

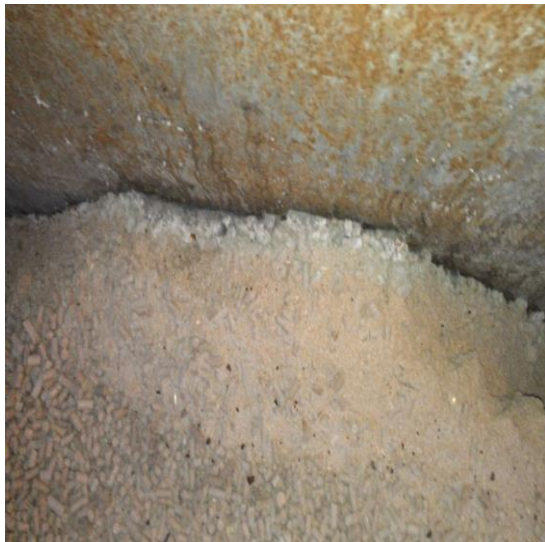
## CLUB CIRCULAR

Monday, November 24, 2014

BSM-RM-10/004/14

**To: All Members**

### **Engineers should pay attentions on the cargo sensitivity**



Engineering officers are continuing to cause damage to grain cargoes by their failure to monitor the temperature of fuel oil in double bottoms. BSM Risk Management Department has to be highlighted the tendency of engineers to excessively heat oil which is to be transferred from double bottoms to settling tanks, our Association continues to receive claims for heat damaged grain. Other cargoes such as steel may be affected by high condensation arising from heat generated in the double

bottoms. It appears that engineers on board are not being given adequate guidelines on how to avoid cargo damage.

The limits widely accepted to ensure free and efficient pumping of fuel oil lie between 870 cSt and 1040 cSt. The type of pumping equipment, the location of the tank to be pumped and its distance from the engine room will all have an effect on the ability to pump oil. For a typical IFO 380 fuel a viscosity of 870 cSt should be achieved at 38°C, for a typical IFO 180 fuel a temperature of only 26.1°C will be required. In some fuel oils, however, the production processes can lower the viscosity index so that a higher temperature will be needed to achieve the required cST level. In practice this could mean an increase in storage / transfer temperature of around 5–10°C.

In the absence of specific advice from a fuel analysis service company, a storage temperature – for oil in tanks in immediate use – of between 40–45°C for IFO380, and 30–35°C for IFO180, should cover most typical bunkers. Temperatures in these ranges should not adversely affect cargoes.



Superintendents and chief officers might want to put guidelines in place accordingly to avoid excessively heating bunkers and risking damage to cargo.

If our valued member has any doubt, please contact our Risk Management Department at [riskmanagement@britishsteamship.com](mailto:riskmanagement@britishsteamship.com).

**Yours faithfully**  
**British Steamship Management Limited**  
**Manager of**  
**British Steamship P&I Association (Bermuda) Limited**  
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