

Off specification fuel – confirmatory analysis

A client, who used both Lintec and another service provider for fuel testing, arranged bunkering of 700MT of IFO-180 fuel in the Far East.

The sample was tested by the competitor laboratory who found that the fuel failed to meet the specification for IFO-180 / RME 25 with respect to Viscosity @ 50oC and carbon residue.

Lintec were requested by the client to carry out analysis to confirm the results obtained by the competitor laboratory. Lintec advised the client that in order to confirm the results, analysis should be carried out on the retained on board sample taken by use of a drip sampler at the vessel's manifold at the time of bunkering.

The client confirmed that this sample was available, and was to be forwarded to Lintec on an urgent basis.

The vessel was by now having to burn allegedly off specification fuel so the matter was extremely urgent.

Lintec arranged immediate collection of the sample using the Lintec preferred courier and it was received at the laboratory the following day. On receipt in the laboratory, Lintec personnel checked the condition of the sample and the status of the seal. It was noted that the sample seal and container were not consistent with those used by the competitor laboratory.

Lintec advised the client that the sample was not a retained on board sample but in fact originated from the supplier. The advice given to the client was that this sample was not suitable for analysis to confirm an off specification fuel, as it was not taken at the vessel's manifold at the time of bunkering.

Lintec arranged collection of the correct sample and, on receipt, the seal number was compared against that on record on the bunker delivery receipt. The seal number and container type were noted as being correct. The analysis was carried out by Lintec's UK laboratory.

Within 24 hours of sample receipt the off specification parameters of viscosity and carbon residue were confirmed.

The client was also advised that a discrepancy between the supplier density and the measured density of the sample of 15.5 kg/m³ had been noted. This difference was in favour of the supplier and would result in a shortage to the vessel of approximately 11 MT.

The client was then able to advise the charterer of this discrepancy for their action as appropriate.

As result of Lintec's prompt and pro-active advice, the client then decided to place all their vessels on the Lintec testing programme.