

## **Proactive advice avoided time consuming, and costly, delays.**

During loading of several hundred tonnes of IFO-180 in the Gulf of Mexico, the Chief Engineer on board a Lintec client vessel expressed concern that the supplier's certificate of quality indicated the presence of chemicals within the fuel.

The supplier's certificate of quality gave a viscosity @ 50 deg. C of 151 cSt, and a density @ 15 deg. C of 989.6 (kg/m<sup>3</sup>) and although probably indicative of a highly refined product being 'cut back' with cutter stock, there was no evidence of 'chemicals'.

Lintec advised the client to analyse the sample for a full ISO8217 analysis, plus chloride content and the total acidity number (TAN) of the fuel. This analysis confirmed that the fuel was on-specification and contained no significant acidity or chloride.

The client and Chief Engineer were contacted and advised to load the bunkers on the basis of the analysed parameters. Advice was also offered regarding the slightly higher CCAI associated with this type of blended fuel.

A sample of this fuel was taken using a continuous drip sampler, and then couriered to Lintec's UK laboratory for analysis. Analysis was conducted the same day the sample arrived at the laboratory and indicated an on-specification fuel.

The vessel sailed across the Atlantic and suffered no problems with the fuel. As a result of timely advice a time-consuming and cost delay to the vessel was avoided.

