**MAIN ENGINE CONTROL FAILURE DRILL**

To prepare for a true emergency, training in drills should ensure that required actions become automatic. This guide can also be used in the event of an emergency. Analyze the results of the drill and debrief ship staff.

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| **Vessel:** |  |  | **Date:** |  |
| **Port / Location:** |  |  | | |

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| Main Engine Control Failure Drill | | **Tick ()** |
| 1. | If Engine room is in manned condition, immediately sound the General alarm and alert the Bridge about the failure, to take precaution against any impending traffic situation that may arise. |  |
| 2. | If Engine room is unmanned, then the duty engineer must go down to the Engine room, and initiate the Engineer’s call for assistance and inform Bridge about the failure. |  |
| 3. | Display appropriate light signals/shapes. |  |
| 4. | Broadcast warning to all the traffic in area on channel 16 VHF and any other channels |  |
| 5. | Set AIS to “Not Under Command” status. |  |
| 6. | If the depth is not deep, consider having forward station to standby the anchor. |  |
| 7. | In both the above mentioned cases, the Engine controls should be taken down to the Engine control room after putting both the Telegraphs of the Bridge and the ECR to “STOP” position |  |
| 8. | An Additional Auxiliary Engine will have to be started to cater to the Electrical load needed to start and run the F.D fan for the Auxiliary Boiler. |  |
| 9. | Mustered all engine staffs in the Engine control room to delegate duties. |  |
| 10. | Ascertain the reason for the Propulsion failure |  |
| 11. | After fault identified and rectified, engine to be started out from the Local Operating Panel |  |
| 12. | Chief Engineer or Second Engineer take command and stationed in the ECR to have an overall picture of the status of the engine. |  |
| 13. | Assign one person to attend the alarms in the Engine Room |  |
| 14. | Check that both the main air bottles have sufficient air and if necessary to press full that will ensure adequate air supply is available |  |
| 15. | One person must start the Auxiliary boiler F.D fan and fire up the Auxiliary Boiler to ensure that the steam requirements in the Engine room are fulfilled, as loss of Propulsion power will effectively render the Economizer out of use. |  |
| 16. | Stop the Fresh water Generator and start the Jacket water Preheating Unit. |  |
| 17. | Constantly update Bridge on the repair status of the main engine and provide estimate time when main engine can be used. |  |
| 18. | Inform Bridge when main engine unable to repair or required more time for repair so that the bridge can located a safe place for anchor. |  |
| 19. | If a decision to drop anchor has been taken, then the cooling water for the Deck Hydraulics system will have to be started followed by the starting of the Forward Power-pack motors. |  |
| 20. | In the event the Propulsion System is unable to repair, then the deployment of ETA will need to be considered in consultation with the office. |  |
| 21. | Others Actions: |  |

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| Comments / description of the scenario / recommendations for the next drill, if any. |
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| **Drill Officer:** |  |  | **Master:** |  |
| **Signature:** |  |  | **Signature:** |  |