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					
Clabsification	Chemicals Type II & III) (ES		No.: 041167			
Type of Ship	OIL & CHEMICAL TANKER		MARIE E E ESE PERMINISTA A E E A SE PERSONANT A E E E ESTAMBANCO PAR E A PERSONANTIMA A			
Communication	INMAR-B: TEL: 773 20		09			
O SALIZA GALLAGO VANZA		-mail: golden.accord@hmcma	il.com			
Ship's Owner	Marina Frabandari Ship					
	8 Marina Boulevard #26-00 Marina Bay Financial Centre					
	Singapore 018981					
Technical / Operator	Dorval Ship Managemer	ot K K / Dorval SC Tar	kers Inc.			
Tel: +81 3 6841 9698		chu BLDG, 1-14-1, Botan, Ko				
tech@po.dorval.co.jp		el: (813) 6841-9702, E-mail: sa				
Built by	Shitanoe Shipyard Pte. Ltd.,					
Keel Laid Date	08TH OCT. 2003	ISSC No.13HO-0180	SSC			
Launched Date	16 TH JAN. 2004	Expiry: 05th Marc				
Delivered Date	27 TH APR. 2004		y NKK on 10th Apr 2013			
Principal Dimensions	Registered Length	105.2	9 M			
i illicipal Dimonsions	Registered Breadth same to		OM			
	Registered Depth(same to mo Length Over All(L.O.A)	olded) 112.0	O M			
	Length between p.p (L.B.P)	105.0				
	Draft (summer, extreme)		3 M			
(TPC: 17.5 MT)	Height from Keel		0 M 0 M (22.90M)			
(FWA: 164 mm)	Bridge to Bow (to Stern) Bridge to Manifold center		0 M			
Light Ship Condition	Draft	2.248	3 M			
	Displacement		0.27 tons			
Gross Tonnage	(International) 5367.00	Suez: 5798.05 tons	2			
Net Tonnage	(International) 2694.00	A COLOR DE COMPANS DE LA COLOR DE COMPANS DE	ma: 4568 tons			
Main Engine	Akasaka-DIESEL 6UEC33L		OPS x 215rpm			
Speed	Trial Max. (215.0 RPM)		3 Knots			
- F- 1	Service (90% out-put, 15% S) Knots			
Endurance	Service 13,000 miles	Navigation Area / Oc	ean Going			
Complements	23 P	D D 1 / N 1 00 N	IAD OOM / OMO D/11			
Nationality / Registry Port	Singapore/Singapore	Reg. Date/ No.: 03 M				
Bow Thruster		Pitch 2.249m, D=3.40m, I/D=5	5.139 m ³			
Cargo Tanks Capacity (SUS 316L)	Wing Tanks(1PS - 7PS)		5.139 m ³			
/ 202 9T0T1	No.8 P & S Tank (Slop Tank Total		8.667 m ³			
Caronal Manley Managin	Fuel Oil Tanks ("C"Oil)	AND THE PROPERTY OF THE PROPER	9.63 m ³			
General Tanks Capacity	Fuel Oil Tanks (C'Oil) Fuel Oil Tanks ("A"Oil)		.74 m ³			
	Fresh water Tanks (APT P&		7.28 m ³			
	Fresh water Tanks (APT C,		3.91 m ³			
	Tank cleaning Fresh water	· ·	5.90 m ³ TTL 597.09 m ³			
	Water Ballast Tanks (W.B.		0.73 m ³			
Cargo Pump(Framo)	$200 \text{ m}^3/\text{h} = 6 \text{ Sets}, 250 \text{ m}^3/\text{h}$	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	ll Submerged Pump)			
Ballast Pump		cleaning pump: 100 m³/h x				
The state of the s	Draft	Displacement	Dead-weight			
S	7.613 M	11,525.98 Tons	8,575.71 Tons			
M	7.455 M	11,248.15 Tons	8,297.88 Tons			
	7.771 M	11,801.76 Tons	8,851.49 Tons			
1.	7.771 W	11,805.27 Tons	8,855.00 Tons			
Name of Magton	Cant N. Merona Gale	Name of Chief Officer	Lac Yun Tac			

