LAMPIRAN 3

Email upgrade software

ecr1

From: EmailPC/Tangguh Foja <postmaster@vessel.com>

Sent: 2016年6月17日金曜日 10:19

To: Chief Engineer Rm PC; ECR PC2; ECR PC3; Internal/ECR1 PC; Internal/GAS PC
Subject: FW: DFDE Software upgradation.
Attachments: DFDE sofware.docx
-----Original Message-----
From: saji.paul@klsm.jp.kline.com [mailto:saji.paul@klsm.jp.kline.com]
Sent: Thursday, June 16, 2016 13:58
To: h9nh@globeemail.com; 3etb6@globeemail.com; postmaster@vessel.com
Cc: shinohara.mikihide@klsm.jp.kline.com;
rupesh.sinsinwar@klsm.jp.kline.com; klsmtlng@klsm.jp.kline.com
Subject: DFDE Software upgradation.
Dear Captain & Chief Engineer,
Wrt the below message , we will be modifying the software of the DFDEs to
accommodate the below mentioned countermeasure.
1. Gas trip (S/O to MGO) based on the MFI limit.(load based.)- to
minimize the risk of Gas
2. Resetting the wrongly set Lo alarm/ trip of Main Lo and T/C.
limits-Refer attached
3. PFI setting to improve the starting characteristics.
Rest of the parameters will be untouched.
So first , each engine software needs to be downloaded by the vessel and
sent to Wartsila, they will make the above mentioned changes and send it
back. Once vessel received- it needs to be downloaded, engine fully tried
out , by all combinations- and once fully satisfied, will pass on to the
next engine.
Respective TSI will communicate and do the needful so that all our engines
are updated.
Thanks for your Cooperation.
With Regards,
C. Saji Paul.
Ph:+81 3 3595 6446.
Mob: +81 80 5532 5074.
From: Shinohara, Mikihide (KLSM)
Sent: Monday, June 13, 2016 1:34 PM
To: MASTER TANGGUH FOJA; MASTER TANGGUH JAYA; MASTER TANGGUH PALUNG
Cc: KLSM TLNG; KLSM MLNG; Saji, Paul (KLSM); Rupesh, Sinsinwar (KLSM);
Rajakumar, Pramodh (KLSM); Yamasaki, Takato (KLSM); Iwaki, Hiroyuki (KLSM);
Kanda, Shunichi (KLSM)
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Subject: 2016 TLNG-0014 // Mixed Nitrogen gas to DFDE fuel gas line
TO: MASTERS OF VESSELS AS ADDRESSED.
FM: KLSM Tokyo.
CC: As attached.

DD: July 13th 2016.
SUBJECT : 2016 TLNG-0014 // Mixed Nitrogen gas to DFDE fuel gas line
Dear Captain & Chief Engineer,
Please be informed that in our sister vessel blackout occurred after start
GCU during enter the port.
We investigate root cause and strongly suspect that N2 gas mixed to DFDE
Fuel gas line from GCU HDR N2 purge valve (CN915).
Please refer to attachment and below ship report.
///////////Quote////////
We have found that GCU gas header pressure exceeded up to 0.8 MPa which
should be less than LD Comp discharge pressure (500 KPa).
According to IAS trend data on 02/12/2015 19:27 which was 12 hours before
blackout, GCU Gas Header pressure suddenly started to increase from 489 KPa
and stopped with 874 KPa.
Increasing the pressure took 90 min and then pressure fluctuated with higher
level than usual.
GCU Gas Header pressure then fluctuated between 900 KPa and 830 Kpa and this
phenomena continued until GCU was restarted at 07:34 Dec 3rd morning.
In this high pressure period, pressure synchronicity between N2 Buffer Tank
and GCU Gas Header pressure has been confirmed.
On the trend data, increasing pressure from 500 KPa to 550 on the MGE gas
header was observed when GCU gas valve CG939 was opened.
We have hypothetically came to conclusion that 800 KPa N2 pressure
accumulated in the GCU Gas header pipe went back to 500 Kpa MGE BOG pipe
line and degraded BOG quality.
BLACKOUT SCENARIO:
Main Shaft Power at that period was kept 22500 KW and GCU was started for
preparation entering port with four MGE Gas mode operation.
When GCU Gas valve CG939 opened, accumulated N2 (800 Kpa) in the GCU gas
header(200m/m Dia x 80 m Length) which had been blocked between CG939 (ESD)
and GCU BOG Shut Off Valve BGXV211 was introduced into MGE BOG line and
mixed BOG intruded MGE normal performance.
440V MSB voltage dropped slightly and control system for Main Propulsion
Motor detected LV and both Main Propulsion Motors trip activated.
Four running MGE suddenly lost electric load and engine speed increased in a
flash, governor was not functioned due to gas mode operation, causing four
MGE over speed trip.
GCU Gas header high pressure (800-900 KPa) disappeared after closing CTM at
Gwang Yang on 05/12/2015 o/a 12:00 when GCU was started.
We have checked GCU Gas header trend data for recent five months and extreme
high pressure has not been observed except captioned incident and DD period.
//////////Unquote///////////////
Also we found that all DFDE MFI duration increased to almost max value
before black out .
MFI duration value is changed depend Engine load and gas properties.
For the reasons described above,
We strongly request vessel to follow below procedure while starting GCU .
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1. Try out and put in use GCU, well in advance (say 1 hour atleast)
before vessel reach critical navigation areas/ before pilot boarding etc.
2. Confirm to GCU HDR pressure before and initial start up of GCU.

(And please suspect to leak of N2 purge valve if you found abnormally pressure.)

And we will plan below modification as countermeasures,

1. We will set the DFDE MFI duration offset max limit (limit varies with load) by Wartsila, which will trip DFDE to MGO as soon the MFI duration limit exceeds a particular value for that load.

2. Set GCU header - High pressure alarm in IAS (say around 600 Kpa) to caution if any abnormality in the gas line.

We are discussing with Wartsila for MFI modification of high limit, and will inform once we have determined the modification detail.

Thank you for your kind cooperation and understanding.

Best Regards,

M.Shinohara

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Technical Superintendent

Technical Superintendent Team

LNG Carrier Group

"K" Line Ship Management Co., Ltd.

Iino-Bldg., 1-1 Uchisaiwaicho 2-Chome,

Chiyoda-ku, TOKYO 100-0011, JAPAN

Phone : +81-3-3595-6443

Mobile : +81-80-1338-4137

E-mail : shinohara,mikihide@klsm.jp.kline.com

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Received: from INT at Globe Wireless;

Thu, 16 Jun 2016 23:5

Sumber : Dokumentasi Kapal MV. Tangguh Foja 2016