



Ship Type: All      Trade Area: Worldwide

## **Bulletin 326 - 10/03 - Increase of Marine Diesel Engine Damage Caused by Catalytic Fines**

We have been advised of several recent cases where the accumulation of catalytic fines (aluminum and silicon), particularly in settling and service tanks, has resulted in excessive wear in marine diesel engines.

Fuel oil bunkers may be delivered within the ISO 8217 (1996) specification maximum figure of 80mg/kg (total) and shipboard fuel treatment equipment (centrifuges and filters) can reduce this figure set by engine manufacturers at the engine.

We advise Members that tanks should be drained and cleaned annually and more frequently if bunkers are delivered near the maximum ISO specification figure. Relying on class survey intervals of five years to open up settling / service tanks may prove to be inadequate.

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