge/Cabin)	442031454453/54
VSAT (CCR/In Port)	442030568179
E-mail	sichem.marseille@vsl.citizen-chemical.com
MMSI No.	310 704 000

Inert Gas installed	Nitrogen Generator, 500 M ³ /HR
No. of Cargo Tanks	12
No. of Slop Tanks	2
Vol. of Cargo Tanks 98% *	13,077.015 M ³
Vol. of Slop Tanks 98%	699.617 M ³
Capacity of Cargo Pumps	12 x 300 + 2 x 100 M ³ /HR

* Excl. Slop Tanks

FO Capacity	677.147 M ³
GO/DO Capacity	74.788 M ³
FW Capacity	167.371 MT
FO/day steaming	17.1 t

Main Engine	STX – B&W 6S35MC
Output ME kW	4,440 kW @ 173 RPM
Aux. Engines	3 x YANMAR 6N18L-EV
Aux. kW	3 x 550 kW
Speed	13.86 kn @ 90% MCR

Classification Society	DNV
Class ID	28294
IMO No.	9378199
Official No.	740610

Hull & Machinery	GARD
P & I	Britannia
Emergency Response Service	DNV
QI	Norwegian Marine Services

Owners	Team Tankers City Class Ltd.
Management Company	Selandia Ship Management (India) Pvt. Ltd.
In Management since	28 th June 2007
Classification Notation	1A Tanker Of Chemicals and Oil Products ESP
Last updated	9 th January 2015



DORVAL SHIP MANAGEMENT K.K. CARGO DOCUMENTS FORMS

REV. No.: 1
DATE: 1st Aug 09
Prepared by: DK
Approved by: RS

C-DOC 22

STATEMENT OF FACTS (LOADING)

Page: 1 of 3

Vessel:	MT GOLDEN ACCORD	Voyage No.:	22IA
Port:	GRESIK	Terminal/Berth:	DABN JETTY
Date:	02-Apr-2016	Charterer:	GIDEON COMMODITIES PTE LTD
Cargo:	RBD P.STEARIN	Stowage:	1P/S,2P/S,3P/S,4P/S,5P/S,6P/S,7P/S,8P/S

A: GENERAL

General Keys:	Date	Time	General Keys:	Date	Time
End of Sea Passage (EOSP)	30-Mar-16	15:20	NOR tendered	30-Mar-16	15:45
Free Pratique Granted	N/A	N/A	NOR re-tendered	N/A	N/A
Anchored	30-Mar-16	15:14	Anchor up	31-Mar-16	11:08
Pilot on Board (POB)	31-Mar-16	12:00	First line ashore	31-Mar-16	14:05
All Fast	31-Mar-16	14:20	Gangways ashore	31-Mar-16	14:30
Remarks:	PORTSIDE ALONGSIDE				

B: OPERATIONS

Operational Keys:	Date	Time	Remarks
Surveyor/Loading Master onboard	31-Mar-16	14:45	
Pre-loading conference completed	31-Mar-16	15:05	1455-1505
Tanks inspected	31-Mar-16	16:05	1505-1605
Tanks accepted	31-Mar-16	16:05	
NOR accepted	31-Mar-16	16:20	
Loading hose/arm connected	31-Mar-16	16:20	6"x2
Vapour hose connected	N/A	N/A	
Commenced N2 purging	N/A	N/A	
Completed N2 purging	N/A	N/A	
Commenced loading	31-Mar-16	19:50	
First foot sample taken	N/A	N/A	
Temp. stop loading due to solid cargo at shore	01-Apr-16	16.15	
Commenced blowing / pigging / padding	01-Apr-16	16.45	
Completed blowing / pigging / Continue loading	01-Apr-16	19.30	20.00
Completed loading	02-Apr-16	11:30	
Ullaging /sounding	02-Apr-16	11:40	1130-1140
Cargo calculations completed	02-Apr-16	12:00	1135-1200
Cargo samples taken	02-Apr-16	11:00	1000-1100
Loading hose/arm disconnected	02-Apr-16	12:00	
Cargo documents onboard	02-Apr-16	12:30	
Cargo loaded (ship's figures)	8005.091mts		
B/L figures	8000.000mts		



