	<p align="center"><i>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</i></p> <p align="center">59.0 CARGO HOLD BILGE PUMPING OPERATION</p> <p align="center"><i>ON THE JOB TRAINING</i></p>	OJT : 059 Page 1 of 4 Date : 07-Nov-25 Rev : 10.1 Appr : DPA
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VESSEL: _____ DATE: _____

Details of training: Cargo Hold Bilge Pumping Operation

Before operation: Especially when there is cargo in the hold.

- Ensure screw down check globe valve (suction valve next to the eductor) is closed before opening the discharge valve and the driving water valve of the eductor.
- Open the discharge valve and the driving water valve of the eductor.
- Run the relevant Fire & GS pump for use as driving water.
- Open the screw down check globe valve (suction valve next to the eductor).
- Open the relevant cargo hold bilge lift check valve (non-return) and any intermediate valves.

After operation: Especially when there is cargo in the hold.

- Close the relevant cargo hold bilge lift check valve (non-return) and any intermediate valves.
- Close the screw down check globe valve (suction valve next to the eductor).
- Stop the relevant Fire & GS pump for use as driving water.
- Close the discharge valve and the driving water valve of the eductor.

Above steps is to ensure that backflow of water is prevented in case cargo hold bilge lift check valve (non-return) is clogged or not functioning as we already have numerous cases of hold flooding due to clogged non-return valves. We have to assume always that the non-return valves are not functioning hence, we must ensure the other associated valves most especially the screw down check globe valve (suction valve next to the eductor) are closed and functioning.

During hold cleaning complete Form 2.3.21 RECORD OF CARGO HOLD BILGE VALVE INSPECTION AND SUCTION TEST Form 2.3.21.

Below table is compiled to give you an idea of the associated valves. You will note that it will take 3-4valves to malfunction before the water goes back to cargo holds.

VESSEL	LIFT ANGLE VALVE (1 st)	BUTTERFLY VALVE (2 nd)	BUTTERFLY VALVE (3 rd)	SCREW CHECK VALVE (4 th)	DOWN GLOBE
IVS GLENEAGLES	<p>(125) S.M.C.A.V. & R.B. B.S.P.</p>				
IVS KINGLET					
IVS PHINDA					
IVS MERLION					

All crew involved in cargo hold bilge pumping operation must be aware of these valves aboard their respective vessels and ensure proper closure of the valves after every operation.


Maintenance:

On completion of hold cleaning, it is sometimes not enough to simply test/operate the valves and a check as per 3 monthly maintenance schedule in Mespas: 802.001.01 MAINTENANCE FOR BILGE SUCTION VALVE PORT AND STBD, must be done. Please ensure this is being carried out and attach pictures to the work report.

- -Open the valves assembly, Clean/check condition and function test.
- -Recondition seat valves as necessary.
- -Paint internal and external for protection.
- -Rose box filter to clean, inspect and ensured.
- -Secured properly to prevent foreign object enter the bilge system.

Below pics is an example of potential blockage/obstruction



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The above has been read and understood :

CO: _____

2O: _____

3O: _____

JNO _____

D/C _____

Deck Ratings _____

CEO _____

2EO _____

3EO _____

4EO _____

Engine Ratings _____

E/C _____

Verified by: Master _____