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, Korea

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
Vola 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.citzen-chemical.com		
MMSI No.		310 704 000		

500 M ³ /HR
12
_ 2
= 13,077.015 M ³
699.617 M ³
$\times 300 + 2 \times 100 \text{ M}^3/\text{HR}$

FO Capacity	677.147 M ³
GO/DO Capacity	74.788 M ³
FW Capacity	167.371 MT
FO/day steaming	17.11

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 kft @ 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 STATEMEN

STATEMENT OF FACTS (LOADING)

Page: 1 of 3

Vessel:	MT GOLDEN ACCOR		CORD	Voyage No.		222ТА		
Port:	GRESIK		The state of the s	Terminal/Berth:		DABN JETTY		
Date:	02-Apr-2016		er commission and an application and the entitled and the configuration of the commission and the commission	Charterer:		GIDEON COMMODITIES PTE LTD		
Cargo:		RBD P.STEAR	IN	Stowage:	1P/S,	2P/S,3P/S,4P/S,5P/S,6	P/S,7P/S,8P/S	
A: GENERAL		 — Conductors in the Conductors and Con	овления по объемно на при объемно до при объемно до се со со объемно на при объемно объемно объемно объемно об В контролиција (до рочко оброго на при типо объемно об		ACTIVITY OF THE PROPERTY OF TH	осковательного не поставления в поста		
General K	leys:	Date	Time	General Key	S-	Date	Time	
End of Sea Passage	(EOSP)	30-Mar-16	15:20	NOR tendered	na 2013 and the Proceedings of the Original Section (Section 1981) Child	30·Mar-16	15:45	
Free Pratique Grant	ted	N/A	N/A_	NOR re-tendered	posegogyby é výsimment agy danak út flystudú vált et lakult	N/A	N/A	
Anchored	e en	30·Mar·16	MENTERIA	PERHUBUNGAN PARKAN		31-Mar-16	11:08	
Pilot on Board (POB	3)	31·Mar·16	TOE 12:00	First line ashore		31-Mar-16	14:05	
All Fast		31-Mar-16	14:20	Gaugways ashore	2	31-Mar-16	14:30	
Remarks:	enspirens in the sense in subgroups of the first over a general reflection for the sense site of the first over the sense.	PORTSIDE ALO	NGSIDE	EKA	M			
B: OPERATIO	NS							
Operational Key			Date	Time 2		Remarks		
Surveyor/Loadin	g Master on	board	31 Mar	16 14:45	3 1			
Pre-loading confe	erence comp	leted	31-Mar	31-Mar-16 15:05		1455-1505		
Tanks inspected		31-Mar	31-Mar-16 16.05 16.05		1505-1605			
Tanks accepted	staty er annesting decharacent seelan area helb Alexa area helb Alexa (alexa da la colo de la la sistem	undassees na na suureessa siiraa aanaan nyy fili iliinee ni na filiinee na na filiinee na na filiinee na na fi	31-Mar	16 10016:05	(3)	стоння в намене станов в возствова на вод не до побра под не пред на бей вод добо до возворено в на пред на на	or popularior in the modern of Association (CD PERSON PERSON CO. OF PERSON PERS	
NOR accepted	ogybout see than early aman announcing, errors who all new-Seeth Addition (at 2007 announcing)	er personan an experimental conservativo de la constitució de la conservada persona de la conservada de la cons	31·Mar	16:20	37/	ED SELECTION SETTLE CONTENT OF THE THE SETTLE CONTENT OF THE SETTL	tturing getydnynwyn tygger felyn a planneu cert a fel daild comus aedd dy'r CCT 9. 90	
Loading hose/arm connected		K/Bl/Mar	r-16 16:20 6"x2		nga acca si pagasa y da ac remakcii acci na and a an a			
Vapour hose con	nected	Processor Commission (Commission Commission Commission (Commission Commission	N/A	I-N/A	And Strain Annual Control of the Con	организация в биро в населения развительного высования в биро в под		
Commenced N2	purging	ana. I nevera a Gui Tauri à Containe Mortain au 2 de comé équitée de presidénte de présidénte de présidénte de	N/A	N/A	providence construit construit providence (a transfer de Artistato)			
Completed N2 p	urging	a ngarangak ng Selentunuan na mpepunana akkenisus mulau at 2000 dahira Unian at ministratiga at 200	N/A	N/A N/A				
Commenced load	ling	AND LINES TO THE POPULATION OF THE CONTRACT OF THE POPULATION OF T	31-Mar	31-Mar-16 19:50				
First foot sample	e taken	enakun bahada estaki ki perdi kira di Akkatawa en estina yaki ki kiraki kiraki di aktir tuan ciri	N/A	N/A N/A		ATT AND THE TOWN THE TOWN THE STATE OF THE TOWN THE STATE OF THE STATE		
Temp. stop loading	due to solid car	rgo at shore	01-Apr	16.15				
Commenced blov	wing / piggin	ng / padding	01-Apr	Apr-16 16.45		CALLET CONTROL OF THE		
Completed blowi	ing / pigging	/Continue load	ing 01-Apr	-16 19.30 20.00		000000000000000000000000000000000000000		
Completed loadi	ng	igitaban yakin kina makain awazi je naje karaya kwaja kangan sa kakiban wilika yendi swenniya di wak	02-Apr	-16 11:30	11:30			
Ullaging /sounding		02-Apr	-16 11:40	1:40 1130-1140		- Samuel Control of the Control of t		
Cargo calculations completed		02-Apr	-16 12:00	1135-1200				
Cargo samples taken		02-Apr	-16 11:00	1000-1100		- 100 mg - 1		
Loading hose/ar	m disconne	cted	02-Apr	-16 12:00			Age according to the second se	
Cargo documents onboard		02-Apr	12:30		ория том на в положения (A-10 и до 14 15 но до 14 15 но 15 14 15 но 15 14 15 но 15 14 15 14 15 14 15 14 15 14 16 16 16 16 16 16 16 16 16 16 16 16 16	475 DOG 16 MAN DOG 16		
Cargo loaded (sl	hip's figures)	NAMES OF STATE OF STA	Service and the service and th	3005.091mts	The state of the s	konden kunstad film film en en prediction om en en en de leve en COVIDE (en en TSCOCCCCCCCCC), en desta antique		
B/L figures		S S S S S S S S S S S S S S S S S S S	8000,000mts		und karr saatuu heren eristemis eron ayan erinision saataatti euskat herangan erinisti (erit (eren erinisti te			



