

Timely identification of problems

A Lintec client vessel, bunkering in North America, took a manifold drip sample during bunkering. Unfortunately the vessel did not land the sample at the time of bunkering and sailed with it on board for several days.

Once landed, the sample was quickly couriered to the Lintec laboratory and analysis conducted on the same day that the sample arrived. The level of aluminium and silicon in the sample was found to be in excess of 300 (mg/kg).

Unfortunately, due to delay in landing the sample, the vessel had already started using the fuel. However, based on the analysis results, Lintec recommended to the client that the vessel be stopped before crossing the Atlantic and a surveyor attend to assess whether damage had been caused.

The client accepted the advice, a surveyor attended the vessel, and identified excessive wear to the fuel pumps, injectors, piston rings and liners. Repairs were carried out and new fuel supplied before the vessel continued its voyage. The supplier accepted that the fuel was off-specification, and a settlement was negotiated.

Had the problem not been identified before the vessel had attempted to cross the Atlantic the cumulative effect of the excessive wear could have caused a very serious problem.

