

Careless sampling costs money

It is the ship's responsibility to draw the required sample. A single cargo tank claim could be very costly, but a claim for multiple tanks or the entire cargo could run into many millions of dollars.



Therefore it is important that samples should be collected, sealed, labelled and recorded in line with company procedures.

Taking a sample

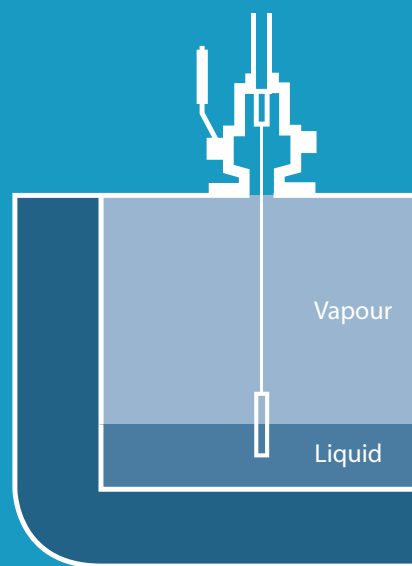
Always take manifold samples representing the first flow of every grade of cargo being delivered.



- Check samples for:
- cloudiness/haziness
 - suspended matter
 - rust
 - colour
 - water/free water

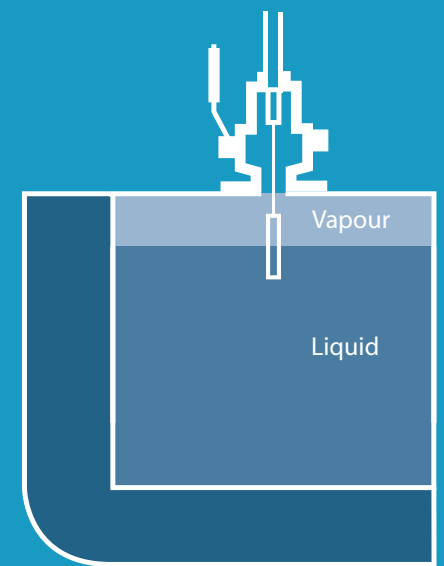
If there is a problem stop loading and discuss with your head office/P&I club.

It is also recommended to check the manifold samples at regular intervals and draw samples if the cargo is suspected to be 'off spec'.



A first foot sample should be taken for sensitive cargo when loading starts. Any issues with the ship's tank and line preparation will show in this sample.

The sampling equipment and bottles should be clean and free from any contaminants i.e. water, to prevent contamination.



Samples should be taken when the tank loading is complete, and before discharging.

Sampling by recirculation with the cargo pump draws cargo mainly from the bottom of the tank, and is not therefore an average/composite sample.

Recording and storing samples

Samples must be sealed, labelled and accurately recorded in the ship's sample log. They should not be released to any third parties other than the Owner's representative or P&I club.

When samples are due for disposal permission should be obtained from the Owners. Samples must be disposed of in compliance with MARPOL. Detailed log book entries should be recorded as shown in the example below.



Sealed samples should be labelled and, it is recommended, be stored for a minimum of 13 months.



Dedicated sample store. Never store samples inside the living quarters.

ABC Tankers

Authorised by SK
Reviewed by JL
Prepared by SK

Shipnet ID form ID DS
Revision 1/Jan/15
Page 1/1

Subject: Cargo sample retention and disposal log

This form is to be filled in and filed in A1 as per standard filing procedure

INSTRUCTIONS

- 1 Samples should be taken for every grade/type of cargo loaded, for CPP & chemicals.
- 2 These samples should be sealed in suitable containers, labelled and retained for 13 months.
- 3 Please refer to A2 and A3 for chemicals for guidance and disposal procedures.

