

## 1 PREFACE

The primary objective of these Guidelines is to establish an agreed method to obtain a representative sample of the fuel oil for combustion purposes delivered for use on board ships.

## 2 INTRODUCTION

The basis for these Guidelines is regulation 18(3) of Annex VI to MARPOL 73/78, which provides that for each ship subject to regulations 5 and 6 of that Annex, details of fuel oil for combustion purposes delivered to, and used on board the ship, shall be recorded by means of a bunker delivery note which shall contain at least the information specified in appendix V to that Annex. In accordance with regulation 18(6) of Annex VI, the bunker delivery note shall be accompanied by a representative sample of the fuel oil delivered. This sample is to be used solely for determination of compliance with Annex VI of MARPOL 73/78.

## 3 DEFINITIONS For the purpose of these Guidelines:

- 3.1 Supplier's representative\* is the individual from the bunker tanker who is responsible for the delivery and documentation or, in the case of deliveries direct from the shore to ship, the person who is responsible for the delivery and documentation.
- 3.2 Ship's representative is the ship's master or officer in charge who is responsible for receiving bunkers and documentation.

\* For the purposes of Australian implementing legislation, this is the local fuel oil suppliers representative.

- 3.3 Representative sample is a product specimen having its physical and chemical characteristics identical to the average characteristics of the total volume being sampled.
- 3.4 Primary sample is the representative sample of the fuel delivered to the ship collected throughout the bunkering period obtained by the sampling equipment positioned at the bunker manifold of the receiving ship.
- 3.5 Retained sample is the representative in accordance with regulation 18(6) of Annex VI to MARPOL 73/78, of the fuel delivered to the ship derived from the primary sample.

## 4 SAMPLING METHODS

- 4.1 The primary sample should be obtained by one of the following methods:
  1. manual valve-setting continuous-drip sampler; or
  2. time-proportional automatic sampler; or
  3. flow-proportional automatic sampler.
- 4.2 Sampling equipment should be used in accordance with the manufacturer's instructions, or guidelines, as appropriate.

## 5 SAMPLING AND SAMPLE INTEGRITY

- 5.1 A means should be provided to seal the sampling equipment throughout the period of supply.

5.2 Attention should be given to:

1. the form of set up of the sampler;
  2. the form of the primary sample container;
  3. the cleanliness and dryness of the sampler and the primary sample container prior to use;
  4. the setting of the means used to control the flow to the primary sample container; and
  5. the method to be used to secure the sample from tampering or contamination during the bunker operation.
- 5.3 The primary sample receiving container should be attached to the sampling equipment and sealed so as to prevent tampering or contamination of the sample throughout the bunker delivery period.

## 6 SAMPLING LOCATION

For the purpose of these Guidelines a sample of the fuel delivered to the ship should be obtained at the receiving ship's inlet bunker manifold and should be drawn continuously throughout the bunker delivery period.\*

\*The phrase "be drawn continuously throughout the bunker delivery period" in paragraph 6 of the Guidelines should be taken to mean continuous collection of drip sample throughout the delivery of bunker fuel covering each bunker delivery note. In case of receiving an amount of bunker fuel necessitating two or more delivery notes, the sampling work may be temporarily stopped to change sample bags and bottles and then resumed as necessary.

## 7 RETAINED SAMPLE HANDLING

- 7.1 The retained sample container should be clean and dry.
- 7.2 Immediately prior to filling the retained sample container, the primary sample quantity should be thoroughly agitated to ensure that it is homogeneous.
- 7.3 The retained sample should be of sufficient quantity to perform the tests required but should not be less than 400 ml. The container should be filled to 90% ± 5% capacity and sealed.

## 8 SEALING THE RETAINED SAMPLE

- 8.1 Immediately following collection of the retained sample, a tamper proof security seal with a unique means of identification should be installed by the supplier's representative in the presence of the ship's representative.

A label containing the following information should be secured to the retained sample container:

- .1 location at which, and the method by which, the sample was drawn;
  - .2 date of commencement of delivery;
  - .3 name of bunker tanker/bunker installation;
  - .4 name and IMO number of the receiving ship;
  - .5 signatures and names of the supplier's representative and the ship's representative;
  - .6 details of seal identification; and
  - .7 bunker grade.
- 8.2 To facilitate cross-reference details of the seal, identification may also be recorded on the bunker delivery note.

## 9 RETAINED SAMPLE STORAGE

- 9.1 The retained sample should be kept in a safe storage location, outside the ship's accommodation, where personnel would not be exposed to vapours which may be released from the sample. Care should be exercised when entering a sample storage location.
- 9.2 The retained sample should be stored in a sheltered location where it will not be subject to elevated temperatures, preferably at a cool/ambient temperature, and where it will not be exposed to direct sunlight.
- 9.3 Pursuant to regulation 18(6) of Annex VI of MARPOL 73/78, the retained sample should be retained under the ship's control until the fuel oil is substantially consumed, but in any case for a period of not less than 12 months from the time of delivery.
- 9.4 The ship's master should develop and maintain a system to keep track of the retained samples.



# BUNKERS SAMPLING GUIDELINES

Guidelines for the sampling of fuel oil for determination of compliance with Annex VI of MARPOL 73/78, in accordance with IMO Resolution MEPC.96(47)



Australian Government  
Australian Maritime Safety Authority