FOSFA CIRCULAR

Member Superintendents

29 February 2016

CODE OF PRACTICE FOR MEMBER SUPERINTENDENTS

In recognising that superintendents do not witness the application of live steam/hot water to tank coils and/or heat exchangers, as set out in the Code of Practice for Member Superintendents at Part I 5.3, and reported upon in the FOSFA Certificate of Compliance, Cleanliness and Suitability of Ship's Tank at Point 9, these publications are to be amended to reflect a determination/enquiry and reporting undertaking only, deleting the 'witnessing' element.

To that end, replacement Pages Part 1-7 and 1-8 are attached for run off and insertion into the Code of Practice in the appropriate place. Alternatively, a hand written amendment could easily be applied in this instance. One page attached conveys a Revised 2016 designation in keeping with previous amendments to this publication.

We also provide a copy of the Certificate with an effective date of 1 April 2016, when this revised text qualification comes into being, and will be highlighted in a separate circular to the Oils and Fats Section, for wider notification amongst the trade. The same circular will address and attach the amended Qualifications and Operational Procedures.

We remind superintendents that UCO and UCOME have been added as banned immediate cargoes (effective 1 April 2016) and the revised list is in circulation, again to the whole Oils and Fats Section.

D Bennett
Trade Policy and Development Manager

Check visually so far as accessible to ensure that no internal fittings of copper or copper alloy, which are not allowed. Report on condition of tank coating. Report on residues, loose scale, hardened product adhesion to cross-members, etc. Where chemical cleaning has taken place, it is essential to check for residual chemicals. Report on any unusual foreign odour and identify if possible. Where not accessible, a very limited inspection can be made from deck manholes. If the condition of tank is unacceptable, if possible advise Principal and/or reject. The superintendent reports on the FOSFA Certificate of Compliance, Cleanliness and Suitability of Ship's Tank, based on sighting the FOSFA Combined Master's Certificate.

5.3 SHIP'S TANK - HEATING COILS

Report on layout of immersed coils or heat exchangers, construction material of coils, heating medium and determine date of last live pressure test and record as required. At completion of loading, appropriate heating instructions for oil in transit and at discharge to be drawn up, placed on board the ship and signed for and receipted on behalf of the Master. Guidelines for heating oils and fats are at Annex II.

5.4 SHIP'S TANK MEASUREMENT - GROSS DIP

Ullaging with steel tape and ullage rule is recommended. This is to be from a marked datum point related to ship's calibration data from which volume is calculated. Coincident with ullaging, note should be made of draughts, list and trim of ship and adjustment made when calculating ship's figures. As ship's calibration is generally based on builders' drawing, degree of accuracy may be limited.

5.5 SHIP'S TANK MEASUREMENT - WATER

Difficulties of measuring free water (as noted for shore tanks) apply in the case of ship's tanks, with the added problem of dipping to a known bottom and obtaining an equivalent volume from calibrations.

5.6 SHIP'S TANK MEASUREMENT - TEMPERATURE

Depending on equipment available, temperatures can be measured at various levels by electronic devices fitted with probes or by drawing up sample and measuring temperature in the sampler by hand-held thermometers, digital or liquid in glass. Under no circumstances is glass permitted inside tanks containing oils and fats.

5.7 SHIP'S PIPELINE - FACILITIES RELEVANT TO THE PARTICULAR OPERATION

In conjunction with ship's officers and drawings of pipeline system, the superintendent should ensure that he understands line routing, valve separation and segregation as far as his operation is concerned. Obtain from the ship's crew the last use of lines to be used and, with the exception of segregated tanks, lines and pumps, the previous three cargoes in the lines should be checked against current FOSFA contract terms and the FOSFA List of Banned Immediate Previous Cargoes or the FOSFA List of Acceptable Previous Cargoes.

Where accessible, inspect and ensure that they are empty and clean, including making a note of chemicals used in cleaning. Report if not accessible for inspection. Reports to be made on the FOSFA Certificate of Compliance, Suitability and Cleanliness of Ship's Tank.

5.8 SHIP'S ANCILLARIES - PUMPS

Note to be made of pump types, capacities, functions, and location - centralised pump room, submerged in tank, together with filters, suctions. Pumps shall not contain copper or copper alloy. Where refined oils are shipped, preference is for tanks which have dedicated pumps. Otherwise, the pumping system should be adequately segregated from other incompatible grades, preferably by means of double valve.

5.9 SHIP'S ANCILLARIES - CONDITION

Where pump rooms permit safe access and pumps, filters, are open, these should be visually inspected. Where these are inaccessible or connected with rigid and permanent pipework, the superintendent must rely on the ship to advise previous movement, possible contents and report accordingly, including note of chemicals used in cleaning. Similarly, sea cocks should be checked where accessible. Where tanks are being loaded for voyage, tank hatches, sounding pipes, should be checked to ensure water-tight to prevent ingress of sea water during voyage.

5.10 INFORMATION AND REPORTING

Specific information must be provided by the ship's command in the form prescribed in the FOSFA publication "Carriage of Oils and Fats".

