

Ref : DMA/AIFI/98/C 1057

Date: 21/09/2019

Dear Captain
Good Day,

Incident _____ **description:**

Recently two of fleet bulk carriers reported water ingress into hold from bilge well at sea in laden voyage.

Prior to loading of bulk cargo, the holds had been cleaned and tests for watertight integrity carried out successfully. In addition, the efficient operation of the cargo hold bilge pumping system had been verified. However sometimes after departure from the loading port, presence of sea water in one of the bilges was reported to Master/Chief Officer after daily routine sounding of hold bilges. In one case the height of water in bilge sounding pipe was measured at about 7 meters.

Cause _____ **of** _____ **incident:**

Water leakage from cargo hold bilge non-return valve through defective valve or valve not being properly closed due to the presence of previous cargo residue and scale around the valve seat was the main cause of both incidents. The inspection and testing of cargo hold non-return valves had not been included in pre-loading checks. It was also established that other valve in the system between the engine room fire and G.S. pumps and the bilge line had been left open and/or defective, allowing water to flow into the line and enter the hold by way of the defective non-return valve.

Lessons To Be Learnt:

- 1) Inspection and testing of cargo hold bilge system non-return valves shall be included in routine pre-loading checks of the holds.
- 2) Bilge system valves and pipework shall be periodically checked and maintained as part of the planned maintenance program (vessel's PMP).
- 3) Rigorous procedures should be in place to prevent valves being left open when not in use.
- 4) Hold bilge sounding pipes should be positively proven to be unobstructed and comparisons made between the documented maximum pipe height and actual measurement at the deck datum point
- 5) The activation of hold ingress alarms shall be tested at regular intervals and during cargo hold cleaning the pipes connected to the sensors of system to be cleared from scales and previous cargo.
- 6) Meantime once again DA-11 dated 19/08/2019 , Ref : DMA/AIFI/98/C 1057 with title: "Cargo Damage due to ingress of water into hold from bilge well" is reminded.

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,