High ash fuel with lubricating oil contamination

A Lintec client vessel bunkered 150MT of IFO-180 fuel on the Coast of Africa. A sample of the fuel was taken using a continuous drip sampler, connected to the bunker loading line, and couriered to Lintec's UK laboratory for analysis.

Analysis was conducted on the sample against the ISO specification ISO 8217:1996. The fuel was found to comply with the specification with the exception of Ash Content, which was found to be 0.22 %m/m, compared to the maximum permitted of 0.1%m/m.

Lintec immediately advised the client of this result and that high levels of Calcium, Phosphorus and Zinc had been found, probably from used / new lubricating oils, which had contributed to the high ash content. The advice to the client was that use of this fuel might result in damage to valves, piston ring grooves, and turbocharger turbines.

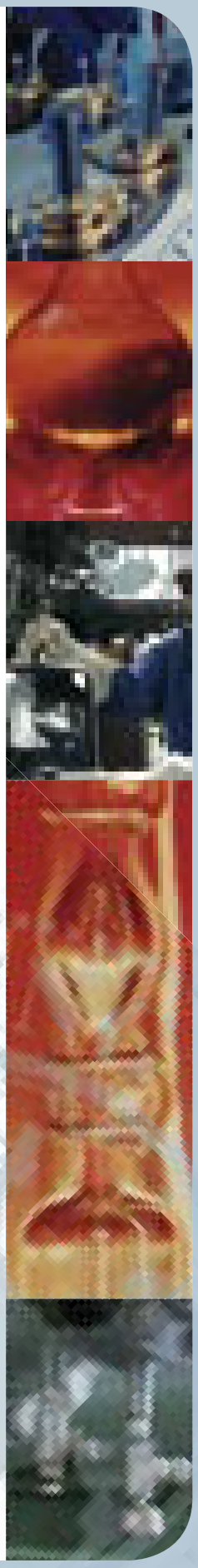
The client informed Lintec that the vessel was sailing for South America, was unable to reach a port, and would therefore continue on its voyage.

The client put the suppliers on notice pending further investigations after completion of the voyage.

Lintec advised the client that it was of prime importance to efficiently centrifuge the fuel before use, and to employ the centrifuges in series as purifier / clarifier.

The recommendation was also made that the optimum gravity disc should be installed, and that the lowest possible flow rate (sufficient to meet daily consumption) be used.

The vessel adopted the advice from Lintec and reached port in South America safely.
Lintec advised the client that even though the voyage has been successfully completed there may still be the possibility of damage to the engine.



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