6. MOBILE TANKS - ROAD/RAIL VEHICLES, PORTABLE TANKS (UP TO ABOUT 100 TONNES CAPACITY)

6.1 MOBILE TANKS - FACILITIES

Information to be obtained from the operator of capacity, construction, materials, internal coating, insulation, heating facilities, valves and valve segregation, calibration, together with nature of mobility. Report if mobile tank not dedicated.

6.2 MOBILE TANKS - CLEANLINESS

External and internal condition, state of cleanliness, dryness visually inspected. Although requirements are generally similar to those applying to ships and shore tanks, the nature of their application, particularly road vehicle tanks, is such that they can be cleaned quickly and effectively.

6.3 MOBILE TANKS - HEATING AND INSULATION

Information to be obtained from the operator on internal coils, type, heating medium with source and method of applying, shell insulation and any external heating.

6.4 MOBILE TANKS - MEASUREMENT CONTENTS

Road and rail tanks to be measured either by gross and tare weighing or volumetrically by dip or ullage if on a level surface.

6.5 MOBILE TANKS - WATER

Where tanks are mounted with slope to end or centre or, by virtue of their mobility, can be tilted towards bottom valve off-takes, it is preferable to run off free water rather than attempt to measure.

6.6 MOBILE TANKS - TEMPERATURE

Depending on equipment available, temperatures can be measured at various levels by electronic devices fitted with probes or by drawing up sample and measuring temperature in the sampler by hand-held thermometers, digital or liquid in glass. Under no circumstances is glass permitted inside tanks containing oils and fats.

6.7 MOBILE EQUIPMENT - PIPELINES

Most mobile tanks have valved bottom outlets with short pipelines which are usually empty except when transferring which must be checked.

FOSFA CERTIFICATE OF COMPLIANCE, CLEANLINESS AND SUITABILITY OF SHIP'S TANK

Ship ..... Ship's Tank .....

Owner ..... Operator .....

Inspected for cleanliness at port ..... Berth .....

on (Date) ..... At (Time) ..... hours.

1. We have sighted a statement in the form of the FOSFA Combined Master's Certificate signed by the *Captain/First Officer or an equivalent statement signed by the *ship's owners/authorised agent certifying that the above named ship complies with the FOSFA Qualifications and Operational Procedures.

2. Prior to inspection we were informed by ship's *Captain/First Officer that the tank was -

   * Stainless steel
   ***** Mild steel coated with (description of coating)
   * Mild steel

3. We received a copy of a statement signed by ship's captain, owners or authorised agent certifying that:

   *a. The immediate previous cargo in the tank was not a substance appearing on the FOSFA List of Banned Immediate Previous Cargoes in force at the date of the Bill/s of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargo as set out in the FOSFA List of Banned Immediate Previous Cargoes. The three previous cargoes carried are stated to have been:

   Last Cargo .....
   Second Last Cargo .....
   Third Last Cargo .....

   *b. The immediate previous cargo in the tank was a substance on the FOSFA List of Acceptable Previous Cargoes in force at the date of the Bill/s of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargo as set out in the FOSFA List of Acceptable Previous Cargoes. The three previous cargoes carried are stated to have been:

   Last Cargo .....
   Second Last Cargo .....
   Third Last Cargo .....

   *c. Applicable to mild steel tanks only - The three previous cargoes were oils and fats for edible and oleo-chemical use and /or molasses and were stated to have been:

   Last Cargo .....
   Second Last Cargo .....
   Third Last Cargo .....

4. We sighted ship's log which confirmed the above information as to the last three cargoes and the percentage of the immediate previous cargo in the tank, which was not less than 60 percent by volume of the tank.

5. We were informed by ship's …….. that the tank had been cleaned after the last cargo by using the following cleaning procedure:
……...

6. Tank was examined internally for cleanliness and as far as could be seen was found to be clean and dry and free from harmful material and, in our opinion, in this respect based on our visual inspection and at the time of our inspection, was in a fit state to receive a cargo of …….. in bulk.

7. From our inspection we found the tank construction was:

   *a. Stainless Steel

   *b. Mild steel coated and as far as could be seen the coating appeared to be in sound condition with minimal mild steel exposure, without loose scale or closed blisters.

   *c. Mild steel and as far as could be seen appeared to be in sound condition without loose scale.

8. Ship's cargo pumps and fixed pipelines were inspected as far as possible in-situ and based on visual inspection found to be clean and dry with no significant odour.

9. We were informed by the ship's …….. that the tank coils and/or heat exchangers were tested on ……(date) by an application of *live steam/hot water to not less than …….. kPa ……bar for a period of …….. and were found tight.

10. As far as could be seen from our visual inspection, the hatch covers and jointing appeared to be in sound condition, the seals and packing did not appear to contain copper or copper alloy and there was no copper or copper alloy in the pipelines, pumping system or tank internal fittings where they were in contact with the cargo.

Issued by: …… (FOSFA Member Superintendent)

Signed: ……

Inspection completed at …… hours on …… (Date)

NB ONE REPORT PER TANK TO BE COMPLETED.

*Delete which is inapplicable