

# OGVs Inspection Flowchart

**DISCLAIMER:** The Ocean-Going Vessel (OGV) Inspection Flowchart is for informational purposes only. It is not intended as a substitute for reading the California Code of Regulations, title 13, section 2299.2 and California Code of Regulations, title 17, section 93118.2 (hereinafter "OGV Regulations"), nor is it intended to be relied upon in lieu of determining compliance by using the OGV Regulations themselves. Each person or entity subject to the OGV Regulations is responsible for its own compliance with the Regulations. ARB does not guarantee the accuracy of the OGV Inspection Flowchart and retains the authority to enforce the OGV Regulations where violations occur.

**Master or Chief Officer:**  
 ~ Ships Particulars (Copy)  
 Vessel Information - Management  
**Designated Person Ashore "DPA" Information (Copy / Record)**  
 DPA is Primary Contact for any issues found during or after the inspection

**Chief Engineer or Senior Engineer on Duty**  
 All Switchover Information  
**(Switchover Logs, Bunker Information, Verification Information, Sampling Procedures)**

**Engine / Deck Log Book**  
 Fuel Switchover Log(s), Fuel Consumption Information  
**(Copy Information if Necessary)**

**Fuel Sulfur Log Book**  
 Fuel Switchover Log(s)  
**Copy Logged Switchover**

**MARPOL Annex VI Log Book**  
 Fuel Switchover Log(s)  
**(Copy Information if Necessary)**

**Bunker Delivery Notes (BDN) and Possible Operational Parameters**  
**Residual Marine Fuel** (HFO, IFO ~ Higher Viscosity cSt, Temp (115°C - 145°C approx.))  
**Marine Distillate Fuel** (MGO (DMA/DMX), MDO (DMB) ~ Lower Viscosity cSt, Temp (20°C - 70°C approx.))  
**Hybrid Residual Marine Fuel** (ULSFO, LSFO ~ Mid-Range Viscosity cSt, Temp (60°C - 95°C approx.))  
 Classification of Fuel effects Operational Temperature and Viscosity (i.e. Alarms / Trends / Dynamic Graphs)  
**Copy BDN/BDR (Bunker Delivery Receipt)**

**Fuel Analysis Report**  
 Analysis of Fuel Bunkered NOT Representative of Fuel in Operation  
**(No Copy Necessary)**

**Log Verification Procedures**

**Alarm History / Event Logs**  
 Fuel Oil (FO) Temperature Alarms, FO Viscosity Alarms, FO Purifier Abnormal Alarms, Fuel Inlet Pressure Alarms Possible Leakage Alarms Possible  
 Event Logs Potentially Show Fuel Change  
**(Whenever Possible)**

**Temperature Gauges**  
 Gauges at Auxiliary Engines (AE) or in Engine Monitoring Computer Systems giving current Fuel Temperature and Viscosity  
**(Record)**

**Trend Computer Analysis**  
 Main Engine (ME) and/or AE FO Temperature Trend and FO Viscosity Trend  
 Dynamic Graph FO Temperature or Viscosity  
**(Whenever Possible)**

