

<b>Dedication</b>	<b>ii</b>
<b>Foreword</b>	<b>v</b>
<b>Preface</b>	<b>vii</b>
<b>Acknowledgements</b>	<b>ix</b>
<b>List of Tables, Figures and Plates</b>	<b>xix</b>
<b>1 A brief history of marine propulsion</b>	<b>1</b>
<b>2 Crude Oils, Refining and Blending of Marine Fuels</b>	<b>10</b>
Crude oils	11
Paraffinic based crude oils	11
Naphthenic based crude oils	12
Asphaltic crude oils	12
Refining	12
Vacuum distillation	13
Hydro-processing	18
Cracking	18
Visbreaking	18
Catalytic cracking	20
Desulphurisation	21
Marine fuel blending	25
Blend components	29
Blend targets	29
Blend calculations	30
Viscosity	30
Flash point	32
Example of a complex blend calculation	32
The physical process of blending	36
Blending on board ships	37

<b>3</b>	<b>The Market – Fuel Quality</b>	<b>41</b>
	World-wide supply market	42
	Trends in Quality	42
	Density	43
	Water	43
	Carbon Residue	43
	Vanadium	44
	Aluminium and Silicon	44
	Total Sediment	45
	Geographical variations	45
	Port variations	46
	Density	46
	Vanadium	47
	Carbon	47
	Water	48
	Aluminium and Silicon	49
	Sulphur	49
	Commercial issues	50
	Good fuels	51
<b>4</b>	<b>Marine Fuel Quality Specifications and Requirements</b>	<b>53</b>
	Fuel specifications. Development history 1957-2002	54
	General requirements	62
	Distillate fuel grades	63
	Viscosity	63
	Carbon Residue	63
	Ash	63
	Sediment	63
	Aluminium and Silicon	63
	ISO 8217: 1996	63
	Distillate fuels	68
	Residual fuels	68
	ISO 8217 (Expected next revision)	68
	CIMAC 2003	71
	Oil company fuel specifications	71
	Environmental issues	71

Greenhouse gases	71
Good ozone	74
Bad ozone	74
Acid rain	75
Shipping contribution to SO <sub>x</sub> and NO <sub>x</sub> emissions	75
Sulphur dioxide emissions	75
Sulphur content of marine residual fuel – international limits	76
Gas scrubbers	78
International global sulphur cap of 1.5%	78
Regional sulphur restrictions	79
European Union	79
The BMT Report	80
The Entec Report	81
The Beicip-Franlap Report	83
European distillate fuel supplies and consumption	83
Nitrous Oxide (NO <sub>x</sub> ) emissions	86
Emissions trading	87
Bunkers and pollution	88

**5 Fuel Quality Characteristics and their Importance 91**

Density	93
Viscosity	95
Flash point	96
Pour point	98
Cloud point and cold filter plugging point (CFPP)	99
Carbon residue	99
Ash	100
Water	102
Salt water contamination	103
Fresh water	104
Sulphur	104
Vanadium	105
Aluminium and silicon	106
Sediment	108
Compatibility	110

Ignition Quality	110
Evaluation of ignition quality in distillate fuels	111
Residual fuels ignition quality	111
Specific energy	117
Net specific energy	118
Gross specific energy	118
Other contaminants in bunker fuels	119
Used lubricants in bunker fuels	119
Types of lubricating oils and their characteristics	120
Used lubricants and problems with disposal or recycling	121
Identification of used lubricants in marine fuels	123
The consumption of fuels contaminated with waste lubricants	127
BP/Alfa Laval study 1999	129
Findings on the efficiency regarding the removal of catalytic fines	131
Findings on the efficiency regarding the removal of iron	131
Findings on the efficiency regarding the removal of sea water	131
Ash content after purification	131
Polypropylene	132
Chemical waste	134
MPA press release 20 March 2002	136
Conclusions	140

<b>6</b>	<b>Fuel Treatment Equipment</b>	<b>141</b>
	Construction and capabilities of storage and settling tanks	146
	Primary storage tanks	146
	Double bottom tanks	146
	Wing tanks	151
	Deep tanks or cross bunker tanks	152
	Transfer pump and settling tank	153
	Purification plant	155
	Traditional separators	155
	Clarification	159
	Setting up centrifuges for optimum efficiency	160

