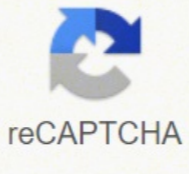




I'm not robot



Next

PIFMS | BUNKER MANAGER – ROB+ 221B SURVEY
 This is a database embedded customized workbook for Bunker ROB and Bunker Detective Survey (221B Survey) where a surveyor can store his all survey related information in a built-in database which one can retrieve for further processing.

PROGRAM FOR ROB + 221B SURVEY

Serial No: 2 | Client Ref: XYZ | Date: 7-Jan-15

Name of Vessel: XYZ | Type of Survey: ROB SURVEY

Location of Survey: DAKA, BANGLADESH | Date of Survey: 7-Jan-15

Time of Survey: 1:15 | Bunker Surveyor Name: XYZ

Vessel Representative: XYZ

To Begin, Press "Insert New Record" Button

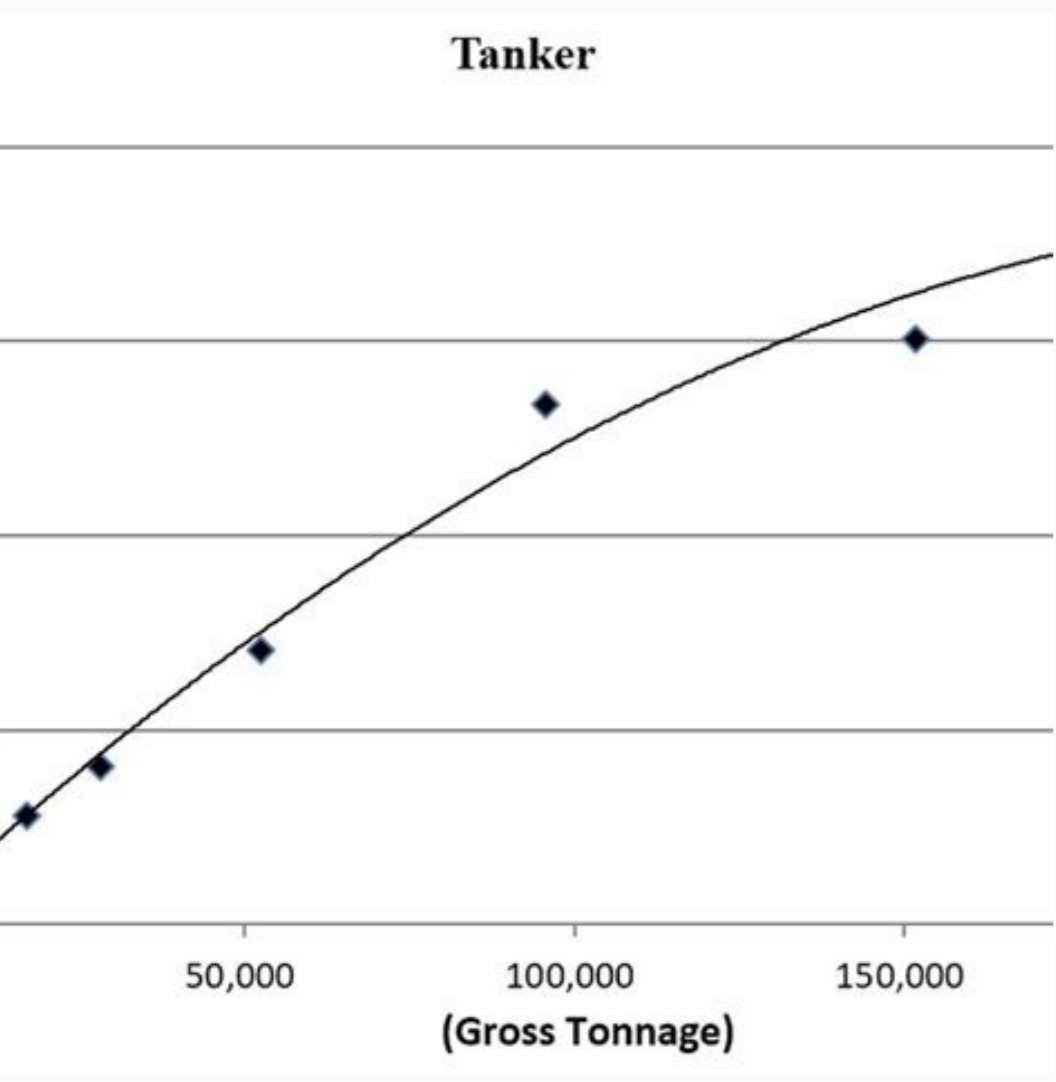
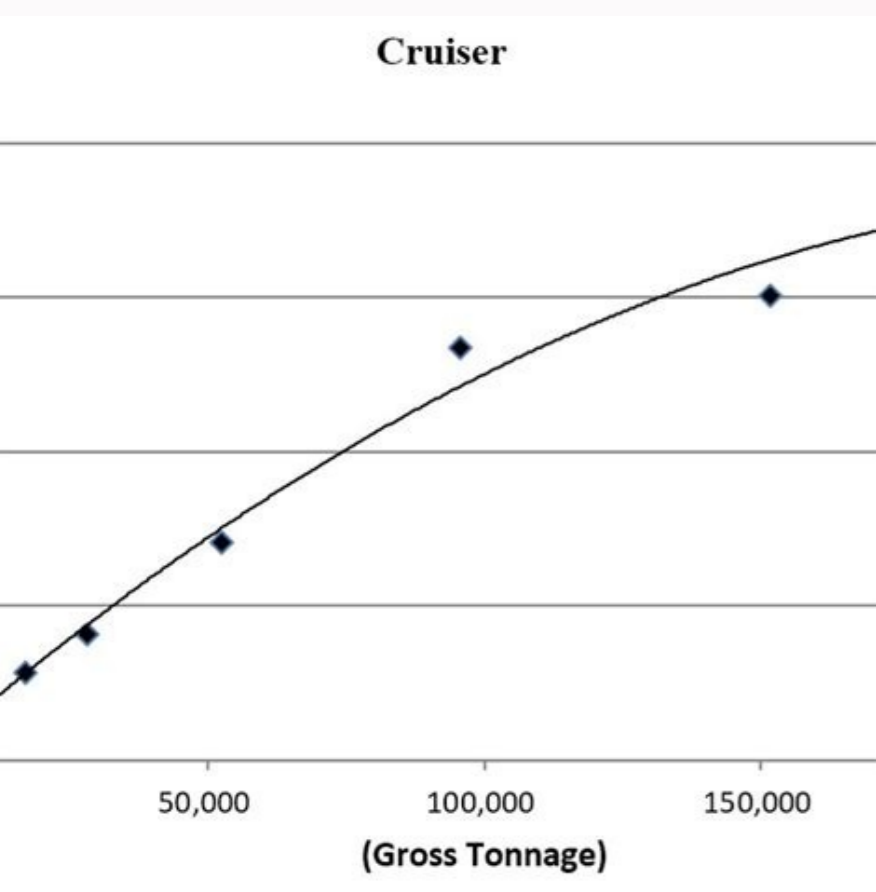
Developer's Email: info@pi-fms.com, Call: +88022444865, Page 01 of 000000