DORVAL SHIP MANAGEMENT K.K. CARGO DOCUMENTS FORMS

REV. No.: 2
DATE: 29 Sept 11
Prepared by: DK
Approved by: SS

C-DOC 22

STATEMENT OF FACTS (LOADING)

Page:3 of 3

BUNKER / FRESH WATER SUPPLY

(where applicable)	HFO	MDO	Cylinder Oil	System Oil	Fresh Water
Name of barge					
Barge alongside					
Hose connected					
Commenced supply					
Completed supply					
Hose disconnected					
Barge left					
Supplied quantity					

TOWAGE / TUGS ASSISTANCE

(where applicable)	Number of tugs	Commenced use of tugs		Completed use of tugs	
Inwards / berthing	2	13:50	31-Mar-16	14:15	31-Mar-16
Shifting / unberthing					
Shifting / berthing					
Outward / unberthing					

Documentation attached:

- Notice of Readiness
- Notice of Readiness – Re-tendered
- Tank Cleanliness Certificate
- Cargo Loading Performance Record
- Ullage / Sounding Report
- Letter of Protest (Loading Port)
- Letter of Protest (Cargo Operations)
- Letter of Protest (Cargo Quality)
- Letter of Protest (Difference between Ship's and Shore Figures)
- Letter of Protest (Deadfreight)
- Cargo Receipt or Endorsed Original Bill of Lading
- Authorization from Master to Agent for Signing of Bill of Lading
- Others (kindly state the attachments)

In order to avoid any confusion in loading port where operations at more terminals and handling of more parcels for different Charterers are usual case, separate Document will be used for any single loaded cargo.

Agent

Shipper / Consignee / Terminal





DORVAL SHIP MANAGEMENT K.K.

CARGO DOCUMENTS FORMS

REV. No.: 2
DATE: 29 Sept. 11
Prepared by: DK
Approved by: SS

C-DOC 16

LETTER OF PROTEST (LOADING PORT)

Page 1 of 1

To Messrs: WHOM IT MAY CONCERN

Port Of: GRESIK Terminal: DABN JETTY Voyage: 22IA

Vessel: GOLDEN ACCORD Date: 02ND APR 2016 C/P Date: 03RD MAR2016

Dear Sirs,

In connections with my vessel's loading operations at your terminal / berth, below discrepancies were observed and the overall loading time delayed / prolonged due to the following reasons:

- Delay in berthing due to following reason(s):
1545LT 30th Mar 2016-1200LT 31st Mar 2016 Awaited until berth clear.
- Delay awaiting shore readiness / commencement of loading due to following reason(s):
1620LT 31 Mar 2016-1950LT 31 Mar 2016 Awaited shore readiness.
- Shore requirements for vessel to re-arrange stowage plan(s) due to following reason(s):

- Slow / limited loading rate supplied by the Terminal / berth as following:

- Unagreed shore stop(s) during loading operations due to following reason(s):
16.15LT 01 Apr 2016-20.00LT 01 April 2016 solid cargo at shore.
- Excessive time waiting for cargo documents from _____ to _____ hrs.

On behalf of the above stated vessel Owners / Operators / Charterers I hereby attribute the observed discrepancies / delays and all consequences thereof upon your terminal/berth /installation and consequently lodge the protest.

I further notify you that the Owners / Operators / Charterers may proceed with claims against your terminal / berth / installation for costs and demurrage etc. for the delays incurred.

The vessel hereby reserves to rely upon this protest as supported with other ship's cargo documents, on all counts, at a future date when it may be deemed necessary.

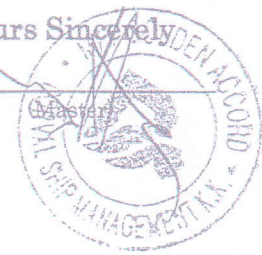
Yours Sincerely

Accepted / Received by: _____

Print Name: Demy. It

Time / Date: 1230 LT / 02 04 2015

(Handwritten signature)



FOSFA COMBINED MASTERS CERTIFICATE

Built : MT. GOLDEN ACCORD Voyage No : V.22IA
 Owners : 2003 Official No : 390699
 Operator : MARINA FRABANDARI SHIPPING PTE LTD
 In respect of carriage of : DORVAL SC TANKERS INC.
 Description : 8000 MT
 Loaded at : RBD PALM STEARIN
 : GRESIK, INDONESIA For shipment to : YANTAI, CHINA
 In Ships Tanks No(s) : 1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S, 7P, 7S, 8P, 8S
 *Shippers/Chatterers : PT. KARYA INDAH ALAM SEJAHTERA
 : JL. KALISOSOK KIDUL NO 2

