**ENGINE ROOM ARRIVAL CHECKLIST**

**(CONTROL TESTS)**

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

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

| Procedure | | Tick() or N/A |
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| 1. | Start all necessary auxiliary machinery – D/G on standby. Always use at least 2 generators in parallel on switchboard for standby situations. |  |
| 2. | Confirm that all required machinery is in standby. |  |
| 3. | Shut down fresh water generators. |  |
| 4. | Confirm that start air/control air reservoirs have been checked and drained of water. |  |
| 5. | Confirm that starting air is fully open to main engine. |  |
| 6. | Check boiler condition and steam on deck, if applicable. |  |
| 7. | Ensure sufficient power for mooring equipment. |  |
| 8. | Ensure individual valves for Oxygen and Acetylene bottles on deck are shut. |  |
| 9. | Monitor machinery parameters for stable operation. |  |
| 10. | Check HO/DO service and settling tank levels, top up as required and ensure that they are free of water. |  |
| 11. | Ensure bridge activates load/run down program at appropriate time or begin slowing down main engine at 1 hour notice if not under bridge control. |  |
| 12. | Ensure that the inert gas plant is ready for operation and that the O2 analyzer is calibrated. |  |
| 13. | Synchronize clocks. |  |
| 14. | Notify the Chief Engineer. (At “1 hour notice” or as directed). |  |
| 15. | Test steering gear as described in the Operation and Test of Steering Gear Guideline. |  |
| 16. | Where a continuous return sump to sump purification arrangement is installed, careful observation should be maintained on the level of the 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. |  |
| 17. | Boiler soot blowing to be carried out prior arrival. |  |
| 18. | Sewage direct overboard valve to be shut and positively lashed with key kept by the Chief Engineer. |  |
| 19. | Electrician to check all accommodation lightings (Including Emergency lightings). |  |

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| At Finished With Engines | | |
| Procedure | | Tick() or N/A |
| 18. | Confirm notice required for main engine. Hrs\_\_\_\_\_\_\_\_\_ |  |
| 19. | Block main engine air start valve. |  |
| 20. | Open the main engine indicator cocks. |  |
| 21. | Engage the turning gear and obtain turning clearance. |  |
| 22. | Turn the main engine at least one revolution while lubricating cylinder liners. |  |
| 23. | Open the main engine turbo-charger / exhaust system drain valves and air cooler drain valve and check that they are clear. |  |
| 24. | Check status of steering gear hydraulic pumps (Refer to: Operation and Test of Steering Gear Guideline). |  |
| 25. | Carry out unmanned inspection before leaving engine room unattended. |  |
| 26. | Ensure that obsolete documents specific to previous voyages are removed from display. Only those documents relevant to the specific port should be referred to. |  |

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