DORVAL SHIP MANAGEMENT K.K. CARGO DOCUMENTS FORMS

REV. No.: 2

DATE: 29 Sept 11

Prepared by: DK Approved by: SS

Page:3 of 3

STATEMENT OF FACTS (LOADING)

BUNKER / FRESH WA	TER 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	-6A				
Supplied quantity		TERIA	AN PERHURI		

TOWAGE / TUGS ASSISTAN where applicable)	THE RESERVE OF THE PARTY OF THE	Number of tugs	Comp	enced us	e of tugs	Completed	l use of tugs
Inwards / berthing		2	13:	0000	31-Mar-16	14:15	31-Mar-16
Shifting / unberthing	. /	1	A IM BH				
Shifting / berthing				1			
Outward / unberthing		V 868/5/		1 8			

Do	cumentation attached:
٧	Notice of Readiness
	Notice of Readiness – Re-tendered
V	Tank Cleanliness Certificate
V	Cargo LoadingPerformance Record
V	Ullage / Sounding Report
1	Letter of Protest (Loading Port)
	Letter of Protest (Cargo Operations)
	Letter of Protest (Cargo Quality)
11	Letter of Protest (Difference between Ship's and Shore Figures)
1	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)
T-BACKWOOD	

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

minal





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 2016-1200LT31st 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 recarrange stowage plants 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 Aprl 2016 solid cargo at shore.
ILMO.
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.
Accepted / Received by: Print Name: Dem. T Time / Date: 1236 LT / 62 67 20/5

