

High sediment fuel in Southern Europe

A Lintec client vessel bunkered 150MT of IFO-180 fuel in Southern Europe. The supplier was a global oil major. A sample of this fuel was taken using a continuous drip sampler and sent by courier to Lintec's UK laboratory for analysis.

Analysis for this (24-hour) test was commenced the same day as the sample was received at the laboratory and completed the following day. The result for total sediment potential (TSP) was found to be considerably in excess of the maximum limit for this fuel of 0.10%_{m/m}. Lintec contacted the client with advice that this fuel might have caused excessive fouling, blockages to filters, and poor engine performance.

The advice was not to use the fuel and, if possible, segregate this fuel from other fuel on board.

The client then put the supplier on notice. The supplier insisted that the fuel was on specification, but agreed that analysis witnessed in an independent third party laboratory should be carried out, as recommended by Lintec.

The client then advised Lintec that the vessel was returning to the bunker port as it was unable to use the fuel and was operating only on Gas Oil. Due to the urgency of the situation with the vessel, and the need to speedily resolve the matter, it was agreed that a third party laboratory located near to the bunker port carry out the analysis.

This independent laboratory was deemed acceptable to both the supplier and the Lintec client.

Lintec recommended to the client that testing should be carried out on both the supplier's sample and the retained on board sample, and that these tests should be performed as soon as possible.

The client requested the attendance of a Lintec senior chemist in order to witness the analysis. As the vessel was still having problems reaching the bunker port, an agreement was reached to test the supplier's sample immediately and test the retained on board sample when the vessel reached port.

The analysis of the supplier's sample, witnessed by a Lintec chemist, confirmed the original Lintec result. The supplier then agreed that the fuel was off specification and accepted all costs for the re-bunkering operations.

The vessel was de-bunkered under the supervision of the Lintec chemist and re-bunkered with on specification fuel.

Prompt action by the client and Lintec averted a possibly hazardous situation for the vessel and crew.

