

ExxonMobil Premium AFME 200 ended fuel leaks and vapour locks

Name:	Yves Lejeune
Job Title:	Chief Engineer
Vessel:	Bretagne
Type of operation:	ECA only
Engine manufacturer:	Wärtsilä
Fuel selected:	ExxonMobil Premium AFME 200
Benefits:	An end to fuel leakage and enhanced safety

A switch to ExxonMobil Premium AFME 200 helped ensure that Brittany Ferries' vessel Bretagne not only complied with the 0.10 per cent Emission Control Areas (ECA) sulphur cap that came into force at the start of 2015, the fuel also improved overall engine performance and increased safety.

"No cooler has ever been fitted to the vessel's engine to enable it to run marine gas oil (MGO)," said Yves Lejeune, the Bretagne's chief engineer. "Wärtsilä's instructions are to run the engine below 40°C. However, maintaining that temperature was proving difficult and the resulting decrease in viscosity caused a considerable amount of daily leakage. We also experienced vapour locks in the pump."

A number of mechanical solutions for the engine, including coolers, were discussed during a planned dry dock layup in January 2015 but all proved to be too expensive; an issue exacerbated by the age of the engine. A scrubber was also dismissed as there was no space for one on the vessel.

The Bretagne returned to operation using ExxonMobil Premium AFME 200, a low-sulphur fuel specially formulated to help vessel operators meet the 0.10 per cent ECA sulphur cap. It also has a higher viscosity and flash point than MGO, which can help engineers safely and efficiently operate their main and auxiliary engines.



"The leak problem stopped after we started using Premium AFME 200 in March 2015," explained Lejeune. "We can now run the engine at the viscosity it was designed for and no cooler is required. It is very comfortable to work with. We've had no problems and it's easy to use – the quality of combustion is good; the engine is no longer misfiring."

"The additional safety is a very important benefit," added Lejeune. "Premium AFME 200 is excellent."

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