



FUEL INFORMATION FORM

(REV 22MAR2010)

Pre-Bunker Transfer – Request to witness sampling	VESSEL :		IMO NO:
	CUSTOMER NAME:		
	BUNKER PORT :		DATE:
	SUPPLIER:		GRADE OF FUEL :
	To : Bunker Fuel Supplier / Supplier's Representative. The ship's owner/manager has contracted with VISWALAB for checking the quality of the bunker fuel received onboard. The bunker fuel sampling will be done in accordance with IMO resolution MEPC. 182(59) or SS600:2008 (Singapore), as appropriate. We hereby request you to witness collection of representative samples at the custody transfer point (receiving vessel manifold) , acknowledge and record them in the BDN. Remarks:		
	Sign & Stamp: Chief Engineer	Sign & Stamp: Supplier	Sign & Stamp: Surveyor (If appointed)

Post-Bunker Transfer- Fuel and sample information	Delivered quantity (MT) :		Density @ 15 deg C(kg/m3):		
	Sulfur content (%) :		Viscosity @ **40/50 deg C, cst:		
	SAMPLES COLLECTED AT THE RECEIVING VESSEL'S MANIFOLD				
	Sampling method** : Continuous drip throughout bunkering / Others: Please specify:				
	Purpose	Vessel Seal no	Counter seal no	Recorded in BDN?	Remarks
	Vessel retention			Yes /No**	
	Vessel retention			Yes /No**	
	Barge retention			Yes /No**	
	Testing lab			Yes /No**	
	Others			Yes /No**	
Others			Yes /No**		
OTHER SAMPLES: Samples provided to the vessel by supplier which were collected from an unknown sampling point that was not agreed upon by the receiver are documented below. The receiver does not certify that the samples recorded below are representative of the delivered bunker. The receiver has accepted and documented the samples received from supplier FOR RECEIPT ONLY WITHOUT PREJUDICE.					
Purpose	Seal Number	Remarks			
Please indicate in the remarks column which of the above samples is the designated vessel 'retained ' (MARPOL) sample as per MARPOL annex VI, reg 18.8.1					
Remarks:					
Sign & Stamp: Chief Engineer		Sign & Stamp: Supplier		Sign & Stamp: Surveyor (If appointed)	

Despatch Information	DHL/FEDEX** Air waybill / tracking no:	
	Sent to**: VISWALAB Singapore / Houston	Date handed over for dispatch :
	Agency responsible for dispatch :	
	City:	Country :
	Tel :	Fax :
	Agent's Email :	Ship's Email:

IMPORTANT: Please complete this form and fax or email to Houston / Singapore as appropriate, as soon as possible, so that we can track your shipment and assist the agent if required. Form Distribution: Vessel /Supplier / VISWALAB enclose 1 copy+BDN with despatched sample.

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. **Delete as appropriate.

NOTES

THE FUEL INFORMATION FORM(REV12DEC09)

THE FUEL INFORMATION FORM IS AN IMPORTANT DOCUMENT THAT CAN HELP PROTECT THE VESSEL'S INTERESTS IN CASE OF MACHINERY DAMAGES OR DISPUTES. PLEASE COMPLETE THIS FORM IN AS MUCH DETAIL AS POSSIBLE

The form has three sections as follows:

Pre-Bunker-Transfer: To request supplier to witness the collection of the representative bunker samples at the manifold of receiving vessel using a proper sampling device (Portable line sampler or equivalent capable of collecting a continuous drip sample throughout delivery) and to acknowledge the same. Ideally all samples should be collected jointly by receiver and supplier at the custody transfer point (receiving vessel's manifold) and acknowledged by both parties. **The Chief Engineer must endeavour to get the supplier to agree to collect all samples from the receiving vessel's manifold and record them in the BDN. If the request is declined please record in an appropriate document/log book/protest letter as per your company's guideline .**

Post-Bunker-Transfer: To record fuel information and samples collected during the bunkering operation. This section has two parts. The top part is for recording samples collected at receiving vessel's manifold. The bottom part is for recording samples provided to the vessel by supplier which were collected from an unknown sampling point that was not agreed by the receiver (vessel). **IT IS IMPORTANT TO RECORD THE SAMPLES IN THE CORRECT PART OF THE FORM TO AVOID AMBIGUITY IN CASE OF DISPUTE/CLAIMS.**

