



Commodities International Shipping and Survey

FILE No. SGD00697
VESSEL VEYSEL VARDAL
COMMODITY CRUDE SUNFLOWER OIL
VOYAGE NO 05\2022
SHIP'S TANKS 1C,2C,3C,4C,5C
LOADING PORT VARNA, BULGARIA
BERTH No 13
PORT OF DESTINATION RAVENNA, ITALY
QUANTITY, MT 2949.486 mt

FOSFA HEATING INSTRUCTIONS IN RESPECT SHIPMENT OF OILS AND FATS

(in the following text the word oil shall be understood to mean oil/fat)

Following the FOSFA Heating Instructions in respect of bulk shipment of oils and fats:

1. Shippers shall ensure that the temperature of the oil during delivery into the tank(s) of a ship is that at which the oil is usually handled and where the heat is applied that 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. Pressure 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 (Table A).

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 (Table A). The cargo shall be maintained within the 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 reading shall be taken:

- In tanks which have bottom coils at 30 cm (one foot) above the level of the coils;
- 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 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;
- 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 3.1.8; 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 temperature is reached

3.4 Bulk oils shipped in tanks by vessels whose voyage 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

TEMPERATURE TABLE			
During Voyage		At time of discharge	
min °c	max °c	min °c	max °c
AMBIENT	AMBIENT	15	20

(*): It is recognized that in some cases the ambient temperatures may exceed the recommended maximum figures shown in the Heating Recommendations.



