# ENGINE ROOM DEPARTURE

**(TESTING CONTROLS)**

The checks and tests listed below must be carried out as applicable. An entry will be made in the Engine Room Log book referring to the completion of all checks as per this list. Any non-conformance must be brought to the attention of the Chief Engineer.

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| **Vessel:** |  |  | **Date/Time:** |  |
| **Port:** |  |  | **Voyage No:** |  |

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| **Operation (Cycle):** | Berth / Anchor / Drift |

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| **No.** | **Checklist** | **Tick (√ ) or N/A** |
| 1. | Notify Chief Engineer. (At “1 hour notice” or as directed) |  |
| 2. | Start all necessary auxiliary machinery – Generator on standby. Always use at least 2 generators in parallel for standby situations. |  |
| 3. | Confirm that all required machinery is in standby |  |
| 4. | Confirm engine room machinery alarm indication is operational audio/visual. |  |
| 5. | Confirm that start air and control air reservoirs have been checked and drained of water. |  |
| 6. | Check boiler condition. |  |
| 7. | Ensure sufficient power for mooring equipment. |  |
| 8. | Confirm with the duty officer that propeller is clear. |  |
| 9. | Confirm that starting air is blocked to main engine. |  |
| 10. | Check that indicator valves are open. |  |
| 11. | Engage turning gear, turn engine, lubricate cylinder liners, check for water from indicator cocks. Disengage turning gear. |  |
| 12. | Adjust / control HFO viscosity, if necessary. |  |
| 13. | Test steering gear with bridge as per SOLAS Chapter V, Regulation 26 and performing the tests required by CFR 33 164.25 (When applicable). |  |
| 14. | Test the Engine Telegraph with Bridge |  |
| 15. | Confirm main engine control set to required control position. |  |
| 16. | Request the Deck (Bridge or CCR) for permission to turn Main Engine on air. |  |
| **No.** | **Checklist** | **Tick (√ ) or N/A** |
| 17. | Check that main starting valves are open. |  |
| 18. | Blow through main engine as per machinery specific requirements only 2nd Engineer or Chief Engineer. |  |
| 19. | Close indicator valves. |  |
| 20. | Confirm main engine control to bridge control (if applicable). |  |
| 21. | Check machinery parameters are normal prior to operating machinery. |  |
| 22. | Where a continuous return sump to sump purification arrangement is installed, careful observation should be maintained on the level of lube oil within the sump. It should be ensured that at no time, a generator that is on first alternative start should have its sump purified. Furthermore, under no circumstances should any diesel generator sump purification take place during critical periods such as during standby or in close manoeuvring situations. |  |

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| **Ship specific checks and tests** | | **Tick(√ ) or N/A** |
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| Engineer: |  |  | Chief Engineer: |  |
| Signature: |  |  | Signature: |  |