



Maritec Tanker Management

Incident Report's Details

Ship File No : N/A
 Office File No : N/A
 Form No : N/A
 Issue : N/A
 Revision : N/A
 Rev Date : N/A

Vessel : Bitu Express	Defect ID : 183	NCR # : 23/2021	Is NCR ? : Yes
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Defect Details

Summary:
 - A day before discharging, cargo was transferred using same pump COP3. No observations or concern, no problems or pressure surge.
 - While alongside in dakar as usual practice shore line was blown thru by air.
 - Started COP3, at 300rpm, in internal recirculation mode and after in recirculation mode with drop open/manifold closed-no pressure surge (10 minutes aprox)
 - Opened ship's manifold and commenced closing slowly the drop, the pressure START increasing-opened drop 50% and the pressure dropped-keep drop crack open and the pressure start jumping up and down, re-opened drop 50% / closing to crack open few times, the pressure increasing/decreasing
 - We received confirmation from shore for cargo receipt at their end, drop line closed slowly, Pump rpm steady. Suddenly the pressure start going up ranging aprox from 1.5 bars to 6.5 bars (Peak), in that moment Ch off stopped the pump, and drop opened-at the same time shore request to stop discharging due to hose elongation.
 - After replacing the hose, we blow the line, started the pump in recirculation mode and resumed discharging. For about 15 min we observed the pressure surge same as above, Peak 4.8Bar. Rpm remained steady.

NOTE - Onboard Line High pressure alarm set 8Bars and High high on 10 bars in Praxis. During blow thru, even if little opening in bitumen obstructed line, the other end will get air. No alarm sounded. There seems nothing wrong with our line/pump/procedures. Also this scenario of pressure surge happened only while start, once shore line cleared, all went smooth. Probable point of concern Is Bitumen obstruction in 1/2 year unused shore line and Flexi hose used in between steel hose. The co-operation from vessel side was to continue, monitor carefully disch and pump pressure, while shore line Bitumen was cleared.

SUMMARY

Port – Dakar
 Berth – Number 2
 Alongside - Stbd
 3Length ships hose connected to steel manifold pipe conn shore line.
 Key meeting query if shore pipe pressure tested, was confirmed 8Bar by air.

1000Hrs – Commenced Disch
 1006Hrs – Pressure surge at manifold, Terminal request stop
 1248Hrs – Resumed Disch, monitoring pressure surge
 1254Hrs – Pressure Steady, Continued disch at agreed 5Bar rate
 2354Hrs – Completed disch

Pressure surge at manifold (0-5Bar) twice at start of operation suspect was due to obstruction in shore line. At 1006Hr stoppage, Terminal Rep Mr Manga from Eres requested ships hose to resume operation as shore flexi hose not suitable. At 1248Hr upon resuming cargo, for couple minutes pressure surge monitored (Max maintained 5Bars) and at 1254Hrs pressure was steady (Suspect shore line cleared of obstruction) Attached please find position of Damaged shore hose and Replaced Flexi hose used in between steel pipe shore lines.

NOTE – Pump RPM steady, No surge

Requisition Code :

Categories

Primary :	Incident	Inspector - Internal :		Vessel Dept :	Deck
Secondary :	Other	Inspector External :		Office Dept :	Operations
		Inspection Date :			

Applicable Dates

Date Raised : 12-Dec-2021	ETC : 31-Dec-2021	Date Completed : 14-Dec-2021
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Other Details

Priority : Normal	Assigned By : Vessel	Verified By : Nawin Khaware
Display in Daily Meeting? : No	SFI :	Verified On : 14/Dec/2021

Causes

Probable point of concern Is Bitumen obstruction in shore line

Corrective Action

Monitor carefully disch and pump pressure, keep one person on stand-by at the drop valve

Preventive Action

Shore line must be heated and free of any bitumen obstructions.

Applicable Tags

Direct Causes- Unsafe Conditions

Defective Equipment, Machinery or Tools

Job Factors

Inadequate or Incorrect Tools and Equipment

Follow Up

On	By	Follow Up	
14/Dec/2021	Nawin Khaware	With submitted evidence and details provided by the vessel it's evident that hose got ruptured due clogging of shore cargo line as they were using this line almost after 1.5 years so there's high chances that line must have got clogged due availability of Bitumen cargo residue from previous operation. Basis above we consider this report as closed now.	

Before & After Pictures

Before	After
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