



Maritec Tanker Management Private Limited

Incident Reports 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 : Kensington LG	Defect ID : 45	NCR # : 11/2023	Is NCR ? : Yes
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Defect Details

yesterday 20.11.23 during maneuvers was a black out, first AE #3, then AE #2, everything happened in a matter of seconds, the voltage and frequency on both engines dropped. After an unsuccessful restart, the first thing we did was open the fuel filters, on both diesel generators, it was completely clogged. Also, the filters were dirty at the exit from the service tanks, although every morning all the filters are cleaning and checked. The substance in the filter was similar to plasticine or paraffin, which often collects at the bottom of diesel oil tanks. After cleaning the filters, another start was made to the diesel generator, it worked for two minutes and tripped again even without load. Again, we opened the fuel filters, which again turned out to be clogged with same substance. This time it was decided to take out a piece of pipes on all diesel generators to wash with DO under pressure of the tank, since the booster pump isn't installed in the system, only for ME is exists. During the washing of the pipes a lot of dirt was washed out. After washing duplex fuel filter that were installed on the diesel generators were also replaced. Since AE #3 overheated a little during run, jacket temperature was reach about 90 degrees due to lack of cooling(LT pump had no power due to black out), the PSM from AE #3 was installed on AE #1, as you know, this PSM is out of order and we are waiting for its delivery. So, AE #1 was started, its operation was stable, after 5 minutes it was put under load, the switch was remained on semi-auto(Like during black out), and after 5-7 minutes it suddenly tripped. We checked fuel filters but it was cleaned. We started AE #2 same situation as AE #1 was repeated, AE #2 after 5 minutes on normal run suddenly stopped, the Emergency stop line failure signal came out, Emergency diesel generator switched to the harbor mode relieve itself of its load, but it didn't stop and it confused us. We checked the contactors and relays that are responsible for this signal, but found no faults. During a long and complex investigation, we decided that probably PLC or GPU or some other MSB protection was blocking the operation of the DGs in semi-auto mode after black out and decided switch to auto-mode. After that AE #2 started up by itself and took load put on bus. In turn, the EDG was removed from the bus and stopped by itself, which is normal. After all of the above, we started another DG, which was taken in parallel, the switch was set to the semi-auto, so that under low loads the other DG would not turn off. We started ME and proceeding to the destination port. At the moment, everything is working well, one DG in operation as usual switch in auto mode. The fuel filters were checked and found to be clean. Details to above kindly find in attached.

I would like to note that during a blackout, even having a well spare generator, it will not have time to get on the bus, since the PLC on the engines loses power(emergency power source from battery is to low, due to battery expired and should be replaced Req. No: KNLG-EL-V230074)and it takes about 5 minutes for the PLC to reboot and engine to be ready to start.

Requisition Code : KNLG-EL-V230074

Categories

Primary :	Incident	Inspector - Internal :		Vessel Dept :	Engine
Secondary :	Other	Inspector External :		Office Dept :	Technical
		Inspection Date :			

Applicable Dates

Date Raised : 22-Nov-2023	ETC : 29-Nov-2023	Date Completed :
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Other Details

Priority : Urgent	Assigned By : Vessel	Verified By :
Display in Daily Meeting? : No	SFI :	Verified On :

Causes

Dirt substance accumulated at the bottom of the service tank,as a result, clogged fuel filters many times and, as a result,an emergency stop of the diesel generators, black out.
 Emergency power source from battery is to low, due to battery expired, as a result the PLC on the engines loses power and spare DG couldn't start immediate.

Corrective Action

Multi time cleaning of fuel filters, disconnecting a piece of pipe and cleaning service line by diesel oil.

Preventive Action

Periodic inspection and cleaning of service tank, good operation of purifiers, cleaning fuel filters as often as possible, if filterers are frequently dirty, cleaning of service pipes. Keep normal condition of batteries for emergency source.

CONTRIBUTING FACTORS

Root Causes- Job Factor

Inadequate Maintenance

Job Factors

Other Job Factors

Follow Up


On	By	Follow Up	
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Before & After Pictures

Before	After
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