I state that

- The above named vessel is classed with (Society) : NK
 Certificate No 041167 Issued at TOKYO
 Dated 09 APRIL 2014 which currently remains in force.
 The oil tight integrity of all cargo compartments is a condition of such classification.
- The named ship complies with the FOSFA Qualifications and Operational Procedures.
- Tank heating is by *immersed coils/heat exchanger. Coils, tubes and shell as applicable are of stainless steel construction, and were tested on 31/03/2016 to not less than - Kpa 7 (SEVEN) bars for a period of 20 MINUTES and found tight.
- Copper and its alloys such as brass, bronze or gun metal are not present in any part of the system installation and means of transport that has contact with the oils or fats.
- Tank access/cleaning hatches are staunch and tight with suitable packing and gaskets compatible with the cargo.
- All internal structural members are self-draining.
- Tank(s) is (are) * mild-steel / EPOXY coated / zinc / stainless steel construction.
- Where applicable tank coating(s) is STAINLESS STEEL which is (are) fit for food grade products/carriage of oils and fats.
- In the tank heating system, heating medium is steam.
- Where medium is thermal heating fluid, this is N/A
- Cargo lines are *stainless steel with sufficient drain valves to ensure complete clearing and draining of the system.
- The tank(s) has (have) not contained, as the last three cargoes, any leaded products.
- The three previous cargoes were as follows:

SHIP'S TANK NO :	LAST CARGO	2 ND LAST CARGO	3 RD LAST CARGO
1P	ETHANOL	PALM ACID OIL	NONENE
1S	PALM ACID OIL	NONENE	METHANOL
2P	DIESEL OIL	CRUDE BENZENE	SULPHURIC ACID
2S, 7P	ETHANOL	DIESEL OIL	CRUDE BENZENE
3P, 3S	ETHANOL	PALM ACID OIL	CANOLA OIL
4P, 4S	ETHANOL	PALM OIL BLEND	METHANOL
5P, 5S	ETHANOL	PALM OLEIN	METHANOL
6P	ETHANOL	PALM OIL BLEND	CANOLA OIL
6S	ETHANOL	PALM OLEIN	CANOLA OIL
7S	ETHANOL	DIESEL OIL	SULPHURIC ACID
8P	DIESEL OIL	TOLUENE	PALM FATTY ACID
8S	ETHANOL	DIESEL OIL	NONENE

In each tank the percentage of the immediate previous cargo was not less than 60 percent by volume of the tank.

Subject tanks have been cleaned after immediate previous cargoes using cleaning methods as noted below:

#LAST CARGO ETHANOL

- BOTTOM FLUSH WITH FRESH WATER 0.5 HRS.
- GAS FREE OPERATION
- BUTTERWORTH FRESH WATER 0.5 HRS
- VENT/MOPPING/DRY

#LAST CARGO DIESEL OIL

- BUTTERWORTH HOT SEA WATER 80C 3.0 HRS.
- RECIRCULATION (A/B 2%) CLEANER 2.0 HRS.
- RINSE BUTTERWORTH WARM SEA WATER 2 HRS.
- FLUSHING WITH FRESH WATER 0.5 HRS.
- VENT/MOPPING/DRY

#LAST CARGO PALM ACID OIL

- B/W HOT SEA WATER 3 HRS.
- RECIRCULATION (2% A/B) 2 HRS.
- RINSE B/W HOT SEA WATER 2 HRS.
- RINSE B/W FRESH WATER 0.5 HRS.
- VENT/MOPPING/DRY

- Subject tanks were/were not / re-coated/passivated prior to loading.

