

1800 H START D/G NO 2

19 NOVEMBER 2016 AT 02:28 HRS. NO.1 MAIN COOLING FRESH WATER PUMP STOP AND ALARM APPEAR ON MONITOR SCREEN DUE TO LOW PRESSURE OF MAIN ENGINE COOLING WATER, INVESTIGATE AND FOUND THAT M/E CYLINDER NO. 3 COOLING JACKET WAS CRACK. IMMEDIATELY INFORM THE BRIDGE ABOUT THE TROUBLE. AT 02:29 HRS. M/E CYLINDER NO. 3 COOLING WATER OUT ON HIGH TEMPERATURE, FOLLOWED BY SLOWDOWN OF MAIN ENGINE. 02:30 HRS. LOW LEVEL ALARM OF COOLING WATER EXPANSION TANK APPEAR, REFILL THE SAID EXPANSION TANK AND CLOSE INLET AND OUTLET COOLING WATER VALVE OF M/E CYLINDER NO. 3, BUT DUE TO EXCESSIVE WATER LEAKAGE ON CYLINDER NO. 3, ALL M/E CYLINDER COOLING WATER ON HIGH TEMPERATURE ALARM AT 02:34 HRS. AT 02:40 HRS. IMPERFECT W/H CONTROL CONDITION AND AT 02:41 HRS. IMPERFECT W/H CONTROL CONDITION NORMAL. BRIDGE CARRIED OUT FULL ASTERN AND EMERGENCY FULL ASTERN BUT THE VESSEL GROUNDED AT ABOUT 02:45 HRS.

AFTER GROUNDING CONDUCTED SOUNDING OF ALL FUEL TANKS, ENGINE ROOM TANKS AND FOUND OF THE SAME LEVEL. CHECKED ALSO STEERING GEAR AND RUDDER. ALSO CHECKED PROPELLER SHAFT BY TURNING GEAR. OPEN ALSO M/E UNDER PISTON SPACES AND INSPECTION, FOUND NO OTHER LEAKING.

AFTER INSPECTION, CUT-OFF COOLING WATER AND FUEL SUPPLY OF M/E CYLINDER NO. 3 TO USE M/E FOR MANEUVERING.

Ημ/μία / Date: 19 NOVEMBER 2016.

O A' ΜΗΧΑΝΙΚΟΣ / CHIEF ENGINEER

Em³

n³