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| **ENGINE ROOM DEPARTURE CHECK LIST** | | | | |
| **DATE** | **DEP TIME** | **PORT** | **VOYAGE** | |
| ***2 HOURS PRIOR*** | | | | ***TIME*** |
| 2 HOURS NOTICE FROM BRIDGE | | | |  |
| SYNCHRONISE CLOCKS | | | |  |
| ***1 HOUR PRIOR*** | | | | ***TIME*** |
| 1 HOUR NOTICE FROM BRIDGE | | | |  |
| TEST C.P.P. BOTH BRIDGE AND ENGINE ROOM CONTROLS (with ECR control ONLY) | | | |  |
| TEST BRIDGE / ENGINE ROOM TELEGRAPHS | | | |  |
| TEST AND CHECK STEERING GEAR (AS REQUIRED BY SOLAS CHAPTER V REG. 26) | | | |  |
| TEST TALK BACK AND ALL ENGINE ROOM COMMUNICATIONS | | | |  |
| CHECK STABILISERS HOUSED & LATCHED (inform OOW on bridge) | | | |  |
| LUBRICATE AND MOVE ALL MAIN ENGINE FUEL PUMP RACKS & LINKAGES | | | |  |
| START ALL MAIN ENGINE PUMPS (check stand by pumps & all pressures & temps correct) | | | |  |
| START ALTERNATORS REQUIRED FOR DEPARTURE AND PUT ON LOAD | | | |  |
| CHECK AIR START COMPRESSORS | | | |  |
| CHECK START AIR & CLUTCH AIR PRESSURE | | | |  |
| CHECK MAIN ENGINE LUBE OIL SUMPS | | | |  |
| CHECK MAIN ENGINE TURBO CHARGERS | | | |  |
| CHECK ALL ALARMS AND CORRECT ANY DISCREPANCIES | | | |  |
| MAKE VISUAL INSPECTION OF C.P.P. OIL DISTRIBUTION BOXES | | | |  |
| MAKE VISUAL INSPECTION OF INNER MAIN SHAFT SEAL (lubrication & cooling on) | | | |  |
| CHECK POWER IS AVAILABLE FOR DECK MACHINERY & SHELL DOORS | | | |  |
| CHECK BOW THRUSTERS | | | |  |
| ***1/2 HOUR PRIOR*** | | | | ***TIME*** |
| TURNING CLEARANCE FROM BRIDGE FOR PROPELLERS & THRUSTERS | | | |  |
| TURN MAIN ENGINES ON TURNING GEAR (observe indicator cocks) | | | |  |
| REMOVE TURNING GEAR AND THEN BLOW OVER ON AIR (observe indicator cocks) | | | |  |
| CLOSE INDICATOR COCKS | | | |  |
| ***AT START MAIN ENGINES*** | | | | ***TIME*** |
| AFTER START EOOW TO THOROUGHLY CHECK ENGINES & AUXILIARIES | | | |  |
| PRIOR TO TRANSFER CONTROL ON BRIDGE CHECK THAT CPP LEVERS FOR ENGINE TELEGRAPH AND SUB-TELEGRAPH ARE IN-LINE | | | |  |
| START BOW THRUSTERS | | | |  |
| CHECK ALL MAIN SHAFT BEARINGS & OIL FLOW | | | |  |
| CONFIRM THAT BRIDGE HAS INFORMED ECR THAT “CONDITION RED” IS IN FORCE; “CONDITION RED” SIGN HAS BEEN POSTED | | | |  |
| POSITIVE REPORT FROM CHIEF ENGINEER TO THE BRIDGE DONE | | | |  |
| DURING STAND BY ( Engineer officer to carry out continuous machinery space rounds ) | | | |  |
| ***AT FULL AWAY*** | | | | ***TIME*** |
| STAFF CHIEF ENGINEER (to make thorough inspection of all machinery spaces) | | | |  |
| STOP BOW THRUSTS (when ordered by bridge) | | | |  |
| COMPLETION OF THIS CHECKLIST RECORDED IN THE LOGBOOK | | | |  |

***EOOW..................................................... CEO.............................................................***