



BUNKER & CONDITION

WIDE RANGE OF SERVICES

A Bunker Survey is carried out to measure and ascertain the quantity of Bunker on board at the specific time. This survey is produced the report that states the amount of bunker, usually Fuel Oil (FO) and Diesel Oil (DO), and sometimes Lubricating Oil (LO) is included. In surveying the stemmed bunkers we can assure the bunker purchaser the amount of bunkers purchased is also delivered and noted correctly on the BDN.

OUR BUNKER SURVEYING SERVICES INCLUDE:

- Measurement of the bunker tanker and receiving vessel, before and after delivery.
- Bunker fuel sampling and testing to accepted industry standards.
- Quantity delivered calculation, based on density testing.
- Detailed bunker survey reports.
- Sampling documentation photographs as requested or permitted.

How are the surveys conducted?

Bunker quantity surveys are carried out by our experienced marine surveyors on behalf of ship operators to find conceal (hidden) bunker fuel onboard. To find concealed fuel someone qualified has to go on board the vessel and get their hands dirty essentially looking for magic pipes, unauthorized connections; tampered gauging equipment,

doctored fuel gauges etc. In order to prevent fuel losses our surveyors offer impartial, independent quantity measurement inspection services for marine fuels, issuing detailed bunker survey reports to ascertain the exact fuel quantity onboard at the time of survey and to report any bunker fuel shortages. The following scenarios will indicate why a stem audit is an essential loss control tool – especially for operators with a large fleet.

Bunker Quantity Surveys are an indispensable loss control tool

The mal-practices during bunkering operations which we see and hear about though quite prevalent with bunker suppliers; but on many occasion we have come across situations where the receiving vessel will be as much as involved as the supplier in these dubious practices. Often we have found that the vessel would under-declare fuel quantity which is then either sold back to the barge supplier or simply kept hidden on the vessel until an opportunity comes along to profit from this.

For example: An order for 1000 metric tons of FO is placed at the next bunkering port - the vessel has an excess of 50 metric tons (un-declared). Now when the supply barge comes alongside (through prior negotiations) the vessel would deliberately short-receive (or barge will deliberately short-supply) 50 tons. In other words the actual supplied quantity would



be 950 tons but on the BDN it would be reported as 1000 tons and the operator will be invoiced based on this BDN quantity. The short-received (or shortdelivered bunker) profit will be shared between the supplier and the vessel. In the end it's the operator who is affected – suffering the loss twice (50 tons + 50 tons).

Contributing factors for the loss:

- Too much reliance on the vessel's staff
- No bunker stem audits are conducted which involves elaborate detective work carried out by independent third party surveying firms
- Ignoring non-nominating (non-receiving) tanks to be included in the overall tank measurements during stem operations.
- Most shipping companies will engage the services of an independent surveyor to protect their interest in case of a large discrepancy in the final figures between the barge and the vessel; however, how many companies actually give clear instructions to the attending surveyor to measure all non-nominated tanks (non-receiving tanks)? Or how many surveying firms actually carry out the measurements diligently? Failing to do so leaves the operator vulnerable as explained above.

Transoil provides these services in Europe. However, through our growing bunker detective network we can offer our services on a global scale with surveyors present in Singapore, Shanghai, Fujairah, Rio de Janeiro, Houston, Panama and Vancouver.

CONDITION SURVEYS

When buying, selling or chartering a vessel, an independent bunker and condition survey provides you with documented proof of the actual condition of the vessel. A visual inspection performed by one of our marine services experts also minimizes your commercial and contractual risks by ensuring that the quality of the bulk cargo shipped from the load port is the quality that arrives at the discharge port.

Our qualified inspectors provide you with documented independent proof of the actual condition of the vessel you are buying, chartering or using. The findings and the report that Transoil provides can be used to substantiate claims that may arise as a result of damage to the vessel or cargo.

Condition and bunker surveys are two commercial carrier inspections that give you financial protection and peace of mind when shipping bulk cargo.



ON & OFF HIRE CONDITION SURVEYS

Whether you are the owner or the charterer, it is critical to have sound, reputable documentation of the condition of a vessel at the beginning and conclusion of a charter agreement. This information is crucial in the event of a dispute over the condition and maintenance of the vessel following a charter term.

Transoil's experienced marine surveyors represent you. They inspect your vessel prior to the commencement of the charter. They examine the equipment on board and document its condition and state of maintenance. At the end of the charter, he re-examines the vessel and documents any noteworthy changes. Detailed reports are then given to all parties involved in the charter. The report can be a key piece of independent evidence that can protect your interests in the case of a dispute over the maintenance state or condition of a vessel at the conclusion of a charter.



221B SURVEYS

At the present market rate, bunker cost is one of the largest operating expense incurred in a TC voyage. With such high costs involved, it becomes imperative for the charterers to know the exact bunker quantity onboard at the time of supplying bunkers. To prevent bunker misappropriation Transoil is able to offer 221B Surveys (commonly known as Bunker Detective Surveys) to ship operators. We can offer our services globally as we are exclusive member for Europe in the 'Bunker detectives' network.

Bunker detective surveys

221B or bunker detective surveys are carried out by our marine surveyors on behalf of the charterers to find conceal (hidden) bunker fuel onboard. To find concealed fuel our qualified staff will go on board the vessel and get their hands dirty. In order to prevent fuel losses 'Bunker detective' experienced surveyors offer impartial, independent quantity measurement inspection services for marine fuels, issuing detailed bunker survey reports to confirm fuel delivery and report any bunker fuel shortages. The term 221B is derived from an historic reference to the fictional detective Sherlock Holmes' London residence where he ran his consulting detective business - 221B Baker Street.

How bunker fuel is concealed?

There are many ways to conceal fuel on a vessel.

Some of the examples are:

- Short bunker delivery
- Hidden compartments
- Use of 'magic pipes'
- Altered sounding pipe lengths
- Non-class approved and / or altered sounding tables
- Sounding tapes not properly calibrated
- Doctored fuel gauges

What is a 'magic pipe'?

Magic pipe is a terminology used when finding conceal bunkers. If used properly – to an untrained eye – it can be hard to detect and thus making bunker fuel disappear just like 'magic'.

These magic pipes are fabricated onboard by marine engineers and designed to fit tightly inside the actual sounding pipe. The bottom end of the magic pipe is closed and the pipe pushed through the fuel to the bottom of the tank. During sounding, the tank thus appears empty or gives false soundings.

Note: 'Magic pipe' is also the term used to bypass the OWS (Oily Water Separator) connection in order to dump oil overboard. Unlike the use of magic pipe for bunker concealment, use of magic pipes to bypass the OWS is a criminal offense and heavy fines and penalties may be imposed and / or imprisonment.

About Transoil

Transoil is an independent marine consultancy company providing a broad range of transshipment services such as cargo surveying, superintendency services, loss control and STS services. Based in The Netherlands we operate world-wide for specialized assignments delivering the highest standards of integrity and expertise. We show a strong focus on value added services and operational efficiency. As a result our solutions benefit our clients directly with a proven return on investment.

Transoil. Maritime experts in action.

Transoil BV
Dintelweg 89
Havennr. 6212
3198 LB Europoort-Rotterdam
The Netherlands
T 0031 85073 78 00
info@transoil.nl

Headoffice
Trawlerkade 51-57
1976 CB IJmuiden
The Netherlands

