PT Segara Luas Sukses Abadi (PT Segara) is a shipping company based in Banyuwangi, Indonesia. It owns 40 vessels, including roll-on/roll-off (ro-ro) ferries, tugboats, landing craft and cargo vessels. The company hoped to reduce its operating costs and improve the efficiency of its fleet by extending the oil-drain interval of its vessels’ engines.

Shell Marine, working with Indonesian distributor PT Mitraindo Marine Pratama (PT MMP), proposed a trial of Shell Marine 40 engine oil in one of PT Segara’s ro-ro ferries. Designed for high-speed diesel engines, Shell Marine 40 reacts to an engine’s needs by protecting against corrosion and wear throughout the oil-drain interval, thereby giving longer engine life. The oil’s additive system helps to control piston deposits and maintain good standards of engine cleanliness, which helps to lower maintenance costs and increase vessel availability.

Oil analysis carried out after 1,228 hours showed that the Shell Marine 40 oil was still in optimum condition. Therefore, PT Segara found that it could safely extend the oil-drain interval of the ro-ro ferry by 67%: from 900 to 1,500 hours.

As a result of the longer oil-drain interval, PT Segara reports annual lubrication cost savings for the ro-ro ferry of US$2,010. This could amount to annual savings of about US$80,400 for all 40 vessels in its fleet.
PT Segara Luas Sukses Abadi hoped to reduce its operating costs and improve its fleet’s efficiency by extending the oil-drain interval of its vessels’ engines.

During the process, oil analysis was carried out after 1,228 hours showed that the Shell Marine 40 oil was still in optimum condition. At the end of the trial, PT Segara found that it could safely extend the oil-drain interval of the ro-ro ferry by 67%: from 900 to 1,500 hours.

Shell Marine, working with distributor PT MMP, proposed a trial of Shell Marine 40 engine oil in one of the ro-ro ferries. The vessel has a high-speed diesel engine, so Shell Marine 40 was selected because it reacts to an engine’s needs by protecting against corrosion and wear throughout the oil-drain interval thereby giving longer engine life.

PT Segara reports annual lubrication cost savings of US$2,010 for the ro-ro ferry. This could amount to total annual savings of about US$80,400 for all 40 vessels in its fleet.

The savings indicated are specific to the calculation date and mentioned site. These calculations may vary from site to site and from time to time, depending on, for example, the application, the operating conditions, the current products being used, the condition of the equipment and the maintenance practices.

Contact your Shell Marine account manager to find out more or visit www.shell.com/marine.