Dispatch details: Please complete this section and fax or email to us as soon as the sample is handed over to the agent. Using pre-printed way bills provided in the fuel kit, please send samples to VISWA LAB SINGAPORE from Australia, **BELGIUM**, China, Hong Kong, Indian sub continent, Indonesia, Japan, Kuwait, Malaysia, **NETHERLANDS**, Philippines, Oman, Saudi Arabia, Singapore, South Africa, South Korea, Sri Lanka, Taiwan, Thailand, Turkey, UAE. From all other countries please send samples to VISWALAB HOUSTON . The fuel kit contains a table to assist you in dispatching the sample to the appropriate laboratory. **In China the agent may refuse to take the sample citing government restrictions. If you are bunkering in China, please contact us and we will help the agent ship the sample to our lab. In Rotterdam and Antwerp we have special arrangements to ship samples to our lab - refer instructions in DHL POUCH.**

SAMPLE COLLECTION

1. Collect at least 4 litres of sample by continuous drip method in a cubitainer connected to a drip sampler fitted at the receiving vessel's manifold. The cubitainer should be sealed before bunkering commences. The sample must be drawn continuously throughout the bunker delivery period
2. Adjust the needle valve of the drip sampler to regulate the drip rate. Seal the needle valve of the drip sampler whenever it is set or re-set.
3. On completion of bunkering, remove the cubitainer, cap and shake it vigorously to achieve homogeneity of the sample ,This is the 'primary sample' which should be distributed into sample bottles in four passes as detailed below.
4. Prepare all the sample bottles in a row with caps opened.
5. Cap and shake the cubitainer vigorously. Fill all the bottles to 25 % capacity in the FIRST PASS.
6. Cap and shake the cubitainer vigorously. Fill all the bottles to 50 % capacity in the SECOND PASS.
7. Cap and shake the cubitainer vigorously. Fill all the bottles to 75 % capacity in the THIRD PASS.
8. Cap and shake the cubitainer vigorously. Fill all the bottles to 95 % capacity in the FOURTH PASS.
9. Secure the bottles with INNER PLUG AND CAP and seal them.
10. get the sample labels signed by the supplier.
11. Provide one sample to the supplier. Retain two samples on board. Send one sample to Viswalab for testing. If more samples are collected please record them in the form.
12. VISWALAB provides four bottles to be used for each bunker delivery. We recommend that the samples be collected in these bottles. Other bottles may be used provided the samples can be properly labeled and sealed without compromising sample integrity. In any case the the sample sent to VISWALAB for testing should preferably be collected in the VISWALAB bottle for ease of transportation using the IATA carton provided in the fuel kits.

Note: . In accordance with regulation 18.8.1 of Annex VI, the bunker delivery note shall be accompanied by a representative sample of the fuel oil delivered. This sample –commonly referred to as MARPOL sample - is to be used solely for determination of compliance with Annex VI of MARPOL 73/78. The MARPOL 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. IMO resolution MEPC. 182(59) recommends that the MARPOL sample be collected at the receiving vessel's manifold continuously throughout the bunker delivery period.

PLEASE DO NOT SEND THE MARPOL SAMPLE FOR ROUTINE TESTING TO OUR LAB.



