

NAUTICAL NOTES

NOTE NO 14

26.09.00

High Pour Point Cargoes

(These notes are intended to circulate technical information and we hope they encourage their inclusion in loss prevention initiatives with due acknowledgements)



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We have recently had experience with a number of high pour point cargoes involving crude oils with a pour point of up + 30°C. These cargoes emanate from Indonesia and Sudan and our experience with them has been on importation to China.

Claims have arisen on these cargoes in respect of high ROB and shortages on outturn.

There have also been instances where deficiencies in ship's gear have contributed either significantly or in whole to the resulting ROB's and shortages.

Any suggestion of ship/shore difference at the port of loading should be taken very seriously in the first instance and possibly backed up by surveyors in attendance at discharge.

During discharge of high pour point cargoes, it is imperative that the discharge is very detailed and carefully planned as the correct execution of the plan will have significant impact on the result.

It may be necessary to consider the effects of ballast, high freeboard and air draft, stern trim in excess of the norm, heating and pumpability and crude oil washing. We have not been impressed by ship's crews who are reluctant to crude oil wash in these circumstances, as inevitably clingage becomes a significant factor except in the most modern of designs.

Where ships of older design are in use, bottom washing should be considered of vital importance at the after end of the vessel in the first instance and then gradually opening up for a full bottom wash and clearing all residues, as far as possible. The top wash should be conducted when the tank is at about ¼ full or some 4 or 5 metres remaining.

Constant vigilance is required to ensure that the plan is being followed and that adjustments to pumping capabilities are made in good time to ensure that the plan can be followed safely in order to maximise outturn.

All draining should be internal to the slop tanks, which in themselves should be retained right up to the end for priming pumps, crude oil washing and to increase stern trim.

Clear instructions from the charterer in respect of heating, discharge temperature are vital.

C F Spencer & Co Ltd
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