FOSFA COMBINED MASTERS CERTIFICATE

		MT. GOLDEN ACCORD	Voyage No	: V.22IA
	Built :	2003	Official No	390699
JWN		MARINA FRABANDARI SHI		
Oper		DORVAL SC TANKERS INC		
	spect of carriage of	8000 MT		
	cription :	RBD PALM STEARIN		
	led at :	GRESIK, INDONESIA	For shipment to : Y	ANTAI, CHINA
LVav	iou at			
in Si	nips Tanks No(s)		4S,5P,5S,6P,6S,7P,7S,8E	P,8S
	pers/Chatterers :	PT. KARYA INDAH ALAM		
		JL. KALISOSOK KIDUL N	0 2	
Ista	te that			
		el is classed with (Society)	: NK	
	Certificate No	041167	Issued at TOKYO	
			which currently remains in force	•
	The oil tight integrity of	all cargo compartments is a co	ondition of such classification.	
2.	The named ship compli	es with the FOSFA Qualification	ons and Operational Procedure	S.
3.	Tank heating is by *imn	nersed coils/ heat exchanger . C	coils, tubes and shell as applica	ible are of stainless
	steel construction, and		016 to not less than	Kpa 7 (SEVEN) bars
	for a period of 20	MINUTES and found tight.	TERANGAN SOM PENGA	
4.	Copper and its alloys su	ich as brass, bronze or gun m	etal are not present in any part	of the system installation and
	means of transport that	has contact with the oils or far	ts.	
5.	Tank access/cleaning h	latches are staunch and tight v	with suitable packing and gaske	ets compatible with the cargo.
9.	All internal structural m	embers are self-draining.		
	Tank(s) is (are) * mild s	teel / EPOXY coated I-zinc / s	tainless steel construction.	The state of the second second
8.	Where applicable tank	coating(s) is STAINLESS	STEEL which is (are) fit for fo	od grade products/carriage
	of oils and fats.			
9.	In the tank heating syst	tem, heating medium is steam.		
10.	Where medium is therr	nal heating fluid, this is	N/A	
11.	Cargo lines are *stainle	ess steel with sufficient drain value	alves to ensure complete clear	ng and draining of the system.
12.	The tank(s) has (have)	not contained, as the last thre	e <mark>car</mark> goe <mark>s, any leaded pr</mark> oduct	S. A
13.	The three previous car	goes were as follows:		
	SHIP'S TANK NO :	LAST CARGO	2ND LAST CARGO	3RD LAST CARGO
	1P	ETHANOL	PAIM ACID OIL	NONENE
	18	PALM ACID OIL	NONENE CRUDE BENZENE	METHANOL SULPHURIC ACID
	2P	DIESEL OIL ETHANOL	DIESEL OIL	CRUDE BENZENE
	2S,7P 3P,3S	ETHANOL	PAIM ACID OIL	CANOLA OIL
	4P,4S	ETHANOL	PALM OIL BLEND	METHANOL
	5P,5S	ETHANOL	PALM OLEIN	METHANOL
	6P	ETHANOL	PALM OIL BLEND	CANOLA OIL
	68	ETHANOL	PALM OLEIN	CANOLA OIL
	78	ETHANOL	DIESEL OIL	SULPHURIC ACID PALM FATTY ACID
	8P 8S	DIESEL OIL ETHANOL	TOLUENE DIESEL OIL	NONENE
			us cargo was not less than 60 p	
1			evious cargoes using cleaning	
-	#LAST CARGO ETH	sii cleaned alter illinediate pro (ANO).	*LAST_CARGO_P	
	- BOTTOM FLUSH	WITH FRESH WATER 0.5 H		
	- GAS FREE OPER			ON (2% A/B) 2 HRS.
	- BUTTERWORTH B	RESH WATER 0.5 HRS	- RINSE B/W HO	OT SEA WATER 2 HRS.
	- VENT/MOPPING/	DRY		RESH WATER 0.5 HRS.
	# 1 1 0 M A 1 M A A 7 7	CONT ATT	- VENT/MOPPING	S/DRY
	#LAST CARGO DIE		TD6	
		NOT SEA WATER 80C 3.0 F N (A/B 2%) CLEANER 2.0		
		ORTH WARM SEA WATER 2		
		FRESH WATER 0.5 HRS.		
	- VENT/MOPPING/	DRY		

