

From: aifi01@sealeaders.com
Sent: Tuesday, August 27, 2019 8:35 AM
To: aifi02@sealeaders.com
Subject: FW: [dma] ALL FLEET VESSELS/ DA-11,Cargo Damage due to ingress of water into hold from bilge well

From: aifi01@sealeaders.com [<mailto:aifi01@sealeaders.com>]
Sent: Monday, August 19, 2019 4:07 PM
Cc: gm2@sealeaders.com; gm3@sealeaders.com; gm4@sealeaders.com; s_a_hosseini_343@yahoo.com; flinspect@mdslines.com; dma@sealeaders.com; 'shipmanagement4@seale'; 'shipmanagement3@seale'; 'shipmanagement2@seale'; 'shipmanagement1@seale'; md@sealeaders.com; gm1@sealeaders.com; gm5@sealeaders.com; shipmanagement5@sealeaders.com; gm6@sealeaders.com; 'SM6'; sqm@valfajr.ir; sqd@valfajr.ir
Subject: [dma] ALL FLEET VESSELS/ DA-11,Cargo Damage due to ingress of water into hold from bilge well

Ref : DMA/AIFI/98/C 1045
Date: 19/08/2019

Dear Captain
Good Day,

Recently one of the fleet vessels loaded raw sugar in bulk from “KANDLA” and discharged it at B.I.K (Iran). On the last stage of discharge, master reported that some part of cargo had been spoiled around bilge well of hold No.1 due to ingress of water from same bilge. Daily bilge sounding records since loading of cargo and even during discharge was showing no water in bilge well. Pressure test of ballast tanks had been done a couple of weeks before loading at dry dock and they were found in good condition. Although master had arranged to take ballast water in D.B tanks at the last stages of discharging, however water entered into the hold through bilge well, just after ballasting of DB tank No.1. Investigation revealed that corroded and holed bilge line passing through DB Tank and ineffective hold bilge non-return valve were the source of water ingress into the hold and damages to the cargo.

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Conclusion:

Lack of maintenance on bilge valves and lines passing through cargo holds, other tanks or adjacent compartments is a concern. It is important that prior to loading, bilge valves and bilge lines are properly checked/tested. During the test it should be verified if there is any significant corrosion or not. There is also a risk that bilge valves can seize up if they are not maintained or can remain partially open due to presence of litters around valve flap after hold washing operation. When the bilge pump is stopped, it is important that the bilge non-return valves are closed to prevent back flow. There have been casualties when a high level alarm has been acknowledged but without any investigation as to what caused the alarm.

Some important elements about Preventive measures for the bilge system;

- 1) Bilge wells should be cleaned and inspected regularly and specially before loading cargo. It is imperative that this is documented.
- 2) Air and sounding pipes should be inspected for debris.
- 3) Valves and lines should be tested at regular intervals.
- 4) It should be verified that remote control valves are operational (If Fitted).
- 5) Ensure all valves are closed when not in operation.

You are requested to confirm receipt, discuss the contents in the next consolidated meeting on board & keep a copy in the file DA-11.

Best Regards,

Ali Mohtasham
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(Note: This e-mail has been sent as BCC <blind carbon copy to : All R.O.D.-SMC Vessels, to eliminate the lengthy list that would result if this e-mail is printed)