Signed

Ship

Date

MT. GOLDEN ACCORD

MARCH 31, 2016

* Captain/Chief Officer



Time Sheet

Vessel: M.T.SICHEM MARSEILLE		Date: 25th April 2016	
Port: GRESIK		Voy. No.: 30	
Terminal: DABN			
Product Name		UCO/PFAD - 1500/1500 MT	
Ships tank no.		UCO-1W/PFAD-5W	
EOSP	24/04/2016	1100	
NOR Tendered	24/04/2016	1130	
POB	24/04/2016	1130	
Tug made fast	24/04/2016	1340	2 TUGS
First Line Ashore	24/04/2016	1354	
Tug cast off	24/04/2016	1418	
All fast and NOR Re-tendered	24/04/2016	1418	(3+2 STBD Side A/S)
Pilot Away	24/04/2016	1418	
Gangway Down	24/04/2016	1422	Ship's MOT
Surveyor / Loading Master onboard	24/04/2016	1430	
Free Pratique granted	24/04/2016	1430	
Key Meeting	24/04/2016	1400-1500	
Tank inspection	24/04/2016	1500-1518	
Hose connected	24/04/2016	1620	
NOR accepted	24/04/2016	1620	
Commenced Loading	24/04/2016	1630	
Temp stop Loading due to shore problem	24/04/2016	1700	Cargo solid at shore tank
Line Blowing/Pigging	24/04/2016	1700	
Completed Line blowing/pigging	24/04/2016	1900-1945	Continue Loading
Completed Loading PFAD	25/04/2016	0524	Shore Stop
Line Blowing/Pigging	25/04/2016	0448-0630	
Tank inspection	25/04/2016	0524-0630	
Sampling	25/04/2016	0530-0548	
Ullaging	25/04/2016	0648-0724	
Calculation	25/04/2016	0724-0748	
Hose Disconnected	25/04/2016	0748-0806	
Documentation with Surveyor	25/04/2016	0830	
Pilot onboard	25/04/2016		
Commenced Unmooring	25/04/2016		
All Cast Off	25/04/2016		



Delays / remarks: SEE ATTACHED LOP DELAYS

[Signature]
Shipper / Receiver



[Signature]
Master/Chief Officer



Letter of protest

Vessel: SICHEM MARSEILLE	Date 24 th April 2016	Voy no: 30
Port: Gresik, Indonesia	Terminal: DABN Terminal	

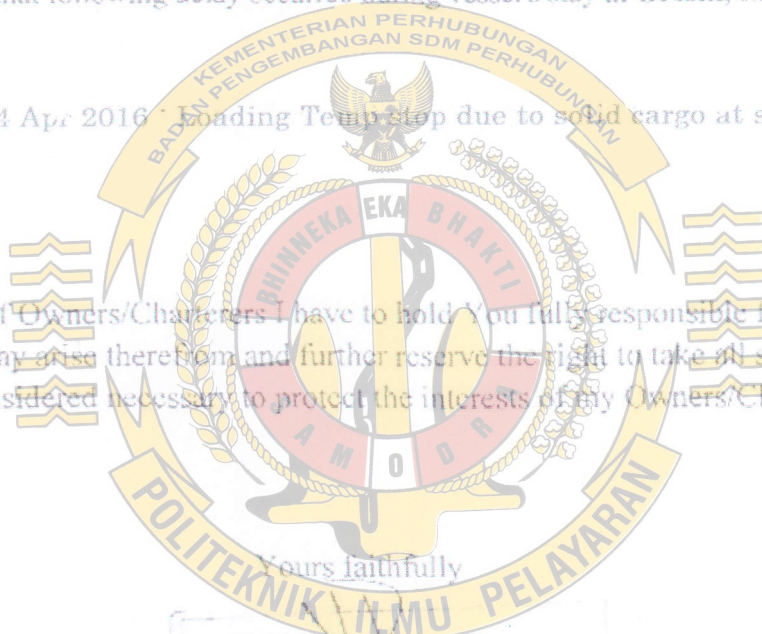
To: The Shipper / The Agent / Loading Master
To: Whom so ever it may concern

Dear Sirs,

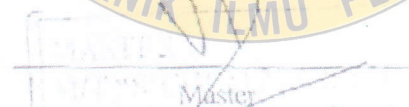
Please be advised that following delay occurred during vessel's stay at Gresik, Indonesia

17.05-19.45 24 Apr 2016 Loading Temp stop due to solid cargo at shore

Therefore on behalf of Owners/Charterers I have to hold You fully responsible for all expenses which may arise therefrom and further reserve the right to take all such actions as may be considered necessary to protect the interests of my Owners/Charterers.