Signed * Captain/Chief Officer
Ship MT. GOLDEN ACCORD S

Date MARCH SE 2016

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

Time Sheet

Date: 25th April 2016			
Voy. No.: 30			
MRS-Single-geological Brands in a minimizer of Size - 1,000 pp. de Carrier and Artistic - 1,000 pp. de			
UCO/PFAD - 1500/1500 MT			
UCO-IW/PFAD-5W			
1100			
1130			
1130			
1340 2 TUGS			
1354			
1418			
1418 (3±2 STBD Side A/S)			
1418			
Ship's MOT			
1436 N			
1430 32			
94500			
SOUND IS N			
16.10			
16,026			
17055 Vargo solld at shore tank			
00-1945 Ontinue Loading			
000-1945 Ontimae Loading 0524 Shore Stop			
448-06-48			
624 6630			
530-0548			
648-0724			
724-0748.			
748-0806			
0830			
V Q 2 V			
· Commonwealth Com			
*			

Delays / remarks SHE ANTACHED LOP DELAYS

Shipper / Receiver

SELOG

Master/Chief Officer



Letter of protest

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

To:

Tac 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 35-19.45 24 Apr 2016 Loading Temp step due to solid cargo at shore

EKA

Therefore on behalf of Owners/Characters I have to hold you full seesponsible for all expenses which may arise thereform and further reserve the right to take at such actions as may be considered necessary to protect the interests of any Owners/Charterers.

Yours faithfully

Capt. Vishnu Parsad Dwivedi

Please acknowledge receipt of this letter

FOR ACKNOWLEDGE ONLY



Vessel:

MT Sichem Marseille

Port:

Gresik, Indonesia

Vov:

30

Terminal:

DABN Terminal

Cargo:

UCO

To:

Loading Master Shipper & To whomsnever it may concern

Fin:

MT Sichem Marseille

Sub:

Manifold Connection & Slow loading rate (UCO)

Dear Sirs,

This is to inform you that my wessel offered 2 manifolds of 6" for foading 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 not lessel contil lead earge 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