This program is designed, considering Bunker ROB Surveyor's requirements. With a single click you can generate your all survey reports like VESSEL GAUGING REPORT, BUNKER ROB CERTIFICATE, 221B REPORT, TANK LOG, SURVEYOR'S COMMENTS etc in excel or pdf format. You can directly print or email reports from the program.

To download the demo, visit author's webpage www.moyulislam.com and you will get it under Applications tab.

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Tatiana B and Florenāša B, two bunker tankers The Double Skin 30 bunker barge re-combustible the container ship, Margarete Schulte, in FiladĀlfia, PA. A cattle transporter receiving fuel from a bunker vessel in Fremantle Harbour, Australia Cruise ship HollandĀ's Prinsendam receiving fuel from the Belgian bunkering tanker Mozart in the port of Zeebrugge Bunkering Tanker on the Nile near Luxor, Egypt Bunkering Ā supplying fuel for use by ships,[1] and includes the logs of cargo loading and distributing it among the available bunker tanks. [2] A person who deals in the bunker combustible trade is called a bunker trader. The term originated in the days of vapors, when the fuel, the coal, were stored in bunkers. [1] Nowadays, the term bunker is applied to the storage of petroleum products in tanks and the practice and business of refueling ships. Bunkering operations are located in sea ports, and include the storage of bunker scavengers and the provision of fuel for ships. [3] Singapore is the largest bunkering port in the world. [4] Bunkering in Maritime Law Main article: Admiralty Law in many maritime contracts, such as Charterparties, contracts for the carriage of goods by sea, [5] and insurance insurance afterhand, [6] the shipowner or ship operator is to ensure that the ship is "Seaworthy". Seakithness not only requires that the ship be cleanand properly thunderstorm, but also that it is fully fed (or "bunkered") at the beginning of the voyage. [7] If the ship operator wishes the bunker on the way, this must be provided for in a written agreement, or the interruption of travel may be considered a diversion (a serious breach of contract). If the vessel is free of fuel in the ocean, this is also a major violation, allowing the insurer to cancel a police, [8][9] and that a recipient makes a claim for cargo. Also m may give rise to a rescue situation. The International Maritime Organisation (IMO), a United Nations (UN) agency responsible The prevention of marine pollution by ships applied Annex VI to MARPOL in 1. the January 2020 in order to minimise the environmental impact of Bunkering. [10] "Bunkering" as theft See also: Oil theft in Nigga Particularly in Black Laugh, "bunkering" too m means the clandestine siphonoff or deviation of pipelines and storage facilities. Such a bunkering Many times run cruely, causing both accidents and pollution. [11][Quote Needs] References to b postpone Manaesh, Hariesh. "What is it? Bunker and Bunkering."Freight transport and transport. Puthan House. Recovered 27 June 2016. MOHIT (19. October 2010)." Bunkering is Dangerous: Procedure for Bunkering Operation on a Ship."Marine Inspection. Recovered 16 January 2015Site seems to require cookie licensing. maint CS1: postscript (link) (Bunkering). Singapore Marine Authority (MPA). Archived from the original in January 2015. Recovered 16."2015." Pages 143-WOO 2014. www.opec. Pride. Recovered 2020-11-24. See the Harter Act of the United States Marine Insurance Act 1906 The Hague/Visby Rules 1924 The Visby II rules III Steamship Co. Maritime Insurance Co. 1903.2.B. 657 "Air Pollution." www.imo. Pride. October recovered 14, 2020. Opinions @sola124; 05/04/18, David Nichol @sola124; (2018-04-05-05-05). "Opinions made up Bunker Spills: A brief overview of the cause, effect and prevention."SAFETY4SEA. Recovered 2020-10-24. A lefty. You can help Wikipedia by expanding it. See This article related to business A lefty. You can help Wikipedia by expanding it, see Recovered from "Ships require different degrees of oil for their everyday operation. The delivery of oil supplies to the ship in the form of fuel and lubricant No referenced as bunkering. And the process of transferring oil supplies to the ship called bunkering operation. Conventionally Conventionally It made in ports but with modern techniques and intense traffic; fuel supply can now be done at sea in normal meteorool conditions. In the old days, when coal was prevalent as fuel to produce steam for the propulsion of locomotives and steamships, the container inside which the coal was stored was called Bunker. As originally the coal was the fuel for the ship, the term bunker became a common er, so the term bunker/bunker fuel simply the marn fuel oil used on ships. It is consumed by both large land installations and large ships for their propulsion and auxiliary engines. The fuels of stalls are relatively cheaper than the gross oils of which they are derived; and therefore play a prominent role in lowering the overall cost of commercial shipping. The combustible seafood is thick, heavy, difficult to store, require a special technical transport with mandatory heating requirements before being used. In fact a simple bargain between the daily cost of operation and the cost of maintenance a complex process that requires teamwork, planning and proper home maintenance, but it note that there is no universal standard for the bunkering procedure.Bunkering operation at SeaC These days, a large part of commercial ships bunker at sea while others still follow or are forts to follow the conventional bunkering method in the harbor. Fuel supply pipelines, docks and tankers are used in the port for fuel supply operation. While bunkering barges provide bunkering installations at many points along major scenic routes, regardless of location and bunkering mode; appropriate procedures should be followed since the volume of fuel volume required to the last checkpoint in the following control list. Although the associated risk and fuel supply procedures are almost similar, there are advantages and disadvantages in fuel supply at sea. It is no longer necessary to shut down the route ship for fuel supply, saves a lot of time timetakes to go to a particular port to the end, nothing more than bunkering. No need to wait in those long queues until the pier and bunker. Fast and easy to pack at sea. Less traffic in port avoiding unnecessary ships for bunkering by increasing the waiting