Ref : DMA/AIFI/96/C 879
Date: 14/03/2018

Dear Captain
Good Day,

Please find the attached informative document titled “wrong supply of bunker”, for your kind attention and necessary precaution measures.

You are requested to confirm receipt, discuss the contents in the next consolidated meeting on board & keep a copy in the file DA-11 .

Best Regards,
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Please reply to dma@sealeaders.com
(Note: This e-mail has been sent as BCC <blind carbon copy to : All R.O.D.-SMC Vessels, to eliminate the lengthy list that would result if this e-mail is printed)

QITA P&I CLUB
مؤسسه کلوپ بین المللی بیمه متقابل اطمینان متحد قشم

# Wrong supply of bunker

As happened on one of the fleet vessels, the Bunker was wrongly supplied at one of European ports. The order of bunker supply was for a Sulphur content of maximum 0.1 %. After vessel received bunker, papers signed by ship's master and chief engineer, vessel departed from the port. In the way to her next port of call, it was noticed that the Sulphur content of supplied bunker is 0.62 % as recorded in bunker delivery note (BDN).

Vessel was in a positon with no choice but to consume the wrongly supplied bunker at emission control area (ECA).

Assuming the supplied bunker is 0.1% Sulphur, fresh bunker was added to a fuel in tank with the Sulphur of 0.1 %.

There was no other bunker supply port in the vessel's route and vessel was in a serious unwanted condition with negative consequences.

Owners and P&I club were involved, a cross check made as to whether BDN could wrongly printed, which it was found that the BDN is correct.

Fortunately MARPOL sample was taken and kept on board.

- It is strongly recommended to be very serious regarding air pollution as the vessels who do not observe the regulations, may face with detention and high penalties. Nowadays Sulphur content of fuel is straightly taken from air in the vicinity of vessels passage by fixing sensors on top of bridges or at the bottom of Helicopters.
- So far as possible the low Sulphur fuel to be received in an empty separate tank.
- The BDN is required to be studied in detail to ensure that supplied fuel is meeting the requirement well before commencement of bunkering.
- Marpol sample device to be always on board and sample to be taken and kept for future reference.
- A detailed log entry to be made for the operation of bunkering.
- Next port of call and next low Sulphur supply port shall always be considered as a contingency plan for the cases of wrong supply.
- In case of bunker supply with higher Sulphur, all attempts to get the right bunker to be preserved.