



MARITEC - FIRST INCIDENT ALERT

The Marine Fuel and Lubricants Specialist

Wednesday 23rd February 2017

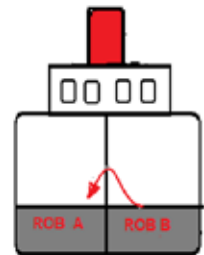
Urgent! Another High Catfines Fuel in Singapore

This vessel bunkered about 108 MT of 380 cSt in Singapore on Monday 20th February 2017 and the bunker sample was received the same day. Testing started immediately and the fuel was found to be off-specifications on catfines among some other parameters. Confirmation re-tests using 2 duplicate samples were being carried out. Confirmed test results was reported on 23rd February 2017. This first incident alert is being rushed out so that our members are alerted promptly.



Maritec is open every day of the year (including all weekends and all public holidays and test results are available within 24 hours of sample arrival.

It is always adviseable to segregate new bunkers into empty tanks. Many tankers have only 2 FO Tanks. With a bit of voyage planning and simple calculations based on distances and fuel consumption this objective of not co-mingling fuels can be quite easily achieved.



(ROB A + ROB B) must be less than one FO Tank Capacity

When the vessel arrives at a bunkering port; the total ROB in both FO Tanks (ROB A + ROB B) must be less than the capacitone of the FO Tank. ALL the remaining fuels onboard can be pumped into one FO Tank; leaving one FO Tank empty to receive new bunkers.

By making this a routine practice the ship will always have one empty FO Tank to receive new incoming bunkers. Always use fuels that have already been tested and confirmed to be acceptable for use. Co-mingling of fuels can cause incompatibility problems resulting in a lot of sludging. In addition the problem fuel when mixed with good existing bunkers will result in loss of all the good bunkers if the problem fuel oil de-bunkered.



Relevant test parameters:

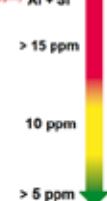
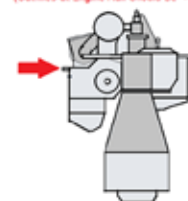
Density @ 15 Deg C	kg/m3	ISO 12185	982.7	991.0	Max
KV 50	mm2/s	ISO 3104	242.7	380.0	Max
Ash	%m/m	ISO 6245	0.18	0.10	Max
Water	%V/V	ISO 3733	4.0	0.5	Max
Sulphur (Marpol Annex VI)	%m/m	ISO 8754	2.23	3.50	Max
Calcium	%mg/kg	IP 501	135	30	Max
TSP	%m/m	ISO 10307-2	0.02	0.10	Max
AL + SI (55 + 82)	mg/kg	IP 501	132*	80	Max

The Density and Aluminium+ Silicon DID NOT MEET THE SPECIFICATIONS compared to the ISO 8217:2005 Table-2 Specs ISO-F RMG-380 Specifications.

This fuel contains **132 mg/kg of catfines** from the refinery process and test results exceeded the ISO4259 test results interpretation limits) Catfines particles are extremely abrasive and at this level will be difficult to be cleaned sufficiently for safe use. Note that MAN B&W recommends that catfines levels at engine rail should not exceed 10ppm of catfines.



MAN B&W RECOMMENDATIONS TWO STROKE & SMALL 4 STROKE ENGINES (Catfines at Engine Rail Should Be < 10 ppm) Al + Si



MARINE FUEL SOLUTIONS

THE FUEL WAS RECOMMENDED NOT TO BE USED !

In most vessels the final filter Before Engine Rail is 35 micron or 50 micron mesh. From the thousands of Fuel System Check samples that we have tested we have seen that 99% of typical catfines will pass through such filter mesh sizes and the final filters are ineffective. A 10 micron mesh will typically block about 47 % of the catfines.

Always run Fuel System Check samples when in doubt.

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