Yours faithfully


Master
Capt. Vishnu Parsad Dwivedi



Please acknowledge receipt of this letter

FOR ACKNOWLEDGE ONLY



LETTER OF PROTEST

Vessel: MT Sichem Marscille
Port: Gresik, Indonesia
Voy: 30
Terminal: DABN Terminal
Cargo: UCO
To: Loading Master / Shipper & To whomsoever it may concern
Fm: MT Sichem Marscille
Sub: Manifold Connection & Slow loading rate(UCO)


Dear Sirs,

This is to inform you that my vessel offered **2 manifolds of 6"** for loading **UCO** at your terminal but only **1 Cargo Hose of 6" Dia** for loading **UCO** was provided by the terminal.

This is to inform you that my vessel could load cargo of **UCO** at a rate of **900 M3/HR** with **7 bars** pressure at her manifold, but the loading rate agreed by shore as per Ship/shore loading agreement was **250 M3/HR** for **UCO** with **7.0 bars** manifold Pressure.

However, on completion of loading the average loading rate achieved was calculated to be only **137.63 MT /hr** for **UCO**.

Please be notified that, on behalf of my Owners and Charterers, I hold you responsible for any claim resulting from any damage, loss or costs incurred as a result of this matter. I also reserve the right of Owners to extend this Letter of Protest at a later date, time and place convenient to them.


Capt. Vishnu Parsad Dwivedi
Master
M.T Sichem Marscille
25th April 2016

Received:

Loading Master / Receivers

FOR ACKNOWLEDGMENT

KONDISI CUACA PELABUHAN GRESIK DAN SEKITARNYA

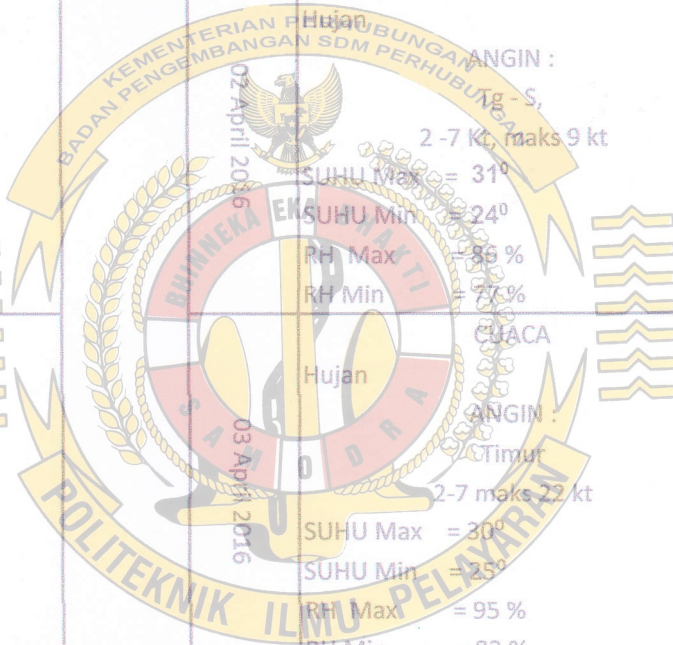
APRIL 2016

PAGI - SORE JAM 07.00 - 19.00 WIB

MALAM - PAGI JAM 19.00 - 07.00 WIB

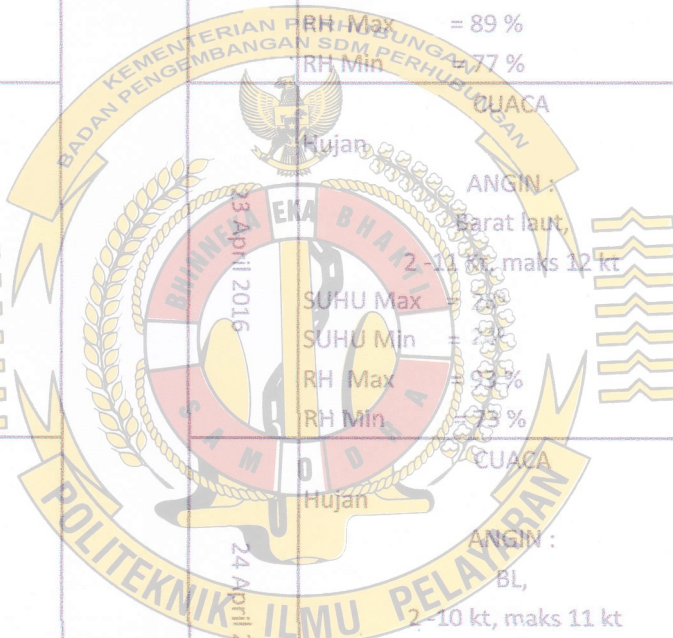
TGL	KONDISI SEBENARNYA
01 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : BD - BL, 2 - 7 kt, maks 8 kt</p> <p>SUHU Max = 27^o SUHU Min = 23^o RH Max = 92 % RH Min = 68 %</p>
02 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : Tg - S, 2 - 7 Kt, maks 9 kt</p> <p>SUHU Max = 30^o SUHU Min = 24^o RH Max = 84 % RH Min = 66 %</p>
03 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : Timur 2-7 maks 22 kt</p> <p>SUHU Max = 33^o SUHU Min = 28^o RH Max = 83 % RH Min = 63 %</p>
04 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : Timur, 2 - 7 maks 9 kt</p> <p>SUHU Max = 34^o SUHU Min = 27^o RH Max = 85 % RH Min = 58 %</p>
05 April 2016	<p>CUACA</p> <p>Berawan</p> <p>ANGIN : Selatan 2 - 8 Kt, maks 10 kt</p> <p>SUHU Max = 33^o SUHU Min = 27^o RH Max = 88 % RH Min = 65 %</p>

TGL	KONDISI SEBENARNYA
01 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : BD - BL, 2 - 7 kt, maks 8 kt</p> <p>SUHU Max = 26^o SUHU Min = 22^o RH Max = 87 % RH Min = 74 %</p>
02 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : Tg - S, 2 - 7 Kt, maks 9 kt</p> <p>SUHU Max = 31^o SUHU Min = 24^o RH Max = 85 % RH Min = 77 %</p>
03 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : Timur 2-7 maks 22 kt</p> <p>SUHU Max = 30^o SUHU Min = 25^o RH Max = 95 % RH Min = 83 %</p>
04 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : Timur, 2 - 7 maks 9 kt</p> <p>SUHU Max = 31^o SUHU Min = 26^o RH Max = 94 % RH Min = 73 %</p>
05 April 2016	<p>CUACA</p> <p>Berawan</p> <p>ANGIN : Selatan 2 - 8 Kt, maks 10 kt</p> <p>SUHU Max = 30^o SUHU Min = 27^o RH Max = 89 % RH Min = 78 %</p>



21 April 2016	<p>CUACA</p> <p>Berawan</p> <p>ANGIN : BL, 2 - 7 kt, maks 10 kt</p> <p>SUHU Max = 33° SUHU Min = 27° RH Max = 87 % RH Min = 64 %</p>
22 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : BL, 2 - 8 kt, maks 10 kt</p> <p>SUHU Max = 31° SUHU Min = 26° RH Max = 92 % RH Min = 66 %</p>
23 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : Barat laut, 2 - 11 Kt, maks 12 kt</p> <p>SUHU Max = 30° SUHU Min = 24° RH Max = 84 % RH Min = 62 %</p>
24 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : BL, 2 - 10 kt, maks 11 kt</p> <p>SUHU Max = 28° SUHU Min = 22° RH Max = 82 % RH Min = 58 %</p>
25 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : BD - B, 2 - 4 kt, maks 5 kt</p> <p>SUHU Max = 33° SUHU Min = 28° RH Max = 80 % RH Min = 58 %</p>

21 April 2016	<p>CUACA</p> <p>Berawan</p> <p>ANGIN : BL, 2 - 7 kt, maks 10 kt</p> <p>SUHU Max = 30° SUHU Min = 28° RH Max = 86 % RH Min = 76 %</p>
22 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : BL, 2 - 8 kt, maks 10 kt</p> <p>SUHU Max = 28° SUHU Min = 26° RH Max = 89 % RH Min = 77 %</p>
23 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : Barat laut, 2 - 11 kt, maks 12 kt</p> <p>SUHU Max = 29° SUHU Min = 23° RH Max = 83 % RH Min = 73 %</p>
24 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : BL, 2 - 10 kt, maks 11 kt</p> <p>SUHU Max = 25° SUHU Min = 23° RH Max = 82 % RH Min = 75 %</p>
25 April 2016	<p>CUACA</p> <p>Hujan</p> <p>ANGIN : BD - B, 2 - 4 kt, maks 5 kt</p> <p>SUHU Max = 30° SUHU Min = 28° RH Max = 81 % RH Min = 76 %</p>



