Fuel System Check e-Form

Important : This form must be fully completed and send together with the fuel sample

To be filled in by vessel's staff					For laboratory use		
Vessel Information	Name	:			Sample number		
	IMO no.	:	Call Sign :				
Billing Information	Analysis for account of	:	Owner ☐	Charterer ☐ Other ☐	Analysis	Yes	No
	Company name	:				Pending	
Bunkering information	Bunkering date	:			Delay	Full	Cut off
	Bunkering port	:				LOI	Other
	Mixed with other fuel	:					
System settings at time of sampling	Bunker tank in use	:			Type	V	O
	Separator configuration	:				C	
	Fuel temp at separator inlet	:	@ °C		Label	VPS	MARPOL
						FSC	Other
Reported problems	Are these samples submitted due to fuel related problems :					Non VPS	No label
	Use reverse to provide more info on the experienced problems				Ch. Eng	Y	N
Sample 1	Sampling position*	:	#		Supplier	Y	N
	Sampling date	:	20-Jul-2017	Time : 14:26	Surveyor	Y	N
	Seal number	:			VPS Bottle	Y	N
Sample 2	Sampling position*	:	#		Seal intact	Y	N
	Sampling date	:		Time :			
	Seal number	:			Extra seal info		
Sample 3	Sampling position*	:	#				
	Sampling date	:		Time :			
	Seal number	:					
Sample 4	Sampling position*	:	#		AWB		
	Sampling date	:		Time :			
	Seal number	:					
Sample 5	Sampling position*	:	#		Date sent		
	Sampling date	:		Time :	Sent from		
	Seal number	:			Comments		
Sample 6	Sampling position*	:	#				
	Sampling date	:		Time :			
	Seal number	:					
Sample 7	Sampling position*	:	#				
	Sampling date	:		Time :			
	Seal number	:					
Sample 8	Sampling position*	:	#				
	Sampling date	:		Time :			
	Seal number	:					
	**See reverse for instructions*						
	Use multiple forms in case more then eight (8) samples are submitted						
Chief Engineer's Singature	Date		Vessel's stamp		Verified by / Date / Time		
	20-Jul-2017						

Additional information

Recommended sampling position & identifcation *(please also refer to Instruction Manual part 1)*

For analysis results to be useful, sampling must be carefully carried out at key locations throughout the fuel oil system.

- Transfer pump sample, to assess whether settling has taken place in the storage tank.

- Before separator sample, to assess the performance of the settling tank and to be able to assess the efficiency and performance of the separators.

- After separator sample(s), to assess the efficiency and performance of the individual separators. When multiple separators are in use one sample should be drawn after each separator in use. When multiple separators are in use please indicate the number behind the sampling location in this form.

- After service tank sample, to assess the quality of the fuel in the service tank and whether any impurties has entered the fuel after the separators.

- Before engine, to assess the quality of the fuel as consumed by the engines.

In order to make the assessment of the analysis results to be as meaningful as possible, the samples should be drawn within a short period of time and when the fuel from the last bunkering has displaced the fuel oil from the previous delivery.

Before/after separator sampling should take place in between the de-sludging cycles. For instance, if discharge interval is set to two hours, the samples should be taken one hour after a discharge. First the separator inlet sample is taken, and immediately after that, the sample of the cleaned oil at the separator outlet should be taken.

For safety reasons it is NOT recommended to take samples from the booster system. Safety precautions should be taken if such samples need to be drawn because the fuel oil at this point has an elevated temperature and is kept under relatively high pressure.