Date	Voyage #	Type of cargo	Cargo tanks	Seal nos	Type of sample	Sampling done by	Date of disposal	Method of disposal	Rank	Initials
01/06/14	1050	Gasoil	All	01567	Composite	SGS	10/06/14	Receiver	2/O	mk
01/06/14	1050	Gasoil	All	01588	Composite	SGS	31/08/15	Garbage	C/O	si
01/06/14	1050	Gasoil	All	01602	Manifold	Crew	31/08/15	Garbage	C/O	si
11/07/14	1051	ULSD	All	01612	Composite	Saybolt	30/07/14	Receiver	2/O	mk
11/07/14	1051	ULSD	All	01614	Composite	Saybolt	15/10/15	Garbage	2/O	ri

Checklist for liquid cargo sampling on tankers

Ship's crew should draw their own sample without relying on charterers' surveyor's sample. The sample should be witnessed and countersigned by the charterers' surveyor whenever possible.

It is recommended to record the time of each individual sample to indicate the sequence of sampling. Ship's samples should not be released to any third parties other than owner's representative or owner's P&I Club.

This checklist should be used in conjunction with on board sampling procedure and ISGOTT Chapter 11.8

Are the tanks and lines prepared in accordance with company procedure, industry guidelines and charterers specific instruction	<input type="checkbox"/>
Sampling Method agreed? Open <input type="checkbox"/> Closed <input type="checkbox"/> other <input type="checkbox"/> If other, please specify:	<input type="checkbox"/>
Correct PPE available to be used?	<input type="checkbox"/>
Is the sampling equipment (including bottles) free from any contaminants, dry, clean and suitable for the cargo?	<input type="checkbox"/>
Are labels ready/printed with the following information? Ship's name <input type="checkbox"/> Voyage number <input type="checkbox"/> Cargo name <input type="checkbox"/> Port and berth <input type="checkbox"/> Loading <input type="checkbox"/> Discharging <input type="checkbox"/> Type (manifold/first foot/final tank) <input type="checkbox"/> Date and time <input type="checkbox"/> Tank or line number <input type="checkbox"/> Method (open/recirculation/closed) <input type="checkbox"/> Seal no <input type="checkbox"/> Countersigned by the surveyor <input type="checkbox"/> Signed by ship's officer <input type="checkbox"/>	<input type="checkbox"/>
Ship's staff should always take manifold samples for each grade. This sample should be taken as soon as loading begins. Is a manifold sample being drawn? <input type="checkbox"/> and checked for any irregularities such as: Cloudiness/Haziness <input type="checkbox"/> Suspended matter <input type="checkbox"/> Rust <input type="checkbox"/> Colour <input type="checkbox"/> Water/free water <input type="checkbox"/> Smell (if it is non toxic) <input type="checkbox"/> <i>Manifold samples should be checked regularly and additional samples must be drawn and labelled accordingly if any suspected 'off spec' cargo has been loaded. Stop loading cargo if there is any issue with cargo condition or quality, inform head office and P&I Club; sample should then be analysed.</i> <i>It is also recommended to draw samples when the shore tanks are being changed and if there is any prolonged stoppage.</i> Are additional samples being drawn? <input type="checkbox"/> If so, how many?	<input type="checkbox"/>
Is the first foot sample being taken in accordance with company policy? <i>This is done for sensitive cargoes, ship must retain it's own proper sample.</i>	<input type="checkbox"/>
Is a representative sample being drawn from the tank? <i>Beware using the recirculation method by cargo pump, the sample will not be an average/composite sample as the cargo will be drawn from the bottom of the tank.</i>	<input type="checkbox"/>
Are the bottles sealed <input type="checkbox"/> labelled <input type="checkbox"/> stored <input type="checkbox"/> in a dedicated locker in accordance with company policy?	<input type="checkbox"/>
Is the ship's sample log accurately completed? <input type="checkbox"/> Any disposal also being logged? <input type="checkbox"/>	<input type="checkbox"/>
Are entries made in the deck log book i.e. time of sampling, result of the visual examinations, flushing of shoreline etc?	<input type="checkbox"/>