customer benefit study

chevron marine lubricants | neda maritime

taro® special HT ultra combats severe corrosion on the M/T *Seriana*

Tanker adopts Chevron's ultra-high BN Taro® Special HT Ultra to combat severe corrosion, resulting in a 30% reduction in feed rates and savings for operator Neda Maritime.

Situation

The M/T *Seriana* is a 110,000 dwt LR2 tanker operating in the Greek market under the management of Neda Maritime. Soon after her launch in 2015 the Japanese-built vessel began to experience severe corrosion in its MAN 6S60ME-C8.2 engine. Initially, a significantly higher than OEM recommended feed rate of Taro® Special HT 100 cylinder lubricant was implemented by the owners, in an effort to keep the wear rate within acceptable limits. However, wear rates were unchanged and over-lubrication resulted in liner polishing.

Understandably, Neda Maritime were concerned about the implications for the liners' lifespan and following numerous scavenging space inspections as well as repeated on board scrapedown measurement analysis, Neda turned to Chevron's Marine Field Technical Specialists who recommended switching to a higher BN cylinder lubricant, Taro® Special HT Ultra, a 140BN cylinder oil with exceptional lubricating properties. A high cylinder oil dosage, as well as being costly for operators, does not necessarily result in better engine operation, and the experts at Chevron instead analyzed the case with a focus on oil characteristics and chemistry. Initially the product was also used at a high feed rate before being gradually reduced following positive results from frequent drip oil testing using the DOT.FAST® service.

Results

Liner measurements from the M/T *Seriana* demonstrated that within a period of approximately four months, the use of Taro® Special HT Ultra had returned wear levels to normal. Ultimately, the feed rate was reduced by more than 30% and the overall engine condition is much improved. With DOT.FAST® drip oil monitoring the team at Chevron demonstrated that switching to Taro® Special HT Ultra provided both a positive technical outcome and cost savings of more than $20,000/year for this vessel alone.

"The results were impressive."

Dr. Panos Deligiannis
Tankers Technical Manager,
Neda Maritime Agency Co. Ltd.

"Severe combustion acid corrosion and short residence time in the liner call for a larger concentration of cylinder oil additives and Neda Maritime are very pleased that Chevron responded with Taro® Special HT Ultra, the use of which assisted in both reducing wear levels and increasing cost savings," said Dr. Panos Deligiannis, Tankers Technical Manager at Neda Maritime Agency Co. Ltd., "The results were impressive."

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Chevron Marine Lubricants DOT.FAST® and FAST™ services provide both on-board and on-shore analysis of drip oil, giving an accurate measurement of total iron wear, including corrosive wear.

Conclusion

A key advantage of switching to a higher BN lubricant is the associated cost savings, as the higher BN can potentially decrease feed rates, and in most cases, reduce corrosion with less product injected into the cylinder. Oil analysis service DOT.FAST® is essential in demonstrating improvements in both engine condition and the associated cost saving with moving from a lower BN to a higher number cylinder lubricant such as Taro® Special HT Ultra. Chevron Marine Lubricants DOT.FAST® and FAST™ services provide both on-board and on-shore analysis of drip oil, giving an accurate measurement of total iron wear, including corrosive wear, enabling feed rate reduction whilst maintaining and in some cases improving wear rates.

As the global shipping industry heads into a lower sulphur, lower emissions future, this success story is yet another example of why a “one size fits all” approach to engine lubrication is not the solution. Chevron Marine Lubricants continue to offer a full range of six cylinder lubrication products, from our 25BN Taro® Special HT LF through to the 140BN Taro® Special HT Ultra to meet all of the needs of operators globally. ■