Automatic sludge discharge	161
Purifier particle removal expectations	161
High density centrifuges	163
Service tanks	166
Heating for injection	166
Filters	168
Fuel additives	172
Economics of additives	175

**7 Effective Fuel Management 177**

Fuel purchasing	180
Selection of fuel specification – Residual fuels	180
Heating capacity of fuel storage tanks	180
Capabilities of the fuel treatment system	180
Viscosity	180
Tips on viscosity ordering	181
Density	182
General tips on selection of density	182
Engine makers’ fuel specification and experience	
feedback	183
Environmental legislation	184
Selection of fuel specification – Distillate fuels	186
Using fuel specifications	186
Seeking quotations	186
Selection of supplier – Quality and price	188
Charterparty clauses	188
Terms and conditions of sale	188
Fuel delivery	189
Timing of delivery and delays	189
Pre-delivery testing	189
Shipboard preparations	190
Safety and pollution prevention	191
Safe transfer procedure	191
ASTM draft bunkering protocol 1993	191
Bunkering in Singapore	193
Quantity determination	194

The bunker delivery receipt	198
Sampling and documentation	199
On board testing	200
Pre-delivery testing	201
Testing during delivery	201
Testing during consumption	202
Fuel analysis	202
Selection of a laboratory	202
Using the testing service	203
Management of quality and quantity disputes	204
Quantity control	204
Quality disputes	207
<b>8</b>	
<b>Sampling</b>	<b>217</b>
International and national sampling standards	219
Singapore Bunkering Procedure CP60: 1996	220
Supplier's terms and conditions	221
Sampling from the delivery pipeline	222
Pipeline sampling devices	223
Manual samplers	223
Automatic samplers	226
Tank sampling	229
<b>9</b>	
<b>Laboratory Test Methods</b>	<b>241</b>
Sample size	242
Outline description of test methods	246
Density	246
Viscosity	247
Water	249
BS & W	250
Carbon Residue	250
Flash point	251
Pour point	253
Cloud point	253
Sulphur	254

Ash	255	
Vanadium	256	
Elements by IP 501	257	
Sediment	258	
Compatibility	259	
Ignition Quality – Distillate fuels	259	
Ignition Quality – Residual fuels	260	
Specific energy	260	
Visual appearance (DMX and DMA grade only)	260	
Investigative non-routing testing	260	
BP Method for determination of polypropylene in residual fuel by filtration and FTIR	261	
Combustion problems – Ignition Quality	264	
Contamination of fuels with unknown substances	269	
Acidity	270	
Saponification number	270	
Repeatability and reproducibility of test methods	271	
Interpretation of test results	272	
<b>10</b>	<b>Legal Aspects of Bunkering &amp; Dispute Resolution</b>	<b>275</b>
Background factors	275	
The seller's concerns	279	
Formation of contract	279	
The position under US law	280	
The position under English law	280	
Remedies for non-payment	281	
The terms of sale contract	281	
The law which governs the contract and the country in which action is brought	284	
The USA	284	
England	287	
The buyer's concerns	292	
Quantity	292	
Quality	294	
BIMCO Standard Bunker Contract 2001	308	
History of BIMCO Standard Bunker Contract 2001	308	
The new contract	308	

Vessel on time charter	320
Quantity	320
Safety of the place where the vessel bunkers	323
Ownership of bunkers at end of charter period	324
Quality	326
New York Produce Exchange form	326
Baltime form	327
Shelltime 4 form	327
Position in the USA	328
Position in England	329
Pollution	334
The liability regime	336
Insurance, financial security and direct action	337
Limitation of liability	337
Jurisdiction	338
Regulation	339
Single hull vessels to be phased out	339
Three major amendments to the existing Regulation	340
Heavy grades of oil in double hull tankers	340
Acceleration of the phasing out scheme of single hull oil tankers	340
Conditional Assessment Scheme	340
Dispute resolution	343
Proper law	346
Jurisdiction	346
System of dispute resolution	347
Mediation (and other forms of ADR)	347
Arbitration	349
Litigation	351
<b>11 The Future</b>	<b>355</b>
Fuel standards and specifications	357
The International Bunker Industry Association (IBIA)	357
<b>Bibliography</b>	<b>359</b>
<b>Index</b>	<b>361</b>