

From: aifi02@sealeaders.com
Sent: Tuesday, September 17, 2019 5:31 PM
Cc: dma@sealeaders.com; FLINSPECT; gm1@sealeaders.com; gm2@sealeaders.com; gm3@sealeaders.com; gm4@sealeaders.com; gm5@sealeaders.com; gm6@sealeaders.com; md; s_a_hosseini_343@yahoo.com; shipmanagement3@sealeaders.com; SM1; SM2; SM4; SM5; SM6; Valfajr ; Valfajr (sqd@valfajr.ir)
Subject: [dma] ALL FLEET VESSELS/ DA-11, Fire due to Funnel Sparks and soot
Attachments: dscf1875-qpr-qpr.jpg; dscf1878-qpr-qpr.jpg; dscf1883-qpr-qpr.jpg

Ref : DMA/AIFI/98/C 1055

Date: 17/09/2019

Dear Captain
Good Day,

Recently one of the fleet vessels reported small fire at poop deck due to falling soot and sparks from funnel on crane spare wire reel during maneuvering. Fortunately fire was tackled by ship's staff.

Description of accident:

According to Master's report, while pilot was dis-embarking from vessel, second officer reported abnormal amount of sparks and soot coming out of funnel. Engine room was notified and fire patrol was carried out immediately on poop deck and surrounding area and no fire was detected. After about 45 minutes, smoke was sensed by ship's staff inside accommodation and fire search was carried out again during which it was found that plastic sheet covering spare crane wire and its wooden reel had been partly burnt (Attached snap shots) . Fire was extinguished satisfactory.

Cause of accident:

During time, thick carbon had been deposited inside the boiler smoke tubes and funnel uptake. By passing of hot exhaust gases, these carbon deposits were pushed out of funnel in form of sparks. These sparks had then fallen down on poop deck and in contact with combustible materials of spare crane reel had caused the fire.

Lessons to be learnt:

The following factors may control and reduce the possibilities of developing such fires on board of vessels;

1. Avoid spark emission by maintenance and cleaning procedures (Soot Blowing);

- a) It is recommended to soot blow the boiler tubes prior to arrival and after departure from a port. Boiler tubes should be soot blown as per its maker's instruction manual.
- b) At sea, the Master/officer on bridge watch should be consulted prior to commencing the soot blowing operation and the vessel's course altered if necessary.
- c) A boiler that has been running for a longtime is sure to have soot deposits on its tubes, hence Chief Engineer has arrange washing of the boiler exhaust pipes at regular intervals and carry out the blow of the boiler tubes by means of the soot blow arrangement.
- d) As a precaution against funnel fires and sparks, burners, tubes, uptakes, exhaust manifold and sparks arresters (if fitted) should be maintained in good working condition.

2. If there is a funnel fire or sparks emitted from the funnel, in addition to immediate rectify the matter;

- a) (By All Vessel) Continuous firefighting patrol with appropriate firefighting equipment to be established on areas where the sparks falling, such as accommodation decks, aft poop deck , etc. to tackle every source of fire.
- b) (Especially by Tanker Vessels), if at sea, consider altering course as soon as possible to avoid sparks falling on the tank deck. Any cargo ballasting or tank cleaning operations in progress must be stopped and all tank openings closed.

=====.

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,
Capt. A. Amini
Accident Investigation / Fleet Inspection Expert
Department of Maritime Affairs
ROD Ship Management Co.
Dept. Tel No. : +98-21-26100357
Dept. Fax No.: +98-21-26100356
Direct Tel No.: +98-21-23843207

Please reply to dma@sealeaders.com

(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)