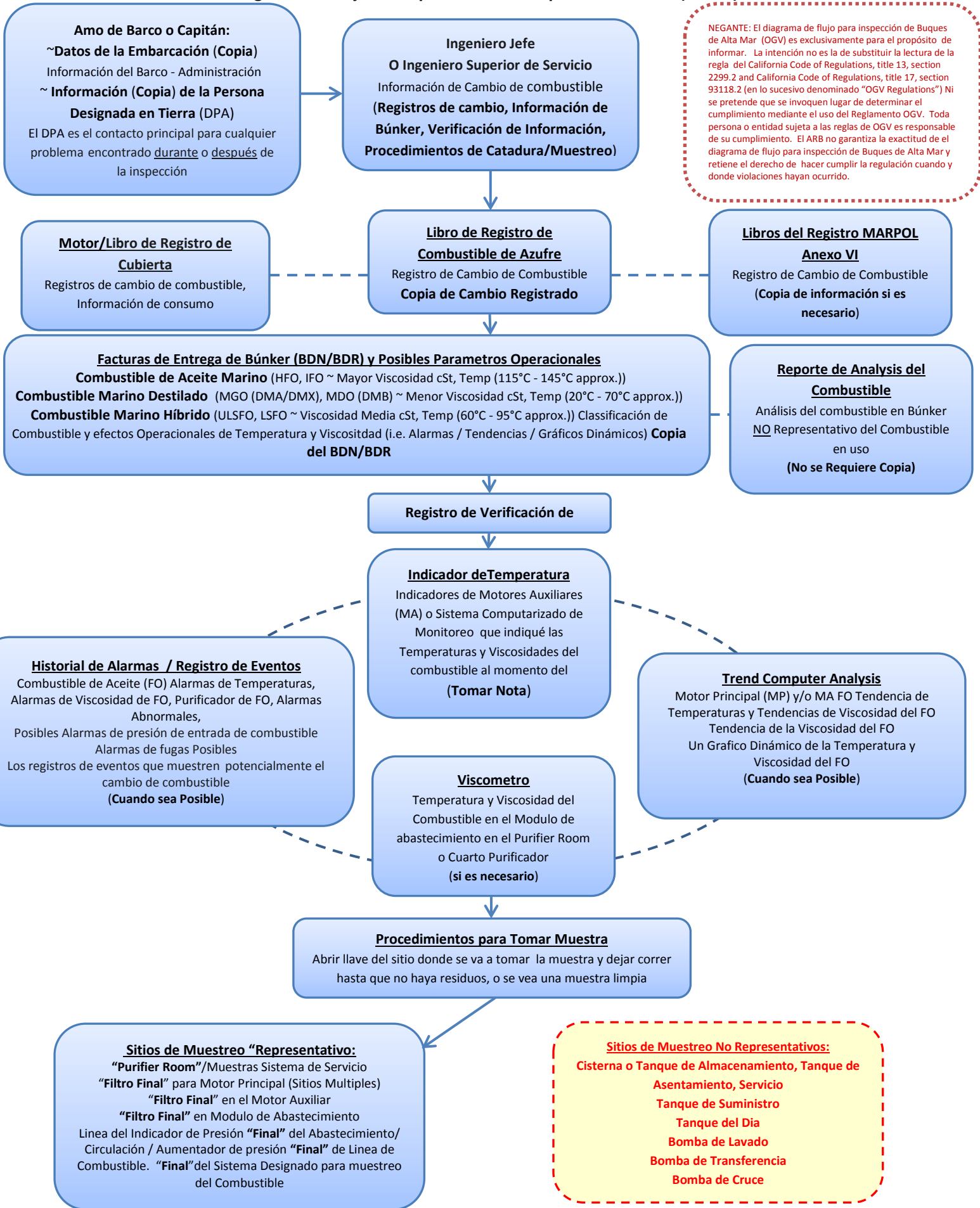
**Viscometer**  
 Fuel Temperature and Viscosity at the Supply Module in Purifier Room  
**(if necessary)**

**Sampling Procedures**  
 Thoroughly Flush Sample Location(s)

**"Representative" Sampling Locations:**  
 "Purifier Room" / Service System Sampling  
 "Final Filters" for Main Engine (Multiple Locations)  
 "Final Filter" on Auxiliary Engine  
 "Final Filter" on Supply Module  
 Removed Pressure Gauge on "Final" Fuel Supply / Fuel Circulation / Fuel Booster Line  
 "Final" System Designated Sampling Location

**Non-Representative Sampling Locations:**  
 Storage, Settling and Service Tanks  
 Supply Tanks  
 Day Tanks  
 Flushing Pumps  
 Transfer Pumps  
 Crossover Pumps

