



INTERIM LONO INSPECTION

PRÉCIS

On 23rd March 2017 a Wärtsilä service technician attended the Seago Istanbul, whilst at anchorage, for the purpose of inspecting the 12 RT-Flex 96 C-B engine. The primary purpose of the inspection was to assess the engine condition after running on Marine MSAR[®] prior to issuance of an Interim Letter Of No Objection (LONO). At the time of the interim inspection, the vessel had accumulated 1,370 hours running on Marine MSAR[®], out of 3,816 total hours, since the beginning of the MSAR[®] trial.

The inspection consisted of both a visual assessment of the engine running components i.e. cylinder liners, pistons and piston rings and a more detailed examination of the two units. Units 4 and 6 of the engine were opened up in order to measure the wear rate of the liner, piston and rings. The liner wear rates were within the acceptable guidelines as issued by Wärtsilä with no abnormal wear noted. The burn down of the piston crowns was assessed as normal and not outside of expected wear when using conventional residual fuel. The piston rings and gaps were also measured and the wear rates were found to be in line with that of an engine burning conventional fuel.

In summary, the engine and specifically the two units that were opened for detailed inspection did not exhibit any unusual wear from that expected with conventional residual fuel.