



NORWEGIAN HULL CLUB

# CASUALTY INFORMATION

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Norwegian Hull Club wishes to contribute to increased safety on board, focusing on **Lives, Health, Environment and Assets** and extracting **Useful Experience**.

Through the year there are some cases that disturbingly are brought to our attention at an ever more rapid frequency, and even if we are aware of these occurrences, it really strikes us why the cases are not avoided. We refer to damages to engines and components following oil services, mostly including both change of oil and filters. These damages are costly and in most cases avoidable, as most of them are related to poor working practices.

### CHANGE OF OIL

#### COURSE OF EVENTS:

A berthed ship, performing cargo operations, is using the opportunity to change oil and filters in an auxiliary engine. The procedure for doing this is well described in the manuals. Simultaneously, other maintenance work is conducted close to the auxiliary engine. As part of the procedures oil is drained and filters are removed, but they are not immediately replaced as new filters need to be unpacked. Finally the oil change is done, the filters are replaced and the auxiliary engine is up and running.

Shortly thereafter, and in the next port of call, an oil sample was taken and analysed, proving a level of metal wear way beyond acceptable limits, suggesting damages to the engine. The engine was de-mounted, and immediately it was discovered that the main bearings were severely damaged, and had caused damages to the crank shaft.

#### DISCUSSION:

The example above is one of many which we have handled recently and over time. In this particular case the filter house was not covered after having removed the old filters. This allowed particles and dust from the environment to enter into the oil via the open oil house. When the engine was started, the particles mixed with the oil, and started to wear down the inner parts of the engine. The rest is history.

You may argue this was a rookie's mistake, and would not have been allowed to happen in a mature organisation. Normally, covering the oil house to deny particles or objects to enter into the engine is basic knowledge. But in a hectic working environment, where idle ship periods have to be utilised fully to perform scheduled and necessary maintenance work, even well established working practices may fail.



The constant shortage of experienced and skilled crew is one of the biggest mantra of today's shipping. In addition, the fact that crew more frequently than ever are swapping between different ship owners and promotions are awarded faster, are all factors that create a higher risk for the individual to make mistakes.

Recently we have experienced a trend where poor working practices have caused damages to engines and machinery. The importance of experience and focus on the human element has been discussed widely, but mostly in the context of the deck officers. Norwegian Hull Club now thinks it is time to take the same discussion for the other groups onboard the ship. The statistical term, "technical failure" is hiding a lot of poor working practices.

#### USEFUL EXPERIENCE

Perfect Planning Precludes Poor Performance.