EXAMPLE OF WRITING NARRATIVE

Location : MV Sharifa Rahma, Pier 13 Port of Manila, Philippines
Activity area : Engine Room
Equipment particulars : Sulzer 6RND 90 - 2160kW per cylinder
Initial condition: JCW@70^{o}C pump1 running, #2 st-by; Turning Gear disengage
Alignment to course in the curriculum? Power Plant Diesel & Watch Keeping
How the course (in the MHEI) could be improved? Reflection/feedback (optional)

Answer/Brief Description of Activity Performed

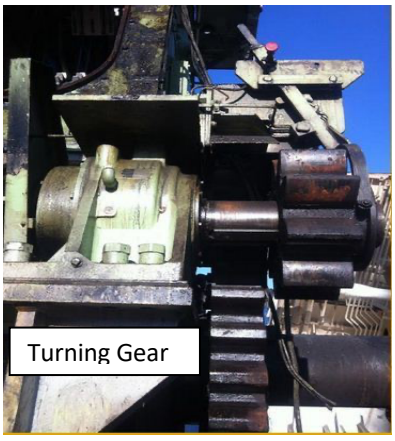
Yesterday 31 May 2022 at 0900 hours, I was ordered by the 1st Engineer to prepare the Main Engine for departure, Sulzer 6RND 90 with 2160 kW per cylinder.

The Jacket Water cooling pump is already running and maintained at 70^{o}C inlet temperature by steam heating and continuously re-circulated to the engine, so I started first the Lubricating Oil pump 1 and set L.O. pump 2 to stand-by; this is to ensure that if L.O. pump 1 failed, L.O. pump 2 automatically starts and take over to supply lubricating oil to the main engine.

Then, I checked the status of the starting air bottles which was 24 bars and 26 bars respectively, Main Air Compressor 1 is set at auto and number 2 is also on auto on a leading/lagging role configuration. I drained the air bottles of condensate and opened the outlet valve of Starting Air Bottle 1; I then checked the main engine indicator cocks to make sure they are open.

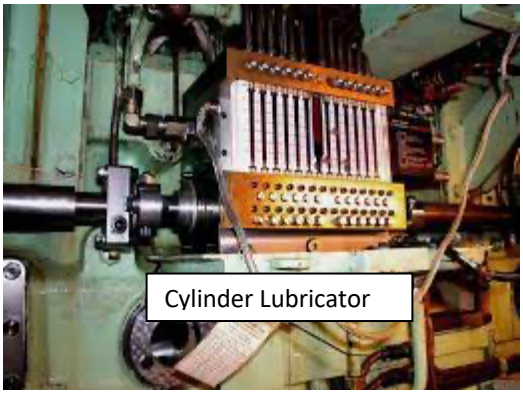
I called the bridge informing them that I am preparing the engine for departure and asked whether the vessel is securely fastened, and if the propeller is free to turn or that there are no personnel in the vicinity as I intended to turn the engine by air pressure….


Starting Air Bottle


Turning Gear

I was assured by the Officer on Watch (OOW) that the vessel is securely fastened, and the propeller is free to turn, thus I engaged and switched on the turning gear

and lubricated the liner by pushing the lubrication knobs while the crankshaft was turning...


Cylinder Lubricator


Indicator Cock

After lubricating all the cylinders, I disengaged the turning gear and informed the 1st engineer that the engine is ready for blow-off (turn by air) …….
While the 1st engineer was beside me, engine side, I turned the main engine with air by about 2-3 revolution by pulling the air lever to start with the fuel set at zero. I then go to the cylinder head platform and closed the indicator cocks.

……continue with what you did…….....

After I completed all the inspection, testing and starting of all auxiliary machineries as defined under our ship SMS manual for engine preparation for departure, and with the permission of the 1/E, I called the bridge OOW and informed him that the engine is ready for departure.

Reflection/feedback:
Based on my experience on preparing the engine for departure, I found that one needs to be situationally aware what is going on not only within the engine room but must include the whole ship and its immediate environ as for example if I turn the engine and the propeller hit a diver. Some aspect of engine operations is not part of the curriculum of the BSMARE as for example the leading/lagging control arrangement of the main air compressors, thus I recommend that this be included in the course Automation.

Note to cadet:

1. This is just an example, the actual procedure to be followed is the one written in the vessel SMS manual.
2. Preparing the engine for departure involve a lot of steps including but not limited to.
    a. Starting piston cooling water pump (Sulzer RND)
    b. Starting the Fuel circulating pump to be followed by the Fuel feed pump
    c. Starting additional generating set and synchronize to bus
    d. Inspecting and testing the steering gear, etcetera.

3. The narrative report ends when the task is completed, in this case, the Engineer on Watch informed the Bridge that the engine is ready for departure.

Note to MHEI

1. This sample should be part of the orientation of cadets prior to embarkation.
2. Paragraphs written in blue are not part of the OBT narrative report
3. What should be written in the narrative report?
    a. As a minimum, all steps written in the vessel SMS for that particular task (engine preparation for departure) is to be written, plus any activities that he did that may have interrupted his engine preparation; example, he was ordered to also give the sounding of the bunker tanks 1 & 2, or that he found that the seal of the JCWP was leaking and repaired it before continuing with the preparation.
    b. The reflection area is optional, but it is a good feedback mechanism that MHEI may use to their advantage in improving their curriculum and becoming aware of the challenges face by their students onboard. This forces the student to think critically to answer the following questions.
        i. Is there alignment between this activity and what I learned in the school?
        ii. What recommendations I could write to improve our curriculum?
4. Why is the activity in this format?
    a. The first part is fill in the blank, teach the student how to accomplish forms.
    b. The second part in essay/narrative format to improve the learner's communication skills and force him to properly articulate what he is doing into written words (and would do so again during OBT assessment in oral form), unconsciously acquiring expertise in the English language, and the following STCW competence.

        Table A-III/1 Function: Marine Engineering at the Operational Level
        Competence: Use English in written and oral form
        KUP: Adequate knowledge of the English language to enable the officer to use engineering publications and to perform engineering duties

Criteria for evaluating competence: <u>Communications are clear and understood</u>