Mastof

M.T Sichem Marseille 25th April 2016 Deceived

Loading Master / Receivers

FOR ACKNOLLED

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		TGL	KONDISI SEBENARNYA
NECKONSECUCION DE HERES CINA	CUACA			CUACA
	Hujan			Hujan
0	ANGIN:		0	ANGIN:
01 April 2016	BD - BL,		01 April 2016	BD - BL,
2	2 - 7 kt, maks 8 kt		<u> </u>	2 - 7 kt, maks 8 kt
201	SUHU Max = 27°		201	SUHU Max = 26°
O	SUHU Min = 23 ⁰		0	SUHU Min = 220
	RH Max = 92 %			RH Max = 87 %
	RH Min = 68 %		The second secon	RH Min = 74 %
	CUACA		Name of Association (Association of Association of	CUACA
	Hujan	-	TERIAN F	HUJAN BUNGANANGIN:
9	ANGIN:	KEMEN	MBANGA	DIM PERHUBANGIN:
02 April 2016	Tg-S,	DIA PE		Tg-S,
	2 -7 Kt, maks 9 kt	3		2 -7 Kt. maks 9 kt
0,70	SUHU Max = 30°	11	Total Total	SUHU Was = 310
0,	SUHU Min = 24°		EKA E	SUHU Min 3 240
	RH Max = 84 %			RH Max
CONTROL PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS O	RH Min = 66 %	828		RH Min = 75%
	CUACA	88		CHACA
	Hujan	30.8	JA A	Hujan
03	ANGIN:	1 36.81	103	ANGIN!
03 April 2016	Timur	M do	3 Apr	D Community
2	2-7 maks 22 kt SUHU Max = 33°	5)	120	2-7 maks 22 kt SUHU Max = 30
5	SUHU Min = 28°	1/7	76	SUHU Max = 30° SUHU Min = 25°
	RH Max = 83 %	TEKI	IK II	RH Max = 95 %
	RH Min = 63 %		TA IL	RH Min = 83 %
MERCHANICAL REPORT OF THE PROPERTY OF THE PROP	CUACA			CUACA
	Hujan		ili di funda publica	Hujan
atting.	ANGIN:		neconstant and a second	ANGIN:
4	Timur,		04 2	Timur,
04 April 2016	2 - 7 maks 9 kt		04 April 2016	2 - 7 maks 9 kt
8	SUHU Max = 34°		20	SUHU Max = 31°
o o	SUHU Min = 27°		6	SUHU Min = 26°
	RH Max = 85 %		est per social per soc	RH Max = 94 %
	RH Min = 58 %		Distribution (Control of Control	RH Min = 73 %
processing the first of the second se	CUACA			CUACA
	Berawan		design of the second of the se	Berawan
0	ANGIN:		0	ANGIN:
05 April 2016	Selatan		05 April 2016	Selatan
ADDRESS D. SERVICES D. SERVICE	2 - 8 Kt, maks 10 kt		The street was a street with the street was a street was	2 - 8 Kt, maks 10 kt
201	SUHU Max = 33°		201	SUHU Max = 30°
O)	SUHU Min = 27°		O	SUHU Min = 27°
	RH Max = 88 %		National Services	RH Max = 89 %
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SUHU Min = 28° RH Max = 80 % RH Max = 81 %	PENERODOPEN	01	1226		es-acceptance of the control of the	01	SUHU Max = 30°
	National Property of the Control of	Q1	SUHU Min	= 280	TC-American	0	SUHU Min = 28°
RH Min = 58 % RH Min = 76 %	Mesonsocial		RH Max	= 80 %	Brown State	Electrical activation	RH Max = 81 %
	and the party of the last of t		RH Min	== 58 %	Menocrawing		RH Min = 76 %



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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.
- 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:
 - 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:
 - All receivers from that tank should be in agreement to the proposed variations in the temperatures stated in 3.1.4 above;



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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.





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FOSFA HEATING RECOMMENDATIONS

<	E 8000000000000000000000000000000000000	RATURES G VOYAGE	TEMPERA DISCH	SEE NOTE	
OIL TYPE	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		mbient	20	25	2
Fish Acid Oil	20	25	35	40	
Fish Oil	20 25		25	30	
Grapeseed Oil		mbients AN SOM	UN 15	20	2
Grease	37	42	THU 50	55	
Groundnut Oil		mbient	20	25	2
Hydrogenated Oils		arious		ious	3
Illipe Butter	37	42	50	55	
Fatty Acid Methyl Esters	1 31		30	33	
(FAME) from Maize / Rapeseed/ Soyabean / Sunflower	A	mbient EKA BH	Aml	bient	2
Fatty Acid Methyl Esters	V 328	7	1 20		
(FAME) from Coconut / Palm /	25	30	30	40	
Palm Kernel / Tallow					
Lard	38	45	50	55	
Linseed Oil		mbient	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	- Am
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	
	27	32	40	45	
Palm Kernel Oil	25	30	30	35	
Palm Kernel Olein Palm Kernel Stearin	32	38	40	45	
	32	40	50	55	
Palm Oil					
Palm Olein	25	30 50	30	35 70	
Palm Stearin	45		60		2
Rapeseed Oil (HEAR Type)	Ambient		15	20	2
Rapeseed Oil (LEAR Type or	A	mbient	15	20	2
Canola)	1	1.	1 4=	1 00	-
Safflower Oil	Ambient		15	20	2
Sesame Oil	Ambient		15	20	2
Sheanut Butter	37 42		50	55	
Soyabean Oil		mbient	20	25	2
Sunflowerseed Oil		mbient	15	20	2
Tallow (for voyages of 10 days or less)	Ambient		55	65	2
Tallow	44	49	55	65	



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- 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.