process on loading or unloading. There is no need to pay the port fees at sea. Disadvantages:Difficulty to maintain the position of the ship and the bunker boat relative to each other. The whole process at sea is not much safer in comparison to bunkering in port. It is not available everywhere in the world. Back-up and back-up in case of any emergency in relation to pots where more and more help is available. High risks of oil pollution due to collisions, unwanted spills and accidents. Different arrangements are needed for different types of ships to supply oil at sea. Types of Bunkering in Ship at Different Sea All are used at sea for bunkering purposes. While some a re e slow but safer others offer a fast transfer rate to little more risks and planning. These two most common types of bunkering procedure followed by merchant ship s are:1) Ship To Ship BunkeringA ship to ship to bunkering bunkering a fuel supply transfer process in which two adjacent vessels positioned side by side to provide fuel oil from one to the other. It is the most common type of bunkering procedure at sea; where a ship acts as a terminal while others dock. On the ship for the transport of bunkering operation the ship that supplies the fuel regardless of its size called mother ship, while what you receive is called a daughter ship. The hose tubes of the mother ship (mostly barge) are transferred to the other ship with the help of a crane. Once the chicks connected on the mother ship will force the fuel to the other ship through S Hoses. In the beginning, the pumping rate is kept low to make sure it goes to the right tank or tanks. Once confirmed, the bomb rate is increased until the limit discussed to complete the process as soon as) Stern Line Bunkering It is the easiest but risky way to transfer fuel from one ship to another during bad weather. It is the only way for a ship to be able to supply itself at the UN's alert sea; due to the very high risk and the possibility of damage to ships due to collision with each other. In the stern line, the two ships approach slowly, since they are at a distance of 100-150 meters, the tow lines are fixed. Both ships will maneuver at a speed of 2 nautical miles throughout the process. Long hose tubes of 200 m are transferred from one ship to another. During calm weather, the process is easy and effective; while during the readiness sea of the UN becomes the only but risky fuel supply operation. Any accidental spill of oil during the process leads to heavy fines on the company and damage to the environment. The main source of oil spill is the collision between the receiving ship and the supplier ship, followed by spillage due to overflow.2) Litigation on the sulphur content Fuel oil available worldwide contains different amounts of sulfur content and oil grade, depending on the crude and refinement process. Above all, there may be dispute with the supplier about the actual content of sulfur, sampling process, volume and flow rate. All the above mentioned difficulties can be easily avoided by following a good supply practice.3) Risk for health Marine fuel is preheated to a certain temperature before being used or pumped. There is an increased risk of skin burning after contact with associated machinery and conduct. If you accidentally get in contact with the oil, you can have several skin problems. Oils are also a source of danger to health, as they do not contain only cancerous substance; but they produce/free hydrogen sulfurites that are quite dangerous for their accidentally inhaled during the supply operation.4) Low-quality EngineMarine fuel damage can severely damage parts ofengine. These fuels will lead to poor combustion and overheating, which results in piston damage and piston rings. Uncompatible fuels if mixed with each other can cause great difficulties, such as the filter problem, the damage to the injectors and emulsion of the mixing fuel operation. Operation of fuel processing bunkering includes deciding the oil grade (DMA/DMB/DMX/DMC/RME24/RMG35/RMF25 etc or in simple words heavy fuel oil, diesel oil and gas oil) for SOPEP equipment and sampling ensuring. It is a complex set of process that can be classified into following simple categories: 1) Sorting the bunkering process does not start from the fuel transfer, but to the right with the chief engineer who calculates the amount of fuel needed for the trip. It certifies that the oil is produced not only approved/recommended by the engine manufacturer; but also specified by the Charter part, taking into account the regulation ISO 6217. The amount of normal fuel and low sulfur is calculated based on the planned travel route. Marpol Annex VI (6) states that bunker fuel should not contain any chemical or additives; What can adversely affect the safety and work of a ship, contribute/leave to air pollution and is harmful to the crew. It is the duty of the chief engineer to ensure that oil is condemned follows Regulation 14 and 18 of the Marpol Annex VI (6). Once all calculations are done. The chief engineer should consult and agree with the master about the quality and quantity of fuel considering the possibility of bad weather. Then, the order must be sent to the delivery time headquarters, quantity, type of fuel and delivery.) Preparation The key to a safe and successful bunkering operation is planning! Plans are made during pre-bunkering meeting on theof from the bunker. Time clock be placed in the collector at the convention Is to monitor is accidental oil in the control room. The local rules and time of bunkering should be discussed with everyone during the actual gathering - bunkering. It must be ensured before the actual transfer of bunker fuel; that all associated individuals are adequately prepared and assigned to their designated jobs. An individual of the team must receive one single more important job to provide safe access to and from the ferry. During the meeting, an appropriate discussion must be made to prevent accidents and damage to life and the ship. All crew must be aware and trained to use SOPEP equipment in need. Special emphasis should be placed on personal protection and effective communication between the ship and the vessel during the meeting. Read more information on SOPEP3) - The ship must be ready for any fuel transfer before the actual bunkering process. All associated tanks and tubes must be aligned, sounded and prepared. No sign of smoke and warning