1 September 2011

FOSFA HEATING INSTRUCTIONS IN RESPECT OF BULK SHIPMENT OF OILS AND FATS
(In the following text the word oil shall be understood to mean oil/fat)

1. Shippers shall ensure that the temperature of the oil during delivery into the tank(s) of a ship is that at which the oils is usually handled and where heat is applied that the temperature in no case exceeds that given in the appropriate table.
2. Master shall supply to cargo receivers a statement showing the cargo temperature at loading and a chart on which the daily temperatures after loading have been recorded. The chart shall be signed by the Master or authorised officer.
3. Shippers shall supply the following instructions with regard to heating of oil during the voyage:
 - 3.1 **Ship's tanks fitted with heating coils**
 - 3.1.1 On completion of loading, ship's coils shall be completely covered with oil.
 - 3.1.2 Heating shall be effected by hot water or, where this is impracticable, by low pressure saturated steam. Pressures shall not exceed 1.5 bar gauge.
 - 3.1.3 During the voyage the oil shall be maintained in accordance with the temperatures set out in the Heating Recommendations.
 - 3.1.4 In sufficient time prior to arrival at port of discharge, heat shall be applied gradually to ensure that the temperature of the oil at time of discharge is in accordance with the temperatures set out in the Heating Recommendations. The cargo shall be maintained within this range of temperatures throughout the discharge.
 - 3.1.5 In order to avoid any damage to the quality of the oil, it is essential that heat is applied gradually. A sudden increase in temperature must be avoided as it will almost certainly result in damage to the oil.
 - 3.1.6 The increase in temperature of the oil during any period of 24 hours shall never exceed 5°C.
 - 3.1.7 As far as practicable, top and bottom temperatures shall be maintained at equal levels; the difference between these two temperatures shall never exceed 5°C.
 - 3.1.8 The temperatures referred to above are the average of top, middle and bottom readings. The top reading shall be taken at about 30 cm (one foot) below the surface of the oil. The bottom readings shall be taken:
 - a. In tanks which have bottom coils at 30 cm (one foot) above the level of the coils;
 - b. In tanks which have side coils but no bottom coils, at a point about two feet (60 cm) from the bottom of the tank and about 30 cm (one foot) from the side coils.
 - 3.1.9 The temperatures indicated in 3.1.4 above are applicable under normal conditions ruling at port of discharge. In the event of abnormal conditions (such as extremely low air or water temperatures), receivers, either directly or through their appointed representatives, may vary the temperatures stated and instruct shipowners or their agents accordingly. Details of any such variations shall be duly recorded and advised to shippers or their representatives. If there is more than one receiver of the oil ex one ship's tank:
 - a. All receivers from that tank should be in agreement to the proposed variations in the temperatures stated in 3.1.4 above;

b. Shipper's representatives at port of discharge shall endeavour to reconcile requirements of the individual receivers.

3.2 For tanks with heat exchangers

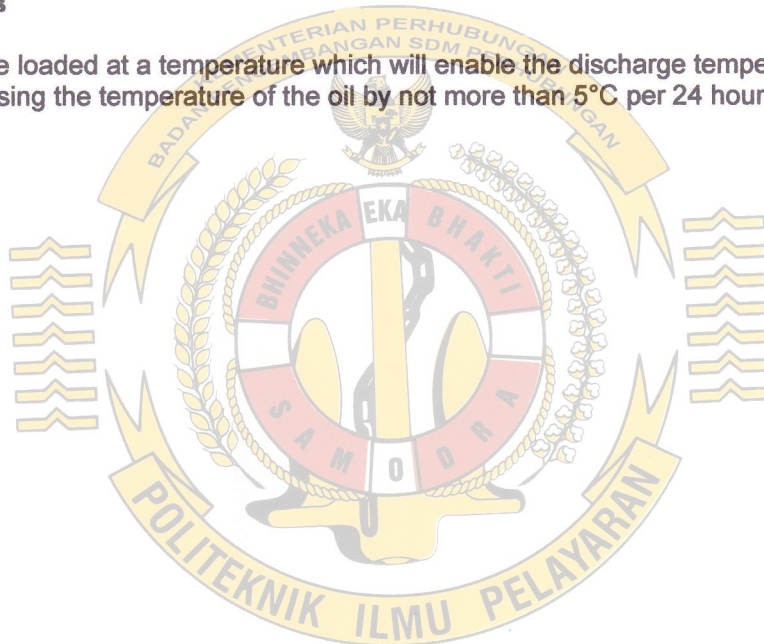
All instructions under paragraph 3.1 are applicable except for 3.1.1 and in 3.18; the bottom temperature should be taken 30 cm (one foot) above tank bottom.

