



सत्यमेव जयते

भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन, मंत्रालय

MINISTRY OF SHIPPING,

नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING

९ वी मजिल, बेटा बिल्डींग / 9th Floor, Beta Building,

आय थीक टेकनौ कॅम्पस / I Think Techno Campus,

कांजूरमार्ग (पूर्व) / Kanjurmarg (East)

मुंबई / Mumbai - 400 046.

टेलिफोन: 022 25752040-43 & 45

फैक्स: 022 25752029-35

E-mail: dgship@dgshipping.com

Tele: 022 25752040-43 & 45

Fax: 022 25752029-35

Web: www.dgshipping.com

File No. 11-NT (11)/2014

Dated: 26.06.2014

Casualty Circular No. 01/2014

Case of personal injury reported while working in the engine room.

1. What happened?

An Indian second Engineer working in the foreign flag ship, was injured while attempting to clear a clogged drain pipe of the main engine under piston space. The officer sustained burn injury on the head and face, because of the impact of the hot oil which oozed out with force.

2. How it happened?

The vessel was alongside berth and the cargo loading was in progress. The second Engineer, after the morning work meeting, decided to undertake the cleaning of the Main engine under piston space. It was however noticed that the drain, of the under piston scavenge space, was clogged and needed to be cleared. In the attempt to clear the drain line, the steam to the drain line was opened. After about ten minutes, as the line was not cleared, the second engineer shut off the steam to the drain pipe and decided to clear the pipe by physically dismantling the pipe at the bend.

3. Why it happened?

The splash of the hot oil/ sludge happened because of the pressure inside the pipe line as a result of the steaming carried out, prior opening up of the pipe line at the bend.

.....2/-

4. Lessons learnt?

- i. Whenever undertaking such operations, a proper risk assessment should be carried out.
- ii. Any operation involving high pressure and high temperature has to be handled only with the appropriate and adequate protective equipments, eg. face shield, gloves, etc, in this case.
- iii. The drain collection drum should have been covered as a temporary measure, which would have negated the impact of the splashing of oil caused by the flowing of pressurized oil/sludge from the opened pipe line bend.



(Capt. Harish Khatri)
Dy. Director General of Shipping [Tech]