being placed, ship personnel to be informed, code B red flag being hosted or red light being switched on during the night. Both the bunker station and its trays must be cleaned and the convalescent lid s should be buffered. Close all necessary valves to the sea and place the absorbent oil in different strata locations key technicians. Check all tubes for ventilation of the tank and sound to be opened and closed respectively. Ensure that the high-level alarms in each tank are functional. Check the weight and length of the hose with the condition of the coupling for damage. Discuss the bunkering and the transfer process with the barge and agree on the procedure of signaling, sampling and response in time of emergency. A crew of the ship on the engine side be present on the barge to take take during the beginning and end of the transfer process. Establish a suitable communication link between the operation personnel on the ship and the boat. Agreement on the final quantity to be transferred, the flow rate, the measurement unit (S.I or C.G.S or Local), the sampling process (if the samples collected in barge and ship are exchanged or not?) and possible emergency stop arrangement.4 Real fuel transfer occurs with slow pumping of fuel. All valves associated position and tanks are checked for the correct order with any leaks in the hose connection. Manometer and tank levels should be monitored closely and associated valves should be operated with low flow rate during tank change. A motor crew is present on the boat to take samples and sound during the start and end of the transfer process. Samples should be taken both in barge and in ship at the beginning of the bunkering operation. Generally the samples collected in barge and ship are exchanged for safety purposes. The total of four samples is taken in total with one for the ship, another for the laboratory for study and report, one for the supplier and the last for compliance with the MARPOL regulations. MARPOL samples are also kept on the ship to show them to port authorities or on demand. The quantity and flow rate of the fuel oil is monitored throughout the control room process and pressure meter and flow meter manually in different position. Once the required amount of fuel oil is being transferred; all hose connections must be disconnected, drained and sealed from the collector. It should be taken care that there is enough ullage in the last full tank for drainage of ducts or hose connections. Samples must be correctly sealed and labeled in the presence of the ship's crew. Finally, a note ofof bunker signed @ delivered by the supplier with a copy kept on barge and a given to the ship. All tanks need to be resounded for the procedure to be completed. DepĀsito depĀsito delivery note In short, the delivery note or the apron (top priority) a document that functions as a record of the transfer of fuel between the two ships port and ship. The document is signed by the captain of the vessel or port authority and chief engineer of the recipient vessel. The document's prints are preserved both by the supplier and the vessel for later use and compliance with regulations for the next three years. Under the MARPOL Regulation 18, Appendix V (5) must contain a bunker delivery note; The name and IMO number of the vessel, the location of the port or sea, the date, degree and type of oil, its quantity, sulphur content, fuel density with the address and name of the supplier. The document too certify that the fuel is in accordance with Annex VI to MARPOL (6) Regulation 14 (1, a) and 18 (1) once signed by the supplier. Precautions to be taken while Bunkering OperationWear complete EPI (Personal Protection Equipment) including gloves, chaps © All operating personnel must know any hazardous characteristics of the fuel as indicated in the MSDS (Material Security Data Sheet). All convalescent openings the lid shall be on or closed. Different degrees of fuel oil should never be mixed. All flanks not required must be covered and the sounds of the tanks must be taken at regular intervals. Place trays under the hose pipe lines in strata positions © Magic. The floating rate should be slow during the initiation of the bunkering procedure to avoid unwanted mixtures, spills or transshipments. SOPEP kit be available to use. Materials absorbing oil available in different positions. Make sure the tank ducts are clean. Before the process, there must be a system of internal burdensome of the reserves. There must be a connection from between the ship and the vessel's personnel. The temperature of the bunker transfer must be adjusted with the supplier. Care should be taken while changing from one tank to another. care should be taken during the selection of the maximum volume for each tank. Follow the checklist suitable for bunkering operation. All fire-fighting systems and equipment must be ready for any emergency during the coupling operation. Radars on board to be turned off and VHF to be used in low power. There are no smoke signals to be placed and strictly followed. The Bunkering Control List measures the fluid content/ volume in each booking. Prepare tanks for docking operation. Ship to be docked with security or bunker boat to be docked successfully. All Pipelines line up. Chapter B red flag to be hosted. Warning signs will be placed. The final quantity of bunker fuel to be transferred decided. The SOPEP plan discussed and available. SOPEP equipment be put to use in strategic locations © Magic. Start sign/ Stop decided between the containers. The means of communication between shipyards and companies decided / agreed. The maximum pumping rate must be decided/ agreed. Hospital connections must be checked for any leakage. Connection not used to delete. The Bunkering operation will be started at a minimum pumping rate. The rate of fuel transfer must be reduced temporarily during the passage from one reserve to another. The supply pressure must always be monitored. The samples must be taken. Suppliers must be informed in advance about the interruption of the pumping. Hose drainage pipes after completion of the operation. Delete all connections from the closed collector. Make sound of all associated tanks. Take BDN. Check the information with that given in the BDN and record in the ledger of the oil. Also read:I can't find what you're looking for? Why not ask for your own peak?

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