

High viscosity fuel identified by Lintec

A Lintec client vessel bunkered in the Americas, and took 1,200MT of IFO-380 from one of the oil majors.

This sample was couriered to Lintec's UK laboratory for analysis. All analysis tested were on specification for IFO-380/RMG-35, except for the fuel's viscosity which was 606 cSt @ 50 deg. C and 47 cSt @ 100 deg. C.

Advice was given that the delivered fuel was off-specification and the client had a commercial claim against the supplier. In order to achieve the required viscosity the fuel would have to be heated to a temperature of 136 deg. C, which was not possible.

The bunker tanks containing the fuel were un-heated and the vessel's subsequent transit was to be through colder waters. This rendered the fuel un-pumpable; however the client could not afford the time to divert to a warm water port to de-bunker at this stage in the voyage. Fortunately the vessel had spare tanks into which on specification fuel could be delivered. Advice was given to place the supplier on notice, and for the fuel to be segregated during transit. Additional samples were to be taken from these tanks, as further confirmation of the viscosity of the fuel.

The bunker supplier arranged for their sample to be analysed which confirmed Lintec's analysis with a result of 606 cSt @ 50 deg. C.

The bunker suppliers admitted responsibility, agreed to de-bunker and re-supply at no cost. They also agreed to compensate the client for the additional costs and losses incurred as a result of the off-specification supply.

The de-bunkering and re-supply was carried out in the warmer climes of Singapore where Lintec attended as quantity surveyors. Samples of the re-supply bunkers were taken during bunkering and submitted for analysis which proved them to be on-specification.