MATERIAL SAFETY DATA SHEET (MSDS) FOR MARINE FUELS

No.	Sections	Detailed Explanation
1.	Identification of Substance	Marine Residual Fuel / Marine Distillate Bunker Oil, Heavy Fuel Oil, Marine Fuel Oil, Intermediate Fuel Oil, Marine Gas Oil, Marine Diesel Oil ISO Reference 8217, MARPOL ANNEX VI
2.	Hazard Identification	The normal conditions of use and storage of this product present little chance for a health hazard, provided skin contact is avoided. If Hydrogen Sulfide is detected due to precautionary measures should be taken. However, smell is not a true indicator of the presence of this at hazardous level.
3.	Information on Ingredients	Complex mixture of paraffinic, naphthenic and aromatic hydrocarbons from petroleum refining process. CAS#: Mixture Other Components: Asphaltenes, Naphthalene, Benzene, Sulphur
4.	First Aid Measures	Inhalation: In an emergency, use proper respiratory protection and remove the affected victim from exposure immediately. Administer artificial respiration if breathing has stopped. Keep at rest. Call for prompt medical attention. Skin Contact: Wash thoroughly with copious quantity of water, using mild soap if available. Remove contaminated clothing. In case of burns through contact with hot product, cool with plenty of running water. Get medical attention. Eye Contact: Rinse immediately with plenty of water until irritation subsides. Splashes of hot product should be immediately flushed with clean water until irritation subsides. Get medical attention. Ingestion: If swallowed, DO NOT induce vomiting, keep at rest and call physician.
5.	Fire Fighting Measures	This product typically has a very high flash point (above 60.5 ° C) and is considered Non-Hazardous. However, in case of fire, water fog or spray, foam, dry chemical powder, carbon dioxide should be used for extinguishing the fire. The personnel should be trained and should be wearing proper protective gear.
6.	Accidental Release Measures	Personal Precautions: See Section 8 Land Spill: Shut off source taking normal safety precautions. Prevent liquid from entering sewers, water courses or low-lying areas. If necessary, dispose of absorbed residues as directed in Section 13. Water Spill: Confine the spill immediately with booms. Notify port and other relevant authorities.
7.	Handling and Storage	Load/Unload temperature ° C: upto 60.5 Storage temperature ° C: upto 60.5
8.	Exposure Controls and Personal Protection	Occupational Exposure Limit: An exposure limit for this high boiling aromatic oil of 0.2mg/m ³ (TWA, 8h- workday), measured as benzene soluble (Analysis according to US NIOSH Method 5023, NIOSH Manual Analytical Methods, 3 rd Ed). Personal Protection: Where only incidental contact is likely, ear safety glasses with side shields, no other special precautions are necessary provided skin/eye contact is avoided.
9.	Physical and Chemical Properties	Appearance / Odor: Marine residual fuels are black viscous liquids with an asphaltic odor; Marine distillates could be dark brown or clear green/pale yellow in color with characteristics petroleum odor. Autoignition temperature: Above 250 ° C Boiling Range: 240 – 600 ° C Density (at 15° C): Marine residual fuels: 0.9-0.99 g/cc, marine distillates: 0.89-0.92 g/cc Flash Point (Closed Cup Method): Above 60.5 ° C Viscosity (mm ² /s): Marine residual fuels: 30-700, marine distillates: 1.4 – 14.0 Vapor Pressure(kpa): at 20° C: N.A. non-volatile Vapor Density at 1 BAR (Air=1): Heavier than air Evaporation Rate: Non-Volatile Solubility in water at 20 ° C: Negligible pH: Not applicable
10.	Stability and Reactivity	Stability (Thermal, Light, Etc.): Stable Incompatible materials: Avoid contact with strong oxidants such as liquid chlorine and concentrated oxygen.
11.	Toxicological Information	Skin Contact: Prolonged and repeated contact may dry and de-fat the skin, leading to irritation and possibly dermatitis.
12.	Ecological Information	In the absence of specific environmental data for this product, this assessment is based on information for general hydrocarbon components found in residual fuels, immediately following a release into the environment, will remain largely on the soil surface, and in water, will distribute largely between the water and the sediment surfaces. This product is expected to be resistant to biodegradation and to persist in the environment.
13.	Disposal Consideration	This product contains hazardous ingredients listed in section 2. Collect and dispose of it at an authorized disposal facility, in conformance with national and local regulations, and in accordance with directives on hazardous waste.
14.	Transport Information	Usual shipping containers: Tankers, rail cards, tank trucks, drums, do not use galvanized steel, zinc/lead or zinc/copper alloys or natural rubber tank material, Combustible material, low hazard. The product can form flammable mixtures or can burn only on heating above the flash point.
15.	Regulatory Information	IATA/IMDG/ICAO: NOT REGARDED AS HAZARDOUS MATERIAL FOR TRANSPORTATION NOT RESTRICTED AS PER IATA S.P.A 3 AS FLASH POINT IS ABOVE 60.5 ° C
16.	Other Information	The information and recommendations contained herein are generic and typical to the best knowledge & belief, accurate and reliable as per latest available information, but are offered without guarantee or warranty, they relate to the specific material designated and may not be valid for such material used in combination with any other materials or in any process, conditions of use of the material are under the control of the user; therefore, it is the users responsibility to satisfy himself as to the suitability and completeness of such information for his own particular use.

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