3.3 Bulk oils not normally requiring heating during the voyage

If it is envisaged that the temperature of the oil at the time of discharge will be below the minimum figure indicated in the schedule, the oil must be heated at not more than 5°C per 24 hours until the required discharge temperature is reached.

3.4 Bulk oils shipped in tanks by vessels whose voyages by sea or inland waterway do not exceed 5 days

The oil must be loaded at a temperature which will enable the discharge temperature to be reached by raising the temperature of the oil by not more than 5°C per 24 hours.



1 Septembe 2011

FOSFA HEATING RECOMMENDATIONS

OIL TYPE	TEMPERATURES DURING VOYAGE		TEMPERATURES AT DISCHARGE		SEE NOTE
	Min (°C)	Max (°)	Min (°C)	Max (°C)	
Castor Oil	20	25	30	35	
Coconut Acid Oil	27	32	40	45	
Coconut Oil	27	32	40	45	
Cottonseed Oil	Ambient		20	25	2
Fish Acid Oil	20	25	35	40	
Fish Oil	20	25	25	30	
Grapeseed Oil	Ambient		15	20	2
Grease	37	42	50	55	
Groundnut Oil	Ambient		20	25	2
Hydrogenated Oils	Various		Various		3
Illipe Butter	37	42	50	55	
Fatty Acid Methyl Esters (FAME) from Maize / Rapeseed/ Soyabean / Sunflower	Ambient		Ambient		2
Fatty Acid Methyl Esters (FAME) from Coconut / Palm / Palm Kernel / Tallow	25	30	30	40	
Lard	38	45	50	55	
Linseed Oil	Ambient		15	20	2
Maize (Corn) Oil	Ambient		15	20	2
Maize/Soya/Sun Acid Oil	30	35	45	55	
Mixed Soft Rape Acid Oil	20	25	30	35	
Oiticica Oil	24	32	35	40	
Olive Oil	Ambient		15	20	2
Palm Acid Oil	45	50	55	72	
Palm Fatty Acid Distillate	45	50	55	72	
Palm Kernel Acid Oil	27	32	40	45	
Palm Kernel Fatty Acid Distillate	27	32	35	45	
Palm Kernel Oil	27	32	40	45	
Palm Kernel Olein	25	30	30	35	
Palm Kernel Stearin	32	38	40	45	
Palm Oil	32	40	50	55	
Palm Olein	25	30	30	35	
Palm Stearin	45	50	60	70	4
Rapeseed Oil (HEAR Type)	Ambient		15	20	2
Rapeseed Oil (LEAR Type or Canola)	Ambient		15	20	2
Safflower Oil	Ambient		15	20	2
Sesame Oil	Ambient		15	20	2
Sheanut Butter	37	42	50	55	
Soyabean Oil	Ambient		20	25	2
Sunflowerseed Oil	Ambient		15	20	2
Tallow (for voyages of 10 days or less)	Ambient		55	65	2
Tallow	44	49	55	65	

- 1 The maximum temperature specified during the voyage is lower than the minimum required for discharge, in some cases by as much as 15°C. Bearing in mind the stipulation contained in paragraph 3.1.6, it should be recognised that in some cases ships officers will need to apply heat a few days prior to arrival in order to reach the appropriate discharge temperature.
2. It is recognised that in some cases the ambient temperatures may exceed the recommended maximum figures shown in the Heating Recommendations.
3. Hydrogenated oils can vary considerably in their slip melting points, which should always be declared. It is recommended that during the voyage, the temperature should be maintained at around the declared melting point and that this should be increased prior to discharge to give a temperature of between 10°C and 15°C above that point to effect a clean discharge.
4. Different grades of palm stearin may have wide variations in their slip melting points and the temperatures quoted may need to be adjusted to suit specific circumstances.