## Diagrama de Flujo de Inspecciones de Buques de Alta Mar (OGV's)



**NEGANTE:** El diagrama de flujo para inspección de Buques de Alta Mar (OGV) es exclusivamente para el propósito de informar. La intención no es la de substituir la lectura de la regla del California Code of Regulations, title 13, section 2299.2 and California Code of Regulations, title 17, section 93118.2 (en lo sucesivo denominado "OGV Regulations") Ni se pretende que se invoquen lugar de determinar el cumplimiento mediante el uso del Reglamento OGV. Toda persona o entidad sujeta a las reglas de OGV es responsable de su cumplimiento. El ARB no garantiza la exactitud de el diagrama de flujo para inspección de Buques de Alta Mar y retiene el derecho de hacer cumplir la regulación cuando y donde violaciones hayan ocurrido.

# 远洋船舶(OGVs)检测流程图

免责声明：远洋船舶（OGV）检测流程图信息仅供参考。它无法取代加利福尼亚州法规第13条2299.2节和第17条93118.2节的规定（以下统称“OGV法规”），最终是否合规将依照“OGV法规”判定。受“OGV法规”约束的个人或实体都有责任自行遵守“OGV法规”。空气资源委员会（ARB）不保证OGV检测流程图的准确性，并保留在违规情况下执行“OGV法规”的权力。

**船长或大副：**  
~ 船舶详情 (副本)  
船舶信息 - 管理  
~ 岸上指定人员 (DPA) 信息 (副本/记录)  
DPA是在检测过程中 / 之后发现任何问题时直接联络人。

**轮机长**  
或值班轮机工程师  
所有轮班信息  
(轮机日志、燃料仓信息、资料验证、抽样程序)

**引擎 / 甲板记录簿**  
燃油轮机日志、耗油信息  
(如有必要，复制信息)

**燃油含硫量记录簿**  
燃油轮机日志  
复制轮机记录簿

**MARPOL公约附则VI记录簿**  
燃油轮机日志  
(如有必要，复制信息)

**船上燃油供应簿 (BDN) 和可测量运行参数**  
航运用渣油 (HFO, IFO ~ 高粘度 cSt, 温度 (约115°C - 145°C))  
航运用蒸馏油 (MGO (DMA/DMX), MDO (DMB) ~ 低粘度 cSt, 温度 (约20°C - 70°C))  
航运用混合渣油 (ULSFO, LSFO ~ 中粘度 cSt, 温度 (约60°C - 95°C))  
燃料分类影响操作温度和粘度(如：警报 / 趋势 / 动态图)

**燃油分析报告**  
仅分析燃料仓实际用油，而非提取的典型样本  
(不需要副本)

**记录簿信息验证程序**

**警报记录 / 事件记录簿**  
燃料油温度警报、燃料油粘度警报、燃料油净油器异常警报、进油压力警报  
漏油警报  
事件记录簿有可能显示燃油转换  
(尽可能随时)

**测温仪**  
在辅助引擎 (AE) 或引擎监控计算机系统中测量，提供当前燃油温度和粘度。  
(记录)

**计算机趋势分析**  
主引擎 (ME) 和 / 或 辅助引擎燃料油温度变化趋势和燃料油粘度变化趋势  
燃料油温度和粘度趋势动态图  
(尽可能随时)

**粘度计**  
净油室燃油计量喷射泵的油温和粘度  
(如有必要)

**抽样程序**  
仔细冲洗抽样地点

**“典型”抽样地点：**  
“净油室” / 服务系统抽样  
主引擎的 (多个地点) “**过滤器**”  
辅助引擎 “**过滤器**”、计量喷射泵 “**过滤器**”  
在 “最终” 燃油供应 / 燃油循环 / 燃油增压器线 “最终” 系统指定的抽样位置处移除压力计

**以下地点非典型：**  
存储、沉淀和服务油罐  
供给油罐  
日用油罐  
冲洗泵  
传输泵  
交叉泵

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