



BLOCKING OF F.O. BUNKER LINE



- HELMET ELEMENT 5 'Environment & Energy' – Item 3 'Fuel Management'
- RISQ – Chapter 7A Fuel Management - 7.3
- SIRE 2.0 Questionnaire - 10.5.1. 'Conventional Bunkering Management'
- TMSA 3 – Element 6 & 6A – Cargo, Ballast, Tank Cleaning, Bunkering, Mooring and Anchoring operations

INCIDENT

During a PAS Environmental Audit, the bunkering operation was in process and the Engineers together with the PAS Auditor noticed that the fuel bunkered was not properly directed to the forward HFO Tank. After further investigation, it was evidenced that the bunker line leading to the HFO Tank was blocked with solid fuel. In order to fix this, the Engineers started to dismantle parts of the bunker line with a view to clear it from the solidified fuel.

HOW DID THIS OCCUR?

The problem occurred due to the improper line draining at the previous bunkering or transfer operation. In conjunction also with the prevailing low ambient temperatures of vessel's trading area, the fuel oil became solid and blocked the bunker line.

LESSONS LEARNED

- Drain the bunker lines as necessary, upon completion of any bunkering or transferring operation.
- Ensure that the steam tracing of the bunker line, where installed, is maintained in good and effective condition.
- Circulate a fleet safety bulletin promoting seafarers' awareness regarding relevant precautions, when the vessel is trading in cold climates.

Note: Tip of the month is circulated by P@S monthly in an effort to inform the industry of the red flags raised from the implementation of our onshore and onboard HELMET risk assessment program to meet highest standards, carried out by H.EL.M.E.T. Assessors.

